PUBLIC-PRIVATE PARTNERSHIPS
INFRASTRUCTURE PROJECTS PLAN IN INDONESIA
2018
Foreword

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

Infrastructure Development 2015 – 2019
Making PPP Works

The Government of Indonesia realizes the importance of private participation in accelerating infrastructure development in Indonesia, especially considering the limitation of government in funding the infrastructure needs. Based on an estimation of infrastructure funding needs in 2015-2019, the government is only able to fulfill 41.3% of total infrastructure funding needs, which is about IDR 4,796 trillion in total. Approximately 36.5% of the funding gap is expected to be fulfilled through cooperation with private using PPP scheme. The private participation, however, is expected not only to fill the funding gap but also to share knowledge and experience in the development, operation, and management of qualified infrastructure services. To that end, the Government of Indonesia has committed to continuously improve and innovate in increasing investment attractiveness and to assure that the involvement of private is not hampered.

At present, commitment to accelerate infrastructure development continues. The Government remains committed to pursuing equitable development of infrastructure projects in across Indonesia. In line with this, the Medium Term National Development Plan 2015-2019 (RPJMN 2015-2019) stated that the PPP is an alternative approach for infrastructure development.

The Government of Indonesia continues to evaluate and strengthen the policy in order to support acceleration and improvement of PPP preparation process. For the purposes, Government of Indonesia has enacted Presidential Regulation 38/2015 on Cooperation between Government and Business Entity in Infrastructure Provision as the new regulation for PPP implementation in Indonesia.

Started from 2009, BAPPENAS - as national development planning agency in Indonesia who responsible for PPP planning and implementation – issues PPP Book to provide the information on available infrastructure investment in Indonesia for potential investors or any other PPP stakeholders. Projects listed in PPP Book are results of rigorous review and screening process by BAPPENAS in compliance with Ministerial Regulation of National Development Planning 4/2015. The projects are organized into two categories based on their readiness level, those are ready to offer projects and under preparation projects. PPP Book also provides information related projects have already moved to tender process (already tendered) and success story of PPP projects in Indonesia.

This PPP Book 2018 is prepared to provide the latest preview and information about infrastructure PPP projects plan. Total projects in this PPP Book have 15 projects with 14 under preparation projects and 1 ready to offer projects also 8 already tendered projects. By the third year of Joko Widodo – Jusuf Kalla Presidency within the period 2015-2019, there are 12 PPP infrastructure projects under construction. These projects show PPP scheme can be a solution and also a challenge for acceleration of infrastructure development in Indonesia.

Last, we hope this PPP book can be a useful reference to any party involved in the PPP development in Indonesia.

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Minister of National Development Planning/
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1. INDONESIA COUNTRY PROFILE

Indonesia, known as a large country with the land area of 1,904,569 square kilometers, is the 14th largest country in the world. The ranks increased to the 7th largest country in terms of land and sea area combined, this country consists of 34 provinces. Indonesia’s population — which at 261 million makes it the world’s fourth-most-populous country, and the most populous in Southeast Asia. According to World Bank, Indonesia’s GDP per capita has steadily risen, from $857 in the year 2000 to $13,120 in 2017. Indonesia is the member of the G-20 which is representative of development country that gives economic impact towards the world.

Due to its sheer size and population, The Government of Indonesia estimates that the country will need USD 359.2 billion investment for infrastructure development. However, it is estimated that only 73.5% of the investment value will be delivered through State budget and State-owned Enterprises project (KPSRB Bappenas, 2017).

When the state of infrastructure is weak it implies that the economy runs in a highly inefficient manner such as logistics costs are high, businesses are lack competitiveness (because the costs of doing business are high), and there exists a high degree of social injustice when, for example, it is difficult for part of the population to reach healthcare facilities, or, for children to reach a school.

In fact, infrastructure development and macroeconomic development go hand-in-hand (have a reciprocal relationship) because infrastructure development gives rise to economic expansion through the multiplier effect, while economic expansion gives rise to the need to enlarge existing infrastructure to absorb the larger flow of goods and people that travel across the economy. However, when existing infrastructure cannot absorb rising economic activity (and new infrastructure is not enough developed) then problems will occur, similar to blocked arteries in the human body cause life-threatening conditions.

Lack of adequate infrastructure also seriously undermines the attractiveness of Indonesia’s investment climate. Potential (foreign) investors are hesitant to invest in manufacturing facilities in Indonesia when the supply of electricity is uncertain or transportation costs are high. Despite the abundance of energy resources, Indonesia is often plagued by blackouts - particularly outside the bigger cities on Java and Bali - because of shortages in the country’s electricity supply. Meanwhile, according to data published by the Indonesian Chamber of Commerce and Industry (Kadin Indonesia) around 17 percent of a company’s total expenditures in Indonesia are absorbed by logistics costs, while in peer economies this figure is below ten percent.

The government of Indonesia is fully aware of the importance to offer a more attractive investment and business climate by improving the nation’s infrastructure. To resolve the need for Infrastructure investment in Indonesia, The Government of Indonesia is offering Public-Private Partnership scheme in developing infrastructure projects.
At the moment the investment climate for PPP projects is quite good, as Indonesia is having an increase of 19 points in Ease of Doing Business (EoDB) Ranks by World Bank. Indonesian EoDB rank arises from 91 in 2017 to 72 in 2018. At the moment, Indonesia is the Top 3 Asian Best Investment Destination according to the Economist and also the Top 3 of Japan Investment destination (JBIC rating).

2. REGULATORY FRAMEWORK FOR PUBLIC-PRIVATE PARTNERSHIP IN THE PROVISION OF INFRASTRUCTURE

The Government of Indonesia (GOI) has taken a series of major step to refine the PPP Policies and regulatory framework in order to improve the attractiveness and competitiveness of GOI’s PPP program. There are:

- Presidential Regulation Number 38 Year 2015, issued by the government as replacement of presidential regulation number 67 year 2005 and its revised, establishing the cross-sector regulation framework for implementing PPPs in the provision of infrastructure. The successive amendments have established clearer and more detailed stipulations about unsolicited proposal, cooperation agreement, return on investment with the payment by the user in the form of tariffs (user charge) or availability payment, government support and guarantee to project, among other points;

- Presidential Regulation Number 78 year 2010 regarding government guarantee on PPP infrastructure project. Ministry of Finance Regulation Number 260 Year 2010 as amended by Ministry of Finance Regulation Number 8 year 2016 regarding guideline on the government guarantee, whereas Ministry of Finance Regulation number 30 Year 2012 regarding contingency liability fund. It has applied to Palapa Ring Project, Umbulan Water Supply Project, Central Java Power Plan Project, Toll Road Projects and Bandar Lampung Water Supply Project.

- Ministry of National Development Planning/Head of National Development Planning Agency Regulation Number 4 Year 2015 regarding operational guideline for the PPP in infrastructure provision.

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

- Ministry of Finance Regulation Number 190 Year 2015 Regarding Availability Payment on PPP in Infrastructure Provision.

- Ministry of Home Affair Regulation Number 96 Year 2016 Regarding Availability Payment using the local budget (APBD) on PPP in Infrastructure Provision.

- Ministry of Finance Regulation Number 223 Year 2012 Regarding Viability Gap Funding.
Presidential Regulation Number 38 Year 2015 Regarding Cooperation between Government and Business Entity on Infrastructure Provision

Ministry of National Development Planning/Head of National Development Planning Agency Number 4 Year 2015 regarding operational guideline for the PPP in Infrastructure Provision

Guideline for each sector

Head of National Procurement Agency (LKPP) Regulation Number 19 Year 2015 Regarding Guideline for procurement of Business Entity on PPP in infrastructure provision.

Regulation of Availability Payment

Ministry of Finance Regulation Number 190 Year 2015 Regarding Availability Payment on PPP in Infrastructure Provision.

Ministry of Home Affair Regulation Number 96 Year 2016 Regarding Availability Payment source from local budget (APBD) on PPP in Infrastructure Provision.

Government Guarantee
- Presidential Regulation Number 78 year 2010 regarding government guarantee on PPP infrastructure project
- Ministry Finance regulation number 260 Year 2010 as having been amended by Ministry of Finance Regulation No. 8 year 2016 regarding guideline on government guarantee

Government Support
- Ministry of Finance Regulation Number 223 Year 2012 regarding Viability Gap Funding.

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

There are basically three stages for PPP scheme: Planning (Project Identification and Preliminary Study), Preparation (Outline Business Case and Final Business Case), Transaction (Tender Preparation, Pre-qualification, Request for Proposal, Bid Award, PPP Agreement Signing, and Financial Close).

PPP project which has the potential for cooperation with Business Entities has to be:

1. Proposed by Minister or Head of National Agency and can be Implemented by Director General/ Deputy or SOE Directors for PPP initiated by Central Government.
2. Implemented by Head of Region Unit/ SOE Directors or ROE Directors for PPP initiated by Regional Government.

a. Planning

Preliminary study is the initial study conducted by the Ministry/ Head of Institutions/ Head of Region/ Director of State Owned Enterprise/ Director of Regional Owned Enterprise to provide the description of the requirement for the infrastructure provision and also its benefits if it is delivered under the cooperation with the Special Purpose Company (SPC) through PPP mechanism. 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. Furthermore, the Preliminary Study should consist of a study on:

1. Need analysis, includes:
   a. Confirmation that the PPP has the technical and economic rationale based on the analysis of any available secondary data;
   b. Confirmation that the PPP has sustained request and measured from insufficiency of service, whether in quantity or quality, based on the analysis of any available secondary data; and
   c. Confirmation that the PPP has sufficient support from the relevant stakeholders, one of which is through Public Consultation.
2. Compliance criteria, includes:
   a. Compliance with the prevailing laws and regulations, including determination of the Minister/ Head of Institution/ Head of Region/ SOE directors/ ROE Directors who will act as a GCA;
   b. PPP compliance with the National/ Regional Mid-Term Development Plan and/or Strategic Plan of the Ministry/ Institution, Regional Government Working Plan, SOE/ ROE business plan;
c. PPP location compliance with the Spatial Plan (if needed in accordance with the type of Infrastructure needed to have cooperated); and

d. Relating to the infrastructure sector and inter-region (if needed in accordance with the type of Infrastructure needed, to have cooperated).

3. Deciding factor criteria of Value for Money of business entity participation, includes:
   a. Private sector having an advantage on PPP implementation including risk management;
   b. Ensuring the effectiveness, accountability and equitable distribution of service for the long-term;
   c. Transfer of knowledge and technology; and
   d. Ensuring fair competition, transparency, and efficiency in the procurement process.

4. Analysis of potential revenue and project fund scheme, includes:
   a. User capability to pay;
   b. Fiscal capability of the central government, regional government, SOE/ROE in conducting PPP;
   c. Other potential revenues; and
   d. Perspective on government support.

5. Recommendation and follow-up plan, includes:
   a. Recommendation of the form of PPP;
   b. Recommendation on the main criteria of the business entities; and
   c. Schedule plan of preparation and PPP transaction activity.

b. Preparation

The PPP preparation stage comprises the Pre-feasibility Study activities, which consist of:

1. Preparation of Outline Business Case (OBC), consisting of:
   a. Legal and institutional study;
   b. Technical study;
   c. Economic and commercial study;
   d. Environmental and social study;
   e. Study of cooperation form and structure in infrastructure provision;
   f. Risk management study;
   g. Study of Government Support and/or Government Guarantee needs; and
   h. Study of follow-up issues.
2. Preparation of Final Business Case (FBC) which consist of the data adjustment based on the current conditions and updates of the feasibility and readiness of the PPP referred to the Outline Business Case. FBC includes the fulfillment of all requirements of the Pre-feasibility Study including follow-up issues; approval of the PPP by stakeholders; and certainty on whether Government Support and/or Government Guarantee is required or not.

During the PPP Preparation Stage, the Government Contracting Agency (GCA) will perform Public Consultation and Market Sounding. The purpose of Public consultation:

- Reviewing the compliance of the social and environmental standards in accordance with the provisions of laws and regulations in the environmental sector;
- Obtain inputs regarding public needs related to the PPP; and
- Ensure the PPP readiness.

Meanwhile, the Market Sounding is intended to obtain inputs and response from the PPP markets (business entities/ agencies/ institutions/ national or international organizations).

c. Transaction

Transaction phase is basically tendering process to find the private sector to be the winner and form a Special Purpose Vehicle to build, operate and maintain the project after construction. This process of finding the Special Purpose Vehicle is divide in two option.

The first option is by tendering process. The second option is by direct assignment. However direct assignment can only be performed if there is only one bidder during the tendering process.

In the transaction stage, during tendering process, there are some steps in the pipeline. The steps are Pre-qualification, Request for Proposal, Bid Award, PPP Agreement Signing.

Pre-qualification: In this step, the bidders will be evaluated according to its background, history, and ability. The objective is to get a list of the qualified bidders to do the PPP Project.

Request for proposal: After the bidders are set, they are given all of the documents related to the transaction process. Then the bidders will evaluate the documents and propose a bidding proposal based on those document.

Bid award is the time when the winning bidder is announced. After the bidder was awarded, usually the non-winner bidders were given an amount of time to show objection or to clarify some issue.
In the next step, PPP agreement signing; the winner then have to sign some agreement regarding that PPP project. In general, they have to sign PPP agreement with the GCA, and also have to sign recourse agreement with IIGF.

Financial close should be obtained no longer than 12 months after signing Cooperation Agreement and could be extended from time to time if the failure to obtain funding is not contributable to a failure of Business Entity. Every extension being given for financial close is no longer than 6 months. Financial close could be done gradually in accordance with the project cycle. Financial close derived from a loan is deemed to have been implemented if:
• The loan agreement has been signed to finance the entire PPP; and
• A part of the loan can be disbursed to start the construction works

4. PPP JOINT OFFICE

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

This PPP Joint Office was established to assist the GCA, investors, and answer any queries about PPP Scheme. The PPP stakeholders from the central government and institution agreed to establish this PPP Joint Office in Jakarta. This PPP Joint Office now acts as ‘one stop service’ for PPP. Hence PPP could be accelerated in an accountable method.

PPP Joint Office is a coordinating system between above-mentioned agencies to accelerate PPP project implementation in Indonesia. It has no structural system between the agencies but works as a coordination system. The functions of PPP Joint Office are:
1. Coordination between government agencies, GCA and SPV related to PPP project.
2. Facilitate all parties related the project in order to accelerate PPP project implementation in Indonesia.
3. Capacity building related to PPP project implementation.

The member of PPP Joint Office are Ministry of National Development and Planning (Badan Perencanaan Pembangunan Nasional - BAPPENAS/Kementerian Perencanaan Pembangunan Nasional), Ministry of Finance (Kementerian Keuangan), Coordinating Ministry of Economic Affairs (Kementerian Koordinator Bidang Perekonomian), Ministry of Home Affair (Kementerian Dalam Negeri), Indonesia’s Investment Coordinating Board (Badan Koordinasi Penanaman Modal – BKPM), National Public Procurement Agency (Lembaga Kebijakan Pengadaan Barang/Jasa Pemerintah – BKPP), and Indonesia Infrastructure Guarantee Fund –IIGF (PT. Penjaminan Infrastruktur Indonesia – PT. PII).

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

Coordinating Ministry of Economic Affairs (Kementerian Koordinator Bidang Perekonomian) will act as a debottlenecking role.

Directorate for PPP and Financial Engineering (KPSRB) Bappenas will facilitate GCA in project selection, identification and preparation. This directorate will ensure that the PPP project is in line with PPP planning regulation and national development plan and policies. Another function of Bappenas is to make sure that the project plans are executable in the future.

Ministry of Finance is in charge in evaluating the financial and economical aspect, and making a recommendation about government support to the GCA.

Ministry of Home Affair will evaluate the project value and the allocation of Availability Payment regarding regional fiscal. Only PPP project with AP scheme from the regional government will be evaluated by MOHA.

Indonesia’s Investment Coordinating Board (BKPM) role is to make sure that the investor credibility, and also helping the GCA by inviting interested private sector in market sounding.

National Public Procurement Agency (Lembaga Kebijakan Pengadaan Barang/Jasa Pemerintah – LKPP), will act as transaction probity, and make sure that tendering progress will be fair, and in the corridor of PPP framework.

Indonesian Infrastructure Guarantee Fund is responsible in evaluating the risk analysis and its mitigation, and also examining the financial and economic calculation to provide the guarantee for the PPP project.

Another government body, KPPIP (Committee for Acceleration of Priority Infrastructure Delivery) is positioned as the Project Management Office (PMO) for priority projects. KPPIP has a crucial role in project development and implementation, starting from project selection up to groundbreaking for top priority projects. KPPIP also has a central role in coordinating related stakeholders in project implementation through the action plan development facilitation, monitoring and debottlenecking as well as providing incentives and disincentives schemes to accelerate the project realization. Some of PPP projects are included in priority projects and national strategic project (PSN).
5. **PPP PROJECT PIPELINE**

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

Figure 3 shows the interrelation between the three phases of the PPP Projects Pipeline. The three phases are straightforward phases, each of them consists of another sub-process. Each of this step has their own function and not to be avoided.

Planning phases consist of Project Identification and Preliminary Study. The first step is used to choose a viable PPP project from a list of projects. Then, during the second step, the project will go through a series of qualitative studies to know if the project is suitable for PPP process. In general, Planning phases will take 3 to 8 months to finish.

In the Preparation phase, the project will undergo quantitative studies in order to see the viability of the PPP projects, in term of financial value, economic value, risk analysis and mitigation, et cetera. In this phase, private sectors were invited to give input in Public Consultation and Market Sounding. For both of the mentioned above phases, the underlying regulation is National Planning and Development Minister Regulation no 4/2015. In general, it will take 6 to 8 months to finish the preparation phase.

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

5.2. Unsolicited Proposal

As already mentioned above, PPP unsolicited proposal is initiated by the private sector. The stages framework of this PPP unsolicited proposal is quite the same: Planning, Preparation and transaction. However, the planning and preparation were
done by private sector, while the transaction was done by the government (GCA). Based on National Planning and Development Minister Regulation no 4/2015, the process for dealing with unsolicited proposals can be divided into three main stages, namely:

- The first stage is the Approval Process. It is standard in most cases 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.

- 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.

- The third stage is PPP Agreement Signing. This stage is quite similar to the solicited section of the stage.

The pipeline of unsolicited proposal is shown in Figure 4

![Figure 4 The Project Pipeline for Unsolicited Proposals](image)

6. **PPP RETURN OF INVESTMENT METHOD**

   According to Ministry National Development and Planning/Head of National Planning Agency decree No 4/2015 there are 3 options for return of investment method. The cost recovery schemes were divided into:

   1. User Fee, in this scheme the SPV main income was based on user payment.

   2. Availability Payment, in cases where the project is not financially profitable, the government will pay some annual payment as the SPV main income.

   3. In Any other forms, as long it is in accordance with the laws and
7. **PPP PROJECT SELECTION CRITERIA**

The PPP Book is a list of Public-Private Partnership projects planned in Indonesia. The list consists of two categories: (i) Under Preparation Projects; and (ii) Ready to Offer Project. The PPP Book is prepared and published every year in accordance with the process of Government’s Work Plan.

