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MINISTRY OF NATIONAL DEVELOPMENT PLANNING
NATIONAL DEVELOPMENT PLANNING AGENCY

Ministry of National Development Planning/Bappenas Republic of Indonesia



2025 Public Private Partnership

Infrastructure Projects Plan in Indonesia

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DISCLAIMER

The information contained in this PPP Book was obtained in July 2025 along with the issuance of National Development Planning Minister Decree Number KEP.45/M.PPN/HK/07/2025.

The project digests are based on the data and information provided by the Government Contracting Agency and may change simultaneously with the development of the project.

FOREWORD

PPP FOR BETTER INFRASTRUCTURE

Indonesia, as an emerging market, continues to recognize infrastructure development as a key driver for economic growth and a strategic tool to reduce regional disparities between the eastern and western parts of the country. According to the World Competitiveness Yearbook (WCY) 2024, Indonesia climbed one position in infrastructure quality, moving 51st in 2023 to 50th in 2024, reflecting the government's continued efforts to improve infrastructure and competitiveness.

As the Government of Indonesia is transitioning into a new National Medium-Term Development Plan (RPJMN) 2025–2029, the importance of private sector involvement remains critical, especially given fiscal limitations. Public-Private Partnership (PPP) schemes have proven effective during the 2020–2024 period, with 16 infrastructure projects reaching operational stage across sectors such as transportation, water supply, telecommunication, road, electricity, and energy conservation. Building on this momentum, the government aims to broaden PPP implementation across more infrastructure sectors and adopt financing models to support strategic development priorities.

In Indonesia's recently planned Long Term National Development Plan 2025-2045 (RPJPN 2025-2045), there's a point about development financing through fiscal governance reforms and also mobilization and optimization of innovative financing. The Government of Indonesia strives to facilitate and support the Government Contracting Agency's (GCA) capacity as well as providing reliable information for the private sector as the potential investor. Aiming to give a better overview of PPP project implementation under the relevan regulatory framework. The preparation of this PPP Book is inseparable from the close coordination with the Government Contracting Agency (PPP's Project Owner) as well as the PPP Joint Office of The Republic of Indonesia (the coordination forum of PPP Implementation in Indonesia).

In PPP Book, the projects are organized based on their readiness level and categorized into two; the Ready to Offer and the Under Preparation projects. For Ready to Offer category, the projects divided into Ready to Transaction and Under Procurement Process. Moreover, PPP Book also provides information related to projects that are already in Agreement Signing, Under Construction, and Under Operation. This year, the total projects covered in PPP Book are 30 projects categorized as Under Preparation projects and 8 categorized as Ready to Offer projects (with 0 project Ready for Transaction and 8 projects Under Procurement Process), 9 projects in Agreement Signing, 9 projects in Under Construction and 29 projects in Under Operation.

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1. Indonesia Country Profile

Indonesia, with a total area of 1,904,569 square kilometres, is the 15th largest country in the world, where it consists of 38 provinces. Indonesia's population — which at 279.2 million in 2024 makes it the world's fourth-most-populous country and the most populous country in Southeast Asia. According to the World Bank, Indonesia's GDP per capita has steadily risen, from US$ 4.8 thousand in the year 2022 to US$ 4.94 thousand in 2023 (IMF, 2024). Indonesia is also a member of the G-20, representing emerging economies with global economic influence.

The 2025-2029 National Medium-Term Development Plan (RPJMN) constitutes the translation of the President's visions. In order to achieve the medium scenario of GDP growth target and infrastructure stock target in 2025-2029 RPJMN, a total of IDR 10,303 Trillion is needed for infrastructure development to achieve 8% economic growth. However, the government's ability to fund infrastructure development is only IDR 4,121 Trillion or 40% of the total needs. It requires an innovative effort to encourage the participation of the community and business entities (private sector) to finance the remaining 60% of the infrastructure development needs. In addition to infrastructure, private sector participation is moreover expected to support the downstream of natural resources including agriculture and marine commodities, manufacturing industries (industrial parks, logistics, properties, tourism development, creative economy), and social infrastructure (hospital and education).

The infrastructure gap presents opportunities for private sector involvement to stimulate inclusive growth. As infrastructure development accelerates, the multiplier effect will start to take effect on people's daily life. Better infrastructure means that the country will be able to absorb a larger flow of goods and tourists that travel across the country and hastening the economic growth of the nation. As the nation grows, social equity is expected to improve through enhance infrastructure-such as telecommunication, transport, healthcare and education.

Over the years, the investment climate for the private sector in Indonesia has continued to improve. Although the World Bank discontinued the Ease of Doing Business (EoDB) ranking in 2021, Indonesia remains committed to business climate reform, reflected in various regulatory and institutional improvements. As of 2025, Indonesia maintains a stable sovereign credit rating, with Moody's rating the country at Baa2 with a Stable Outlook (April 2024), S&P at BBB with a Stable Outlook (March 2023), and Fitch reaffirming its BBB rating with a Stable Outlook (March 2024). These ratings indicate strong investor confidence and sound macroeconomic fundamentals.

The Government of Indonesia (GoI) acknowledges the importance of improving the nation's infrastructure while also fully aware of the profitability of such infrastructure investment from the perspective of business and the private sector. Indonesia's Government Working Plan 2025 (RKP 2025) theme "Accelerating Inclusive and Sustainability Economic Growth" also includes the quality infrastructure as one of key priority area. In 2025, GoI focuses on strengthening national connectivity through the development of integrated transportation systems, digital infrastructure, and energy transition facilities. Strategic investments are being directed toward renewable energy, smart grids, and environmentally friendly public transportation to improve accessibility, reduce logistics costs, and

promote regional development. Understanding the limitations of the government budget to boost Indonesia's Economic Transformation, the GoI truly understands the importance of private participation in infrastructure provision. To ensure optimal public service, infrastructure development should be supported by sustainable funding and financing mechanisms. This scheme is provided through the Presidential Regulation Number 38/2015 alongside its technical regulations. Now, as the condition for PPP projects in Indonesia has matured and a steady pipeline of new projects has come throughout the years, new opportunities for investment arise alongside the projects.

2. Regulatory Frameworks

The GoI has taken a series of major steps to refine the PPP policies and regulatory framework to improve the attractiveness and competitiveness of the government's PPP program. Related to the plan of relocation of Indonesia's capital city, GoI recognizes the need to implement PPP schemes in Nusantara Capital City. To eccelerate infrastructure delivery the GoI issued dedicated PPP regulation for Nusantara Capital City (IKN PPP). The PPP regulations consist of:

1) Regulatory Framework for PPP Scheme Guidelines
    a) Presidential Regulation Number 38/2015 regarding Public Private Partnership on Infrastructure Provision contains general stipulation to support the implementation of national development in order to improve the national economy, the welfare of society and the competitiveness of Indonesia in a global context. This Presidential Regulation mandated Ministry of National Development Planning, National Public Procurement Agency, Ministry of Finance, Ministry of Home Affairs to stipulate the technical regulation.
    b) Minister of National Development Planning Regulation Number 7/2023 regarding PPP Implementation in Infrastructure Provision.
    c) Head of National Public Procurement Agency (LKPP) Regulation Number 1/2025 regarding Guidelines for Procurement on PPP Schemes in Infrastructure Provision. This regulation consolidates and revokes two previous regulations (Head of LKPP Regulation Number 19/2015 and Number 29/2018), offering a more practical and up-to-date legal framework aligned with recent developments in infrastructure procurement.
2) Regulatory Framework for Availability Payment Scheme on PPP Projects
    a) Minister of Finance Regulation Number 68/2024 regarding Government Support in PPP and/or Other Financing Scheme Infrastructure Provision.
    b) Minister of Home Affair Regulation Number 96/2016 regarding Availability Payment using the local budget (APBD) on PPP scheme in Infrastructure Provision and Minister of Home Affair Regulation Circular letter number 120/3890/SJ regarding Explanation of The Implementation of The Local Government Cooperation with Third Parties.
3) Regulatory Framework for Government Guarantee on PPP Projects
    a) Presidential Regulation Number 78/2010 regarding Government Guarantees on PPP Infrastructure Projects.
    b) Minister of Finance Regulation Number 183/2018 regarding the system of management reserve fund guarantee for the implementation of the government guarantee.

4) Regulatory Framework for Government Support on PPP Projects
   Minister of Finance Regulation Number 68/2024 regarding Government Support in PPP and/or Other Financing Scheme Infrastructure Provision.
5) Other related regulation
   a) Government Regulation Number 27/2014 regarding the management of national/regional assets as amended by Government Regulation Number 28/2020 regarding the management of national/regional assets.
   b) Sectoral Regulations.

The GoI has taken a series of major steps to refine the PPP policies and regulatory framework to improve the attractiveness and competitiveness of the government's PPP program. Related to the plan of relocation of Indonesia's capital city, the GoI is also aware of the needs of PPP to provide infrastructure in Nusantara Capital City (IKN). Based on the needs of acceleration, GoI established the PPP regulation for Nusantara Capital City that hereinafter referred to IKN PPP. The IKN PPP regulations consist:

1) Regulatory Framework for PPP Scheme Guidelines
   a. Government Regulation Number 17/2022 on Funding Budget Management for The Preparations, Development and Relocation of Capital City and The Implementation of Special Administration of IKN.
   b. Minister of National Development Planning Regulation Number 6/2022 on Guidelines of PPP Implementation for IKN.
   c. LKPP Regulation Number 1/2023 on procedures for implementing Business Entity Procurement through PPP for IKN.
   d. Minister of Finance Regulation Number 220/2022 regarding Government Support for PPP And Creative Financing Schemes of Infrastructure Provision Acceleration In IKN.

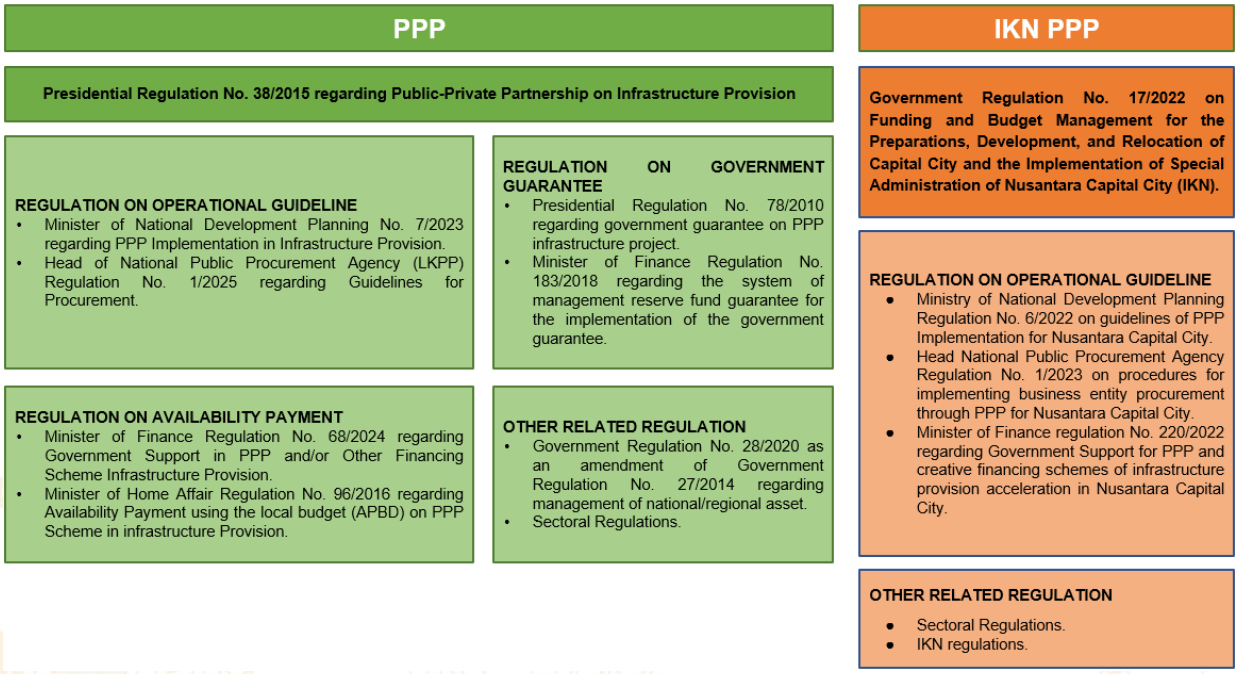


Figure 1. The Evolving Cross-sector PPP Regulatory Frameworks in Indonesia

3. PPP Stage Explanations

In both PPP and IKN PPP there are two PPP project proposal schemes, which are solicited and unsolicited. Solicited projects are initiated by the government, while the unsolicited projects are initiated by the private sector. For the solicited project there are 4 stages of PPP that start with planning, preparation, transaction and management. The project pipeline for PPP solicited projects and IKN PPP is shown below.