In order to be registered in the PPP Book, the Minister, Head of Institution or Head of Local Government must submit their project proposal to BAPPENAS along with a statement about the Ministry/Institution or Local Government working unit that will be responsible for planning, preparation and transaction of the proposed PPP project. The PPP project proposal should be accompanied by supporting documentation that differs between planning stages, as shown in Figure 7.
The PPP Book 2018 has been drafted in compliance with BAPPENAS Regulations 4/2015, which governs the procedures for implementation of PPP’s and registration of projects in the PPP Book, respectively. The criteria in these regulations have been designed to ensure that all projects are properly analyzed and designed before entering the PPP Book.

The Government is aware that any information that gives bidders a good understanding of the technical requirements of projects will help them arrange the right mix of consortium partners with confidence, making them more likely to participate in the venture. An overview of the output or performance specification for a service or facility helps potential bidders understand what the project is intended to produce. This results in a clearer definition of scope and responsibilities, including the needs of specialist partners.

Following is a summary of assessment criteria for projects to be integrated into the PPP Book, along with requirements associated with environmental assessment, land acquisition and resettlement, government support and the government guarantee for each of the planning categories of the Book.

### 7.1 Under Preparation Project

**Under Preparation Project Eligibility Criteria**

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

**Ready to Offer Project Eligibility Criteria**

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

7.3 Important Notes related to the Viability Gap Fund and Government Guarantee during the Procurement Process

**Government Support**

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

**Activities Related to Government Guarantee**

- Before project bidders submit their proposals, the GCA must ensure that BUPI has issued the approval in principle, in the form of a Letter of Intent based on the results of BUPI’s evaluation.
7.4 Eligibility Criteria for Unsolicited Proposal

In the case of unsolicited proposals, there are specific stimulations in BAPPENAS Regulations 4/2015 that determine the eligibility of a project and how it is prepared and transacted. An unsolicited project must meet the criteria for Ready-to-offer projects before the Minister/Head of the Institution/Head of Region submits a project proposal to BAPPENAS. The project initiator must prepare and submit a Feasibility Study for review and approval by the GCA (articles 40 of Regulation 4/2015).

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

In addition, the GCA must submit the draft budget for land acquisition to the Minister of Finance before approval is sought from the regional or local parliament (DPR/DPRD).

Full details of the criteria and requirements mentioned above can be found on the website at http://kpsrb.bappenas.go.id

8. PPP PROJECT EVALUATION

8.1 PPP Books from 2009 to 2018

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

During 2017, BAPPENAS received proposals for new infrastructure project from ministries as well as local government. BAPPENAS had been reviewing and screening those proposals in compliance with BAPPENAS Regulation 4/2015. From the review and screening process, 23 proposals can be accepted to be included in PPP Book 2018 categorized as Already Tender project, Ready to Offer and Under Preparation Projects.
8.2 PPP Book 2017 – PPP Book 2018

Figure 9 summarizes the results of the evaluation process carried out since the publishing of the previous edition of the PPP Book. Of the 22 projects contained in the 2017 edition, some projects have been removed, some are carried in this edition. The carried projects are:

1. Jakarta-Cikampek South Toll Road
2. Bandar Lampung Water Supply, Bandar Lampung
3. Medan Municipal Transport, North Sumatera
4. Pekanbaru Water Supply, Pekanbaru
5. Sam Ratulangi Teaching Hospital, Manado, South Sulawesi
6. Yogyakarta-Bawen Toll Road
7. Multifunction Satellite
8. Nusakambangan Industrial Correctional Facility, Central Java
The PPP Book 2018 contains those projects that have evolved or remained unchanged from the previous edition and new projects that have succeeded in the evaluation of the process.

### 9. Summary of Already Tendered Project

The table below is already tendered projects up to December 2017. There are a total of 8 projects undergoing procurement process.

<table>
<thead>
<tr>
<th>No</th>
<th>Project Name</th>
<th>Description</th>
<th>Status (December 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Nambo Regional Waste Management</td>
<td>Waste on Nambo TPPAS will be processed into useful products such as Recycle Material RDF (refuse-derived fuel) and Compost. These projects are expected to be the solution to the waste problem in the city of Bogor and Depok</td>
<td>Already Tender (Agreement Signing)</td>
</tr>
<tr>
<td>2.</td>
<td>Serang – Panimbang Toll Road (51 km)</td>
<td>The project is to unlock the potential of the area and increase investment opportunities in the tourism sector, agribusiness, marine, mining, and industry. As a result, it will promote economic growth and development of South Banten region</td>
<td>Already Tender (Agreement Signing)</td>
</tr>
<tr>
<td>No</td>
<td>Project Name</td>
<td>Description</td>
<td>Status (December 2017)</td>
</tr>
<tr>
<td>----</td>
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<td>-----------------------</td>
</tr>
<tr>
<td>3.</td>
<td>Jakarta - Cikampek South Toll Road</td>
<td>The Corridor plan of Jakarta–Cikampek II South Section toll road is located in the area of the administration of the West Java Province with the District/City: the city of Bekasi, Bogor District, Bekasi District, Karawang, and Purwakarta District.</td>
<td>Already Tender (Agreement Signing)</td>
</tr>
<tr>
<td>4.</td>
<td>Probolinggo – Banyuwangi Toll Road</td>
<td>This project is expected to play an integral Part of East Java Road System along 170 km which connected Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district.</td>
<td>Already Tender (Agreement Signing)</td>
</tr>
<tr>
<td>5.</td>
<td>Cileunyi – Sumedang – Dawuan (Cisumdawu) Toll Road</td>
<td>Cisumdawu Toll Road Construction Plan Phase II between Sumedang-Dawuan segment with a length of 38.14 km road is an advanced program of the previous plan, Cisumdawu phase I between Cileunyi to the region Sumedang</td>
<td>Already Tender (Agreement Signing)</td>
</tr>
<tr>
<td>6.</td>
<td>Bandar Lampung Water Supply</td>
<td>The purpose of the project is to provide the reliable water supply and accordance with the technical standards in order to meet people’s needs and support economic activities in Bandar Lampung City.</td>
<td>Already Tender (Bid Award)</td>
</tr>
<tr>
<td>7.</td>
<td>Serang - Panimbang Toll Road (33 km)</td>
<td>The project is to unlock the potential of the area and increase investment opportunities in the tourism sector, agribusiness, marine, mining, and industry. As a result, it will promote economic growth and development of South Banten region</td>
<td>Already Tender (PQ)</td>
</tr>
<tr>
<td>8.</td>
<td>Jatiluhur Regional Water Supply I</td>
<td>Jatiluhur Water Supply The project is to expand the service coverage of the water supply system and improve the quality of service of Perum Jasa Tirta II.</td>
<td>Already Tender (PQ)</td>
</tr>
</tbody>
</table>
10. Project registered in the Public-Private Partnership 2018

The table below is summary of under preparation and ready to offer projects which registered in the PPP Book 2018:

<table>
<thead>
<tr>
<th>No</th>
<th>Project Name</th>
<th>Description</th>
<th>Status (December 2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>West Semarang Water Supply</td>
<td>To expand the service coverage of the water and improve the quality of PDAM Tirta Moedal Semarang City.</td>
<td>Ready to Offer (Tender Preparation)</td>
</tr>
<tr>
<td>2</td>
<td>Medan Municipal Transport</td>
<td>The urban railway will stretch from southern part to Northern part of Medan City along 19.20 km stretch from Letjend Jamin Ginting to HM. Yamin and Wiliem Iskandar street.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>3</td>
<td>Semarang – Demak Toll Road</td>
<td>The project is developed to accommodate further development of Semarang and Demak which both of them has large potential natural resources.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>4</td>
<td>Yogya - Bawen Toll Road</td>
<td>The Development of this toll road is important to cover the mobility of people who cross this city.</td>
<td>Under Preparation (OBC)</td>
</tr>
<tr>
<td>5</td>
<td>Surabaya - Madura Toll Bridge</td>
<td>Suramadu Toll Bridge connects Java and Madura Island. Main goal of this toll bridge is to accelerate the economic development, especially in Madura Island.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>6</td>
<td>Pekanbaru Regional Water Supply</td>
<td>To expand the service coverage of the water supply system and improve the quality of service of PDAM Pekanbaru.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>7</td>
<td>Multifunction Satellite</td>
<td>Multifunctional Satellite project is expected to provide benefits for Indonesia services for citizens as well as education and defense development.</td>
<td>Under Preparation (OBC)</td>
</tr>
<tr>
<td>8</td>
<td>National Integrated Welfare System</td>
<td>Ministry of Social Services has a plan to develop national integrated welfare system by web-based application with cloud computing technology. A system that can provide social services to meet the basic needs of every citizen covering social rehabilitation, social security, social empowerment, and social protection. The system is intended for individuals, families, groups and / or community</td>
<td>Under Preparation (OBC)</td>
</tr>
<tr>
<td>No.</td>
<td>Project Name</td>
<td>Description</td>
<td>Status (December 2017)</td>
</tr>
<tr>
<td>-----</td>
<td>--------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>9.</td>
<td><strong>Surakarta Street Lighting</strong></td>
<td>Public Street Lighting is the road equipment intended for and directly related to safety and security of road users. The Location is Kampampungan street (housing) in all areas of Surakarta City.</td>
<td>Under Preparation (OBC)</td>
</tr>
<tr>
<td>10.</td>
<td><strong>University of Sam Ratulangi Teaching Hospital</strong></td>
<td>The project is to be an excel hospital which arranges complex education and research in term of Professional Study Program, Clinical Practice, and another support medic profession.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>11.</td>
<td><strong>Development of Pirngadi Hospital</strong></td>
<td>Along with the development of the important role of Medan City as a metropolitan area, Medan City is expected to be able to meet the demands in providing services decent health for the wider community.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>12.</td>
<td><strong>Indonesia National Cancer Center Dharmais Hospital</strong></td>
<td>Dharmais Cancer Hospital (RSKD) located on Jl. Let. Jend. S. Parman Kav. 84 - 86, Slipi, West Jakarta was inaugurated on October 30, 1993. Since its inception, RSKD has been directed to a special national cancer center hospital to answer the need for integrated cancer services in Indonesia.</td>
<td>Under Preparation (OBC)</td>
</tr>
<tr>
<td>13.</td>
<td><strong>Sidoarjo General Hospital</strong></td>
<td>Krian General Hospital is expected to be one of the solutions of equitable distribution of quality health services in the West Sidoarjo region. The location of the Krian Hospital on Jl. Raya Kemeraan, Sub-District of Tambak Kemeraan Kecamatan Krian, Sidoardjo.</td>
<td>Under Preparation (FBC)</td>
</tr>
<tr>
<td>14.</td>
<td><strong>Nusakambangan Industrial Correctional Facility</strong></td>
<td>The project will combine correctional facility with productive activities such as animal husbandry. This might occur due to the geographic potential of Nusakambangan where it has 210,000 Ha of the island.</td>
<td>Under Preparation (OBC)</td>
</tr>
<tr>
<td>15.</td>
<td><strong>Relocation of Salemba Correctional Facility to Ciangir</strong></td>
<td>The relocation of the correctional facility in Salemba that is located in Central Jakarta to Ciangir, West Java Province will be bundled with the development of ex-correctional facility in Salemba by commercial area.Ciangir is near to Tigaraksa Industrial Estate, enabling the development of industrial prisons focusing on processing industry activities</td>
<td>Under Preparation (OBC)</td>
</tr>
</tbody>
</table>
11. Summary of Estimated PPP Project Cost

The table below is the summary of PPP Project Plan in Indonesia for 2018, consists of 1 project, categories as ready to offer project and 14 project categories as under preparation projects with total estimated project cost of USD 3,254.6 million.

<table>
<thead>
<tr>
<th>Project Readiness</th>
<th>Sector/Sub-sector</th>
<th>Project Name</th>
<th>Estimated Project Cost (USD Million)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ready to Offer</strong></td>
<td>Water Supply</td>
<td>West Semarang Water Supply</td>
<td>34.0</td>
</tr>
<tr>
<td><strong>Under Preparation</strong></td>
<td><strong>Transportation</strong></td>
<td><strong>Toll Road and Toll Bridge</strong></td>
<td><strong>Semarang – Demak Toll Road</strong></td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Surabaya – Madura Toll Bridge</strong></td>
<td>169.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Yogya – Bawen Toll Road</strong></td>
<td>1,018.9</td>
</tr>
<tr>
<td></td>
<td><strong>Railway</strong></td>
<td><strong>Medan Municipal Transport</strong></td>
<td>353.0</td>
</tr>
<tr>
<td><strong>Solid Waste and Sanitation</strong></td>
<td><strong>Water Supply</strong></td>
<td><strong>Pekanbaru Water Supply</strong></td>
<td>37.6</td>
</tr>
<tr>
<td><strong>Health</strong></td>
<td><strong>Hospital</strong></td>
<td><strong>Sidoarjo General Hospital</strong></td>
<td>18.7</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Development of Pirngadi Hospital</strong></td>
<td>40.9</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Indonesia National Cancer Center</strong></td>
<td>48.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Dharmais Hospital</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Telecommunication and Informatics</strong></td>
<td><strong>Satellite</strong></td>
<td><strong>Multi Function Satellite</strong></td>
<td>589.3</td>
</tr>
<tr>
<td><strong>Social Infrastructure</strong></td>
<td><strong>Welfare System</strong></td>
<td><strong>National Integrated Welfare System</strong></td>
<td>176.5</td>
</tr>
<tr>
<td></td>
<td><strong>Teaching Hospital</strong></td>
<td><strong>University of Sam Ratulangi Teaching Hospital</strong></td>
<td>28.7</td>
</tr>
<tr>
<td></td>
<td><strong>Street Lighting</strong></td>
<td><strong>Surakarta Street Lighting</strong></td>
<td>28.4 (10 years) 45.9 (20 years)</td>
</tr>
<tr>
<td></td>
<td><strong>Correctional</strong></td>
<td><strong>Nusakambangan Industrial Correctional Facility</strong></td>
<td>36.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td><strong>Relocation of Salemba Correctional Facility to Ciangir</strong></td>
<td>91.0</td>
</tr>
<tr>
<td></td>
<td><strong>TOTAL</strong></td>
<td>3,254.6</td>
<td></td>
</tr>
</tbody>
</table>
Success Story:

1. Balikpapan - Samarinda Toll Road
2. Batang - Semarang Toll Road
3. Jakarta - Cikampek Elevated II Toll Road
4. Krian - Legundi - Bunder - Manyar Toll Road
5. Serpong - Balaraja Toll Road
6. Manado - Bitung Toll Road
7. Pandaan - Malang Toll Road
8. Central Java Power Plant
9. Umbulan Water Supply
10. Palapa Ring West Package
11. Palapa Ring Central Package
12. Palapa Ring East Package
**Public Private Partnerships**

**BALIKPAPAN - SAMARINDA TOLL ROAD**

**LOCATION:** East Kalimantan

**Sector:** Road

**Sub-Sector:** Toll Road

---

**Description:**
This 99 km toll road will connect the two largest cities in East Kalimantan, Balikpapan and Samarinda. This project is divided into two sections, Section 1 consists of Package 1 (25.07 km) and Package 5 (11.09 km) and Section 2 consists of Package 2 (23.26 km), Package 3 (21.90 km) and Package 4 (17.70 km).

**Estimated Project Cost:** USD 767.0 million

**Financial feasibility:**
- **FIRR:** 13.78%
- **NPV:** USD 260.0 million

**Estimated Concession Period:** 40 Years

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**Government Contracting Agency:** Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing

**Contact Person:** Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

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**Project Status:**
Project is currently under construction (land acquisition stage) Toll Road Company:
PT. Jasamarga Balikpapan-Samarinda
1. PT Jasa Marga (Persero) Tbk;
2. PT Wijaya Karya (Persero) Tbk;
3. PT Pembangunan Perumahan (Persero) Tbk;
4. PT Bangun Tjipta Sarana

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

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

**Implementation Schedule (Estimated):**
1. Preparation : 2015
2. Land Acquisition : 2016
3. Construction : 2016 - 2018
4. Operation : 2019

---

**Indicative Project Structure**
Public Private Partnerships

BATANG - SEMARANG TOLL ROAD
LOCATION: Central Java

**Sector**: Road

**Sub-Sector**: Toll Road

**Description**: This Toll Road (74.2 km) is a section of the Trans-Java Toll Road Network that will connect Jakarta and Surabaya. Batang is a regency on the north coast of Central Java Province while Semarang is the largest and capital city of Central Java Province.

**Estimated Project Cost**: USD 850.0 million

**Financial Feasibility**
- FIRR: 13.70%
- NPV: USD 230.0 million

**Estimated Concession Period**: 45 Years

**Government Contracting Agency**: Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing

**Contact Person**: Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

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

**Toll Road Company**: PT. Jasamarga Semarang Batang
1. PT Jasa Marga (Persero) Tbk.
2. PT Waskita Toll Road

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

**Indicative Government Support & Guarantee**: Necessity:
- Land acquisition risk
- Land fund risk
- Tariff adjustment risk
- Political risk

**Implementation Schedule (Estimated)**:
1. Preparation: 2016
2. Land Acquisition: 2016
3. Construction: 2016 - 2018
4. Operation: 2019
Public Private Partnerships

JAKARTA – CIKAMPEK ELEVATED II TOLL ROAD
LOCATION: Jakarta – West Java

Sector: Road
Sub-Sector: Toll Road

Description:
The project is an elevated 36.4 km toll road to be built over the existing Jakarta - Cikampek toll road, which is being operated by PT Jasa Marga. The Jakarta -Cikampek road is part of the Trans-Java toll road network connecting Jakarta and Surabaya. The existing road’s capacity has already been reached, but there are limitations to widening it thus the proposed solution is to expand the road’s capacity by building over it.

Estimated Project Cost: USD 1,249.0 Million

Financial Feasibility:
FIRR: 12.60%
NPV: USD 104.0 Million

Estimated Concession Period: 45 Years

Government Contracting Agency: Indonesia Toll Road Authority ("BPJT") On Behalf of Ministry of Public Works and Housing
Contact Person: Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

Project Status:
Project is currently under construction

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

Funder:
Syndication of bank on investment credit

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

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

Indicative Project Structure

Bank (Debt) 70%
Equity (30%)

National Toll Road Authority (BPJT)

SPV

BRJT

User

Ministry of Finance

PPA Agreement

Government and SPV Obligations

Co-guarantee Agreement with Ministry of Finance

Regres Agreement

IGF

Guarantee Agreement

Regres Payment
**KRIAN – LEGUNDI – BUNDER – MANYAR TOLL ROAD**

**LOCATION:** East Java

### Description:

Part of the Trans-Java Toll Road located in East Java with length at approximately 38.2 km from Krian to Manyar. One of the attractive points for development of this toll road is that it will have tremendous facilities, such as development of residential areas and commercial areas along the corridor.

- **Estimated Project Cost:** USD 940.0 Million
- **FIRR:** 14.60%
- **NPV:** USD 287.0 Million
- **Estimated Concession Period:** 45 Years

### Government Contracting Agency:

Indonesia Toll Road Authority ("BPJT") On Behalf of Ministry of Public Works and Housing

**Contact Person:**

Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

### Project Status:

Project is currently on under construction (land acquisition stage)

**Toll Road Company:** PT. Waskita Bumi Wira

1. PT Waskita Toll Road;
2. PT Energi Bumi Mining;
3. PT Panca Wira Usaha Jawa Timur.

**Financier:**

Financial close through Contractor Pre-Financing (CPF)

**Indicative Government Support & Guarantee:**

Necessity:

project’s authorization risk, construction delay risk, payment risk and guarantee statement from Government

**Implementation Schedule (Estimated):**

1. Preparation : 2015
2. Land Acquisition : 2016
3. Construction : 2016 - 2018
4. Operation : 2019
SERPONG - BALARAJA TOLL ROAD

LOCATION: Banten

**Sector**: Road

**Sub-Sector**: Toll Road

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

**Estimated Project Cost**: USD 464.0 million

**Financial Feasibility**:
- **FIRR**: 15.89%
- **NPV**: USD 231.0 million

**Estimated Concession Period**: 40 Years

**Project Status**:
Financial close, land acquisition and under construction

**Government Contracting Agency**:
Indonesia Toll Road Authority ("BPJT") On Behalf of Ministry of Public Works and Housing

**Contact Person**:
Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063;
e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

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

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

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

**Indicative Government Support & Guarantee**:
- Land acquisition risk
- Tariff adjustment risk
- Political risk

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

**Indicative Project Structure**
MANADO – BITUNG TOLL ROAD
LOCATION: North Sulawesi

**Sector: Road**

**Sub-Sector: Toll Road**

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

**Estimated Project Cost:** USD 396.0 Million

**Financial Feasibility:**
- FIRR: 12.20%
- NPV: USD 13.7 Million
- Estimated Concession Period: 40 Years

**Government Contracting Agency:**
Indonesia Toll Road Authority ("BPJT") On Behalf of Ministry of Public Works and Housing

**Contact Person:**
Mr. Herry Trisaputra Zuna (Head of BPJT)  +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

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

**Toll Road Company:**
1. PT Jasa Marga (Persero) Tbk.
2. PT Wijaya Karya (Persero) Tbk.
3. PT Pembangunan Perumahan (Persero) Tbk.

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

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

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

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[Diagram showing indicative project structure]
PANDAAN – MALANG TOLL ROAD
LOCATION: East Java

**Sector**: Road  
**Sub-Sector**: Toll Road

**Description:**
Pandaan - Malang toll road is designed to improve connectivity in the region. In addition, the toll road is expected to facilitate industrial transportations from Pandaan to Malang which are connected directly to Surabaya, and vice versa.

**Estimated Project Cost**: USD 461.0 Million

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

**Estimated Concession Period**: 35 Years

**Government Contracting Agency**: Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing

**Contact Person**: Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

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

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

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

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

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

**Indicative Project Structure**
CENTRAL JAVA POWER PLANT 2 X 1000 MW
LOCATION: Central Java

**Sector: Electricity**

**Sub-Sector: Power Plant**

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

**Estimated Project Cost:** USD 4,200.0 million

**Financial Feasibility:**
- **FIRR:** 11.12%
- **NPV:** USD 938.7 million

**Estimated Concession Period:** 25 Years

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

**Contact Person:** Mr. Sofyan Basir, President Director
+62-21 7251234

**Project Status:**
Financial close on June 6th 2016 with PT. Bhimasena Power Indonesia as the investor. Construction progress has reached 25% by September 2017.

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

**Financier:**
PT Bank Mandiri

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

**Implementation Schedule (Estimation):**
1. Preparation: done
2. Land Acquisition: 2011
3. Construction: 2016 - 2020
4. Operation: 2020
UMBULAN WATER SUPPLY
LOCATION: East Java

Sector: Water Supply

Sub-Sector: Water Supply

Description:
The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The capacity of the drinking water is 4,000 lps at Gresik Regency, Surabaya City, Pasuruan City, Pasuruan Regency and PDAM (Industrial Area) connecting approximately 320,000 households.

Estimated Project Cost: USD 140.7 million

Financial Feasibility:
FIRR: 14.00%
NPV: USD 34.2 million

Estimated Concession Period: 25 Years

Government Contracting Agency: Governor of East Java Province
Contact Person: Mr. Lili Soleh Wartadipradja, Head of Investment Board, East Java Province
+6231-3577691 / +6231-3577692 e-mail: lili_soleh@yahoo.com

Project Status:
Project is currently under construction

Investors:
Consortium of Bangun Cipta Kontraktor and Medco Energy International

Financier:
PT IIF and PT SMI (Persero)

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

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

Indicative Project Structure
PALAPA RING WEST PACKAGE
LOCATION: Sumatera and West Kalimantan

Sector: Telecommunications and informatics
Sub-Sector: Fiber Optic

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

Estimated Project Cost:
USD 87.6 Million

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

Estimated Concession Period:
15 Years

Government Contracting Agency:
BP3TI on Behalf of Ministry of Communication and Informatics

Contact Person:
Mr. Dhia Anugrah Febriansa (Infrastructure Director of BP3TI)
+62-8129003167; e-mail: dffebriansa@gmail.com

Project Status:
Project is currently under construction

Investors:
Consortium of PT. Mora Telematika Indonesia and PT. Ketrosden Triasmitra

Financier:
PT Bank Mandiri

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

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

Commercial Date Operation (COD):
11 February 2018

Indicative Project Structure
Public Private Partnerships

PALAPA RING CENTRAL PACKAGE
LOCATION: Kalimantan, Sulawesi and Maluku

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

Estimated Project Cost:
USD 71.5 Million

Financial Feasibility:
FIRR : 13.01%
NPV : USD 13.2 Million

Estimated Concession Period:
15 Years

Government Contracting Agency:
BP3TI on Behalf of Ministry of Communication and Informatics

Contact Person:
Mr. Dhia Anugrah Febriansa (Infrastructure Director of BP3TI)
+62-8129003167; e-mail: dhia.febriansa@gmail.com

Project Status:
Project is currently under construction

Investors:
Consortium of Pandawa Lima: LEN Industri (Persero), Teknologi Riset Global Investama, Multikontrol Nusantara, Bina Nusantara Perkasa

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

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

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

Commercial Date Operation (COD):
29 March 2018

Indicative Project Structure
PALAPA RING EAST PACKAGE
LOCATION: Maluku, Papua and East Nusa Tenggara

**Sector:** Telecommunications and informatics  
**Sub-Sector:** Fiber Optic

**Description:**
Development of fiber optic-based broadband telecommunication network and microwave transmission which will connect 35 regencies in East Nusa Tenggara, Maluku, West Papua and remote places inside Papua with a total length of about 6,878 km.

**Estimated Project Cost:**
USD 386.5 Million

**Financial Feasibility:**
FIRR : 14.30 %  
NPV : USD 22.7 million

**Estimated Concession Period:**
15 Years

**Government Contracting Agency:**
Ministry of Communication and Informatics

**Contact Person:**
Mr. Dhia Anugrah Febriansa (Infrastructure Director of BP3TI)  
+62-8129003167; e-mail: dhia.febriansa@gmail.com

**Project Status:**
Project is currently under construction

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

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

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

**Indicative Government Support & Guarantee:**
Payment mechanism: Availability Payment (AP). Government guarantee by IIGF

**Commercial Date Operation (COD):**
29 September 2018

**Indicative Project Structure**

- **Regret Agreement**
- **Guarantee Agreement**
- **Availability Payment**
- **SPV**
- **Broadband Services**
- **User**
- **Kominfo - BP3TI**
ALREADY TENDER
<table>
<thead>
<tr>
<th></th>
<th>Project Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Jakarta - Cikampek South Toll Road</td>
</tr>
<tr>
<td>2.</td>
<td>Probolinggo - Banyuwangi Toll Road</td>
</tr>
<tr>
<td>3.</td>
<td>Serang - Panimbang Toll Road (51km)</td>
</tr>
<tr>
<td>4.</td>
<td>Serang - Panimbang Toll Road (33km)</td>
</tr>
<tr>
<td>5.</td>
<td>Cileunyi - Sumedang - Dawuan Toll Road</td>
</tr>
<tr>
<td>6.</td>
<td>Nambo Regional Waste Management</td>
</tr>
<tr>
<td>7.</td>
<td>Bandar Lampung Water Supply</td>
</tr>
<tr>
<td>8.</td>
<td>Jatiluhur Regional Water Supply I</td>
</tr>
</tbody>
</table>

Already Tender:
Public Private Partnerships

JAKARTA – CIKAMPEK II SOUTH TOLL ROAD
LOCATION: Bekasi, West Java

**Description:**
Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded with the V/C ratio high of 1.51. The Corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: the city of Bekasi, Bogor District, Bekasi District, Karawang, and Purwakarta District.

**Estimated Project Cost:**
USD 1,079.5 Million

**Financial Feasibility:**
- FIRR : 12.32%
- NPV : USD 5.0 Million

**Estimated Concession Period:**
35 Years

**Government Contracting Agency:**
Indonesia Toll Road Authority ("BPJT") On Behalf of Ministry of Public Works and Housing

**Contact Person:**
Mr. Herry Trisaputra Zuna (Head of BPJT); +62-21-7258063; e-mail: investasi2.bpjt@gmail.com; bpjt@pu.go.id

**Project Status:**
The project is currently on PPP agreement signing phase

**Investors:**
PT Jasamarga Japek Selatan

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

**Indicative Government Support & Guarantee:**
- Government Guarantee by IIGF

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

**Indicative Project Structure**

- National Toll Road Authority (BPJT)
- SPV (BJJT)
- Bank (Debt) 70%
- Equity (30%)
- PPP Agreement
- Government and SPV Obligations
- Tariff
- Regress Agreement
- IIGF
- Guarantee Agreement
- Co-guarantee Agreement with Ministry of Finance
- Ministry of Finance
- Reinvest Agreement
- Ministry of Finance
<table>
<thead>
<tr>
<th>Sector</th>
<th>Sub-Sector: Toll Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description:</td>
<td></td>
</tr>
<tr>
<td>This project is expected to play an integral part of East Java Road System. It is 172 km in length which connects Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which still should be developed.</td>
<td></td>
</tr>
<tr>
<td>Estimated Project Cost:</td>
<td></td>
</tr>
<tr>
<td>USD 1,718.8 Million</td>
<td></td>
</tr>
<tr>
<td>Financial Feasibility:</td>
<td></td>
</tr>
<tr>
<td>FIRR: 11.17%</td>
<td></td>
</tr>
<tr>
<td>NPV: USD 45.9 Million</td>
<td></td>
</tr>
<tr>
<td>Estimated Concession Period:</td>
<td></td>
</tr>
<tr>
<td>35 Years</td>
<td></td>
</tr>
<tr>
<td>Government Contracting Agency:</td>
<td></td>
</tr>
<tr>
<td>Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing</td>
<td></td>
</tr>
<tr>
<td>Contact Person:</td>
<td></td>
</tr>
<tr>
<td>Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: <a href="mailto:bpjt@pu.go.id">bpjt@pu.go.id</a> or <a href="mailto:investasi2.bpjt@gmail.com">investasi2.bpjt@gmail.com</a></td>
<td></td>
</tr>
</tbody>
</table>

PROBOLINGGO - BANYUWANGI TOLL ROAD

LOCATION: East Java

**Project Status:**
The project is currently on PPP agreement signing phase.

**Investor:**
PT Jasamarga Probolinggo Banyuwangi

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

**Indicative Government Support & Guarantee:**
- Government Guarantee by IIGF

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

**Indicative Project Structure:**

- National Toll Road Authority (BPJT)
- PPP Agreement
- SPV (BUJT)
- Government and SPV Obligations
- Regress Agreement
- Guarantee Agreement
- Co-guarantee Agreement with Ministry of Finance
- Tariff
- User
SERANG - PANIMBANG TOLL ROAD (51 KM)
LOCATION: Banten

Sector: Road
Sub-Sector: Toll Road

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

Estimated Project Cost: USD 391.6 Million
Financial Feasibility:
FIRR : 13.96%
NPV : USD 39.1 Million
Estimated Concession Period : 40 Years

Government Contracting Agency: Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing
Contact Person: Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

Project Status:
Project is currently on PPP agreement signing phase

Investors:
PT Wijaya Karya Serang Panimbang

Financier:
CPF (PT WIKA & PT PP)

Indicative Government Support & Guarantee:
- VGF (the financial calculation is assumed at USD 192.6 million)
- Government Guarantee by IIGF

Implementation Schedule (Estimated):
1. Preparation : 2016
2. Land Acquisition : 2017
3. Construction : 2018
4. Operation : 2019

Indicative Project Structure
Description:
Serang–Panimbang Toll Road in Banten Province will connect Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive points of this toll road is that it will have various facilities, such as the development of residential and commercial areas along the corridor.

Estimated Project Cost:
USD 253.7 Million

Financial Feasibility:
FIRR: 11.40%
NPV: USD 409.0 Million

Estimated Concession Period: 16.5 Years

Government Contracting Agency: Indonesia Toll Road Authority (“BPJT”) On Behalf Ministry of Public Works and Housing
Contact Person: Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

Indicative Project Structure

Project Status:
The project is currently on Pre-Qualification (PQ) phase

Investor:
PT Wijaya Karya Serang Panimbang

Financier:
CPF (PT WIKA & PT PP)

Indicative Government Support & Guarantee:
− Availability Payment
− Government Guarantee by IIGF

Implementation Schedule (Estimated):
1. Preparation: 2016
2. Land Acquisition: 2017
3. Construction: 2018
4. Operation: 2019
CILEUNYI – SUMEDANG – DAWUAN TOLL ROAD

LOCATION: West Java

**Sector: Road**

**Sub-Sector: Toll Road**

**Description:**
The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufacturing goods as well as services produced from these areas to the port city of Cirebon. This toll road is urgently required to shift some of the development to the east side of Bandung.

**Estimated Project Cost:**
USD 617.9 Million

**Financial Feasibility:**
FIRR : 13.11%
NPV : USD 17.90 Million

**Estimated Concession Period:**
40 Years

**Indicative Project Structure**

**Project Status:**
The project is currently on PPP agreement signing phase

**Investor:**
PT Cipta Karya Jabar Tol

**Financier:**
TBC

**Indicative Government Support & Guarantee:**
- Construction support from government for approximately 29 km
- Government Guarantee by IIGF

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

**Government Contracting Agency:**
Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing

**Contact Person:**
Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com
Nambo waste processing technology can accommodate 1500-1800 tons of waste every day. The purpose of making TPPAS Nambo is to produce some recycled products such as compost, RDF, recycle materials, syntetic gas, syntetic oil and biogas. This capacity can produce 500-600 tons of Revused Derived Fuel (RDF).

**Estimated Project Cost:** USD 44.4 Million  
**Financial Feasibility:**  
- FIRR : 13.60%  
- NPV : USD 4.8 Million  
**Estimated Concession Period:** 25 Years

**Government Contracting Agency:**  
Governor of West Java Province

**Contact Person:**  
Mr. Edi Bahtiar (Head of Regional Waste Management Office)  
+62-22-7319782; +62-22-7319735  
e-mail: edibahtiar63@yahoo.com.

**Project Status:**  
The project is currently on PPP agreement signing phase.

**Investor:**  
PT Jabar Bersih Lestari; Consortium: Emsus, Enbicon, Forcabel, Kun Hwa (Korea) and PT Panghegar Energy Indonesia.

**Financier:**  
-

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

**Implementation Schedule (Estimated):**  
1. Preparation : 2014  
2. Land Acquisition : 2015  
3. Construction : 2017 - 2019  
4. Operation : 2019
BANDAR LAMPUNG WATER SUPPLY
LOCATION: Lampung

Description:
It is a joint project between government and business entity to increase the coverage of drinking water services for the society of Bandar Lampung, from 20% (2015) to 46% (2024), and to improve environmental sanitation, living standards and public health.

Estimated Project Cost: USD 82.6 Million

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

Estimated Concession Period: 25 Years

Government Contracting Agency: Way Rilau Regional Water Supply Company (“PDAM”)
Contact Person: Mr. Suparji (Technical director of PDAM)
+62-721-483855; e-mail: kpbuspam@pdamwayrilau.com

Project Status:
The project is currently on PPP Agreement Signing phase

Investors:
Bangun Cipta Contractor – Bangun Tjipta Sarana

Financier: -

Indicative Government Support & Guarantee:
- Viability Gap Fund
- Government Guarantee by IIGF

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

Indicative Project Structure
JATILUHUR REGIONAL WATER SUPPLY I
LOCATION: West Java and DKI Jakarta

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

**Estimated Project Cost:** USD 142.2 Million

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

**Estimated Concession Period:** 30 Years

**Government Contracting Agency:**
Director of Perum Jasa Tirta 2

**Contact Person:**
Mr. Djoko Saputro +62-264-201972
e-mail: pjt2@jasatirta2.co.id

**Project Status:**
The project is currently on Pre-Qualification phase (Unsolicited Project)

**Investors:**
TBC

**Financier:**
TBC

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

**Implementation Schedule (Estimated):**
1. Preparation : 2013 - 2014
2. Land Acquisition : 2016
3. Construction : 2018
4. Operation : 2022

**Indicative Project Structure**
READY TO OFFER
Water Supply Sector

1. West Semarang Water Supply
WEST SEMARANG WATER SUPPLY
LOCATION: Central Java

**Sector: Water Supply**

**Sub-Sector: Water Supply**

**Description:**
SPAM West Semarang project is built with a capacity of 1,000 liters per second. The service area is planned to be targeted to serve three (3) sub districts divided into five (5) service zone zones.

**Estimated Project Cost:** USD 34.0 Million

**Financial Feasibility:**
- FIRR: 16.00%
- NPV: USD 1.8 million

**Estimated Concession Period:** 27 Years

**Government Contracting Agency:** Tirta Moedal Regional Water Supply Company (PDAM)

**Contact Person:** Muhammad Farchan (Director of PDAM Tirta Moedal Semarang Municipal) +62248315514; email: smgwater@gmail.com

**Indicative Preparation Schedule (Estimated):**

<table>
<thead>
<tr>
<th>Q1 2018</th>
<th>Q1 2018</th>
<th>Q2 2018</th>
<th>Q3 2018</th>
<th>Q4 2018</th>
<th>Q1 2019</th>
<th>Q2 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Business case (FBC)</td>
<td>Pre-Qualification</td>
<td>Request for Proposal</td>
<td>Bid Award</td>
<td>Contract Signing</td>
<td>Financial Close</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Project Status:** The project is currently on Pre-Qualification phase.