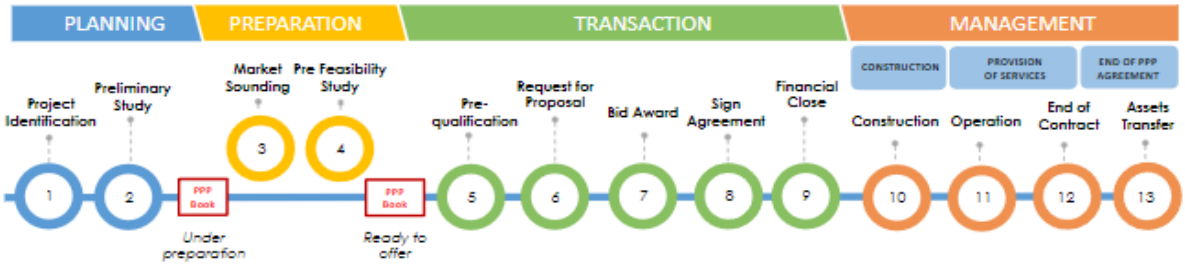


Figure 2. The Project Pipeline for PPP Solicited Project

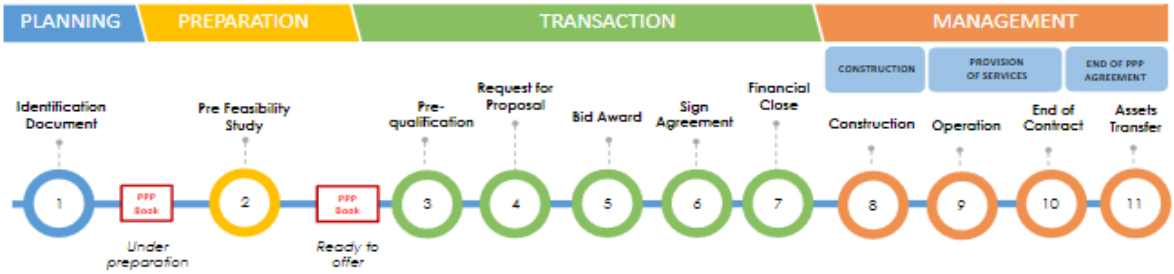


Figure 3. The Project Pipeline for IKN PPP Solicited Project

For unsolicited project, both PPP and IKN PPP there are 3 stages that consist of preparation, transaction and management. The project pipeline for unsolicited project in PPP and IKN PPP is shown below.

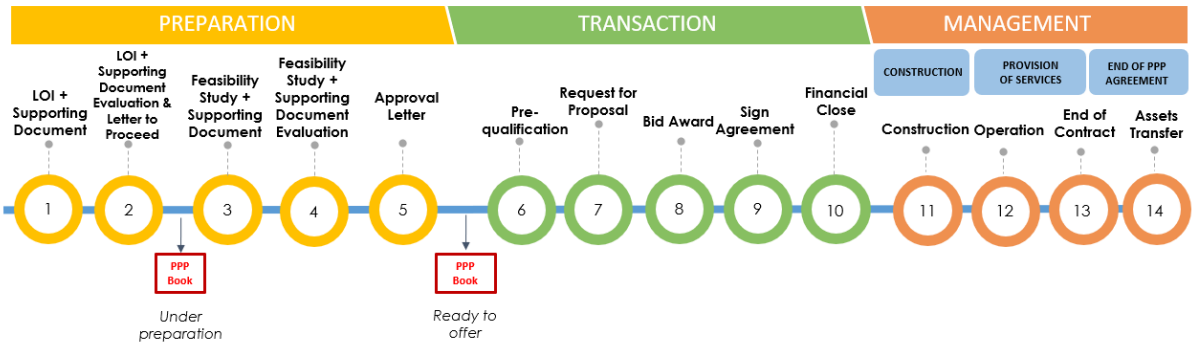


Figure 4. The Project Pipeline for Unsolicited PPP

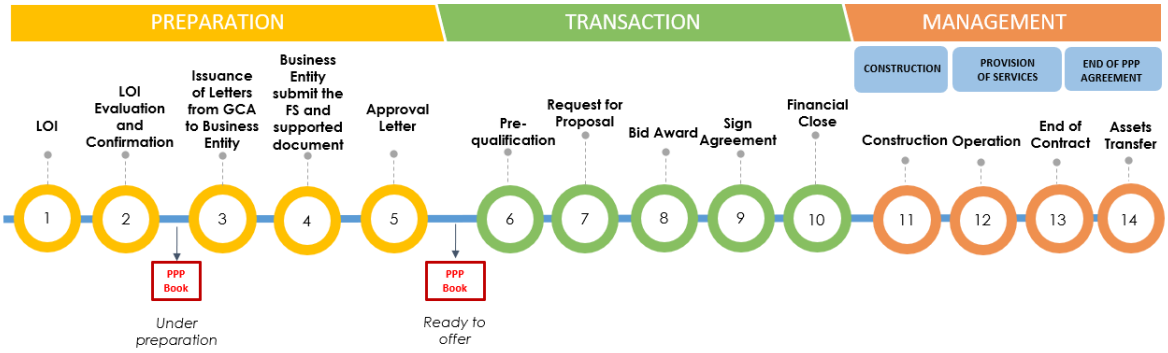


Figure 5. The Project Pipeline for Unsolicited IKN PPP

3.1 Planning

The planning stage is a crucial step in both PPP processes based on Minister of National Development Planning Regulation Number 6/2022 and Number 7/2023. In the planning stage for both processes, there is a process of identification, determination, budget allocation, public consultation, project designation as a PPP, and finally, the proposal's inclusion in the PPP Book.

1) Project Identification

During the planning stage, Line Ministries or Sub-National Governments (SNGs) may propose projects that align with both their institutional priorities and national planning documents. Eligible projects can be drawn from 22 sectors outlined in Minister of National Development Planning Regulation Number 7/2023. Once a project has been selected for development, the Line Ministries or SNGs are required to prepare a preliminary study. According to the regulation, the preliminary study must include a strategic analysis to confirm the strategic context, as well as an initial infrastructure provision assessment that defines the PPP's scope of work, financing structure, and value for money. This preliminary study development is important to determine the appropriate delivery scheme for the project.

For IKN PPP The Minister/Head of Agency/SOE Director, and/or Head of the Nusantara Capital Authority, as the Government Contracting Agency (GCA) or delegate, prepares the identification document. The infrastructure that can be provided by IKN PPP is the project that already regulated in IKN detailed masterplan. Identification document consist of:

a. Alignment with the Master Plan and needs analysis;
b. Analysis of value for money, PPP risk, cost benefit analysis, potential revenue, and public consultation.

The development of identification document is important to confirm whether PPP is still the appropriate delivery scheme for the project or not. While preparing the preliminary study and document identification, the Line Ministries/SNGs or the Head of the Nusantara Capital Authority held a public consultation. Public Consultation is a process of interaction with the community and stakeholders to improve transparency, accountability, and effectiveness of PPP.

2) Funding Scheme Determination

After completing the preliminary study or identification document for IKN PPP including the implementation of public consultation, the Line Ministires & SNGs or the Head of Nusantara Capital Authority will decide whether the planned project is suitable to be continued using PPP or other schemes. If the Line Ministries & SNGs or the GCA in IKN PPP decide that the project will be done

through PPP scheme, GCA could propose the project to be consider listed under PPP Projects Pipeline (PPP Book) by sending a letter attached with its required documentation to the Minister of National Development Planning.

3) Budget Allocation Preparation

The Minister/Head of Institution/Head of Regional Government/SOE Director/Regional SOE Director set up a budget for PPP that includes all stages from planning, preparation, transaction and management. This step is crucial to ensure the continuity of the project. Budget plans source from the state budget, regional government budget, and other legitimate sources.

4) PPP Project Proposal Submission for inclusion in the Annual PPP Project List

For projects that have been designated as PPP projects, the GCA will propose the PPP project to the Minister of Planning to be designated as a PPP project list. The Minister of Planning will evaluate the project. In evaluating, the Minister of Planning will assess the suitability of the project in terms of the indication of the need for government support and/or government guarantees, as well as its alignment with national development priorities, based on the completeness of supporting documents for the planning stage. PPP Project List/PPP Book was established by Minister of Planning based on the proposal of the PPP project from the GCA. In PPP project list and PPP Book, the project was divided into 2 categories: Under Preparation and Ready to Offer. Ready to Offer categories is further broken down into Ready to Offer, Ready for Transaction, Procurement Process and Agreement Signing.

In planning stage, both on PPP and IKN PPP, the Contracting Agency can submit the proposal to Minister of Planning for Under Preparation categories. The proposal from the GCA is addressed to Minister of Planning and accompanied by the required documents that consisting of:

a. For the PPP, preliminary study and the summary of preliminary study;
b. For IKN PPP, document identification and the summary of document Identification.

3.2 Preparation

After completing the planning stages, the next stages will be preparation stages, there are some activities that must be done in preparation stages in solicited project. In the PPP process, solicited project will undergo a series of quantitative studies to see the viability of the PPP projects.

1) The Development of Preparation Document

Both for PPP and IKN PPP in solicited will be carried out by the preparation of Pre-Feasibility Study by GCA, but there are some differences in the content of the study between Pre-Feasibility study on PPP and IKN PPP. In PPP the Pre-Feasibility Study document must include at least strategic study, economic study, commercial study, financial study and management study. For IKN PPP the Pre-Feasibility Study contains study regarding legal and institutional aspect, technical aspects, including the determination of locations, land acquisition planning, environmental and social analysis, and analysis of forms of the IKN PPP, the economic and commercial aspect and IKN PPP project risk.

For the unsolicited project, there are no planning stages in both PPP and IKN PPP, so every process begins in preparation stage. The unsolicited process involves the following steps:

a. In PPP the business entity will submit Letter of Intent (LOI) and for PPP the business entity will retrieved LOI with the supporting document.
b. After receiving the document that mentioned in point a, the Line Ministires & SNGs will review the all the requirement document.
c. If the Line Ministires & SNGs decided to process the unsolicited proposal, the Line Ministires & SNGs wll published Letter to Proceed so the business entity can continue to prepare the feasibility study and supporting document.
d. There are differences in the content of the feasibility study in PPP and IKN PPP. In PPP the content of feasibility study consists of strategic study, economic study, commercial study, financial study and management study. For the IKN PPP the feasibility study will consist of legal and institutional aspect, technical aspects, including the determination of locations, land acquisition planning, environmental and social analysis, and analysis of forms of the IKN PPP, the economic and commercial aspect and IKN PPP project risk.
e. After the Line Ministires & SNGs accepting the feasibility study and the supporting document from the business entity the Line Ministires & SNGs will review the feasibility study and established approval letter of unsolicited project based on the proposal from business entity.

The Project Initiator may propose the incentives or benefits as compensation for their work on preparing the project. The choices of incentives or benefits to the Project Initiator are as follows:
a. Right to Match: If another bidder has a better proposal wins the procurement process after the evaluation, Project Initiator may, at their own consideration, match their proposal.
b. Additional Point on Procurement Score: The Project Initiator automatically gains an additional score of 10% during the proposal evaluation process.
c. Sold the initiatives to the GCA: GCA can purchase the intellectual property of the Feasibility Study at an agreed price from the Project Initiator. The Feasibility Study document is then owned by the GCA. Then, Project Initiator can decide whether to participate without any added incentives or not participate in the procurement process at all.

2) The Implementation of Supporting Activities

In preparation stages, the GCA also begin the implementation of supporting activities that should be processed in PPP project. For PPP and IKN PPP there are several supporting documents that should be arrange in both solicited and unsolicited project. Supporting Activities in PPP project Implementation consists of:
a. Planning and implementation of land acquisition;
b. Environmental approval;
c. Location determination
d. other licence that needs to be completed based on legislation;
e. Utilization of goods state property/regional property approval;
f. Government support application
g. Government guarantee application;
h. Availability Payment final confirmation;
i. PPP consideration to regional government; and

j. Other activities (in example obtaining permits required for PPP project implementation which must be fulfilled by GCA.

3) Market Sounding

Market sounding is interaction process that intended to obtain inputs and responses from the PPP markets (business entities/agencies/institutions/national or international organizations). The GCA can conduct market sounding through one-on-one meetings and PPP promotions with potential investors, national and international financial institutions, and other parties who have an interest in PPP or IKN PPP implementation. Market sounding can be conducted more than 1 (one) time.

4) After completing study for Solicited project and issuing approval letter for Unsolicited project, then the GCA will submit the proposal and accompined by requirement documents. The documents that needed as requirements will be shown below.