---

**Diagram:**

- **Build (financing construction):**
  - Jalbarang Dam
  - Intake
  - WTP
  - Reservoir
  - Bulk water facility financing and construction

- **Operate (facility operational maintenance):**
  - Primary & Secondary Pipe
  - Tertier Pipe
  - House Connection
  - Bulk water O & M

- **Collect (invoicing A/R, A/P):**
  - SDA or PDAM raw water account

- **Serve (customer complaints, claim handling):**
  - Raw water tariff payment
  - Availability payment (fixed)
  - Output payment (variable)

- **Conduct (sales and promotion):**
  - New customer sales and promotion service
  - PDAM customer service
  - PDAM money collection
  - Installation payment

- **Customer:**
  - Retail tariff payment

---

27
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>West Semarang Water Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>PDAM Tirta Moedal Kota Semarang</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>PDAM Tirta Moedal Kota Semarang</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>PT Sarana Multi Infrastruktur</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 34.0 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>27 Years</td>
</tr>
<tr>
<td>Location</td>
<td>Semarang, Central Java</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

2.1. Project Background

Currently PDAM Tirta Moedal Semarang City only serves 167,979 customers or 1,010,806 residents, about 62.02% of the total population of Semarang City. The necessity of clean water can be seen from surveys showing that the population’s interest in PDAM services is quite high, reaching 85%. However, this is constrained by the PDAM’s water production which cannot be increased due to the limited water production capacity from the current SPAM facility.

Given the limited current production capacity and in order to achieve the service level target of 90%, one of the efforts made by the Semarang City Government together with PDAM Tirta Moedal is to build and develop the Water Supply System of West Semarang (SPAM West Semarang) in the the scheme of Government Cooperation
Public Private Partnerships

with Business Entity which called as Public Private Partnership (known as KPBU).

2.2. Project Description

SPAM West Semarang project is built with a capacity of 1000 liters per second. The service area is planned to be targeted to serve three (3) sub districts divided into five (5) service zone zones, namely Tugu Sub district (zone 1), part of Ngaliyan Sub district (zone 2 and 3), and West Semarang Sub district (zone 4 and 5). Zone 1 located in Tugu is a greenfield area whose majority population uses deep wells as water source. Zone 2 and 3 are located in Ngaliyan, can be categorized as semi-greenfield area with the number of customers of PDAM is very low. Zone 4 and 5 are located in West Semarang recorded as the oldest service area which is currently already served by PDAM Tirta Moedal.

2.3. Project Objectives

1. Meet the requirements of drinking water for residents of West Semarang City, whose currently met from shallow wells and deep wells.

2. Reduce the risk of environmental damage, especially the decrease of the soil surface caused by the exploitation of deep wells. Currently, the city of Semarang experienced a decrease in land ranging from 8-10 cm / year.

3. Business Entity’s Opportunity

The Partnership options are as follows:

- BOT (Build – Operate – Transfer). IPA development along with a 1000 l/sec as well as a distribution reservoir, and a water transmission pipe to each of the distribution reservoirs to serve the service area development plan.

- Operation and maintenance of intake, grit chamber, and pump house along with its complementary buildings and raw water network constructed by the Ministry of Public Works and People’s Housing through the Directorate General of Water Resources
4. Project Technical Specification

<table>
<thead>
<tr>
<th>No.</th>
<th>Specification</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Water Treatment Plant</td>
<td></td>
</tr>
<tr>
<td>1.</td>
<td>Capacity</td>
<td>1000 l/sec</td>
</tr>
<tr>
<td>2.</td>
<td>Construction</td>
<td>Reinforced concrete</td>
</tr>
<tr>
<td>II</td>
<td>Reservoir</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Operational/buffer</td>
<td>15%-20% average daily demand</td>
</tr>
<tr>
<td>2</td>
<td>Drinking water in reservoir</td>
<td>1 hour supply at peak daily demand</td>
</tr>
<tr>
<td>3</td>
<td>Maximum upper-level design on the reservoir</td>
<td>10% volume</td>
</tr>
<tr>
<td>III</td>
<td>Drinking Water Transition Pipes</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Maximum pressure</td>
<td>60 – 80 m water column</td>
</tr>
<tr>
<td>2</td>
<td>Minimum pressure</td>
<td>5 - 10 m water column</td>
</tr>
<tr>
<td>III</td>
<td>Water Loss Rate</td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Intake</td>
<td>2%</td>
</tr>
<tr>
<td>2</td>
<td>Production Facilities</td>
<td>5%</td>
</tr>
<tr>
<td>3</td>
<td>Transition pipelines</td>
<td>1-2%</td>
</tr>
<tr>
<td>V</td>
<td>Operation Hour</td>
<td>24 hours/day</td>
</tr>
<tr>
<td>IV</td>
<td>Drinking Water Quality</td>
<td>Health Minister Regulation Number 49 Year 2010</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and WHO Guidelines for Drinking Water Quality,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2011</td>
</tr>
<tr>
<td>VII</td>
<td>Material Standard</td>
<td>Indonesia: SNI</td>
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<tr>
<td></td>
<td></td>
<td>International: ISO, JIS, AWWA, ASTM, ANSI,</td>
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<tr>
<td></td>
<td></td>
<td>DIN, BS</td>
</tr>
<tr>
<td>VIII</td>
<td>Life Time Asset</td>
<td>50 years</td>
</tr>
</tbody>
</table>

5. Environmental Impact Assessment (AMDAL) Findings

The AMDAL document has been published in 2012, and is currently in the process of amending.

The land acquisition process is on progress. Determination of location has already been issued on October 26, 2017 with payment of a partial land clearing will be done by the end of 2017 and the rest of payment will be done in 2018. The budget for this land acquisition has been budgeted in APBD 2017, APBD-P 2017, and RAPBD 2018.

7. Project Structure

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 34.0 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>- Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>16.00%</td>
</tr>
</tbody>
</table>

8. Government Support and Government Guarantee

Project Development Facility from Ministry of Finance for FBC preparation and Transaction Advisor support.
9. Project Implementation Schedule

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2018</td>
<td>Final Business Case (FBC)</td>
</tr>
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<td>Q3 2018</td>
<td>Bid Award</td>
</tr>
<tr>
<td>Q4 2018</td>
<td>Contract Signing</td>
</tr>
<tr>
<td>Q1 2019</td>
<td>Financial Close</td>
</tr>
<tr>
<td>Q2 2020</td>
<td>Construction</td>
</tr>
</tbody>
</table>

10. Contact Information

Name : Muhammad Farchan  
Position : Director of PDAM Tirta Moedal Semarang Municipal  
Address : Jl. Kelud Raya No. 60 Semarang  
Phone : +62248315514  
Fax : +62248314078  
Email : smgwater@gmail.com
UNDER PREPARATION

[Image of various icons related to public private partnerships]
Public Private Partnerships

1. Railway Sector
2. Road Sector
3. Water Supply Sector
4. Telecommunication & Informatics Sector
5. Energy Conservation Sector
6. Education Research and Development Sector
7. Health Facility Sector
8. Correctional Facility Sector

Under Preparation
Railway Sector

1. Medan Municipal Transport
**Public Private Partnerships**

**MEDAN MUNICIPAL TRANSPORT**

**LOCATION:** Medan City

**Sector:** Transportation  
**Sub-Sector:** Railway

**Description:**
The LRT system is planned to be built with elevated structures connecting the urban sub-centers of Lau Chi Market in the Southwest of Medan with sub-city centers in the northeastern part of Medan City along 21 km and through 16 stations. BRT system will cross Jalan Sisingamaraja to Jalan Gatot Subroto with a length of 18.4 km.

**Estimated Project Cost:** USD 353.0 Million

**Financial Feasibility:**
- FIRR : 14.46%
- NPV : USD 293.4 Million

**Estimated Concession Period:** 35 Years

**Government Contracting Agency:** Mayor Of Medan

**Contact Person:** Mr. Wiriya Alrachman (Head of Regional Planning and Development Agency) +62-61-4535774; e-mail: bappedamedan@gmail.com

**Indicative Preparation Schedule (Estimated)**

- **Q1 2018** Final Business case (FBC)
- **Q2 2018** Pre-Qualification
- **Q3 2018** Request for Proposal
- **Q2 2019** Bid Award
- **Q2 2019** Contract Signing
- **Q4 2019** Financial Close
- **Q1 2020** Construction

**Project Status:** The project is currently on Final Business Case phase.

**Indicative Project Structure**

- **Public Sector Private Sector**
- **Medan Municipal**
  - **Transportation Agency**
  - **Service Contract PPP Agreement**
  - **Regress Agreement**
  - **EPC** EPC Contract
  - **Manufacture**
  - **SPV**
    - **O & M Contract**
    - **Bus Operator Ticketing System Other Vendor**
  - **Lenders**
    - **Loan**
  - **TOD Corporation Contract**
    - **End User**
      - **Services**
        - **Collecting Tariff**
      - **End User**

- **IIGF**
- **SOE**
- **ROE**
- **Private Assets**
- **Other Private Institution**
**DIGEST PROJECTS**

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Medan Municipal Transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Mayor of Medan</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Regional Development Planning Agency of Medan City</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>PT SMI through Project Setup Facility <em>(Project Development Facility)</em> from Ministry of Finance</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 353.0 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>35 years</td>
</tr>
<tr>
<td>Location</td>
<td>Medan City</td>
</tr>
</tbody>
</table>

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

1. **Project Picture**

2. **The Opportunity**
   2.1. **Project Background**

   The city of Medan is one of the 5 major cities in Indonesia with a population of 2 million people. It has an area of 265.10 km² with a density of 8,130 people/km². It is ranked 15th as one of the cities with a high density out of 90 other big cities in Indonesia.
As the number of people and passengers have increased significantly in Medan, congestion becomes a major issue, and in the future, it could reduce productivity of the community. Today, public transportations are not the option for the city of Medan's residents to accommodate high mobility. There are only around 1% of public transportation vehicles in Medan, while the rest are private vehicles. Motorcycles are the main choice for people and the number of operated motorcycles is an estimated amount of 4,523,956 units. This condition is predicted to cause severe congestion within Medan’s main roads by 2024.

To serve the community mobility and reduce congestion within the city, Medan’s Government in Regional Development Plan 2006-2025 and Medium Term Development Plan 2016-2021 has a development plan for mass urban/mass transportation system in the form of a Light Rail Transit (LRT) that will be integrated with the Bus Rapid Transit (BRT) system. The mass transportation development project is carried out under the scheme of Cooperation of Government Business Entities (KPBU).

2.2 Project Description

The LRT system is planned to be built with elevated structures connecting the suburban centers of Lau Chi Market in the southwest of Medan with sub-city centers in the northeastern part of Medan along 21 km and through 16 stations.

The BRT system connects the western part of the Pinang Baris Terminal with the Amplas Terminal in the southeastern part of the city. The BRT system will cross Jalan Sisingamaraja to Jalan Gatot Subroto with a length of 18.4 km. The Merdeka Square area is the main transport point of Medan which will accommodate the integration between the LRT and the BRT systems as well as the inter-city rail and airport rail.

2.3 Project Objectives

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

3. Business Entity’s Opportunity

The Project Scheme is currently under review in the Pre Feasibility Study Final Assessment. The project’s revenue structure will be derived from fare box revenue and non-fare box revenue, including advertising and retail advertising revenues on infrastructure and facilities and concession areas in the Transit Oriented Development (TOD) zone.
4. Project Technical Specification

<table>
<thead>
<tr>
<th></th>
<th>LRT System</th>
<th>BRT System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lenght</td>
<td>21 Km</td>
<td>18.4 Km</td>
</tr>
<tr>
<td>Number of Station/Shelter</td>
<td>16 Station</td>
<td>18 Shelter</td>
</tr>
<tr>
<td>Trace Structure</td>
<td>Elevated</td>
<td>Vus Lane</td>
</tr>
<tr>
<td>Rolling Stock Type</td>
<td>Light Rail Vehicle</td>
<td>Bus (Low Deck)</td>
</tr>
<tr>
<td></td>
<td>15 train set</td>
<td>25 Bus</td>
</tr>
<tr>
<td>Operation Facilities</td>
<td>Depot, Balai Yasa, and Center of Operation Controlling</td>
<td>Depot, Parking Facilities and Center of Traffic Control</td>
</tr>
</tbody>
</table>

5. Environmental Impact Assessment (AMDAL) Findings

The AMDAL document is being prepared. The AMDAL document is expected to be completed in Q2 of 2018 prior to the pre-qualification stage.


In the initial report of the FBC Pre-Feasibility Study (FBC), there is a land acquisition requirement of 10.7 Ha for depot construction and construction of the LRT overpass structure along the corridor.

7. Project Structure

<table>
<thead>
<tr>
<th>Estimated Project Cost</th>
<th>USD 353.0 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicated Debt to to Equality Rasio</td>
<td></td>
</tr>
<tr>
<td>- Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>14.46%</td>
</tr>
</tbody>
</table>

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

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

- Q1 2018: Final Business Case (FBC)
- Q2 2018: Pre-Qualification
- Q3 2018: Request for Proposal
- Q2 2019: Bid Award
- Q2 2019: Contract Signing
- Q4 2019: Financial Close
- Q1 2020: Construction

10. Contact Information

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Fax: +6261 4539406
Email: bappedamedan@gmail.com
Road Sector

1. Semarang - Demak Toll Road
2. Yogyakarta - Bawen Toll Road
3. Surabaya - Madura Toll Bridge
SEMARANG – DEMAK TOLL ROAD
LOCATION: Central Java

**Sector: Road**

**Sub-Sector: Toll Road**

**Description:**
The Proposed project will connect Semarang (Capital of Central Java Province) – Demak (Tourism City). This Project has high traffic volume with 25.25 Km in length, Semarang is capital town of Central Java Province, which is well-developed with industrial goods and trading. On the other side, Demak is a region that rich with its natural resources.

**Estimated Project Cost:** USD 583.4 Million

**Financial Feasibility:**
- FIRR: 10.43%
- NPV: USD 0.6 Million

**Estimated Concession Period:** 35 Years

**Government Contracting Agency:** Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing

**Contact Person:** Mr. Herry Trisaputra Zuna; +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

**Indicative Preparation Schedule (Estimated)**

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2018</td>
<td>Final Business case (FBC)</td>
</tr>
<tr>
<td>Q3 2018</td>
<td>Pre-Qualification</td>
</tr>
<tr>
<td>Q4 2018</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>Q2 2019</td>
<td>Bid Award</td>
</tr>
<tr>
<td>Q3 2019</td>
<td>Contract Signing</td>
</tr>
<tr>
<td>Q4 2019-Q1 2020</td>
<td>Financial Close</td>
</tr>
<tr>
<td>Q2 2020</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Project Status:** The project is currently on Final Business Case phase.

**Indicative Project Structure**

- **Bank (Debt): (70%)**
- **Equity: (30%)**

- **Toll Road Company**

- **PPP Agreement**
  - Government & TRC’s responsible

- **Recourse Agreement**

- **Guarantee Agreement**

- **Toll Tariff**

- **User**

- **Ministry of Finance**

- **MPWH (Via ITRA)**

- **Indonesia Infrastructure Guarantee Fund**

- **MPWH Recourse Payment (Based on PMK 260/2019)**
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Semarang – Demak Toll Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Indonesia Toll Road Authority (BPJT) on Behalf of Ministry of Public Works and Housing</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Indonesia Toll Road Authority (BPJT)</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>Indonesia Toll Road Authority (BPJT)</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 583.4 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>35 years</td>
</tr>
<tr>
<td>Location</td>
<td>Central Java</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

2.1. Project Background

Road infrastructure is one of the main factors for the improvement of economic growth within a region. A Toll Road, being a part of a larger road infrastructure, is used as an accelerator around stakeholders who run the economic development, the Ministry of Public Works and Housing Cq. Indonesian Toll Road Authority plans to accelerate the development of the Semarang – Demak Toll Road which will accelerate Central Java’s economic development.

2.2. Project Description

The proposed project will link Semarang (the Provincial Capital of Central Java) – Demak (Tourism City). This Project will have a high traffic volume. The project is developed to accommodate further development of Semarang and Demak, where both cities have a large potential of natural resources. The toll road is 25.25 km in length, leading from Semarang to Demak. Along this road, the local’s fishpond, rice...
fields, plantation, housing, and industrial area are found. It will cross two regions in Central Java: Semarang and the Demak Regency. Semarang, the Provincial capital of Central Java, which is well-developed with industrial goods and trading. On the other side, Demak is a region that is rich with its natural resources.

2.3. Project Objectives

The objectives of Semarang – Demak Toll Road are as following:

• To support the growing traffic flow from Semarang – Demak.
• To support the tourism sector development in Semarang and Demak.
• To support the economic growth in Semarang and Demak.

3. Business Entity’s Opportunity

The PPP company shall be responsible to perform the toll road project, such as financial costs, construction, operation, and maintenance throughout the concession period.

4. Project Technical Specification

The technical specifications for Semarang - Demak Toll Road are as follows:

<table>
<thead>
<tr>
<th>Design Speed</th>
<th>80 km/hr</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Lane</td>
<td>2 x 2 Lane (Initial)</td>
</tr>
<tr>
<td></td>
<td>2 x 3 Lane (Final)</td>
</tr>
<tr>
<td>Lane width</td>
<td>3.6 m</td>
</tr>
<tr>
<td>Outer Shoulder Width</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Inner Shoulder Width</td>
<td>3.0 m</td>
</tr>
<tr>
<td>Median Width</td>
<td>5.5 m</td>
</tr>
</tbody>
</table>

5. Environmental Impact Assessment (AMDAL) Findings

The initial environment examinations identified as potential impacts that may occur as a result of the Semarang – Demak Toll Road development. The Environment impact analysis study (ANDAL) document has been conducted and the report was made separately.


The information related with the land acquisition and resettlement planned to be provided in subsequent studies.
7. **Project Structure**

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 583.4 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>10.43%</td>
</tr>
</tbody>
</table>

8. **Government Support and Government Guarantee**

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

9. **Project Implementation Schedule**

Indicative project implementation schedule for Semarang - Demak Toll Road:

<table>
<thead>
<tr>
<th>Q1 2018</th>
<th>Q2 2018</th>
<th>Q3 2018</th>
<th>Q4 2018</th>
<th>Q1 2019- Q1 2020</th>
<th>Q2 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Business case (FBC)</td>
<td>Pre-Qualification</td>
<td>Request for Proposal</td>
<td>Bid Award</td>
<td>Financial Close</td>
<td>Construction</td>
</tr>
</tbody>
</table>
10. Contact Information

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Email: investasi2.bpjt@gmail.com
Public Private Partnerships

**YOYGA – BAWEN TOLL ROAD**

**LOCATION:** Central Java

### Sector: Road

**Description:**
Yogyakarta Solo Semarang (Joglosemar) Tourism Area, which will become the main tourism area in Indonesia to achieve 20 million foreign tourist in 2020

**Estimated Project Cost:** USD 1,018.9 Million

**Financial Feasibility:**
- **FIRR:** 11.15%
- **NPV:** USD 1,044.1 Million
- **Estimated Concession Period:** 35 years

### Sub-Sector: Toll Road

**Government Contracting Agency:** Indonesia Toll Road Authority (“BPJT”) On Behalf of Public Works & Housing

**Contact Person:** Mr. Herry Trisaputra Zuna (Head of BPJT) +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

### Indicative Preparation Schedule (Estimated)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Project Status:</strong></td>
<td>The project is currently on Outline Business Case phase.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Indicative Project Structure

- **National Toll Road Authority (BPJT)**
- **Bank (Debt) (70%)**
- **Equity (30%)**
- **User**
- **SPV (BUJT)**
- **Ministry of Finance**
- **PPF Agreement**
- **Government and SPV Obligations**
- **Co-guarantee Agreement with Ministry of Finance**
- **Tariff**
- **Regross Agreement**
- **Regross Payment**
- **PT PIH**
- **National Toll Road Authority (BPJT)**
2. The Opportunity

2.1. Project Background

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

2.2. Project Description

Yogyakarta-Bawen Toll Road (71.56 Km) will support Yogyakarta Solo Semarang (Joglosemar) Tourism Area, which will become the main tourism area in Indonesia to achieve 20 million foreign tourist in 2020.
2.3. Project Objectives

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

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

3. Business Entity’s Opportunity

The PPP company shall responsible to perform the toll road project, including financing, construction, operation, and maintenance during the concession period.

4. Project Technical Specification

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

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>71.56 km</td>
</tr>
<tr>
<td>Design Speed</td>
<td>100 - 120 km/hour</td>
</tr>
<tr>
<td>Total lanes</td>
<td>2 x 2 lanes (Initial)</td>
</tr>
<tr>
<td></td>
<td>2 x 3 lanes (Final)</td>
</tr>
<tr>
<td>Width of Lane</td>
<td>3.6 m</td>
</tr>
<tr>
<td>Outer Shoulder</td>
<td>3.0 m</td>
</tr>
<tr>
<td>Inner Shoulder</td>
<td>1.5 m</td>
</tr>
<tr>
<td>Median Width</td>
<td>5.5 m</td>
</tr>
</tbody>
</table>

5. Environmental Impact Assessment (AMDAL) Findings

The initial environment examinations identified potential impact that could occurred as a result of Yogyakarta - Bawen Toll Road development. The Environment impact analysis study (ANDAL) document has been conducted and the report was made separately.


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

7. Project Structure

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 1,018.9 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>11.15%</td>
</tr>
</tbody>
</table>
8. Government Support and Government Guarantee

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

9. Project Implementation Schedule

Indicative project implementation schedule for Yogyakarta - Bawen Toll Road
10. Contact Information

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Email : investasi2.bpjt@gmail.com
Description:
Suramadu Bridge is a Toll Road Project that had been operated since 2009. The current concession holder is PT. Jasa Marga (Persero) Tbk, and the concession period will be ended in 2017. The Government of Indonesia have to conduct the tender process in order to continue the operation and maintenance of this project.

Estimated Project Cost: USD 169.0 Million

Financial Feasibility:
FIRR : 17.96%
NPV : USD 1,160.9 Million

Estimated Concession Period: 15 Years

Government Contracting Agency: Indonesia Toll Road Authority (“BPJT”) On Behalf of Ministry of Public Works and Housing

Contact Person: Mr. Herry Trisaputra Zuna; +62-21-7258063; e-mail: bpjt@pu.go.id or investasi2.bpjt@gmail.com

Indicative Preparation Schedule (Estimated)

<table>
<thead>
<tr>
<th>Q1 2018</th>
<th>Q3 2018</th>
<th>Q4 2018</th>
<th>Q1 2019</th>
<th>Q2 2019</th>
<th>Q4 2019</th>
<th>Q1 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Business case (FBC)</td>
<td>Pre-Qualification</td>
<td>Request for Proposal</td>
<td>Bid Award</td>
<td>Contract Signing</td>
<td>Financial Close</td>
<td>Operation and Maintenance</td>
</tr>
</tbody>
</table>

Project Status: The project is currently on Final Business Case phase.
2. The Opportunity

2.1. Project Background

The Suramadu Toll Bridge connects the Province of Java and the Madura Island. The main goal of this toll road is to accelerate the economic development, especially in the Madura Island.

2.2. Project Description

The Suramadu Toll Bridge is a Toll Road Project that has already been operated since 2009. The current concession holder is PT. Jasa Marga (Persero) Tbk, and the concession period will end in 2017. The Government of Indonesia must conduct the tender process in order to continue the operation and maintenance of this project.
2.3 Project Objectives

The objectives of the Suramadu Toll Bridge are as follows:

- Connecting the Island of Java and the Madura Island.
- To accelerate economic growth within the Madura Island.

3. Business Entity’s Opportunity

The design and construction are provided by the Government of Indonesia. Operation and maintenance will be offered to the Private Sector through a bidding mechanism.

4. Project Technical Specification

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Length</td>
<td>5.4 km</td>
</tr>
<tr>
<td>Design Speed</td>
<td>60 - 80 km/hour</td>
</tr>
<tr>
<td>Total lanes</td>
<td>2 x 2 m</td>
</tr>
<tr>
<td></td>
<td>2 x1 m (Motor cycle)</td>
</tr>
<tr>
<td>Emergency Lane</td>
<td>2 x 2.25 m</td>
</tr>
<tr>
<td>Lane Width</td>
<td>3.5 m</td>
</tr>
<tr>
<td></td>
<td>3.0 m (Motor cycle)</td>
</tr>
<tr>
<td>Maximum Flateness</td>
<td>3 %</td>
</tr>
</tbody>
</table>

5. Environmental Impact Assessment (AMDAL) Findings

This information that is related to the environmental assessment impact will be provided in a subsequent study.


The Land Acquisition is finished, and this project has already been operated since 2009.

7. Project Structure

Operational and Maintenance Project. (OM)

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 169.0 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>- Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>17.96%</td>
</tr>
</tbody>
</table>
8. Government Support and Government Guarantee

The necessity and applicability of the Government’s support and guarantee will be identified and specified in a subsequent study.

9. Project Implementation Schedule

Indicative project implementation schedule for the Suramadu Toll Bridge:

- **Q1 2018**: Final Business case (FBC)
- **Q3 2018**: Pre-Qualification
- **Q4 2018**: Request for Proposal
- **Q1 2019**: Bid Award
- **Q2 2019**: Contract Signing
- **Q4 2019**: Financial Close
- **Q1 2020**: Operation and Maintenance

10. Contact Information

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Position : Head of Indonesia Toll Road Authority (BPJT)  
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Ministry of Public Works and Housing  
Patimura Street No 20 Kebayoran Baru, South Jakarta.  
Tel : +62 21 7258063  
Fax : +62 21 7257126  
Email : bpjt@pu.go.id

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Tel : +62 21 7258063  
Fax : +62 21 7257126  
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Name : Mr. Zamhur Rimaldi Karnadi  
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Fax : +62 21 7257126  
Email : investasi2.bpjt@gmail.com
Water Supply Sector

1. Pekanbaru Regional Water Supply
PEKANBARU REGIONAL WATER SUPPLY
LOCATION: Pekanbaru City

**Sector: Water Supply**

**Sub-Sector: Water Supply**

**Description:**
The purpose of SPAM Pekanbaru is to provide reliable drinking water infrastructure and to support economic activities in Pekanbaru City as well as to be managed efficiently. The project capacity plan is 500 liters per second. Home Connection is targeted at 39,000 by 2024, an additional 23,600 home connection is required during 2022-2024 or 7,890 home connection per year.

**Estimated Project Cost:** USD 37.6 Million

**Financial Feasibility:**
- **FIRR:** 15.00%
- **NPV:** USD 9.2 Million
- **Estimated Concession Period:** 25 Years

**Government Contracting Agency:** Tirta Siak Regional Water Supply Company (PDAM) Pekanbaru City
**Contact Person:** Mr. Kemas Yuzferi (Director of PDAM) +62-761-23825; e-mail: pdamtskpbu@gmail.com

**Indicative Preparation Schedule (Estimated)**

- **Q1 2018:** Final Business case (FBC)
- **Q3 2018:** Pre-Qualification
- **Q3 2018:** Request for Proposal
- **Q1 2019:** Bid Award
- **Q1 2019:** Contract Signing
- **Q3 2019:** Financial Close
- **Q3 2019:** Construction

**Project Status:** The project is currently on Final Business Case phase.

**Indicative Project Structure**
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Pekanbaru Regional Water Supply</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>PDAM Tirta Siak Pekanbaru City</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>PDAM Tirta Siak Pekanbaru City</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>PT Sarana Multi Infrastruktur (Persero)</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 37.6 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>25 Years</td>
</tr>
<tr>
<td>Location</td>
<td>Pekanbaru City</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

   2.1. Project Background

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

The purpose of SPAM Pekanbaru is to provide reliable drinking water infrastructure in accordance with technical standards to meet the requirements of the community, and to support economic activities in Pekanbaru, as well as to be managed efficiently. Provisions of drinking water infrastructures through SPAM Pekanbaru will reduce the financial burden of the Pekanbaru Municipal Government in funding the drinking water sector while still allocating the risks to the parties involved.

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

2.3. Project Objectives

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

3. Business Entity's Opportunity

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

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

<table>
<thead>
<tr>
<th>No</th>
<th>Specification</th>
<th>Criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>I</td>
<td>Intake</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Construction</td>
<td>Reinforced concreted</td>
</tr>
<tr>
<td></td>
<td>2. Capacity</td>
<td>550 L/ sec</td>
</tr>
<tr>
<td>II</td>
<td>Water treatment plant</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Construction</td>
<td>Reinforced concreted</td>
</tr>
<tr>
<td></td>
<td>2. Capacity</td>
<td>550 L/ sec</td>
</tr>
<tr>
<td>III</td>
<td>Reservoir</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Operational / buffer</td>
<td>15%-20% average daily demand</td>
</tr>
<tr>
<td></td>
<td>2. Drinking water in reservoir</td>
<td>1-hour supply at peak daily demand</td>
</tr>
<tr>
<td></td>
<td>3. Maximum upper-level design</td>
<td>10% volume</td>
</tr>
<tr>
<td></td>
<td>on the reservoir</td>
<td></td>
</tr>
<tr>
<td>IV</td>
<td>Drinking Water Transition</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Pipes</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Maximum pressure</td>
<td>60 – 80 m water column</td>
</tr>
<tr>
<td></td>
<td>2. Minimum pressure</td>
<td>V</td>
</tr>
<tr>
<td>V</td>
<td>The Rate Water</td>
<td></td>
</tr>
<tr>
<td></td>
<td>1. Intake</td>
<td>2%</td>
</tr>
<tr>
<td></td>
<td>2. Production Facilities</td>
<td>5%</td>
</tr>
<tr>
<td></td>
<td>3. Transition pipelines</td>
<td>1-2%</td>
</tr>
<tr>
<td>VI</td>
<td>Operation Hour</td>
<td>24 hours / day</td>
</tr>
<tr>
<td>VII</td>
<td>Drinking Water Quality</td>
<td>Health Minister Regulation Number 49 Year 2010</td>
</tr>
<tr>
<td></td>
<td></td>
<td>and WHO Guidelines for Drinking Water Quality,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2011</td>
</tr>
<tr>
<td>VIII</td>
<td>Material Standard</td>
<td>Indonesia: SNI</td>
</tr>
<tr>
<td></td>
<td></td>
<td>International: ISO, JIS, AWWA, ASTM, ANSI,</td>
</tr>
<tr>
<td></td>
<td></td>
<td>DIN, BS</td>
</tr>
<tr>
<td>IX</td>
<td>Life Time Asset</td>
<td>50 years</td>
</tr>
</tbody>
</table>
5. Environmental Impact Assessment (AMDAL) Findings

Paying attention to the list of business plans and/or activities required to have AMDAL as set forth in Appendix I from the Regulations of the Minister of Environment and Forestry, that the scope of SPAM Pekanbaru is required to have Environmental Impact Assessment (AMDAL) and Environmental Permit. Currently the AMDAL document of SPB Kota Pekanbaru SPAM Project is being prepared by the AMDAL Consultant.


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

a. Intake location

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

b. Transmission pipeline plan

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

c. Reservoir plan

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

7. **Project Structure**

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 37.6 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>- debt level</td>
<td>70%</td>
</tr>
<tr>
<td>- equity level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>15%</td>
</tr>
</tbody>
</table>

8. **Government Support and Government Guarantee**

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

9. **Project Implementation Schedule**

10. **Contact Information**

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Address : Jl. Jenderal Sudirman No. 146, Pekanbaru  
Phone : +62-761-23825  
Email : pdamts.kpbu@gmail.com
Telecommunication & Informatics Sector

1. Multifunction Satellite
MULTIFUNCTION SATELLITE

LOCATION: National

**Sector: Telecommunication and Informatics**

**Sub-Sector: Satellite**

**Description:**
Multifunctional satellite project is expected to provide benefits for Indonesia’s services to citizens as well as education and defense development. Private partner shall be responsible to finance, design, construct, operate, and maintain the infrastructure assets.

**Estimated Project Cost:** USD 589.3 Million

**Financial Feasibility:**
- FIRR: 8.81%
- NPV: USD 75.0 Million

**Estimated Concession Period:** 15 Years

**Government Contracting Agency**
- Minister of Communication and Informatics

**Contact Person**
- R. Sri Sanggrama Aradea (Head of Division of Infrastructure Provision Planning); +62-21-31936590; e-mail: sri.sanggrama@kominfo.go.id

**Indicative Preparation Schedule (Estimated)**

<table>
<thead>
<tr>
<th>Q1 2018</th>
<th>Q3 2018</th>
<th>Q4 2018</th>
<th>Q4 2018</th>
<th>Q3 2019</th>
<th>Q3 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Business case (FBC)</td>
<td>Pre-Qualification</td>
<td>Request for Proposal</td>
<td>Bid Award</td>
<td>Financial Close</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Project Status:** The project is currently on Outline Business Case phase.
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Multifunction Satellite</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Minister of Communication and Informatics</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Ministry of Communication and Informatics</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>1. Ministry of Communication and Informatics</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 589.3 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>15 years</td>
</tr>
<tr>
<td>Location</td>
<td>Indonesia</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

2.1. Project Background

Currently, competition of satellite business in the Asia-Pacific region is increasing. Asia-Pacific region, especially Southeast Asia region, still needs satellites as telecommunications and broadcasting infrastructure (broadcasting). It caused by several factors: the high demand for services among others cellular backhaul, broadband backhaul, enterprise network, OUTV (Occasional Usage TV), military and government network, DTH television, flight communication, and recovery solution at the time of natural disasters (disaster recovery).

The usage of satellite transponder in Indonesia is growing rapidly for banking, military, and government agencies. Satellite are required for communications, data transfer, broadband internet, and video. This condition become harder as the fact Indonesia is an archipelago country that it find still challenging to reach terrestrial infrastructure network using fiber optic and microwave links.

Currently, Indonesia required 220 – 230 transponders while there are only 130 – 140 transponders which provided by local operators with USD 1 million per channel each year.
2.2. Project Description

This multifunctional satellite will cover 5 ministries and institutional in Indonesia:

- Ministry of Education requires 93,900 premises to be connected;
- Ministry of Home Affairs requires 47,900 premises to be connected;
- Ministry of Health requires 3,700 premises to be connected;
- Police requires 3,300 premises to be connected; and,
- Military requires 600 premises to be connected

According to the requirement from those ministries and institutional, there are 149,400 premises of service demand for broadband connections that should be served by multifunction satellite. Delivering 10-30 Mbps throughput each premise, this satellite provide 188.24 Gbps of capacity.

2.3. Project Objectives

Multifunctional satellite project is expected to provide benefits for Indonesia’s services to citizens as well as education and defense development.

3. Business Entity’s Opportunity

Private partner shall be responsible to finance, design, construct, operate, and maintain the infrastructure assets.

4. Project Technical Specification

The specific technical specification for this multifunction satellite have not decided yet. There are two options, first build new satellites and rent the satellites. However, to optimize plan band. There are specification that must be concerned.
5. **Environmental Impact Assessment (AMDAL) Findings**

The project needs an Environmental Impact Assessment (AMDAL), Environmental Management Plan.

6. **Land Acquisition and Resettlement Action Plan**

For the development of the multifunction satellite, the government should have to do land acquisition and resettlement action plan, and will be determined in the subsequent study.

<table>
<thead>
<tr>
<th>No</th>
<th>DESCRIPTION</th>
<th>C-BAND</th>
<th>Ku-BAND</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Uplink frequency band (MHz)</td>
<td>6,725-7,025</td>
<td>12,750-13,250</td>
</tr>
<tr>
<td>2.</td>
<td>Downlink frequency band (MHz)</td>
<td>4,500-4,800</td>
<td>10,700-10,950 dan 11,200-11,450</td>
</tr>
<tr>
<td>3.</td>
<td>Antenna size (m)</td>
<td>5.5</td>
<td>2.7</td>
</tr>
<tr>
<td>4.</td>
<td>Tx antenna gain (dBi)</td>
<td>50.4</td>
<td>49.8</td>
</tr>
<tr>
<td>5.</td>
<td>Network availability (%)</td>
<td>99.95</td>
<td>99.9</td>
</tr>
<tr>
<td>6.</td>
<td>C/N uplink (dB)</td>
<td>21</td>
<td>21</td>
</tr>
<tr>
<td>7.</td>
<td>C/N downlink (dB)</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>8.</td>
<td>Minimum elevation angle (deg)</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>9.</td>
<td>Type of modulation</td>
<td>Any</td>
<td>Any</td>
</tr>
<tr>
<td>10.</td>
<td>Rx ES system noise temp (K)</td>
<td>95</td>
<td>125</td>
</tr>
<tr>
<td>11.</td>
<td>ES antenna efficiency (%)</td>
<td>70</td>
<td>70</td>
</tr>
<tr>
<td>12.</td>
<td>Rx SS system noise temp (K)</td>
<td>500</td>
<td>550</td>
</tr>
<tr>
<td>13.</td>
<td>Min beamwidth (deg)</td>
<td>1.6</td>
<td>0.8</td>
</tr>
<tr>
<td>14.</td>
<td>SS antenna efficiency</td>
<td>55</td>
<td>55</td>
</tr>
<tr>
<td>15.</td>
<td>Downlink pfd limits (dB(W/m2.MHz))</td>
<td>-127.5</td>
<td>-114</td>
</tr>
<tr>
<td>16.</td>
<td>Uplink pfd limits (dB(W/m2.MHz))</td>
<td>-140</td>
<td>-133</td>
</tr>
<tr>
<td>17.</td>
<td>ES EIRP density (dBW/Hz)</td>
<td>1.8 (Equivalent 64.8 dBW/2 MHz)</td>
<td>13.7 (Equivalent 76.7 dBW/2 MHz)</td>
</tr>
<tr>
<td>18.</td>
<td>SS EIRP density (dBW/Hz)</td>
<td>-38.6 (Equivalent 37 dBW/36 MHz)</td>
<td>-22 (Equivalent 53.2 dBW/36 MHz)</td>
</tr>
</tbody>
</table>

**Estimated project cost**

<table>
<thead>
<tr>
<th></th>
<th>USD 589.3 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>- Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>8.81%</td>
</tr>
</tbody>
</table>
7. Project Structure

8. Government Support and Government Guarantee

To mitigate the project’s risks from changes in demand risk and shifts in political scenario, government guarantee may be required. In this regard, the level of risk perceived from investors will be determined at market sounding.