	PPP	IKN PPP
Solicited	**Ready to Offer** ▪ Pre-Feasibility Study ▪ Summary of Pre-Feasibility Study ▪ Statement letter of approval in principle of Government Support and/or Government Guarantee, if required; and ▪ Preliminary Study (if the event that the project has not been proposed in the PPP plan list)	**Ready to Offer** ▪ Pre-Feasibility Study ▪ Summary of Pre-Feasibility Study ▪ Statement letter of approval in principle of Government Support and/or Government Guarantee, if required; and ▪ Identification Document, if the project has not been proposed in the IKN PPP plan list
	Under Preparation ▪ LOI and supporting document; and ▪ Letter to Proceed	**Under Preparation** ▪ LOI ▪ Feasibility Study and supporting document ▪ GCA temporary assessment result of business entity proposal
Unsolicited	**Unsolicited- Ready to Offer** ▪ Feasibility Study ▪ Summary of feasibility study ▪ Unsolicited approval letter from GCA; and ▪ Statement letter of approval in principle of Government Guarantee, if needed	**Unsolicited- Ready to Offer** ▪ Feasibility Study ▪ Summary of Feasibility Study dan Feasibility Study supporting document ▪ Unsolicited approval letter from GCA; and ▪ Statement letter of approval in principle of Government Guarantee, if needed

Figure 6. The Requirement Document for PPP Project List Proposal

3.3 Transaction

In the transaction stage of PPP and IKN PPP, both in solicited and unsolicited proposal, facilitates the project through a transaction to find the suitable business entity, which contains Pre-qualification, Request for Proposal, Bid Award, PPP Agreement Signing and the Financial Close. For transaction stage, there are several activities that will be carried out by GCA.

1) Project Location Determination

In the implementation of PPP, the GCA must determine and set the location of the project before the procurement process. The location determination can be related to the land acquisition which is one of the responsibilities of the GCA. The GCA must consult with any related institution to ensure that the land acquisition and the ensuing relocation (if any) is compliant with the regulation. GCA must also ensure that the project has obtained any applicable environmental permits and licenses.

2) Special Purpose Company (SPC) Procurement Process

Both PPP and IKN PPP will process the the procurement process consists of pre-qualification of prospective participants, request for proposals, and evaluation. There are several types of procurement that can be applied in SPC procurement. In PPP the procurement consist of auction and direct appointment. The auction itself consist of single stage procurement, combined pre-qualification and single stage auction or swiss challenge. For IKN PPP the procurement includes one stage through pre-qualification, a combination of the pre-qualification and procurement, swiss challenge or direct appointment.

After evaluating the bidding proposals, the GCA will then determine the winning bidder. Before the winning bidder is awarded, usually the bidders are given a chance to object to the result. Eventually, the GCA will release a letter of award if there is no objection from other bidders or the objection is considered invalid.

3) Agreement Signing

After the letter of award is issued, the winning bidder must establish a SPC as legal entity to sign the PPP agreement. If there is some form of government guarantee, SPC must also sign the guarantee agreement with PT Penjaminan Infrastruktur Indonesia (PT PII) while the GCA signs a regress agreement with PT PII.

4) Financial Close

After signing the agreement, the SPC should be able to obtain the financing of the project. Financial close must be obtained after GCA and SPC signing the PPP agreement. There are different criteria of financial close in PPP and IKN PPP. The differences is based on government urgent needs to provide the infrastructure in IKN. For the financial close in PPP should be implemented by SPC no longer than 12 months after signing the PPP Agreement for PPP and 4 months for IKN PPP. If financial close has not been achieved within the period, the BUP may request an extension to the GCA. For the PPP the extended can be request 2 times and for IKN PPP is 1 time extension. Each of extension can be granted for 6 months in PPP and 4 months for IKN PPP. Financial close could also be done in stages according to the project cycle and the agreement between SPC and GCA.

3.4 Management

In PPP the last stages called management and for the IKN PPP the last stages is called agreement implementation. In both PPP in this stage the GCA carries out following activities such as:

a. Construction;
b. Service provision; and
c. Preparation of the expiration of the PPP Agreement

Management stage or the agreement implementation stage in PPP is consists of 3 (three) activities:

1) Preparation of PPP management

To prepare for the implementation, GCA must establish the monitoring team, prepare and issue guidelines on PPP implementation monitoring, hand over all project documentation to the monitoring team, and oversee the progress of financial close from the SPC.

2) Monitoring of PPP agreement implementation

The monitoring will commence from the construction phase, services provision, until the handover of the asset after the cooperation period is finished.

3) Allocation of budget for the implementation stage of cooperation agreement.

4. Option on Investment Return for PPP Project

According to the regulation of PPP and IKN PPP, there are 3 (three) options for the return of investment method, namely:

a. User charge payment in the form of Tariff

   The SPC's income is directly paid through user charge.

b. Availability Payment

   The SPC will receive payment from the government based on the agreed amount which linked to the SPC's accomplishment of the level of service establish in PPP contract; and

c. Other forms that do not conflict with the legislation and accordance with the laws.

The three investment return options may be combined within a single PPP project, depending on the project's structure and risk allocation.

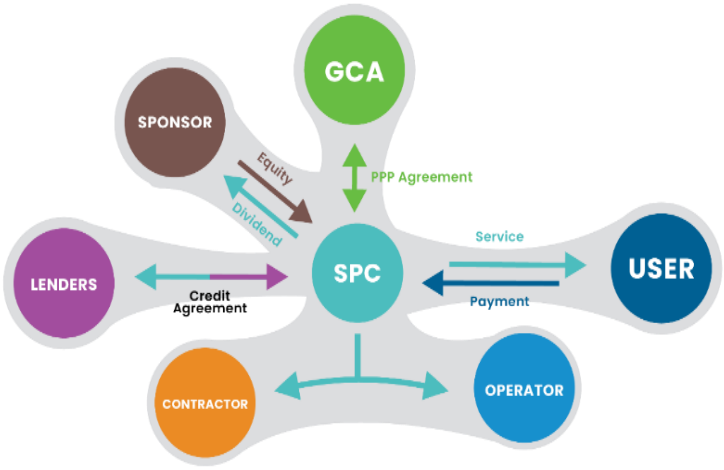


Figure 7. User Charge Scheme

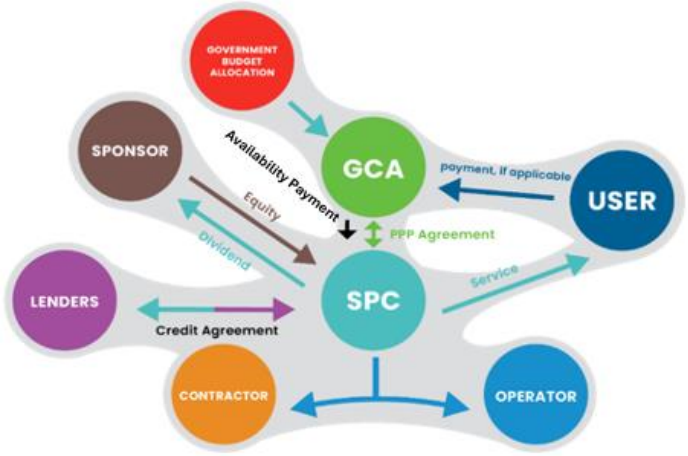


Figure 8. Availability Payment Scheme

5. PPP Joint Office

The purpose of establishing the Indonesia PPP Joint Office is a coordination forum among PPP project stakeholders. In accordance with the issueance of regulation of PPP IKN, PPP Joint Office is also can be the forum of coordination to support the implementation of IKN PPP. The Indonesia's PPP Joint Office will provide facilitation and capacity building where assistance can be provided starting from the planning stage to the operation stage. To strengthen the institutional coordination forum between PPP stakeholders, a Memorandum of Understanding on the Synergy of Ministries and Institutions in the Implementation of Infrastructure Provision with the Government/Regional Government Cooperation Scheme with Business Entities through Joint Offices by the seven Members of the Indonesia PPP Joint Office has been signed by the members on September 18th, 2020 and will be renewed this year. The functions of the PPP Joint Office are:

a. Become a coordination forum for PPP stakeholders;
b. A front office for the Government to serve business entities in obtaining information and knowledge related to PPP schemes;
c. Give recommendation for PPP project implementation;
d. To propose recommendation to related parties in harmonizing PPP policies;
e. To monitor the government's planning and budgeting process in accommodating PPP projects;
f. Synergize in providing Government support and facilities for project in a sustainable and integrated manner;
g. Recommends required guidelines for PPP implementation to the PPP Joint Office member based on their duties, function and authorities;
h. Implement effective management and communication between PPP stakeholders including exchange of data and information to strengthen data integration; and
i. Become an integrated PPP information center that is accessible by business entities and all PPP stakeholders.

The members of the PPP Joint Office are:

a. Coordinating Ministry of Economic Affairs;
b. Coordinating Ministry of Infrastructure and Regional Development;
c. Ministry of Finance;
d. Ministry of Home Affairs;
e. Ministry of National Development Planning/National Development Planning Agency (Bappenas);
f. Ministry of Investment and Downstream/Indonesia's Investment Coordinating Board (BKPM); and
g. National Public Procurement Agency (LKPP).

Indonesia Infrastructure Guarantee Fund (IIGF) as the Indonesian guarantee company is actively involved in monitoring the implementation of the PPP Projects in Indonesia. Besides that, the PPP Joint Office Members can also involve other parties under their authority, such as the Ministry of Agrarian Affairs and Spatial Planning/National Land Agency under the Coordinating Ministry of Infrastructure and Regional Development and PT SMI, and/or LMAN under the Ministry of Finance. In several conditions, The PPP Joint Office members invite the other related parties in the coordinating meetings (high level and technical meeting).

6. PPP Project Selection Criteria

The PPP Book is a list of PPP projects planned in Indonesia. The list consists of two categories: (i) Under Preparation Projects; and (ii) Ready to Offer Projects. Here PPP Book's proposal supporting documents.

PPP	IKN PPP
SOLICITED	
Under Preparation	**Under Preparation**
a. Preliminary study of PPP b. Summary sheet from the preliminary study of PPP	a. IKN PPP Identification Document b. Summary sheet of the Identification Document
Ready to Offer	**Ready to Offer**
a. Pre-feasibility study b. Summary sheet from the pre-feasibility study c. statement of approval in principle for Government Support and/or Government Guarantee, if required d. preliminary PPP study, in case the project has not been proposed in the PPP plan list.	a. Pre-feasibility Study document b. summary sheet of the Pre-feasibility Study document c. the approval letter for the granting of Government Support, if needed d. the Identification Document, if the project has never been proposed to be included in the IKN PPP Plan List

PPP	IKN PPP
UNSOLICITED	
Under Preparation	**Under Preparation**
a. letter of intent along with its supporting documents b. letter to proceed to continue the process	a. letter of intent from the initiating candidate b. the Feasibility Study and supporting documents of the Feasibility Study c. the temporary result of the GCA's assessment of the initiative of the Business Entity
Ready to Offer	**Ready to Offer**
a. Feasibility study as referred to in Article 70 b. Summary sheet of the feasibility study c. Approval letter for the Government Guarantee, if required d. GCA's letter of approval to the Business Entity's initiative	a. Feasibility study document and its supporting documents b. Summary sheet of the feasibility study document and the supporting documents of the feasibility study c. GCA's letter of approval to the Business Entity's initiative d. Approval letter to the Government Guarantee, if needed

To be registered in the PPP Book, the GCA must submit their project proposal to the Ministry of National Development Planning/Bappenas along with a statement about the Ministry/Institution or Local Government's 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 6.

The projects inside the PPP Book 2025 has been developed in compliance with Minister of National Development Planning/National Development Planning Agency Regulation Number 7/2023 and Minister of National Development Planning/National Development Planning Agency Regulation Number 6/2022 which governs the procedures for the implementation of PPP and IKN PPP projects and registration of projects in the PPP Book respectively. The criteria in this regulation have been designed to ensure that all projects are appropriately analysed and thoroughly designed before entering the PPP Book.

The GoI is aware that any information that gives bidders a good understanding of the technical requirements of the 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.

Therefore, the following is a summary of assessment criteria for projects to be included in 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 PPP Book.

1) Under Preparation Project

Under Preparation Project Eligibility Criteria	
Solicited	**Unsolicited**
a. Compliance with National/Regional Mid Term Development Plan and Strategic Plan of infrastructure sector b. Suitability of the project location which will be cooperated with spatial plan c. Relation between inter-sector of infrastructure and inter-region d. Has prepared the Preliminary Study	a. The provision of infrastructure that can be initiated by Business Entity must meet the following criteria: - Technically integrated with the master plan in the respective sector; - Economically and financially viable; - The Business Entity proposing the PPP initiative has adequate financial capability to finance the implementation of the infrastructure provision. b. Letter of intent along with its supporting documents, shall include: - Confirmation of compliance with the masterplan of the relevan sector, government planning document, spatial planning plans and detailed spatial planning plans; - Confirmation of the indication of the need for infrastructure provision;

	- Preliminary project plan review; - Confirmation of adequate financial capacity and technical experience; and - Initial identification of GCA institution. c. GCA has established Letter to Proceed

2) Ready to Offer Project

Ready to Transaction Solicited	Ready to Transaction Unsolicited
a. Has obtained certainty regarding PPP readiness, technical compliance, market interest and the option of PPP form b. Has completed environmental impact assessment in accordance with applicable laws and regulations c. Has prepared detailed draft of output specification d. Has identified and proposed the investment return e. Has conducted financial model analysis, allocation and risk mitigation and also granting for government support and/or government guarantee mechanism, if needed f. Has prepared a draft of procurement plan considering: • Market potential and interest of Business Entities on the project • Feasibility of planning and schedule of tender process • Readiness of the procurement commitee	a. Has obtained certainty regarding PPP readiness, technical compliance, market interest and the option of PPP form b. Has completed environmental impact assessment in accordance with applicable laws and regulations c. Has prepared detailed draft of output specification d. Has identified and proposed the investment return e. Has conducted financial model analysis, allocation and risk mitigation and also granting for government support and/or government guarantee mechanism, if needed f. Has prepared a draft of procurement plan considering: • Market potential and interest of Business Entities on the project • Feasibility of planning and schedule of tender process • Readiness of the procurement committee g. GCA has established unsolicited approval letter
Under Procurement Solicited	**Under Procurement Unsolicited**
a. Has issued the Pre- Qualification Notice b. Projects that are in Pre-Qualification, tender and bid award stage are considered as Under Procurement Process	a. Has issued the Pre- Qualification Notice b. Projects that are in Pre-Qualification, tender and bid award stage are considered as Under Procurement Process

3) Agreement Signing Project
Projects that already have the PPP Agreement signed.