9. Project Implementation Schedule

Indicative project implementation schedule for Multifunction Satellite Project:

10. Contact Information

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Phone : +62 8567813134  
Fax : +6221 31935916

Nama : Mutsla Adlan  
Position : Staff of Division of Infrastructure Provision Planning  
Address : Wisma Kodel, Jl. HR. Rasuna Said Kav. B-4 Jakarta  
Phone : +62-21-31936590  
Email : mutsla.adlan@kominfo.go.id
Public Private Partnerships

NATIONAL INTEGRATED WELFARE SYSTEM

LOCATION: National

Sector: Telecommunication and Informatics

Sub-Sector: e-Government

Description:
Ministry of Social Affairs has a plan to develop nationally integrated welfare system by web-based application with cloud computing technology. The scopes of the PPP project are development of the information system, software, VPN network in all districts/cities and province in Indonesia, cloud computing service (virtual data center), conducting technical assistance and implementation of monitoring and evaluation system.

Estimated Project Cost: USD 176.5 Million

Financial Feasibility:
FIRR: 14.00%
NPV: USD 2,449.7 Million

Estimated Concession Period: 20 Years

Government Contracting Agency: Minister of Social Affairs
Contact Person: Said Mirza Pahlevi (Head of data Management); +62-21-3103591 ext.2213; kpbu.skstn@kemsos.go.id

Indicative Preparation Schedule (Estimated)

Project Status: The project is currently on Outline Business Case phase.
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>National Integrated Welfare System</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Minister of Social Affairs</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Data and Information Centre</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>1. Ministry of Social Affairs</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 176.5 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>20 Years</td>
</tr>
<tr>
<td>Location</td>
<td>DKI Jakarta</td>
</tr>
</tbody>
</table>

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

![Project Illustration]

2. The Opportunity

2.1. Project Background

According to Law no. 11 Year 2009, Social Welfare Implementation is a focused, integrated, and sustainable effort by the government, local government and society in the form of social services to meet the basic needs of every citizen, which includes social rehabilitation, social security, social empowerment and protection social. In the same law in Article 5 it is mentioned that the implementation of social welfare is directed to individuals, families, groups, and/ or the community.

The target of social welfare implementation is Social Welfare Problems (PMKS) supported by Social Welfare Potential and Sources (PSKS). According to Minister of Social Affair Regulation Number 8 Year 2012 on Data Collection and Management Manual of PMKS and PSKS, there are 26 and 12 types of PMKS and PSKS respectively. The PMKS and PSKS data are managed by each technical unit at the Ministry of Social Affairs separately and not well coordinated. As a result of these data management, several important issues arise, data duplication, data inconsistency, provision of data for incomplete and inaccurate social welfare programs, and high financing for data updating and management.
Based on a letter from the Ministry of National Development Planning/ Bappenas number 3637/ D.6/ 05/ 2017 dated May 9, 2017 on Outline Business Case (OBC) of the National Integrated Social Welfare System, the development of this system will be fully supported by Bappenas through Public Private Partnership (PPP) for 20 years. KPBU is a form of long-term agreement (usually more than 20 years) between the government, either central or regional with private partners. Through this agreement, the expertise and assets of both parties (government and business entities) work together in providing services to the community. In doing this cooperation the risks and potential benefits of providing services or facilities are shared with the government and the private sector.

Besides sourced from PPP revenue from this project can be sourced from State Budget (APBN) and Non-Tax Government Income (PNBP). To obtain PNBP from data utilization services by third parties, it is necessary to amend Government Regulation no. 3 of 2012 on Types and Tariffs of Type of Non-Tax State Department.

2.2. Project Description

Ministry of Social Services has a plan to develop national integrated welfare system by web-based application with cloud computing technology. The objectives of the information system are: (i) as an integrated social welfare program database center for the Government, private sector and research program unit, also to support their policy and decision making; (ii) to solve the problems in data redundancy and inconsistency in the integrated database center; (iii) solution for data provision in social welfare programs, which are not comprehensive and less accurate; (iv) lowering costs for data updating and management; (v) integration and data management for each technical unit. The scopes of the PPP project are development of the information system, software, VPN network in all districts/cities and province in Indonesia, cloud computing service (virtual data center), conducting technical assistance and implementation of monitoring and evaluation system. The estimated cost for this project is IDR 85 billion. The scheme of PPP is Build, Operate and Maintenance of the information system facilities and transfer.

2.3. Project Objectives

The objective of this project is to create a system that can provide social services to meet the basic needs of every citizen covering social rehabilitation, social security, social empowerment, and social protection. The system is intended for individuals, families, groups and / or community.

3. Business Entity’s Opportunity

A form of cooperation between the Ministry of Social Affairs and Business Entities has entered the preparation of OBC. The cooperation that can be done is advisory transactions, bidders, and investors.

4. Project Technical Specification

There are various data related to various social welfare programs whose data managers and their implementers are elements that are part of the organization of the Ministry of Social Affairs of the Republic of Indonesia.
1. PBI (Beneficiary Assistance) Data
2. Data of KKS (Family Welfare Card)
3. PKH Data (Family Hope Program)
4. BDT Data (Integrated Database)
5. Data on PSKS (Potential and Sources of Social Welfare)
6. PMKS Data (Social Welfare Issuers)
7. Rastra Data (Program of Poverty Reduction and Food Protection)
8. ASLUT data (Needs of elderly people)
9. KUBE Data (Joint Business Group)
10. PKSA Data (Child Social Welfare Program)
11. RATILAHU Data (Social Rehabilitation of Houses Not Eligible)
12. ASPDB Data (Social Assistance for People with Severe Disability)

5. Environmental Impact Assessment (AMDAL) Findings

Based on the activity plan that will be carried out in the form of preparing the Head Office of Data and Information (Pusdatin) of Ministry of Social Affairs and the above explanation about the criteria of the type of business plan and/ or activity that must prepare the Environmental Impact Assessment (AMDAL), the preparation activities of Head Office Data and Information (Pusdatin) Ministry of Social Affairs is not required to prepare AMDAL. This is because the activities to be carried out do not build new buildings, but only repair/ renovation of the room on existing buildings or buildings.


Not needed.

7. Project Structure

DFB and M

<table>
<thead>
<tr>
<th></th>
<th>USD 176.5 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to</td>
<td></td>
</tr>
<tr>
<td>equity</td>
<td></td>
</tr>
<tr>
<td>- Debt Level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity Level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>14.00%</td>
</tr>
</tbody>
</table>
Basic Assumptions of the National Integrated Welfare System project:

<table>
<thead>
<tr>
<th>No.</th>
<th>Investment loan liabilities</th>
<th>Per year, (BI, average interest scheme 2011-2017)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Lease Loan Agreement</td>
<td>7.5% Per year</td>
</tr>
<tr>
<td>2</td>
<td>The inflation rate begins in 2019</td>
<td>4.5% Per year</td>
</tr>
<tr>
<td>3</td>
<td>Investment loan period</td>
<td>12 Year</td>
</tr>
<tr>
<td>4</td>
<td>Loan Leasing Period</td>
<td>15 Year</td>
</tr>
<tr>
<td>5</td>
<td>Duration Availability Payment (AP)</td>
<td>20 Year</td>
</tr>
<tr>
<td>6</td>
<td>Grace period</td>
<td>2 Year</td>
</tr>
<tr>
<td>7</td>
<td>Leasing value</td>
<td>IDR 500 Million</td>
</tr>
<tr>
<td>8</td>
<td>Return On Investment Rate AP</td>
<td>14%</td>
</tr>
<tr>
<td>9</td>
<td>Discount factor</td>
<td>10%</td>
</tr>
<tr>
<td>10</td>
<td>% increase tariff</td>
<td>10% Every 3 years</td>
</tr>
<tr>
<td>11</td>
<td>Factorial price (category)</td>
<td>5 level</td>
</tr>
<tr>
<td>12</td>
<td>Private equity</td>
<td>30%</td>
</tr>
<tr>
<td>13</td>
<td>Bank Loan</td>
<td>70%</td>
</tr>
<tr>
<td>14</td>
<td>Interest during construction</td>
<td>10%</td>
</tr>
<tr>
<td>15</td>
<td>Financial fees</td>
<td>1.50%</td>
</tr>
<tr>
<td>16</td>
<td>Corporate Income Tax</td>
<td>25% Surplus BUP</td>
</tr>
</tbody>
</table>

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

9. Project Implementation Schedule
*based on Project Outline Base Case.

10. Contact Information
Name : Said Mirza Pahlevi
Position : Head of Data Management, Ministry of Social Affair
Address : Jalan Salemba Raya No 28, Senen Jakarta Pusat
Phone : +62-21-3103591
E-mail : kpbu.skstn@kemsos.go.id
Energy Conservation Sector

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

Estimated Project Cost: USD 28.4 Million (10 years) or 45.9 Million (20 years)

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

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

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

Project Status: The project is currently on Outline Business Case phase.
2. The Opportunity

2.1. Project Background

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

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

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

2.2. Project Description

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

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

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

2.3. Project Objectives

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

3. Business Entity’s Opportunity

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

4. Project Technical Specification

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

5. Environmental Impact Assessment (AMDAL) Findings

To determine the obligation for the preparation of AMDAL Documents for the business plan and / or activity, the proponent in this case the Municipal Government of Surakarta conducts screening in accordance with the screening procedures is set out in Appendix II of Regulation of the Republic of Indonesia 5/2012. Based on the results of the screening, it can be concluded that the Public Street Lighting Project of Surakarta City does not need have an Analysis of the Environmental Impact Assessment.
Considering the scope of the Surakarta Public Street Lighting Project is only done by government-owned roads, the need for land acquisition documents or LARAP for Environmental and Social Assessments becomes irrelevant.

7. Project Structure

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 28.4 Million (10 years) or 45.9 Million (20 years)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity ratio</td>
<td></td>
</tr>
<tr>
<td>- Debt level</td>
<td>70% - 80%</td>
</tr>
<tr>
<td>- Equity level</td>
<td>20% - 30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>10.17% (10 years)/ 10.67% (20 years)</td>
</tr>
</tbody>
</table>

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

9. Project Implementation Schedule

10. Contact Information

Name: Budi Yulistianto  
Position: Surakarta City Regional Secretary  
Address: Komplek Balai Kota Surakarta, Jl. Jendral Sudirman No. 2  
Phone: +62-271-662-266  
Email: setda@surakarta.go.id, 

Name: Endah Sitaesmi Suryandari  
Position: Head of Public Works and Spatial Planning Surakarta City  
Address: Jl. Jend. Urip Sumoharjo, No. 92 - Surakarta  
Email: kpbupju.solo@gmail.com
Education Research and Development Sector

1. University of Sam Ratulangi Teaching Hospital
UNIVERSITY OF SAM RATULANGI TEACHING HOSPITAL
LOCATION: North Sulawesi

<table>
<thead>
<tr>
<th>Sector: Education</th>
<th>Sub-Sector: Teaching Hospital</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Description:</strong></td>
<td>Teaching hospital will provide doctor who required in the learning process because they can acknowledge students, giving sustainable exercises or even tutoring them privately in order to be a decent doctor, dentist and other health examiners.</td>
</tr>
<tr>
<td>Estimated Project Cost : USD 28.7 Million</td>
<td></td>
</tr>
<tr>
<td>Financial Feasibility:</td>
<td>FIRR : 10.85 %</td>
</tr>
<tr>
<td></td>
<td>NPV : USD 1.8 Million</td>
</tr>
<tr>
<td>Estimated Concession Period : 20 Years</td>
<td></td>
</tr>
</tbody>
</table>

Government Contracting Agency : Minister of Research, Technology and Higher Education
Contact Person : Ali Ghufron Mukti; +62-21-57946605; e-mail : ghufronmukti@yahoo.com

**Indicative Preparation Schedule (Estimated)**

<table>
<thead>
<tr>
<th>Q1 2018</th>
<th>Q2 2018</th>
<th>Q3 2018</th>
<th>Q4 2018</th>
<th>Q2 2019</th>
<th>Q2 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Business case (FBC)</td>
<td>Pre-Qualification</td>
<td>Request for Proposal</td>
<td>Bid Award</td>
<td>Financial Close</td>
<td>Construction</td>
</tr>
</tbody>
</table>

**Project Status:** The project is currently on Final Business Case phase.

**Indicative Project Structure**

LENDER

- a) Banking Institutions (PT, SMI, IIF, etc)
- b) Non-Banking Institutions
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>University of Sam Ratulangi Teaching Hospital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Minister of Research, Technology and Higher Education of the Republic of Indonesia</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>University of Sam Ratulangi</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>1. University of Sam Ratulangi</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 28.7 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>20 years</td>
</tr>
<tr>
<td>Location</td>
<td>Manado, North Sulawesi</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

2.1. Project Background

Sam Ratulangi Teaching Hospital is planned to support medicine student for education and medical research matters in University of Sam Ratulangi. Furthermore, for locals, the hospital could be one of their options in health services. Given the fact that patients were outnumbered in existing hospitals in North Sulawesi such as Kandou Hospital, Siloam Hospital, Pancaran Kasih Hospital, Advent Hospital, the development of this hospital could overcome this problem in providing health services. Accordingly, based on economic and financial criteria, this hospital will provide benefits for locals for improvement of public health services.

2.2. Project Description

Government Regulation No.93/2015 stated, that teaching hospital have these three functions: health service, education, medical research, and dentistry. Moreover, hospital will provide doctor who required in the learning process because they can acknowledge students, giving sustainable exercises or even tutoring them privately in order to be a decent doctor, dentist and other health examiners. Therefore, Sam Ratulangi Teaching Hospital would be determined as one of the Teaching Hospital in Indonesia that initiated by Ministry of Research, Technology and Higher Education and the private consortium.
The hospital has six levels building and laid on local government land. It occupied by up to 300 outpatients each day and around 130 inpatients every single day. In this case approximately the hospital has 100 beds in the first year and increase to 250 beds in the seven years.

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

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

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

4. Project Technical Specification
The technical specifications for Sam Ratulangi Teaching Hospital are as follows:
- Sam Ratulangi Teaching Hospital is expected to have at least 13 areas of specialties
- Classification Class C Hospital
- Percentage of outpatient at Sam Ratulangi Teaching Hospital a year compared with total population in Manado is 20%
- Inpatient at Sam Ratulangi Teaching Hospital a year approximately 20% from outpatients.
- Sam Ratulangi Teaching Hospital will divide into three main buildings: Polyclinic Building, Emergency Department, and Inpatient Department.

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

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

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 28.7 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>• Debt level</td>
<td>70%</td>
</tr>
<tr>
<td>• Equity level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>10.85%</td>
</tr>
</tbody>
</table>

8. **Government Support and Government Guarantee**

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

9. **Project Implementation Schedule**

Indicative project implementation schedule for Sam Ratulangi Teaching Hospital

10. **Contact Information**

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

1. The Development of Pirngadi Hospital in Medan
2. Indonesia National Cancer Center Dharmais Hospital
3. Sidoarjo General Hospital
THE DEVELOPMENT OF PIRNGADI HOSPITAL IN MEDAN
LOCATION: North Sumatera

Sector: Health

Sub-Sector: Hospital

Description:
Development of a new wing, existing building renovation, emergency and medical equipment in Regional Hospital of Medan Municipal and also to strengthen the hospital’s operational capacity.

Estimated Project Cost: USD 40.9 Million

Financial Feasibility:
FIRR : 12.00 %
NPV : USD 38.1 Million

Estimated Concession Period: 10 Years

Government Contracting Agency: Mayor of Medan
Contact Person: Mr. Wiriya Alrahman (Head of Regional Development Planning Agency)
Medan Municipal +62-61 4517646; e-mail: bappedamedan@gmail.com

Indicative Project Structure

Central Government

Medan Municipal (GCA)

IIGF

Investor

Financial Institution

Public Service Agency (BLU)

SPV

Existing Hospital

New Wing

Contractor

Patients

BPJS

Indicative Preparation Schedule (Estimated)

Q1 2018 Final Business case (FBC)
Q2 2018 Pre-Qualification
Q3 2018 Request for Proposal
Q4 2018 Bid Award
Q1 2019 Contract Signing
Q3 2019 Financial Close
Q3 2019 Construction

Project Status: The project is currently on Final Business Case phase.
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>The Development of Pirngadi Hospital in Medan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Mayor of Medan</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Medan Municipal</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>Medan Municipal</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 40.9 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>10 Years</td>
</tr>
<tr>
<td>Location</td>
<td>Medan</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

2.1. Project Background

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

2.2. Project Description

Along with the demands of a good governance paradigm that requires the fulfillment of principles of accountability, transparency, responsiveness, and participation
in every activity organized by the local government, the improvement of health services in Medan City must also apply the paradigm. In line with the 2016-2021 Regional Medium-Term Development Plan (RPJMD), the strategic issue of RPJMD Medan City is to increase public satisfaction on the quality of public services every year. For these purposes, it is necessary to plan and implement the program and the development of existing health facilities in the city of Medan in order to be able increasing public service user satisfaction annually.

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

2.3. Project Objectives

1. Build a “New Wing” to improve healthcare to the patients, by providing advanced medical services, convenience and convenience compared to existing services.

2. Renovate existing hospital facilities by integrating with the New Wing and improving the efficiency and capacity in serving BPJS patients.

3. Strengthen the hospital’s operational capacity by bringing in private expertise in areas such as facilities management and medical equipment, as well as procurement / maintenance.

3. Business Entity’s Opportunity

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

RSUD Dr. Pirngadi Medan is not only directed to serve the lower middle income community, but also must work on market segment from middle to upper class society. Therefore, facilities and infrastructure must be improved and accompanied by adequate social marketing. In addition, the existing human resources need to be upgraded to be able to answer the market challenge.
4. **Project Technical Specification**
   - New Wing (Building, Land Scaping, Skybridge) 22,400 m²
   - Existing Wing Renovation 21,900 m²
   - Heritage Building Renovation 3,000 m²
   - Emergency Unit Renovation 1,200 m²

5. **Environmental Impact Assessment (AMDAL) Findings**
   Based on Environment and Forestry Regulation No. 5 Year 2012, the construction project of Pirngadi Hospital Medan does not require AMDAL because the land area does not exceed 5 Ha. PJPK is required to prepare UKL-UPL documents to obtain environmental permit from the Environment Agency to implement the project.

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

7. **Project Structure**

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 40.9 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Indicative debt to equity ratio</strong></td>
<td></td>
</tr>
<tr>
<td>Debt level</td>
<td>70%</td>
</tr>
<tr>
<td>Equity level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>12.00%</td>
</tr>
</tbody>
</table>
8. **Government Support and Government Guarantee**

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

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

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

9. **Project Implementation Schedule**

10. **Contact Information**

Name : Mr. Wiriya Alrahman  
Position : Head of Local Development Planning Agency, Medan Municipal  
Address : Jl. Kapten Maulana Lubis No. 2 Medan, North Sumatera  
Jalan Pangeran Diponegoro No. 30, Medan 20152  
Phone : +6261 4517646  
Fax : +6261 4539406  
Website : bappedamedan@gmail.com
INDONESIA NATIONAL CANCER CENTER DHARMAIIS HOSPITAL

LOCATION: DKI Jakarta

Public Private Partnerships

Description:
Ministry of Health will develop 2 tower building to support Dharmaiis hospital as the national cancer center. Tower A will function as a service building and hospice palliative which is the main support for Tower B (12 floor building) to be built. Tower B will function as an Integrated Executive Service Building.

Estimated Project Cost: USD 48.6 Million

Financial Feasibility:
FIRR : 13.90 %
NPV : USD 18.4 Milion

Estimated Concession Period : 20 Years

Government Contracting Agency :  Ministry of Health
Contact Person :  dr. Ockti Palupi Rahyaningtyas, MPH (Secretary of PPP team Dharmais Cancer Hospital); +62-21- 5681570; e-mail: ocktipalupi_pds@dharmais.co.id
dr. M. Firdaus, SpBS; e-mail : mfirdaus_ppj@dharmais.co.id

Indicative Preparation Schedule (Estimated)

Project Status: The project is currently on Outline Business Case phase.

Indicative Project Structure

Minister of Health

Delegation of Authority

Contractor Agency Director General of Health Services

ppp Agreement

Special Purpose Company

1. Design Consultant
2. Construction Contractor

Medical Equipment
Laundry, Parking, Restaurant, etc.

Public Service Agency Dharmaiis Cancer Hospital

Payment of Services

Health Services

Delegation of Authority

Development & Agreement

Patient

Guarantee Agreement

IOPF (if Needed)

Equity Financing

Financial Institutions

Loan Financing

Financing

Equity (Owner’s Equity)
**DIGEST PROJECTS**

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Indonesia National Cancer Center Dharmais Hospital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Minister of Health</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Ministry of Health</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>1. Ministry of Health</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 48.6 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>20 years</td>
</tr>
<tr>
<td>Location</td>
<td>DKI Jakarta</td>
</tr>
</tbody>
</table>

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

2. **The Opportunity**

   2.1. **Project Background**

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

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

2.2. Project Description

Tower A will be built on the land currently used as a service area (building 2 floors) and parking, therefore, in the early stages will be demolition of old buildings to be built new buildings consisting of 7 floors. Tower A will function as a service building and hospice palliative which is the main support for Tower B (12 floor building) to be built. Tower A building structure consists of 7 floor with a total height of 28.0 meters, outside the roof of the stairs / elevator. Building basement floor ± 1050 m², while total building area ± 8460 m².

Tower B will function as an Integrated Executive Service Building which consists of outpatient services; inpatient services, medical support services, general support services.

2.3. Project Objectives

The key objectives of the Dharmais Cancer Hospital are as follows:

- Provide comprehensive cancer services in accordance with the current development of evidence based and Good Clinical Governance, Patient Safety and Patient Care Center
- Carries out a national certified cancer referral program based on the Academic Health System for enhancement of cancer services at comprehensive cancer hospital level and National Cancer Center.
- Conducting research in the field of evidence-based cancer and value that can be applied in the service.
- Organize hospital cancer registration and support the implementation of national cancer registration.
- Develop a network system with domestic and foreign institutions in the field of services, education and research in the prevention of cancer in Indonesia.
- Creating a conducive working climate, providing competent and cultured human resources with high performance as well as providing best-practice sarpras and IT for comprehensive cancer hospital level and National Cancer Center.
3. **Business Entity’s Opportunity**

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

4. **Project Technical Specification**

The technical specifications for Dharmais Cancer Hospital:

**Tower A**

<table>
<thead>
<tr>
<th>FLOOR</th>
<th>LARGE (M2)</th>
<th>FUNCTION</th>
<th>CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor 6</td>
<td>974</td>
<td>Hospice Care</td>
<td>27 TT</td>
</tr>
<tr>
<td>Floor 5</td>
<td>974</td>
<td>Hospice Care</td>
<td>27 TT</td>
</tr>
<tr>
<td>Floor 4</td>
<td>974</td>
<td>Hospice Care</td>
<td>27 TT</td>
</tr>
<tr>
<td>Floor 3</td>
<td>974</td>
<td>Loundry</td>
<td></td>
</tr>
<tr>
<td>Floor 2</td>
<td>974</td>
<td>Worship, Warehouse IPSRS</td>
<td></td>
</tr>
<tr>
<td>Floor 1</td>
<td>974</td>
<td>Public Canteen, Minimarket</td>
<td></td>
</tr>
<tr>
<td>Ground Floor</td>
<td>974</td>
<td>Genset, Trafo, Pompa Boiler, Lobby</td>
<td></td>
</tr>
<tr>
<td>Semi Basement</td>
<td>1,211</td>
<td>Parking, Public Warehouse, Cafetaria</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>Employess</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td><strong>8,029</strong></td>
<td></td>
<td><strong>81 TT</strong></td>
</tr>
</tbody>
</table>

**Tower B**

<table>
<thead>
<tr>
<th>FLOOR</th>
<th>LARGE (M2)</th>
<th>FUNCTION</th>
<th>CAPACITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor 12</td>
<td>1,728</td>
<td>Inpatient VIP</td>
<td>24 TT</td>
</tr>
<tr>
<td>Floor 11</td>
<td>1,728</td>
<td>Inpatient VIP</td>
<td>24 TT</td>
</tr>
<tr>
<td>Floor 10</td>
<td>1,728</td>
<td>Inpatient VIP</td>
<td>24 TT</td>
</tr>
<tr>
<td>Floor 9</td>
<td>1,728</td>
<td>Inpatient Children</td>
<td>32 TT</td>
</tr>
<tr>
<td>Floor 8</td>
<td>1,728</td>
<td>Inpatient CT, ICU Clinical Trial</td>
<td>28 TT</td>
</tr>
<tr>
<td>Floor 7</td>
<td>1,728</td>
<td>ODC, Chemotherapy</td>
<td>104 Seats</td>
</tr>
<tr>
<td>Floor 6</td>
<td>2,232</td>
<td>ICU, PICU, HCU, AHU Room</td>
<td>32 TT</td>
</tr>
<tr>
<td>Floor 5</td>
<td>2,232</td>
<td>Surgical Instalation, Staff Changing Room</td>
<td>12 OK</td>
</tr>
<tr>
<td>Floor 4</td>
<td>2,232</td>
<td>Surgery ODC, Therapy Sel, Procedur, Laboratory</td>
<td></td>
</tr>
<tr>
<td>Floor 3</td>
<td>2,232</td>
<td>Polyclinic, Side of the Lab</td>
<td>28 Clinic</td>
</tr>
<tr>
<td>Floor 2</td>
<td>2,232</td>
<td>Polyclinic, Side of the Lab</td>
<td>26 Clinic</td>
</tr>
<tr>
<td>Floor 1</td>
<td>2,232</td>
<td>Lobby, Admission, Business Center, Pharmacy</td>
<td></td>
</tr>
<tr>
<td>Basement</td>
<td>2,592</td>
<td>Parking, Transit Space Corpse, GWT, CSSD, Locker Staff</td>
<td></td>
</tr>
<tr>
<td><strong>Total Area</strong></td>
<td><strong>26,352</strong></td>
<td></td>
<td><strong>164 TT</strong></td>
</tr>
</tbody>
</table>
5. **Environmental Impact Assessment (AMDAL) Findings**

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

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

6. **Land Acquisition and Resettlement Action Plan**

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

7. **Project Structure**

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 48.6 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity</td>
<td></td>
</tr>
<tr>
<td>- Debt level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>13.90%</td>
</tr>
</tbody>
</table>
8. **Government Support and Government Guarantee**

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

For the implementation of this program, the Government established a one-stop guarantee policy, PT Penjaminan Infrastruktur Indonesia (also known as the Indonesian Infrastructure Guarantee Fund or “IIGF”) which administers all Government Guarantees. If the capitalization of IIGF is insufficient, the Regulation allows for the MOF to act as a co-guarantor circumstances.

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

More detailed about government support and guarantee will be provided in subsequent studies.

9. **Project Implementation Schedule**

Indicative project implementation schedule for Dharmais Cancer Hospital:

*based on Project Outline Base Case.

10. **Contact Information**

Name : dr. Ockti Palupi Rahyaningtyas, MPH  
Position : Secretary of KPBU team Dharmais Cancer Hospital  
Address : Dharmais Cancer Hospital, Jakarta  
Phone : 021 - 5681570  
Fax : 021 - 5681579  
Email : ocktipalupi_pds@dharmais.co.id

Name : dr. M. Firdaus, SpBS  
Address : Dharmais Cancer Hospital, Jakarta  
Phone : 021 - 5681570  
Fax : 021 - 5681579  
Email : mfirdaus_ppj@dharmais.co.id
SIDOARJO GENERAL HOSPITAL

LOCATION: East Java

<table>
<thead>
<tr>
<th>Sector: Health</th>
<th>Sub-Sector: Hospital</th>
</tr>
</thead>
<tbody>
<tr>
<td>Description: Sidoarjo Central Hospital is the second hospital owned by the Government of Sidoarjo Regency which aims to provide health service facilities to the community in the western part of Sidoarjo Regency. Sidoarjo Central Hospital is planned as a type C hospital.</td>
<td>Estimated Project Cost: USD 18.7 Million</td>
</tr>
<tr>
<td>Financial Feasibility: FIRR: 9.90%</td>
<td></td>
</tr>
<tr>
<td>NPV: USD 14.0 Million</td>
<td></td>
</tr>
<tr>
<td>Estimated Concession Period: 10 Years</td>
<td></td>
</tr>
</tbody>
</table>

Government Contracting Agency: Regent of Sidoarjo
Contact Person: Mr. Agoes Boedi Tjahjono (Head of Regional Development Planning Agency); +62-31-894 7383; e-mail: kerjasama.sidoarjokab@gmail.com

Indicative Preparation Schedule (Estimated)

- Q2 2018: Final Business Case (FBC)
- Q3 2018: Pre-Qualification
- Q4 2018: Request for Proposal
- Q1 2019: Bid Award
- Q2 2019: Contract Signing
- Q4 2019: Financial Close
- Q4 2019: Construction

Project Status: The project is currently on Final Business Case phase.

Indicative Project Structure

- Regress Agreeement
- Availability Payment
- PPP Agreement
- Guarantee Agreement
- Services
- Payment Claim
- Income
- Tariff

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

2. The Opportunity

2.1. Project Background

Health profile of Sidoarjo Regency shows that currently Sidoarjo only has one Regional General Hospital, namely RSUD Sidoarjo class B which is located on Jalan Mojopahit, Sub-District of Sidoarjo. Since the establishment of BPJS in 2014, the number of visitors in RSUD Sidoarjo has increased, which is about 1,200 to 1,300
patients each day. In 2015, there are 990,000 residents out of 2,129,463 inhabitants in Sidoarjo Regency who participated in BPJS, and the number will continue to grow. This condition will cause difficulty in RSUD Sidoarjo if there is no supported from RSUD class C or D, which can serve as a feeder and/ or screening in order to better pre-hospital/ pre-referral handling. On the other hand, for West Sidoarjo residents will take more time to reach RSUD Sidoarjo which located in the easter of West Sidoarjo.

2.2. Project Description

It is planned that RSUD Krian is a Hospital Class C with a 150-bed capacity and excellent service in handling trauma of accident and orthopedic which is supported by specialization services from Orthopedic-Traumatology Surgery and ability to stabilize the condition of head injured patient and lung service. The location of the Krian Hospital construction project is located on Jl. Raya Kemeraan, Sub-District of Tambak Kemeraan Kecamatan Krian with the land area of Sidoarjo regency with the status of the former Land of Cash Village (ex TKD) available that is equal to 1.31 Ha, the hospital plan will be built vertically.

The construction of RSUD Krian in the West Region of Sidoarjo is planned to use a KPBU with a return on investment of a business entity through the Availability Payment Service, and is offered to a business entity that has the potential to finance, design, build, operate and operate (all medical and non-medical services), maintaining hospital facilities and infrastructure, as well as business entities re-delivering the hospital at the end of the term of cooperation.

2.3. Project Objectives

This project is expected to be one of the solutions of equitable distribution of quality health services in the West Sidoarjo region, which has not been reached yet.

3. Business Entity’s Opportunity

Design - Build - Financing - Procurement of Medical & Non-Medical Equipment - All Service Operations (Basic and specialist medical services, medical support and non-clinical services) - Maintenance - Transfer. Including the provision of standard human resources of type C hospitals such as specialists, general practitioners, dentists / specialists, health workers and other non-health workers; or Design - Build - Financing - Procurement of Medical & Non-Medical Equipment - Operation (Superior service - Traumatology Center & Lung Center) - Maintenance - Transfer.
4. **Project Technical Specification**
   - Indicative of Building & Land Requirement: 13,620 m² Floor Level Requirement for 150 beds and Medical & non-medical support, and Vertical Development 2 - 4 Floor.
   - Superior Services: Traumatology Center & Lung Center.

5. **Environmental Impact Assessment (AMDAL) Findings**
   In the initial process of AMDAL fulfillment, namely preparation of announcements in mass media and preparation of public consultation.

6. **Land Acquisition and Resettlement Action Plan**
   Land owned by the Government of Sidoarjo Regency with Ex-Village Land Country status.

7. **Project Structure**

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 18.7 Million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity ratio</td>
<td></td>
</tr>
<tr>
<td>- Debt level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>9.90%</td>
</tr>
</tbody>
</table>

8. **Government Support and Government Guarantee**
   Land Provision and PDF from Ministry of Finance
9. Project Implementation Schedule

- Q2 2018: Final Business Case (FBC)
- Q3 2018: Pre-Qualification
- Q4 2018: Request for Proposal
- Q1 2019: Bid Award
- Q2 2019: Contract Signing
- Q4 2019: Financial Close
- Q4 2019: Construction

10. Contact Information

Name: Ir. Agoes Boedi Tjahjono, MT
Position: Head of PPP Team of Sidoarjo General Hospital – Head of Regional Development Planning Agency
Phone: (62-31) 894 7383
Fax: (62-31) 894 7383
Email: kerjasama.sidoarjokab@gmail.com
Correctional Facility Sector

1. Nusakambangan Industrial Correctional Facility
2. Relocation of Salemba Correctional Facility to Ciangir
NUSAKAMBANGAN INDUSTRIAL CORRECTIONAL FACILITY
LOCATION: Central Java

**Sector: Correctional**

**Sub-Sector: Industrial Correctional Facility**

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

**Estimated Project Cost:** USD 36.6 Million

**Financial Feasibility:**
- FIRR: 13.57%
- NPV: US$ 83.0 Million

**Estimated Concession Period:** 25 years

**Government Contracting Agency:** Minister of Law and Human Rights

**Contact Person:** Aman Riyadi (Director of Information Technology and Cooperation)
+62-21-3505405; e-mail: kerjasama_pas@yahoo.co.id

**Indicative Preparation Schedule (Estimated)**
- Q1 2018 Final Business case (FBC)
- Q1 2018 Pre Qualification
- Q2 2018 Request for Proposal
- Q3 2018 Bid Award
- Q4 2018 Contract Signing
- Q2 2019 Financial Close
- Q2 2019 Construction

**Project Status:** Project is currently on Outline Business Case phase.

**Indicative Project Structure**

- Ministry of Agriculture
- Ministry of Commerce
- GCA
- CORRECTIONAL FACILITY
- FARM INDUSTRY
- SPV
- Investor
- Financial Institute
- IIGF

Development of Industrial Correctional

Design Consultion
EPC Contractor

Products

Regress Agreement
PPP Agreement
Guarantee Agreement
Correclional Supportin Facility
Financial close
Financing
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Nusa Kambangan Industrial Correctional Facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Minister of Law and Human Rights</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Directorate General of Correctional Facility</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>1. Directorate General of Correctional Facility</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 36.6 million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>25 years</td>
</tr>
<tr>
<td>Location</td>
<td>Nusakambangan, Cilacap, Central Java Province</td>
</tr>
</tbody>
</table>

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

2. The Opportunity

2.1. Project Background

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

The project will combine correctional facility with productive activities such as livestock breeding. The geographic potential of Nusakambangan support this project as 210,000 Ha of the island will be used for this project. Moreover, Regency of Cilacap as the related area from Nusakambangan is still facing a deficit of livestock such as cattle. Thus, the project aims to increase the value of prison by adding economic production which expected to promote regional economic growth.

2.3. Project Objectives

The project aims are as follows:

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

3. Business Entity’s Opportunity

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

Revenue generated from the warden, Kumham Management, training, livestock and farming sales as well as other potential activity such as biogas.

4. Project Technical Specification

The technical specifications for the project as follows:

• Correctional facility
  o Building : 11,453 m2
  o Others : 13,000 m2

• livestock
  o Building : 36,000 m2
  o Cattle yard : 3,000 m2
  o Others : 14,000 m2

• Industry : 600 m2

• Cattle cycle per year : 15,000 of cattle
5. **Environmental Impact Assessment (AMDAL) Findings**

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

6. **Land Acquisition and Resettlement Action Plan**

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

7. **Project Structure**

<table>
<thead>
<tr>
<th>Estimated project cost</th>
<th>USD 36.6 million</th>
</tr>
</thead>
<tbody>
<tr>
<td>Indicative debt to equity ratio</td>
<td></td>
</tr>
<tr>
<td>- Debt level</td>
<td>70%</td>
</tr>
<tr>
<td>- Equity level</td>
<td>30%</td>
</tr>
<tr>
<td>FIRR</td>
<td>13.57%</td>
</tr>
</tbody>
</table>

8. **Government Support and Government Guarantee**

Government support and government guarantee will be determined in Final Business Case.
9. Project Implementation Schedule

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q1 2018</td>
<td>Final Business case (FBC)</td>
</tr>
<tr>
<td>Q1 2018</td>
<td>Pre-Qualification</td>
</tr>
<tr>
<td>Q2 2018</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>Q3 2018</td>
<td>Bid Award</td>
</tr>
<tr>
<td>Q4 2018</td>
<td>Contract Signing</td>
</tr>
<tr>
<td>Q2 2019</td>
<td>Financial Close</td>
</tr>
<tr>
<td>Q2 2019</td>
<td>Construction</td>
</tr>
</tbody>
</table>

10. Contact Information

Name: Aman Riyadi  
Position: Director of Information Technology and Cooperation, Ministry of Law and Human Rights  
Address: Directorate General of Correctional Facility, Ministry of Law and Human Rights, Jl. Veteran No. 11, Jakarta Pusat  
Phone: +62-21 - 3505405  
Email: kerjasama_pas@yahoo.co.id

Name: Irwan Rahmat Gumilar  
Position: Head of Planning and Budgeting Department  
Address: Directorate General of Correctional Facility, Ministry of Law and Human Rights, Jl. Veteran No. 11, Jakarta Pusat  
Phone: +62-21 - 3452155  
Fax: +62-21 - 3452155  
Email: pra.ditjenpas@gmail.com
RELOCATION OF SALEMBA CORRECTIONAL FACILITY TO CIANGIR
LOCATION: DKI Jakarta and Banten

**Sector: Correctional**

**Sub-Sector: Correctional Facility**

**Description:**
The relocation of the correctional facility in Salemba that is located in Central Jakarta to Ciangir, Banten Province (around 40 km from Jakarta) has the following objectives:
(i) to solve the overcapacity in Salemba’s prison;
(ii) DKI Jakarta Spatial Plan did not accommodate current prison location;
(iii) to accommodate the Government’s budget constraint for building prisons.