4) Under Construction Project
Projects that currently in construction stage.

5) Under Operational Project
Projects that currently in operational stage.

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

Activities Related to Government Support

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

Activities Related to Government Guarantee

- Before the project bidders submit their proposals, the GCA must ensure that Guarantor has issued in-principal approval, in the form of a Letter of Intent based on the result of Guarantor's evaluation.

Important notes related to unsolicited project eligibility criteria:

- Technically integrated with regional long-term plan and/or sectoral master plan;
- Economically and financially feasible;
- The project proponent has adequate financial capabilities to finance the project.

7. PPP Projects Evaluation

7.1 PPP Books From 2009 to 2025

The following figure depicts the evolution of PPP projects throughout the successive PPP Books since 2009. During 2025, Minister of National Development Planning received proposals for new infrastructure projects from Ministries as well as the Local Government. Ministry of National Development Planning reviewed and screened those proposals in compliance with the Minister of National Development Planning Regulation Number 7/2023. Based on the review and screening process, 38 proposals accepted to be included in PPP Book 2025 categorized as Ready to Offer and Under Preparation Projects. Other than two categories as regulated in the Minister of National Development Planning Regulation Number 7/2023, there are other categories such as Agreement Signing, Construction, and Operation projects.



Figure 9. Summary of PPP Book Projects from 2009 to 2025

7.2 PPP Book 2024 Evaluation

Figure 11 below summarizes the evaluation process results since the publishing of the previous edition of the PPP Book. Out of 57 projects categorized as Under Preparation and Ready to Offer in the PPP Book 2024, a total 33 projects from the PPP Book 2024 are retained in this edition, while others have either progressed to subsequent PPP stages or been dropped due to various considerations.

The carried projects are:

1. Bandung Metropolitan Urban Railway
2. Betan Subing Type A Bus Terminal Development
3. Purabaya Type A Bus Terminal Development
4. Bandung Intra Urban Toll Road (BIUTR)
5. Karo Water Supply System
6. Development of Denpasar City Water Supply System
7. Development of Jatigede Regional Water Supply System
8. Manggar Waste Management
9. 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam
10. Natural Gas Distribution Network for Batam City Households
11. Natural Gas Distribution Network for Palembang City Households
12. Ngawi Street Lighting
13. Ponorogo Street Lighting
14. Revitalization of Gadarata Main Market
15. Karawang Spuur Public Housing
16. Development and Management of National Research Vessel Fleet
17. Banten Sports Center
18. Wangaya General Hospital
19. Development of Singkawang Airport
20. Inche Abdoel Moeis General Hospital
21. Padjadjaran University (UNPAD) Teaching Hospital
22. Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant
23. 40 MW Hydro Power Plant on Tiga Dihaji Dam
24. South Sentul-West Karawang Toll Road
25. Bogor-Serpong (via Parung) Toll Road
26. Bandung Street Lighting
27. IKN Access Toll Road
28. 8 Government Towers in the Western Government Housing Area for Civil Servants

29. 109 State Civil Apparatus Landed Houses in WP 1B KIPP IKN
30. ASN Residence in West Residence Nusantara Capital City
31. 20 Towers of Public Officials Housing in WP 1B Nusantara Capital City
32. 10 Towers of Public Official Apartments in Nusantara Capital City
33. Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City

In addition, there are 5 new projects, categorized as under preparation projects in PPP Book 2025:

1. Pejagan-Cilacap Toll Road
2. Ternate Street Lighting
3. Medan Street Lighting
4. Kabanjahe Karo General Hospital
5. Kanjuruhan General Hospital

The PPP Book 2025 contains those projects that have progressed or remained unchanged from the previous edition and new projects that have succeeded in the evaluation of the process.

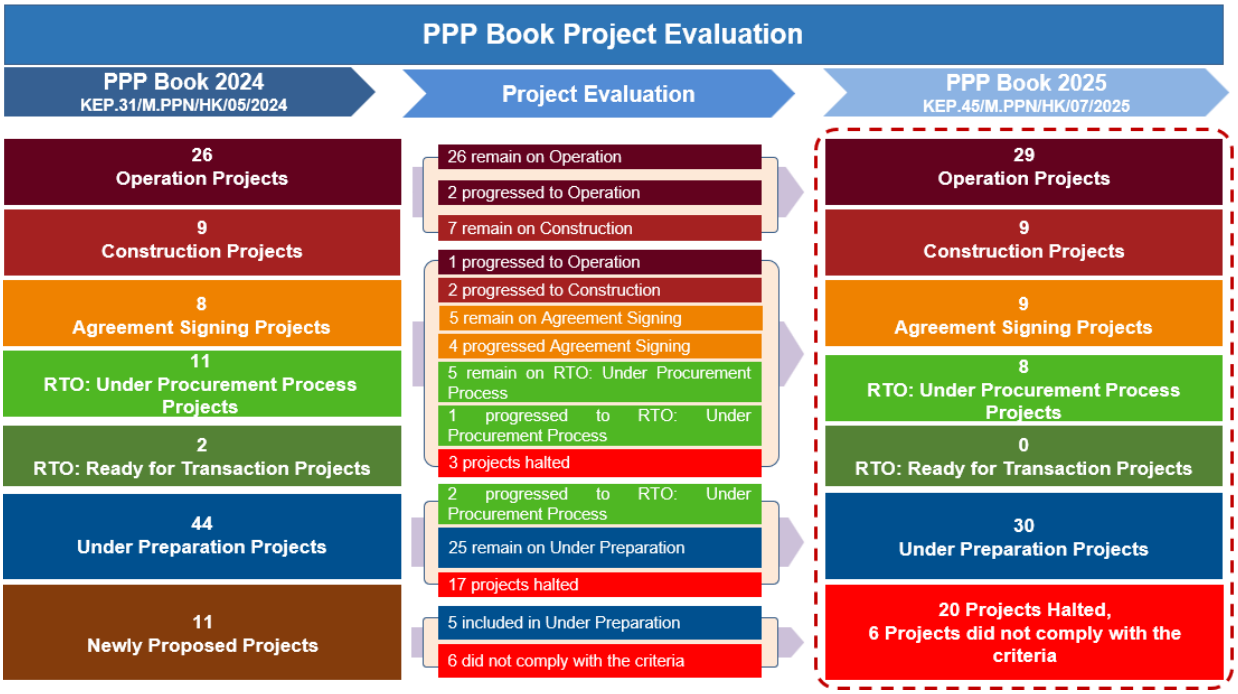


Figure 10. PPP Project Evaluation

	Solicited					Unsolicited				
	Total Project			Total Capital Expenditure		Total Project			Total Capital Expenditure	
Under Preparation	AP	: 5 projects		USD 1,184.13 million (4 projects, 1 project under calculation)		AP	: 11 projects		USD 1,945.41 million (10 projects, 1 projects under calculation)	
	User Charge	: 6 projects		USD 2,505.70 million		User Charge	: 1 project		USD 786.88 million	
	Other Form	: 5 projects		USD 300.41 million		Other Form	: -		-	
	Under Review*	: 2 projects		USD 340.83 million		Under Review*	: -		-	
Ready To Offer	AP	: -		-		AP	: -		-	
	User Charge	: 1 project		USD 52.56 million		User Charge	: 5 projects		USD 3,035.82 million	
	Other Form	: 2 projects		USD 77.29 million		Other Form	: -		-	
Agreement Signing	AP	: 1 project		USD 395.75 million		AP	: 2 projects		USD 1,752.18 million	
	User Charge	: 3 projects		USD 1,923.42 million		User Charge	: 4 projects		USD 3,450.57 million	
	Other Form	: -		-		Other Form	: -		-	
Construction	AP	: 2 projects		USD 332.70 million		AP	: -		-	
	User Charge	: 4 projects		USD 2,477.02 million		User Charge	: 2 projects		USD 1,843.40 million	
	Other Form	: -		-		Other Form	: -		-	
Operation	AP	: 8 projects		USD 1,061.48 million		AP	: 2 projects		USD 134.06 million	
	User Charge	: 12 projects		USD 7,277.09 million		User Charge	: 7 projects		USD 4,805.27 million	
	Other Form	: -		-		Other Form	: -		-	
TOTAL	AP	: **16 projects**	**51 projects**	**USD 2,974.06 million**	**USD 17,928.46 million**	**AP**	: **15 projects**	**34 projects**	**USD 3,831.64 million**	**USD 17,753.58 million**
	User Charge	: **26 projects**		**USD 14,235.86 million**		**User Charge**	: **19 projects**		**USD 13,921.94 million**	
	Other Form	: **7 projects**		**USD 377.70 million**		**Other Form**	: -		-	
	Under Review*	: **2 projects**		**USD 340.83 million**		**Under Review***	: -		-	

Figure 11. PPP Project Summary

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

PPP Projects

Registered in PPP Book 2025



Source: Tyas Indayanti | Canva

Project Summary

The following are the list of projects registered in PPP Book 2025 based on National Development Planning Minister Decree Number KEP.45/M.PPN/HK/07/2025.

Under Preparation Project Summary

No	Project Name	Description	Status (per July 2025)
1.	Bandung Metropolitan Urban Railway	In 2019 approximately 12.3 million trips per day were recorded in Greater Bandung, with only 12% made by public transport. By 2023, an estimated 36% of the road network will be saturated—rising to 70.5% by 2030. The proposed mass transit system is expected to optimize limited urban space by enabling faster and more reliable mobility.	Under Preparation (Pre-Feasibility Study)
2.	Betan Subing Type A Bus Terminal Development	The Betan Subing terminal is strategically located near the Trans Sumatra toll road, offering convenient access for travelers. For those reaching the terminal from arterial roads or non toll roads, there is also a connection available through the national road. Additionally, the presence of the Terbanggi Besar toll gate provides further accessibility to the Betan Subing terminal. By developing a modern and well-equipped Type A Bus Terminal at Betan Subing, the Ministry of Transportation aims to enhance the overall transportation experience and facilitate smoother travel for passengers in the Lampung Province.	Under Preparation (Pre-Feasibility Study)
3.	Purabaya Type A Bus Terminal Development	The development of this terminal drives an increase in transportation access and economic development through a mixed-use terminal scheme. Terminal Purabaya is a hub for bus and public transportation to and from East Java Province.	Under Preparation (Pre-Feasibility Study)
4.	Bandung Intra Urban Toll Road (BIUTR)	This toll road will connect with Pasteur Exit at the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road and plan of the Cileunyi - Sumedang - Dawuan (Cisumdawu) Toll Road as the function to break the continuous movement traffic so the trace will not mix with the movement of local Bandung traffic which is currently served by the Padaleunyi Toll Road.	Under Preparation (Pre-Feasibility Study)

No	Project Name	Description	Status (per July 2025)
5.	Pejagan-Cilacap Toll Road	The Pejagan-Cilacap Toll Road will connect the western region of Central Java from north to south, enhancing connectivity within the north-south toll road network of Java Island. This toll road is in Central Java Province and passes through four regencies: Tegal Regency, Brebes Regency, Banyumas Regency, and Cilacap Regency.	Under Preparation (Pre-Feasibility Study)
6.	7.4 MW Mini Hydro Power Plant on Leuwikeris Dam	The Project is located on Leuwikeris Dam, Citanduy River Basin, Ciamis Regency, West Java Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 7,4 MW capacity.	Under Preparation (Feasibility Study)
7.	Karo Water Supply System	Lau Biang/Lau Dah Drinking Water Supply System is planned to provide clean water services in Karo Regency and expand services to the Kabanjahe City area.	Under Preparation (Preliminary Study)
8.	Development of Drinking Water Supply System for Denpasar City	Customers are unable to fully benefit from the service due to significant water loss (Non-Revenue Water) of 40.43%. Only 89,126 customers, or 67.84% of Denpasar City's population, rely on the Regional Water Company for drinking water. The rest use private drilled wells	Under Preparation (Pre-Feasibility Study)
9.	Development of Jatigede Regional Water Supply System	The Jatigede Water Supply Project aims to meet growing water demand in West Java by increasing supply capacity. The project serves as a water source for five regional areas: Sumedang Regency, Majalengka Regency, Cirebon Regency, Indramayu Regency, and the City of Cirebon. The project aims to provide a drinking water capacity of 2,000 liters per second (lps) at Kadipaten in Majalengka Regency. This increased capacity will provide a reliable water supply for communities in the target regions.	Under Preparation (Pre-Feasibility Study)
10.	Manggar Waste Management	Manggar Landfill is located in Balikpapan City, East Kalimantan. The Landfill is currently handling 415 tonnes of waste volume daily. The Manggar Landfill development was initiated to expand its capacity and lifespan while introducing sustainable waste processing technology. Balikpapan City has been awarded Adipura award for Indonesia's cleanest city in 2023.	Under Preparation (Pre-Feasibility Study)