Estimated Project Cost: USD 91.0 Million

**Financial Feasibility:**
- FIRR: 14.77%
- NPV: USD 26.4 Million

Estimated Concession Period: 15 Years

**Government Contracting Agency:** Minister of Law and Human Right

**Contact Person:** Aman Riyadi (Director of Information Technology And Cooperation)
+62-21-3505405; e-mail: kerjasama_pas@yahoo.co.id

**Indicative Preparation Schedule (Estimated)**
- Q2 2018: Final Business case (FBC)
- Q3 2018: Pre-Qualification
- Q3 2018: Request for Proposal
- Q1 2019: Bid Award
- Q3 2019: Contract Signing
- Q1 2020: Financial Close
- Q1 2020: Construction

**Project Status:** The project is currently on Outline Business Case phase.
DIGEST PROJECTS

<table>
<thead>
<tr>
<th>Project Title</th>
<th>Relocation of Salemba Correctional Facility to Ciangir</th>
</tr>
</thead>
<tbody>
<tr>
<td>Government Contracting Agency</td>
<td>Minister of Law and Human Right</td>
</tr>
<tr>
<td>Implementing Unit</td>
<td>Directorate General of Correctional</td>
</tr>
<tr>
<td>Preparation Agency</td>
<td>Ministry of Law and Human Right and Ministry of</td>
</tr>
<tr>
<td></td>
<td>National Development Planning</td>
</tr>
<tr>
<td>Estimated Project Cost</td>
<td>USD 91.0 Million</td>
</tr>
<tr>
<td>Estimated Concession Period</td>
<td>15 Years</td>
</tr>
<tr>
<td>Location</td>
<td>Tangerang, Province of Banten, and Cempaka Putih, Central Jakarta</td>
</tr>
</tbody>
</table>

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

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

   Development of New Correctional Facility in Ciangir, Tangerang
Development of New Correctional Facility in Ciangir, Tangerang

2. The Opportunity

2.1. Project Background

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

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

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

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

The relocation of the correctional facility in Salemba that is located in Central Jakarta to Ciangir, Banten Province (around 40 km from Jakarta) has the following objectives: (i) to solve the overcapacity problem in Salemba’s prison; (ii) current prison condition is no longer appropriate with the DKI Jakarta Spatial Plan; (iii) to accommodate the Government’s budget constraint for building prisons. Therefore, developing the correctional facility in Ciangir with an area of 30,000 m² which could accommodate 5,000 prisoners, with medium security and open camp system is needed. Ciangir is near to Tigaraksa Industrial Estate, enabling the development of industrial prisons focusing on processing industry activities. The prison will provide programs and services by developing processing industry.

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

2.3. Project Objectives

• Reduced density of the inhabitants Salemba breath.
• Solution non-conformity with spatial plan and environmental tone of downtown area of jakarta.
• Development of industrial based penitentiaries with minimum security concept.
• Accommodate government budgetary constraints in the construction of correctional facility.
• Determination of former Salemba correctional facility land with office, commercial and residential development.
• Implementation of government programs with alternative sources of financing is the scheme of public private partnership.

3. Business Entity’s Opportunity

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

4. Project Technical Specification

Penitentiary in Ciangir
• Land area: ± 30 ha
• Capacity of residence of the assisted people = 5,000 people
• Space for industrial centers
• Housing for employees
• Supporting facilities (correctional facility offices, health facilities, facilities of worship, etc.)
• Workshop space

Utilization of land in former Salemba correctional facility
• Land area: ± 4.2 ha
• Preservation of cultural heritage buildings on the front of ex prison
• Office activities
• Settlement activities
• Commercial activities

5. Environmental Impact Assessment (AMDAL) Findings
• The construction of the Ciangir penitentiary and the utilization of Salemba’s former prison / prison land is an activity that AMDAL documents must have.
• The proponent shall prepare a traffic impact analysis document.
• To realize the Ciangir penitentiary development plan does not require the acquisition of land, but required the removal of citizens’ houses.
• Implementation of the transfer needs to pay attention to the citizens’ rights in Ciangir by doing approaches or socialization as well as providing compensation.
• Preparation of AMDAL and ANDALALIN documents can be done simultaneously.
• The plan for construction of Ciangir and Salemba sanctuary settlements needs to take into account the general regulation of zoning regulations for the designated settlement areas as contained in the RTRW

Not Needed

7. Project Structure

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<tr>
<th>Estimated project cost</th>
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8. Government Support and Government Guarantee

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

9. Project Implementation Schedule

10. Contact Information

Name : Aman Riyadi  
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### Prospective PPP Projects

Projects mentioned in this part are prospective PPP Infrastructure projects in Indonesia, but not in form of digest or mini-digest. These Projects may or may not went through the PPP book pipelines. Some of them are in under preparation stages though not suitable to be put in the Under Preparation or Ready to Offer section in this PPP book due to evaluation.

However these mentioned projects have big possibility to appear in future PPP book after passing the evaluation and administration criteria.

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**Road**

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**Water Supply**

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**Sewage**

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**Waste Disposal**

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Telecommunication and Informatics

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Urban Facility

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<td>Fatmawati Hospital Trauma Center Jakarta</td>
<td>Health</td>
<td>Project Identification</td>
<td>Minister of Health</td>
<td>Prospective PPP Project</td>
</tr>
<tr>
<td>69</td>
<td>Bandung Regency Hospital</td>
<td>Health</td>
<td>Project Identification</td>
<td>Regent of Bandung</td>
<td>Prospective PPP Project</td>
</tr>
</tbody>
</table>

**Oil, Gas & Renewable Energy**

<table>
<thead>
<tr>
<th>No.</th>
<th>Prospective PPP list</th>
<th>Sector</th>
<th>Stage</th>
<th>Government Contracting Agency</th>
<th>Status</th>
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<tbody>
<tr>
<td>70</td>
<td>Petrochemical Industry Development</td>
<td>Gas</td>
<td>Preliminary study</td>
<td>Director General Of Chemical Industry, Textile &amp; Miscellaneous</td>
<td>Prospective PPP Project</td>
</tr>
</tbody>
</table>
### Glossary

<table>
<thead>
<tr>
<th>TERM</th>
<th>MEANING</th>
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<tbody>
<tr>
<td>AMDAL (EIA)</td>
<td>Analisis Mengenai Dampak Lingkungan</td>
</tr>
<tr>
<td></td>
<td><em>Environmental Impact Assessment</em></td>
</tr>
<tr>
<td>AP</td>
<td>Pembayaran Ketersediaan Layanan</td>
</tr>
<tr>
<td></td>
<td><em>Availability Payment</em></td>
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<tr>
<td>BAPPENAS</td>
<td>Badan Perencanaan Pembangunan Nasional</td>
</tr>
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<td><em>National Development Planning Agency</em></td>
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<tr>
<td>BKPM</td>
<td>Badan Koordinasi Penanaman Modal</td>
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<td><em>Indonesia’s Investment Coordinating Board</em></td>
</tr>
<tr>
<td>BLU</td>
<td>Badan Layanan Unit</td>
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<td></td>
<td><em>Public Service Agency</em></td>
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<tr>
<td>BOT</td>
<td>Bangun —Guna —Serah</td>
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<td></td>
<td><em>Build Operate Transfer</em></td>
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<tr>
<td>BPJT</td>
<td>Badan Pengelola Jalan Tol</td>
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<tr>
<td></td>
<td><em>The Indonesia Toll Road Authority</em></td>
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<tr>
<td>BUP (SPV)</td>
<td>Badan Usaha Pelaksana</td>
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<tr>
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<td><em>Special Purpose Vehichle</em></td>
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<tr>
<td>BUPI</td>
<td>Badan Usaha Penjaminan Infrastruktur</td>
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<td></td>
<td><em>Infrastructure Warranty Business Entity</em></td>
</tr>
<tr>
<td>FBC</td>
<td>Kajian Akhir Prastudi Kelayakan</td>
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<tr>
<td></td>
<td><em>Final Business Case</em></td>
</tr>
<tr>
<td>FIRR</td>
<td>Tingkat Pengembalian Investasi Keuangan</td>
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<td><em>Financial Internal Rate of Return</em></td>
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<td>FS</td>
<td>Feasibility Study</td>
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<td>Studi Kelayakan</td>
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<td>GCA</td>
<td>Government Contracting Agency</td>
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<td>Penanggung Jawab Proyek Kerjasama</td>
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<tr>
<td>GDP</td>
<td>Gross Domestic Product</td>
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<tr>
<td></td>
<td>Produk Domestik Bruto</td>
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<td>Gol</td>
<td>Pemerintah Indonesia</td>
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<td></td>
<td><em>Government of Indonesia</em></td>
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<tr>
<td>KPSRB</td>
<td>Kerjasama Pemerintah Swasta dan Rancang Bangun</td>
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<td><em>Directorate of Public Private Partnership and Design</em></td>
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<td>LARAP</td>
<td>Land Acquisition and Resettlement Action Plan</td>
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<td>Rencana Pembebasan Lahan dan Pemukiman Kembali</td>
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<td>LKPP</td>
<td>Lembaga Kebijakan Pengadaan Barang dan Jasa Pemerintah</td>
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<td><em>National Procurement Agency</em></td>
</tr>
<tr>
<td>TERM</td>
<td>MEANING</td>
</tr>
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<td>----------</td>
<td>-----------------------------------------------------------</td>
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<tr>
<td>MoF</td>
<td>Ministry of Finance</td>
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<tr>
<td>NPV</td>
<td>Net Present Value</td>
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<td>OBC</td>
<td>Outline Business Case</td>
</tr>
<tr>
<td>O&amp;M</td>
<td>Operation &amp; Maintenance</td>
</tr>
<tr>
<td>PDAM</td>
<td>Perusahaan Daerah Air Minum</td>
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<td>PDF</td>
<td>Project Development Facility</td>
</tr>
<tr>
<td>PT. PLN</td>
<td>Perusahaan Listrik Negara</td>
</tr>
<tr>
<td>PQ</td>
<td>Pra Qualification</td>
</tr>
<tr>
<td>PPP</td>
<td>Public Private Partnership</td>
</tr>
<tr>
<td>PT SMI</td>
<td>PT Sarana Multi Infrastruktur</td>
</tr>
<tr>
<td>PT PII</td>
<td>PT Penjaminan Infrastruktur Indonesia</td>
</tr>
<tr>
<td>(IIGF)</td>
<td>Indonesia Infrastructure Guarantee Fund</td>
</tr>
<tr>
<td>RFP</td>
<td>Request for Proposal</td>
</tr>
<tr>
<td>RKL</td>
<td>Rencana Pengelolaan Lingkungan</td>
</tr>
<tr>
<td>RPL</td>
<td>Rencana Pemantauan Lingkungan</td>
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<tr>
<td>RPJMN</td>
<td>Rencana Pembangunan Jangka Menengah Nasional</td>
</tr>
<tr>
<td>ROE</td>
<td>Regional Own Enterprise</td>
</tr>
<tr>
<td>SOE</td>
<td>State Own Enterprise</td>
</tr>
<tr>
<td>TOD</td>
<td>Transit Oriented Development</td>
</tr>
<tr>
<td>VGF</td>
<td>Viability Gap Funding</td>
</tr>
</tbody>
</table>

Kementerian Keuangan
Nilai Sekarang
Kajian Awal Prastudi Kelayakan
Operasi dan Pemeliharaan
Local Government Owned Water Utilities
Fasilitas Penyiapan Proyek
Kajian Awal Prastudi Kelayakan
State Electricity Company
Pra Kualifikasi
Kerjasama Pemerintah Swasta
PT Sarana Multi Infrastruktur
PT Penjaminan Infrastruktur Indonesia
Indonesia Infrastructure Guarantee Fund
Permintaan untuk Proposal
Rencana Pengelolaan Lingkungan
Environmental Management Plan
Rencana Pemantauan Lingkungan
Environmental Monitoring Plan
Rencana Pembangunan Jangka Menengah Nasional
The National Medium Term Development Plan
Badan Usaha Milik Daerah
Badan Usaha Milik Negara
Kawasan berorientasi transit
Dana Pendampingan Pemerintah
ATTACHMENT
Indonesia is a huge potential market in Asia

- **5th**: Largest emerging market with the best middle class potential
- **4th**: Most Populous country in the world
- **15th**: Largest economy in the world
- **±5%**: Private consumption grows steadily

**High & stable economic growth**

<table>
<thead>
<tr>
<th>Year</th>
<th>Economic Growth (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>5.0</td>
</tr>
<tr>
<td>2015</td>
<td>4.9</td>
</tr>
<tr>
<td>2016</td>
<td>5.0</td>
</tr>
<tr>
<td>2017</td>
<td>5.1</td>
</tr>
<tr>
<td>2018</td>
<td>5.4</td>
</tr>
</tbody>
</table>

Source: *2018 Temporary Estimation and Bappenas Calculation*
Progressive infrastructure development

4th Indonesia is projected to be the largest economy in the world by 2050

Source: World in 2050, PWC
### Indonesia as a Promising Investment Destination

**TOP 5 EU Investment Destination Country in ASEAN 2007 – Q3 2017**

<table>
<thead>
<tr>
<th>#</th>
<th>Country</th>
<th>CapEx (USD Billion)</th>
<th>Number of Projects</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>INDONESIA</td>
<td>13,259.8</td>
<td>266</td>
<td>Top 3</td>
</tr>
<tr>
<td>2</td>
<td>MALAYSIA</td>
<td>13,109.5</td>
<td>593</td>
<td>Top 3</td>
</tr>
<tr>
<td>3</td>
<td>VIETNAM</td>
<td>9,917.9</td>
<td>467</td>
<td>Top 3</td>
</tr>
<tr>
<td>4</td>
<td>SINGAPORE</td>
<td>9,084.5</td>
<td>1337</td>
<td>65%</td>
</tr>
<tr>
<td>5</td>
<td>THAILAND</td>
<td>6,392.7</td>
<td>417</td>
<td>∞</td>
</tr>
</tbody>
</table>

**Indonesia’s Investment Grade from Rating Agencies:**

Moody’s Baa3 / Positive  
Fitch Ratings BBB-/Positive  
S&P Global Ratings BBB-/Stable  
JCR BBB-/Positive  
R&I BBB+/Positive

Source: Financial Times, The Investment Coordinating Board Republic of Indonesia (BKPM)
# Public-Private Partnership Regulations in Infrastructure Provision

## Subject matter of Presidential Regulation Number 38/2015

<table>
<thead>
<tr>
<th>Aspects</th>
<th>Regulation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Subject of partnership</strong></td>
<td>Government</td>
</tr>
<tr>
<td>1. Government Minister</td>
<td></td>
</tr>
<tr>
<td>2. Head of Institution</td>
<td></td>
</tr>
<tr>
<td>3. Head of Region</td>
<td></td>
</tr>
<tr>
<td>4. SOE/ROE</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Object of Partnership</th>
<th>Economic and Social Infrastructures (19 sectors of infrastructure)</th>
</tr>
</thead>
</table>

| Government Contribution       |                                                      |
| 1. Government in kind         |                                                      |
| 2. Government support (e.g., Viability Gap Fund) |                                                      |
| 3. Government guarantee       |                                                      |

| Investment Return for Business Entity |                                                      |
| 1. User charge (payment by user in the form of tariff) |                                                      |
| 2. Availability payment (payment of service availability) |                                                      |
| 3. Other forms as long as it doesn’t contravene with the law |                                                      |

| Phases                        |                                                      |
| 1. Planning phase             |                                                      |
| 2. Preparation phase          |                                                      |
| 3. Transaction phase          |                                                      |

## Government Regulation No 27/2014 on the Management of State/Regional Goods

## Minister of Finance Regulation Number 223/PMK.11/2012 (VGF)

## Presidential Regulation Number 38/2015

## Ministry of National Development Planning Regulation Number 4/2013 regarding General Guidelines

## Head of Government Procurement of Goods and Services Agency Regulation Number 19/2015 regarding Provision by Business Entity

## AVAILABILITY PAYMENT;

## Minister of Finance Regulation Number 260/PMK.08/2016

## Minister of Home Affairs Regulation Number 56/2016

## GOVERNMENT GUARANTEE

- Presidential Regulation Number 28/2010
- Minister of Finance Regulation Number 260/PMK.01/2010 to Minister of Finance Regulation Number 8/PMK.08/2016

## GOVERNMENT SUPPORT

- Minister of Finance Regulation Number 223/PMK.11/2012 (VGF)
Emerging Opportunities and Trends for Private Participation

Private investment opportunities within a wide range of project phases...

**PROJECT STAGE**
- **PLANNING - PREPARATION**
  - Project initiator (Unsolicited PPP Project Scheme)
  - Project Advisor (Preliminary Studies, Feasibility Studies)
  - Legal Status
  - Surveyor

**PRIVATE ROLE**
- **GREENFIELD**
  - Investor (Debt & Equity)
  - Development/Transaction Consultant
  - Contractor
  - Supplier
  - Securities
  - Guarantor

**BROWNFIELD**
- Investor (Debt & Equity)
- Development/Transaction Consultant
- Supplier
- Securities
- Guarantor

**TRANSACTION - OPERATIONAL**
- Debt Financier
- Operatorship
- Strategic Consultant
- Securities
- Guarantor
PPP Joint Office

Coordination and Facilitation According to Authority:

- Ministry of National Development and Planning / Bappenas: Project selection and identification
- Ministry of Finance / Kementerian Keuangan: Fiscal facilitation
- National Public Procurement Agency / LKPP: Procurement – transaction probity
- Indonesia's Investment Coordinating Board / BKPM: Market sounding and market value
- Ministry of Home Affairs / Kementerian Dalam Negeri: Advisory in Regional Availability Payment
- Coordinating Ministry for Economic Affairs / Kemenko Perekonomian: Debottlenecking
- Indonesia Infrastructure Guarantee Fund / PT. PII: Government Guarantee

Capacity Building

KANTOR BERSAMA KPBU REPUBLIK INDONESIA
PPP Office Government of Indonesia

Coordination
Facilitation
Capacity Building

Accelerating PPP Implementation in Indonesia

PPP Joint Office Republic of Indonesia
PT Penjaminan Infrastruktur Indonesia (Persero)
Capital Place, 7th & 8th Floor
Jl. Jenderal Gatot Subroto Kav. 18,
Jakarta 12710 - Indonesia