No	Project Name	Description	Status (per July 2025)
11.	Natural Gas Distribution Network for Batam City Households	Construction and operation network distribution of household gases from the tie-in to stove connection for 307,749 home connections in Batam City. There are two business activities in piped gas: transportation and distribution through pipelines.	Under Preparation (Pre-Feasibility Study)
12.	Natural Gas Distribution Network for Palembang City Households	Construction and operation network distribution of household gases from the tie-in to stove connection for 354,441 home connections in Palembang City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.	Under Preparation (Pre-Feasibility Study)
13.	Ngawi Street Lighting	The street lighting services in Ngawi Regency is inadequate. Only 18.3% of the 604 km of regency roads are currently equipped with street lighting. Through the PPP Scheme, the Ngawi Regency Government planned to add new street lighting points to increase the coverage of services. Based on the initial study, the street lighting project is planned to be implemented with the scope of 5.000 new lamp points. Improved street lighting is expected to enhance travel safety and contribute to regional economic growth.	Under Preparation (Feasibility Study)
14.	Ponorogo Street Lighting	Ponorogo Regency is carrying out Urban infrastructure development and tourism as the priorities. One of the important infrastructures in maintaining the comfort and safety of night activities is the construction of smart street lighting through a PPP scheme	Under Preparation (Feasibility Study)
15.	Ternate Street Lighting	To improve public services for the community by providing ideal street lighting conditions, which are expected to stimulate the growth of new economic centers in Ternate City. The project includes the provision of 3,000 smart street lighting points on Ternate Island and 150 non-smart street lighting points across three outer islands.	Under Preparation (Feasibility Study)
16.	Medan Street Lighting	Medan City Government plans to build 59,234 public street lighting in 12 districts and install Light Emitting Diode (LED) lamp technology equipped with smart systems. The City Government also build a command center to control and operate the street lighting.	Under Preparation (Feasibility Study)

No	Project Name	Description	Status (per July 2025)
17.	Revitalization of the Gadarata Singasana Main Market	The Gadarata Singasana Main Market, Tabanan Regency, is located in the center of Tabanan city. The market requires redevelopment into a modernized traditional market integrated with shopping centers and retail outlets.	Under Preparation (Pre-Feasibility Study)
18.	Development and Management of National Research Vessel Fleet	The project will support marine research conducted by the National Research and Innovation Agency (BRIN) and its partners in four key areas of marine research: marine geosciences, marine fisheries, oceanography, and hydrography.	Under Preparation (Pre-Feasibility Study)
19.	Banten Sports Center	Banten Sports Center Complex to become one of international-standard sports complex in Indonesia within the area of ±68 ha. The project aims to develop a high-demand sports and commercial complex in Banten.	Under Preparation (Pre-Feasibility Study)
20	Wangaya General Hospital	To improve the quality of the hospital to provide better health care service, the Government of Denpasar City is planning to develop Wangaya General Hospital at Denpasar, Bali Province through Public-Private Partnership Scheme. The hospital will improve access to sub-specialist care and enhance public health through a mixed-use hospital model.	Under Preparation (Pre-Feasibility Study)
21.	Kabanjahe General Hospital	RSUD Kabanjahe is a hospital development initiative in Karo Regency under a Public-Private Partnership scheme. This project aims to improve public health services in Karo Regency and the surrounding area. RSUD Kabanjahe is envisioned as a leading hospital focused on healthcare, education, and research with an innovative work culture."	Under Preparation (Preliminary Study)
22.	Kanjuruhan General Hospital	The Government of Malang Regency plans to enhance healthcare quality by developing Kanjuruhan Regional Hospital through a PPP scheme. This development aims to increase access to sub-specialty healthcare, particularly in the areas of Cancer, Cardiology, Neurology (Stroke), and Urology-Nephrology.	Under Preparation (Feasibility Study)
23.	Karawang Spuur Public Housing	Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The PPP project is located on Jalan Karawang Spuur, Wadas	Under Preparation (Pre-Feasibility Study)

No	Project Name	Description	Status (per July 2025)
		Village, East Telukjambe District, Karawang, West Java. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 1 tower, resulting in 580 residential units.	

Ready For Transaction Project Summary

No	Project Name	Description	Status (per July 2025)
1.	-	-	-

Under Procurement Process Project Summary

No	Project Name	Description	Status (per July 2025)
1.	Development of Singkawang Airport	According to the Minister of Transportation's Decree No. KP 1024 of 2018, Singkawang Airport will be located in Panglimang Village, South Singkawang District. The Singkawang Airport PPP Project is strategically located in an area with potential, particularly due to the proposed Relocation of the Capital City of Indonesia from Jakarta to East Kalimantan. This development is expected to have a positive impact on the surrounding regions, including West Kalimantan Province and Singkawang City. Currently, the Singkawang City Government has successfully completed the land acquisition process, covering a total area of 151.45 ha, in order to expedite the airport's development. The project is planned to be implemented in two phases.	Under Procurement Process (Pre-Qualification)
2.	South Sentul-West Karawang Toll Road	The total length of the South Sentul-West Karawang toll road is 60,36 kilometers and non-toll roads (existing roads are 81,00 kilometers). The average speed on non-toll	Under Procurement Process

No	Project Name	Description	Status (per July 2025)
		roads is 30,00 km/hour. The design speed of the toll road is 100 km per hour. This toll road plan consists of 5 segments. Management of strategic areas is carried out based on socio-economic and environmental interests in Puncak strategic areas, industrial strategic areas, mining strategic areas and border strategic areas.	(Request for Proposal)
3.	Bogor-Serpong (Via Parung) Toll Road	The project constructs ±31.117 km of Bogor-Serpong toll road which is expected to overcome traffic problems and encourage economic and regional growth. This toll road is equipped with five interchanges and two junctions.	Under Procurement Process (Bid Award)
4.	Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant Infrastructure Capacity 6,3 MW	MHPP Bintang Bano is the first Unsolicited Water Resources PPP project using a user charge return on investment scheme. The project scope is provision of Mini Hydro Power Plant Capacity 6,3 MW which is implemented under Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT) scheme and maintenance of Bintang Bano Dam.	Under Procurement Process (Bid Award)
5.	40 MW Hydro Power Plant on Tiga Dihaji Dam	The Project is located on Tiga Dihaji Dam, Komering River Basin, South Ogan Komering Ulu (OKU) Regency, South Sumatera Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated to generate electricity with 40 MW capacity.	Under Procurement Process (Request for Proposal)
6.	Bandung Street Lighting	In order to improve infrastructure services, Bandung Regency Government will build and repair public street lighting. From the existing 13,432 units of street lighting, it will be added to 28,250 units of lamps using LED technology. This project is planned to use the PPP scheme.	Under Procurement Process (Pre-Qualification)
7.	Inche Abdoel Moeis General Hospital	Inche Abdoel Moeis General Hospital is in the development stage of becoming an international standard hospital. The hospital service coverage area can potentially become a Regional Referral for the Provinces of East Kalimantan and North Kalimantan.	Under Procurement Process (Request for Proposal)
8.	Padjadjaran University (UNPAD) Teaching Hospital	To improve the quality of education services and health services in West Java Province, Universitas Padjadjaran is planning to build a UNPAD Teaching Hospital on an area	Under Procurement Process

No	Project Name	Description	Status (per July 2025)
		of ±4.2 hectares. The project will include PPP development of Building B and C as the 2nd phase of Unpad's hospital to upgrade the capacity of bedsand support medical academic functions.	(Pre-Qualification)

Summary of Estimated Investment for PPP Project

No	Project Name	CAPEX	OPEX
Under Preparation			
1.	Bandung Metropolitan Urban Railway	USD 1,021.88 Million	USD 474.70 Million
2.	Betan Subing Type A Bus Terminal Development	USD 41.51 Million	USD 1.54 Million
3.	Purabaya Type A Bus Terminal Development	USD 111.58 Million	USD 7.54 Million
4.	Bandung Intra Urban Toll Road (BIUTR)	USD 786.88 Million	Under Calculation
5.	Pejagan-Cilacap Toll Road	USD 972.21 Million	Under Calculation
6.	7.4 MW Mini Hydro Power Plant on Leuwikeris Dam	USD 16.06 Million	USD 1.14 Million
7.	Karo Water Supply System	USD 14.29 Million	USD 16.27 Million
8.	Development of Drinking Water Supply System for Denpasar City	USD 57.97 Million	USD 240.47 Million
9.	Development of Jatigede Regional Water Supply System	USD 224.86 Million	USD 138.32 Million
10.	Manggar Waste Management	USD 118.75 Million	USD 7.19 Million
11.	Natural Gas Distribution Network for Batam City Households	USD 167.71 Million	USD 13.93 Million
12.	Natural Gas Distribution Network for Palembang City Households	USD 173.12 Million	USD 31.85 Million
13.	Ngawi Street Lighting	USD 3.65 Million	USD 107,812
14.	Ponorogo Street Lighting	USD 6.59 Million	USD 1.22 Million
15.	Ternate Street Lighting	USD 4.72 Million	USD 3.05 Million
16.	Medan Street Lighting	USD 82.11 Milliion	USD 34.68 Million
17.	Revitalization of the Gadarata Singasana Main Market	USD 65.80 Million	Under Calculation

No	Project Name	CAPEX	OPEX
18.	Development and Management of National Research Vessel Fleet	Under Calculation	Under Calculation
19.	Banten Sports Center	USD 44.02 Million	USD 3.52 Million
20.	Wangaya General Hospital	USD 37.50 Million	Under Calculation
21.	Kabanjahe Karo General Hospital	USD 26.57 Million	USD 86.48 Million
22.	Kanjuruhan General Hospital	USD 18.59 Million	USD 78.57 Million
23.	Karawang Spuur Public Housing	USD 16.94 Million	USD 7.06 Million
Ready For Transaction			
	-	-	-
Under Procurement Process			
1.	Development of Singkawang Airport	USD 53 Million	USD 260 Million
2.	South Sentul-West Karawang Toll Road	USD 2,171.88 Million	Limited Information
3.	Bogor-Serpong (Via Parung) Toll Road	USD 771.88 Million	Limited Information
4.	Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant Infrastructure Capacity 6,3 MW	USD 9.68 Million	USD 281,250
5.	40 MW Hydro Power Plant on Tiga Dihaji Dam	USD 69.89 Million	USD 97.52 Million
6.	Bandung Street Lighting	USD 12.50 Million	USD 473,937
7.	Inche Abdoel Moeis General Hospital	USD 46.47 Million	USD 9.29 Million
8.	Padjadjaran University (UNPAD) Teaching Hospital	USD 30.83 Million	USD 3.42 Million
TOTAL PROJECT COST (CAPEX)		**USD 7,178.92 Million**	

***Only the highest cost option is chosen**

***Exchange rate USD 1 = IDR 16,000**

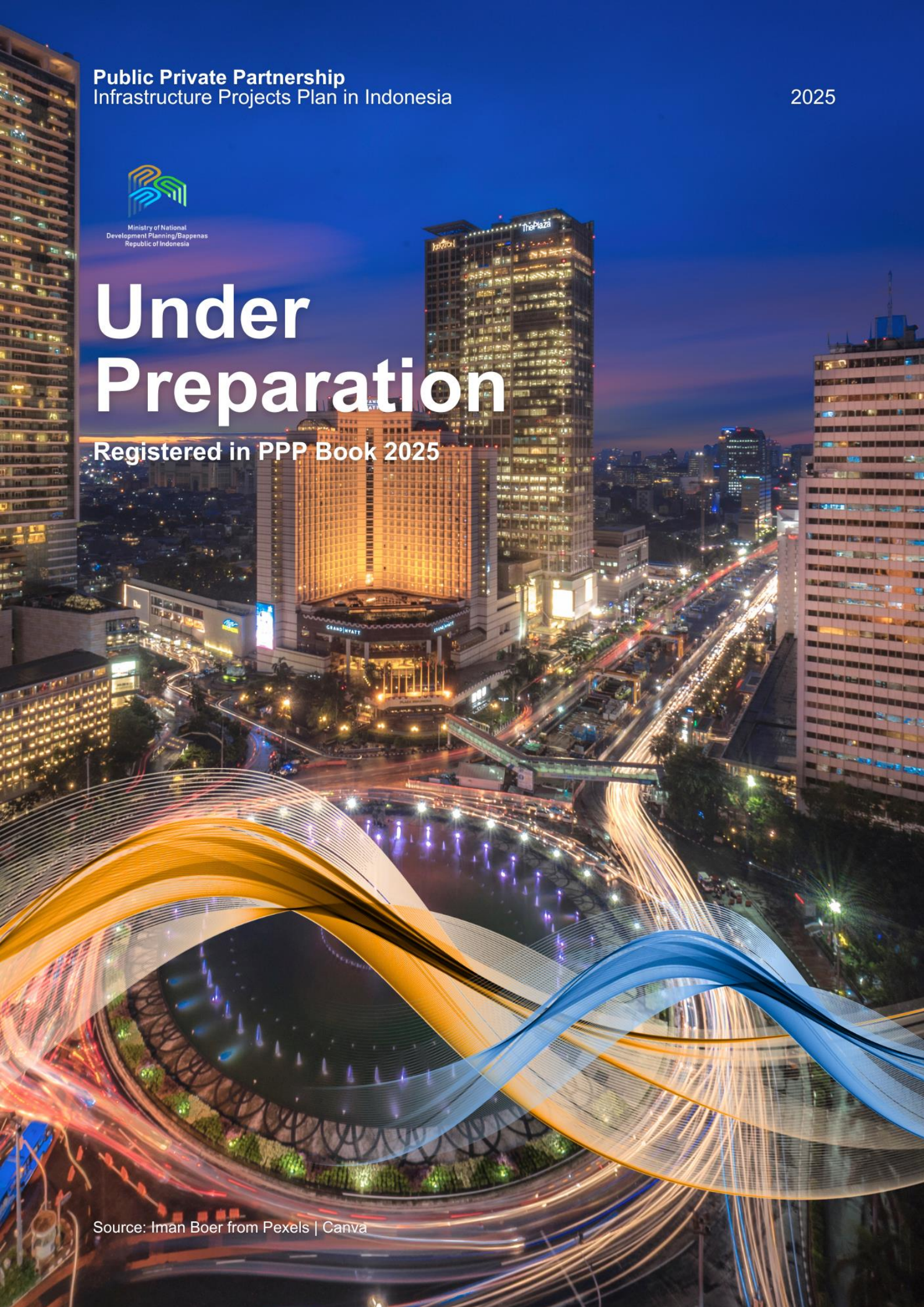
Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Registered in PPP Book 2025



Source: Iman Boer from Pexels | Canva

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Transportation

Development of Urban Mass Public Transportation System

1. Bandung Metropolitan Urban Railway

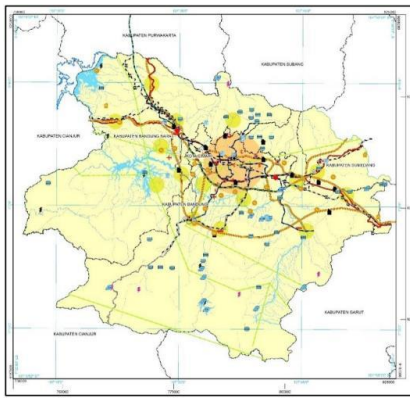
Strengthen Land Connectivity and Road Traffic and Transportation Safety

1. Betan Subing Type A Bus Terminal Development
2. Purabaya Type A Bus Terminal Development

Source: Rama Febryan from Pexels | Canva

Bandung Metropolitan Urban Railway

Location: Greater Bandung, West Java



Sector: Transportation

Government Contracting Agency:
Governor of West Java Province

Implementing Agency:
Transportation Agency of West Java Province

Preparation Agency:
Government of West Java Province (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: Light Rapid Transit

Description

In 2019, approximately 12.3 million trips per day were recorded in Greater Bandung, with only 12% made by public transport. By 2023, an estimated 36% of the road network will be saturated—rising to 70.5% by 2030. The proposed mass transit system is expected to optimize limited urban space by enabling faster and more reliable mobility.

Financial Feasibility

FIRR: 10.2%
EIRR: 12.02%
NPV: USD 113.43 Million

Capital Expenditure:
USD 1,021 Million

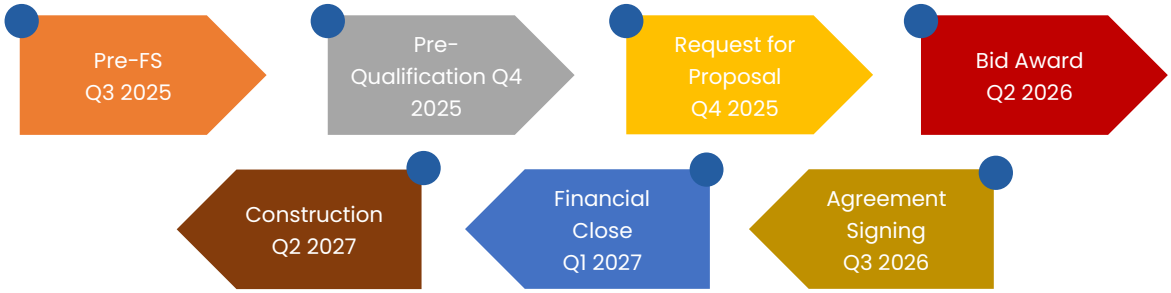
Operational Expenditure:
USD 475.70 Million

Estimated Concession Period:

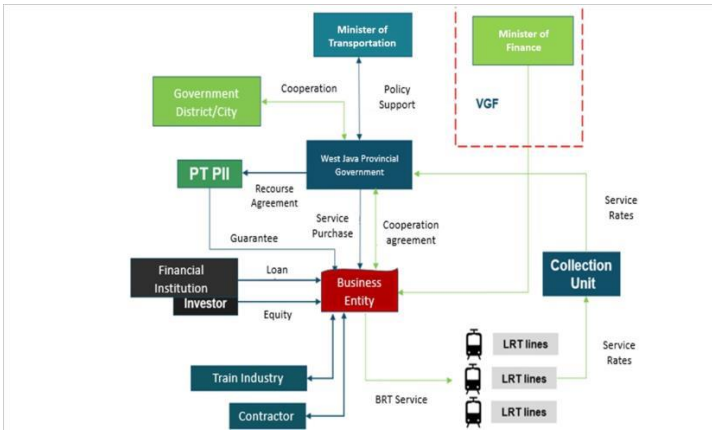
34 years (4 years construction and 30 years operation).

Indicative Project Schedule

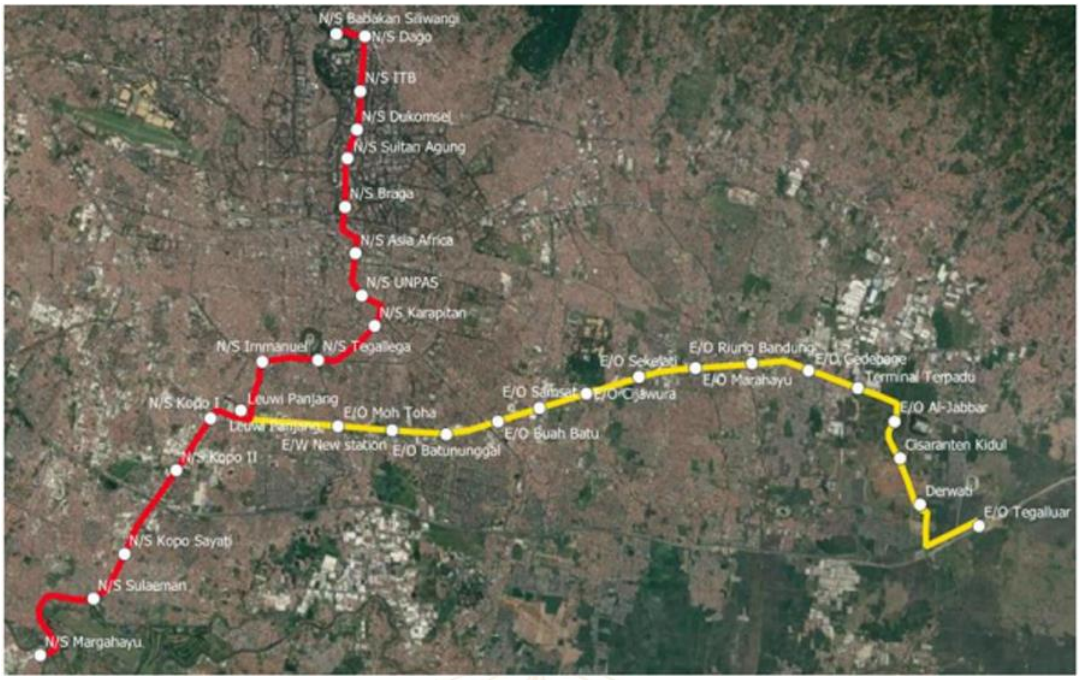
Project Status: Pre-Feasibility Study

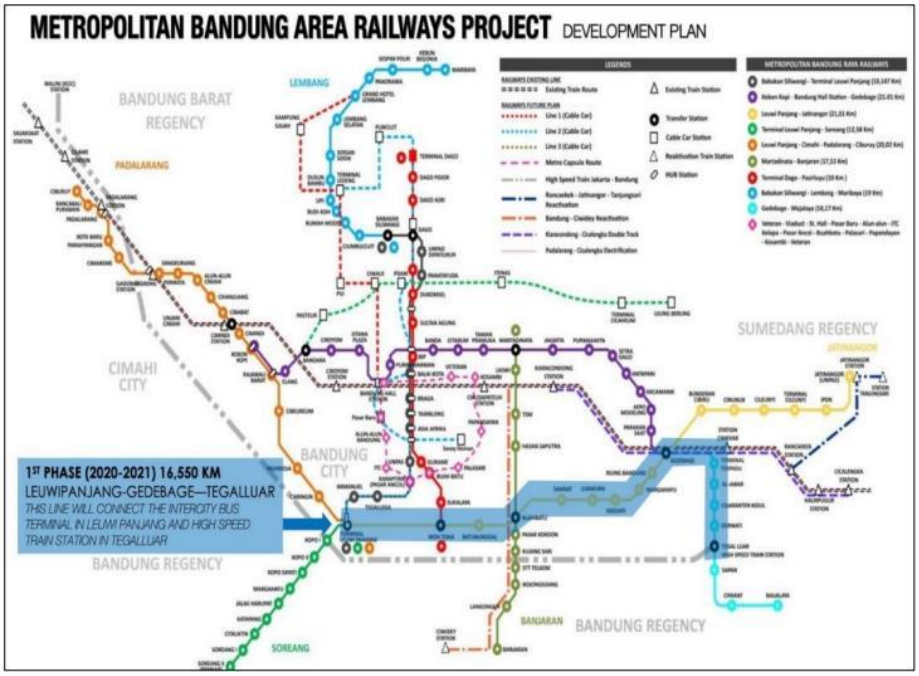


Indicative Project Structure



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





Picture 1 – BBMA Mass Transportation Master Plan

2. The Opportunity

2.1. Project Background

The development of mass transit transportation in Bandung is aimed to provide more efficient and effective transportation system. In addition, the provision of this transportation infrastructure will be carried out through a Public Private Partnership scheme. This project will support the strategy implementation of an integrated transportation system stated under West Java Regional Medium-Term Development Plan (RPJMD).

2.2. Project Description

The project is located in West Java Province and covers Bandung City, Cimahi City, Bandung Regency, West Bandung Regency, and five sub-districts in Sumedang Regency. The Mass Transit Transportation project in greater Bandung is located in West Java Province that consists of five regencies/cities, namely Bandung City, Cimahi City, Bandung Regency, West Bandung Regency, and five sub-districts in Sumedang Regency. The first line to be developed from the Mass Transportation System in the Greater Bandung Urban Area is the Babakan Siliwangi Corridor (Bandung City)-Margahayu (Bandung Regency). The estimated total project cost is USD 810,38 Million and LRT depot land area of 72,000 Sqm. The project concession will last for 34 years, consisting of 4 years of construction and 30 years of operation.

2.3. Project Objectives

The project aims to provide Greater Bandung with a public transportation system that is affordable, efficient, integrated, environmentally friendly, and secure. It will address mobility needs, reduce congestion, accelerate growth, and support economic, social, and cultural development.

3. Business Entity's Scope of Work

Design - Build – Finance - Operate – Maintenance - Transfer

The business entity shall be responsible for implementing the Bandung Metropolitan Urban Railway project, including its financing, construction, operation, and maintenance.

4. Technical Specification

The technical specifications for Mass Transit Transportation project in greater Bandung are as follows:

No	Facilities	Capacity
1	Track Gauge	1,435 mm
2	Axle load	12 ton
3	Min. curve radius	
	a) Main line	80 m
	b) Depot	60 m
4	Max. gradient	
	a) Main Line	40
	b) Access Depot	60
5	Relative humidity	40 – 98%
	Temperature	18 – 40Hai C
Rolling stock indicative dimensions		
1	Car set length	110,000 mm
2	Car length	will be decided, based on the estimated demand
3	Carriage width	2,700 mm
4	The height of the train from the top of the rail	3,700 mm
5	Max. train floor from above the rail	1,000 mm
Rolling stock performance		
1	Max. fast operation	80 km/jam
2	Design speed	90 kpj
3	Acceleration rate	1 m/s^2
4	Braking rate (emergency)	1 m/s^2 (1,3 m/s^2)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

This project falls under a category of business activities that require an EIA/AMDAL. The GCA will prepare an EIA/AMDAL document for this project. Required inputs include baseline data, complementary plans and studies such as noise and vibration emission baseline (business as usual), monitoring systems, impact assessment and modeling, construction management plans, and traffic impact analyses.

6. Land Acquisition and Resettlement Action Plan

Land Requirements Based on design items:

Description	Square Meter
Land acquisition for main corridor (new acquisition due to realignment)	15,300
Tentative land acquisition for station access	3,400
Tentative land acquisition for station site	19,199

Description	Square Meter
Tentative land acquisition for placement of piers/tracks on existing roads	33,050
Depot	72,000
TOTAL	142,949

The need for additional land, including underground areas, will be assessed in subsequent studies.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 1,021 Million
Operational Expenditure	USD 474.70 Million
FIRR	10.20%
EIRR	12.02%
NPV	USD 113.43 Million

8. Government Support and Guarantee

This project is expected to require government support, including Viability Gap Funding (VGF) and assistance for infrastructure components such as viaducts, stations, and depots.

9. Contact Information

Name : Dhani Gumelar, S.T., M.T.
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Phone : +62-81222402810
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Betan Subing Type A Bus Terminal Development

Location: Betan Subing, Lampung



Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Land Transportation

Preparation Agency:
Directorate General of Land Transportation

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: Passenger Terminal

Description

The Betan Subing terminal is strategically located near the Trans Sumatra toll road, offering convenient access for travelers. Access from arterial or non-toll roads is also available via the national road. Additionally, the presence of the Terbanggi Besar toll gate provides further accessibility to the Betan Subing terminal. By developing a modern and well-equipped Type A Bus Terminal at Betan Subing, the Ministry of Transportation aims to enhance the overall transportation experience and facilitate smoother travel for passengers in the Lampung Province.

Financial Feasibility

FIRR: 13.90%
EIRR: 15.33%
NPV: USD 19.04 Million

Capital Expenditure:
USD 41.51 Million

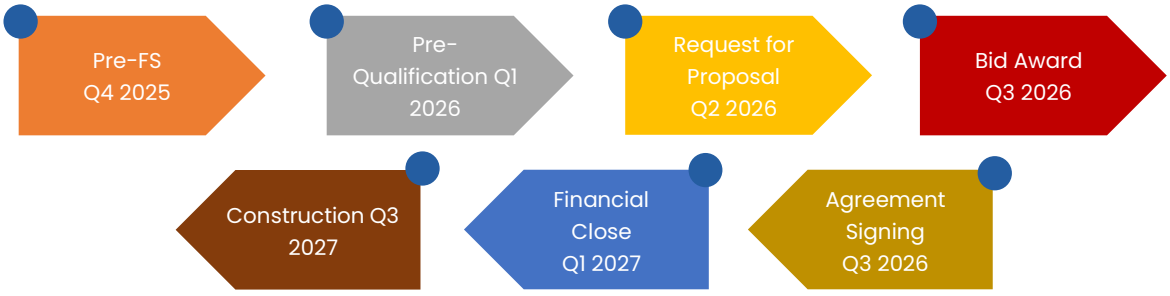
Operational Expenditure:
USD 1.54 Million

Estimated Concession Period:

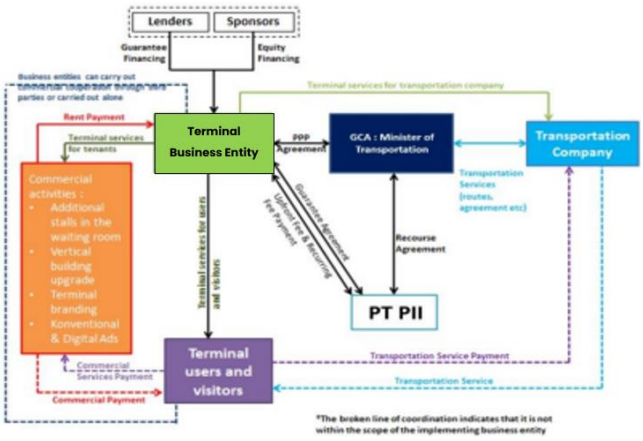
30 years

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 - Terminal Design

2. The Opportunity

2.1. Project Background

The National Medium-Term Development Plan 2020-2024 (Presidential Regulation No. 18/2020) mandated the Government to encourage public participation, including the private sector and local governments in the service and implementation of the facilities and infrastructure sector. The Ministry of Transportation as the person in charge of the transportation sector, including land transportation, describes the government's plan using the Public-Private Partnership (PPP) scheme. The COVID-19 pandemic in early 2020 further suppressed funding availability for infrastructure development. Thus, the PPP scheme became an alternative funding option to build, operate, and maintain infrastructure facilities at the Ministry of Transportation

Through Presidential Regulation No. 38/2015 concerning Procedures for Implementing Government Cooperation with Business Entities in the Provision of Infrastructure, regulates sectors that can provide economic and social infrastructure services, including land transportation, specifically terminals.

Based on the Regulation of the Minister of Transportation No. 24/2021 concerning the Operation of Road Transport Passenger Terminals, the person in charge of the type A passenger terminal service is the Minister of Transportation/Director General of Land Transportation. The operation of type A terminals that are spread throughout Indonesia has varying conditions so that they are also divided into several classes. In terms of the development of the type A Terminal PPP project, the Ministry of Transportation as the GCA has chosen the Betan Subing Terminal located in Central Lampung Regency, Lampung Province to be developed as one of the pilot PPP projects in the type A terminal.

2.2. Project Description

The development of the Type A Betan Subing Terminal in Lampung Province was initiated by the Ministry of Transportation. In 2020, a Preliminary Study on the Development of a Type A Terminal in Lampung Province has been conducted. Among the three candidate terminals in Lampung Province, the Betan Subing Terminal in Central Lampung was selected for development under the PPP scheme.

The development of the Type A Betan Subing Terminal in Lampung Province was planned in the form of activities to build and operate a terminal with a building area of around 15,900 m² of terminal building and mixed-use as well as attracting development around the terminal to increase footfall and stimulate new transport activites. This terminal will obtain financing from the services regulated in the Minister of Transportation Regulation No. 24 of 2021. The Implementing Business Entities of this project is required to achieve the Minimum Service Standards regulated in the Minister of Transportation Regulation No. 40 of 2015 and the Director General of Land Transportation Regulation No. KP722/AJ.005/DRJD.2021. The project preparation period up to financial close is planned for 24 (twenty-four) months. Furthermore, the construction implementation is planned for about 1 year and it is estimated in 2025, the Government and Business Entity Cooperation Project for the Development of the Type A Betan Subing Terminal in Lampung Province has started operating.

2.3. Project Objectives

The Development of Type A Betan Subing Terminal in Lampung Province aims to:

a. Create a terminal with a modern concept, safe and comfortable concept that supports the ministry of transportation's program in creating a mixed-use-based terminal service;
b. To improve transportation access to and from Central Lampung Regency;
c. Become a locomotive for driving the economy and development of Central Lampung Regency through a mixed-use terminal scheme;

d. Generating public interest to visit the terminal and to use public transportation, especially city bus.

3. Business Entity's Scope of Work

The scope of work for the private partner in this project are Design, Build, Finance, Maintenance, Operate, Transfer (DBFMOT).

4. Technical Specification

Building Type	Multi-storey Building Complex
Number of Floors	5
Building Area	42.791 M2
Building Function	Hotel, Grocery Center and Recreation (Sport)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The project is a catagorized as a business activity that requires an EIA/AMDAL. The Ministry of Transportation will prepare an EIA/AMDAL document for this project.

6. Land Acquisition and Resettlement Action Plan

The land area of Betan Subing Terminal is already owned by the Ministry of Transportation with an area of ± 5.5 Ha. Based on the Pre-Feasibility Study, there is a need for land area for the terminal (2.27 Ha and 1.36 Ha) so that the total area becomes 9.2 Ha for additional mixed-use activities. The additional land is still under discussion between the Central Lampung Regency Government and the Directorate General of Land Transportation.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 41.51 Million
Operational Expenditure	USD 1.54 Million
FIRR	13.90%
EIRR	15.33%
NPV	USD 19.04 Million

8. Government Support and Guarantee

Will be determined in Pre-Feasibility Study.

9. Contact Information

Name : Wasis Danardono
Position : Head of Center for Transportation Infrastructure Financing
Phone : -
Email : ppit@kemenhub.go.id

Name : Susanty Pertiwi
Position : Head of Infrastructure and Business Sub-directorate, Directorate of Road Transportation Infrastructure, Directorate General of Land Transportation
Phone : +62812 9486011
Email : s.pertiwi74@gmail.com

Purabaya Type A Bus Terminal Development

Location: Bungurasih, East Java



Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Land Transportation

Preparation Agency:
Directorate General of Land Transportation

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: Passenger Terminal

Description

The development of this terminal drives an increase in transportation access and economic development through a mixed-use terminal scheme. Terminal Purabaya is a hub for bus and public transportation to and from East Java Province.

Financial Feasibility

FIRR: 15.55%
EIRR: 19.60%
NPV: USD 12.43 Million

Capital Expenditure:
USD 111.58 Million

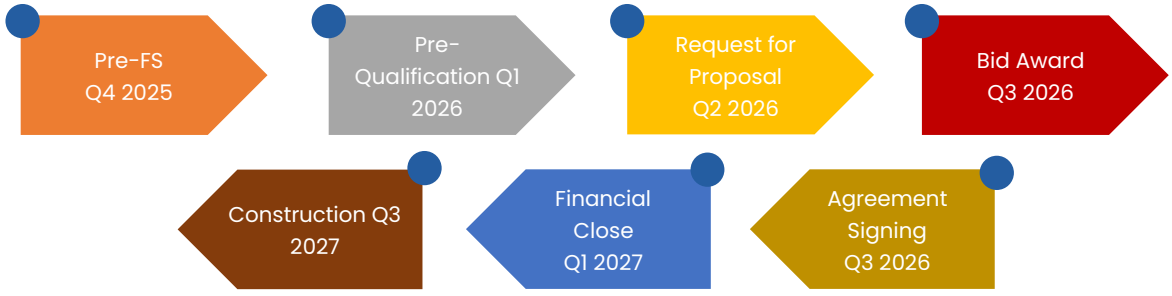
Operational Expenditure:
USD 7.54 Million per year

Estimated Concession Period:

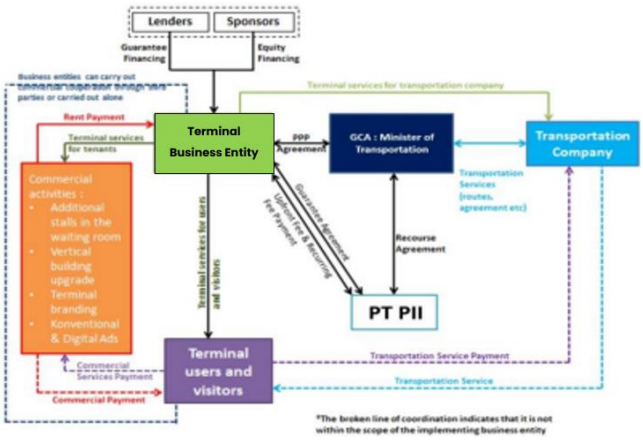
20 years

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 - Terminal Design

2. The Opportunity

2.1. Project Background

To improve the quality of the terminal as well as to provide better transportation service, the Ministry of Transportation has planned to develop Purabaya Type A Bus Terminal at Sidoarjo, East Java

Province through Public-Private Partnership Scheme. The development of this terminal can encourage increased transportation access and economic development through mixed-use terminal scheme.

2.2. Project Description

The development of Purabaya Type A Terminal in East Java is planned as the construction and operation of a terminal with a total area of approximately 34,349 m², consisting of terminal and mixed-use buildings. Out of all the four candidates for type A terminals in East Java province, The Purabaya type A terminal in Sidoarjo district was selected to be developed under the PPP scheme. The development of the Purabaya Type A Terminal in East Java Province is planned in the form of activities to build and operate a terminal with a building area of approximately 34,349 m² which consists of terminal and mixed - use buildings of The terminal will obtain financing from services regulated in Minister of Transportation Regulation No. 24/2021. The Implementing Business Entity for this project is required to achieve the Minimum Service Standards regulated in the Minister of Transportation Regulation No. 40/2015 and General Director of Air Transportation Regulation No. KP722/AJ.005/DRJD.2021. The starting period of project preparation until Financial Close is planned for 24 months. Furthermore, the construction implementation is planned for about 1 year and the PPP Project for Purabaya Type A Terminal Development in East Java Province will start operating in 2025.

2.3. Project Objectives

The objectives of Purabaya Type A Bus Terminal Development project plan is to improve the quality of infrastructure terminal in providing services especially in achieving security and comfort aspects for users. In addition, the development of this terminal can improve transportation access and economic development through mixed-use terminal scheme.

3. Business Entity's Scope of Work

The scope of work for the private partner in this project are Design, Build, Finance, Maintenance, Operate, Transfer (DBFMOT), which consist of:

a. Design, funding, and construction of new buildings (mixed use) and supporting infrastructure;
b. Design, funding, and terminal construction including terminal facilities;
c. Terminal facility service operations;
d. Terminal maintenance (buildings, parking area, etc);
e. Payment for electricity, Local Water Company, and provision of fuel for terminal operations;
f. Operational management of mixed use and old buildings;
g. Operation of mixed-use services and old buildings, as well as operation and maintenance of new (mixed-use) and existing buildings.
h. Operation and maintenance of new building infrastructure (mixed use) and old building (electric generator, WWTP, clean water system, and others);
i. Covering utility expenses including electricity, water supply, and fuel for terminal operations."

4. Technical Specification

Mixed-use concept implementation:

No	Mixed-use	Purabaya Terminal
1	Hotel Business Center	✓
2	Shopping Center	✓
3	Restaurant/Café	✓

No	Mixed-use	Purabaya Terminal
4	Reflexy	✓
5	Other	Fun, Tourism, Unique Sport/Spot

	Number of Floors with Commercial Rent	Building Position	Typical Area (m2)	Rentable Area (m2)
Entrance Hall Commercial Building	2 floors	Old entrance UMKM area	5,505	4,588
Office-Hotel Building	7 floors	Office tower building	4,734	4,104
Parking Building (Car)	4 floors	Located on the west side of main building	9,720	9,720
Sky Bridge Building	2 floors	Pedestrian corridor at parking area to drop off area	894	427
Parking Building (Motorcycle)	1 floor	Located on the west side of main building	1,600	1,600
Bus drivers crews accommodation	2 floors		1,550	540
Bank sampah building	1 floor		360	360
Cargo Terminal	1 floor		1,296	576
Mobile SME/ UMKM space	1 floor		2,444	2,444
Existing waiting room	2 floors		974	974
Total Rentable Area				25,333
Building Type	Multi-storey Building Complex			
Number of Floors	7			
Building Area	34,349 m^2			
Building Function	Hotel, Business Shopping Center, Restaurant, Parking Area.			

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The Purabaya Type A Bus Terminal project in East Java is categorized as a business activity that requires an EIA/AMDAL. The Ministry of Transportation will prepare an EIA/AMDAL document for this project.

6. Land Acquisition and Resettlement Action Plan

Land acquisition has been carried out by the Ministry of Transportation.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 111.58 Million
Operational Expenditure	USD 7.54 Million per year
FIRR	15.55%
EIRR	19.60%
NPV	USD 12.43 Million

8. Government Support and Guarantee

Government support and guarantees will be determined in Pre-Feasibility Study.

9. Contact Information

Name : Wasis Danardono
Position : Head of Center for Transportation Infrastructure Financing
Phone : -
Email : ppit@kemenhub.go.id

Name : Susanty Pertiwi
Position : Head of Infrastructure and Business Sub-directorate, Directorate of Road Transportation Infrastructure, Directorate General of Land Transportation
Phone : +62812 9486011
Email : s.pertiwi74@gmail.com

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Road

Development of Road Connectivity on Primary Corridors, and Accessibility to Underdeveloped and Border Areas

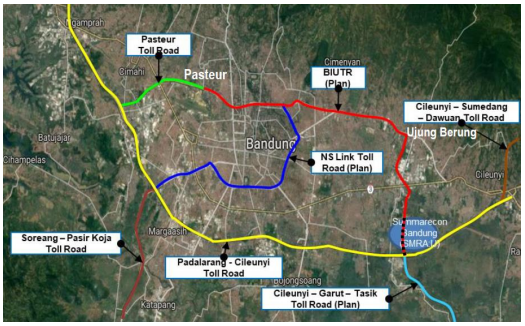
1. Bandung Intra Urban Toll Road (BIUTR)
2. Pejagan - Cilacap Toll Road



Source: Icang | Canva

Bandung Intra Urban Toll Road (BIUTR)

Location: West Java



Sector: Road

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:

1. Directorate General of Highway, Ministry of Public Works
2. Directorate General of Infrastructure Financing, Ministry of Public Works

Type of PPP:
Solicited

Return of Investment:
User Charge

Sub-Sector: Toll Road

Description

This toll road will connect with Pasteur Exit at the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road and plan of the Cileunyi-Sumedang-Dawuan (Cisumdawu) Toll Road to separate through traffic from local Bandung traffic currently served by the Padaleunyi Toll Road, thereby reducing congestion

Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

Capital Expenditure:
USD 786.88 Million

Operational Expenditure:
Under Calculation

Estimated Concession Period:

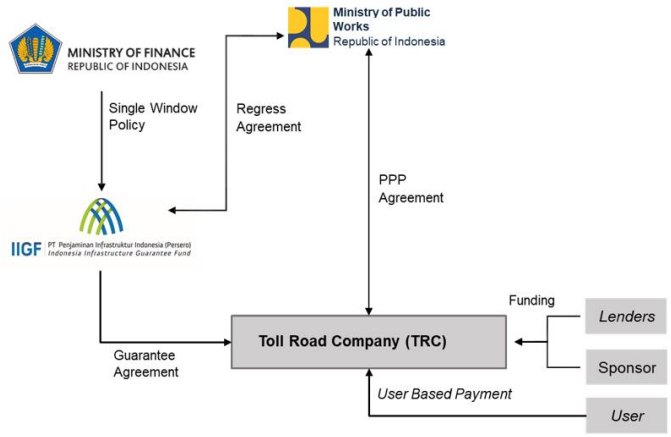
45 years

Indicative Project Schedule

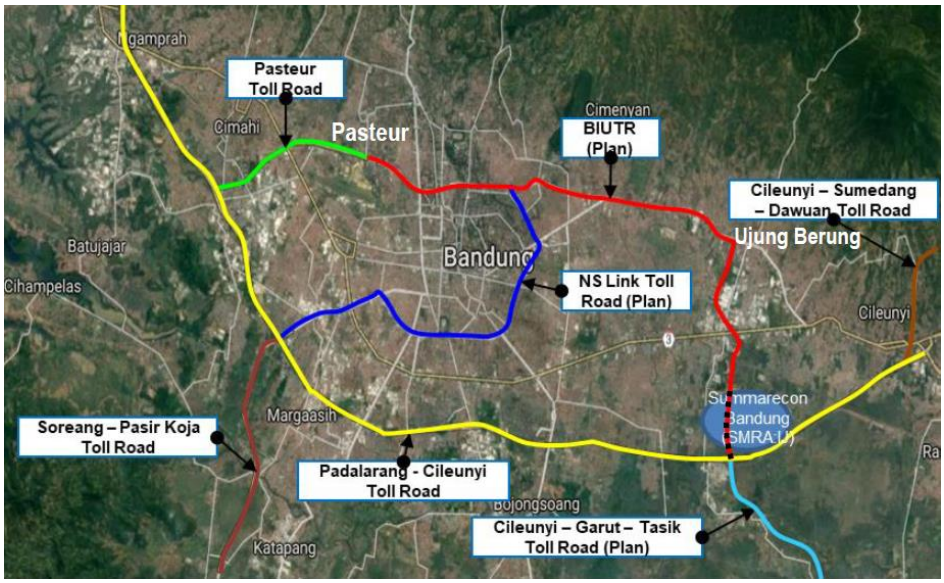
Project Status: Pre-Feasibility Study

- Pre-FS Q2 2024-Q3 2025
- Pre-Qualification Q3 2025
- Request for Proposal Q3 2025
- Bid Award Q4 2025
- Agreement Signing Q1 2026
- Financial Close Q1 2026-Q1 2027
- Construction Q4 2026

Indicative Project Structure



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



Picture 1 – Bandung Intra Urban Toll Road (BIUTR)

2. The Opportunity

2.1. Project Background

Bandung Intra Urban Toll Road/BIUTR is one of the urban infrastructure solutions which will significantly reduce congestion in Bandung's urban area. This toll road section will provide an alternative option as well as additional vehicle capacity for the east-west movement corridor which is currently experiencing oversaturation.

The construction of the BIUTR Toll Road will connect the toll road network that has been in operation and will operate, namely the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road, especially those

that pass through the Pasteur exit with the Cileunyi-Sumedang-Dawuan (Cisumdawu) Toll Road section.

The aim is to break up the movement of continuous vehicles (through traffic) so that they no longer mix with the movement of local Bandung vehicles which are currently served by the Padaleunyi Toll Road.

2.2. Project Description

Bandung Intra Urban Toll Road/BIUTR has length 18,1 km for the construction of the Pasteur-Bundaran Summarecon Segment (Km 00+000 – Km 18+100) and its operation will cover all segments (Pasteur - Km 149/Purbaleunyi Toll Road). It is in West Java Province passing through 2 regencies which are Bandung City and Bandung Regency.

The concept of the toll road concession includes the Pasupati Bridge operational and maintenance scope which will create a completion of Bandung Inner City toll road network in toll system (Pasteur to Padaleunyi Toll Road Km 149).

2.3. Project Objectives

The Objectives of Bandung Intra Urban Toll Road/BIUTR are as follows:

a. Solution to the congestion problem that has been occurring in the Bandung urban area due to the BIUTR's connection with Pasteur Exit at the Purwakarta-Bandung-Cileunyi (Purbaleunyi) Toll Road and the planned Cileunyi-Sumedang-Dawuan (Cisumdawu) Toll Road are intended to separate through traffic from local traffic in Bandung.
b. Provide an alternative option as well as additional vehicle capacity for the east-west movement corridor which is currently experiencing oversaturation.
c. To support regional economic development and improve accessibility to Kertajati Airport.

3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

4. Technical Specification

The technical specifications for South Tangerang Waste to Energy are as follows:

No	Facilities	Capacity
1	Length	18,1 Km
2	Design Speed (main and junction)	60 Km/Hr
	Design Speed (access and ramp)	40 Km/Hr
3	Lane Width	3,5 m
4	Outer Shoulder Width	2,5 m
5	Inner Shoulder Width	0,75 m
6	Median Width (including inner shoulder)	3 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on the planned schedule, AMDAL study will be conducted during Q3 2024-Q3 2025 after the finalization of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

Based on the planned schedule, LARAP study will be conducted during Q4 2025-Q1 2026.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 786.88 Million
Operational Expenditure	Under calculation
FIRR	Under calculation
EIRR	Under calculation
NPV	Under calculation

8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of land acquisition and construction support. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

9. Contact Information

Name : Ira Ariani Chaerunisa

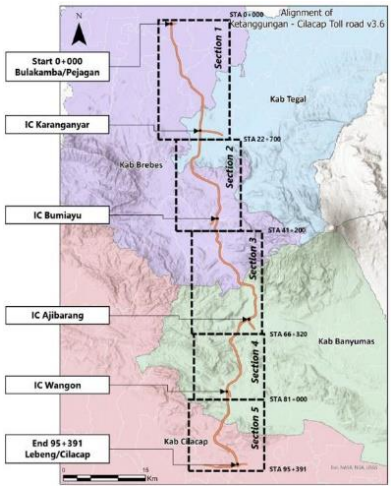
Position : Head of Sub-Directorate for Implementation of Road and Bridges Infrastructure Financing Region II

Phone : +6221 - 7264375

Email : direktorat.ppijj@pu.go.id

Pejagan-Cilacap Toll Road

Location: Central Java



Sector: Road

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, Ministry of Public Works
2. Directorate General of Infrastructure Financing, Ministry of Public Works

Type of PPP:
Solicited

Return of Investment:
User Charge

Sub-Sector: Toll Road

Description

The Pejagan-Cilacap Toll Road will connect the western region of Central Java from north to south, enhancing connectivity along the north–south toll road corridor on Java Island. This toll road is in Central Java Province and passes through four regencies: Tegal Regency, Brebes Regency, Banyumas Regency, and Cilacap Regency.

Financial Feasibility

FIRR: 13.60%
EIRR: 19.54%
NPV: USD 1.09 Billion (ENPV)

Capital Expenditure:
USD 972.21 Million

Operational Expenditure:
Under Calculation

Estimated Concession Period:

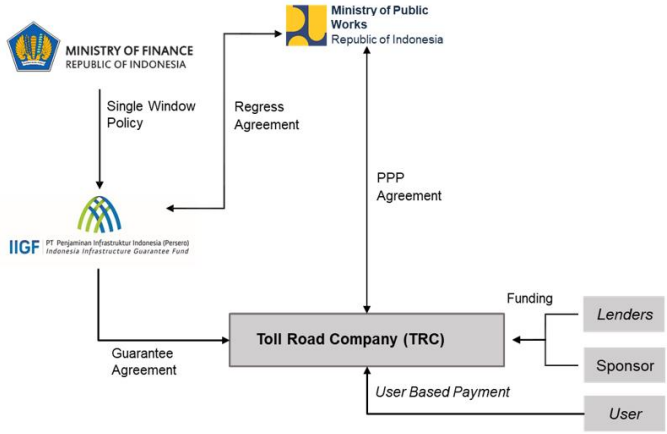
50 years

Indicative Project Schedule

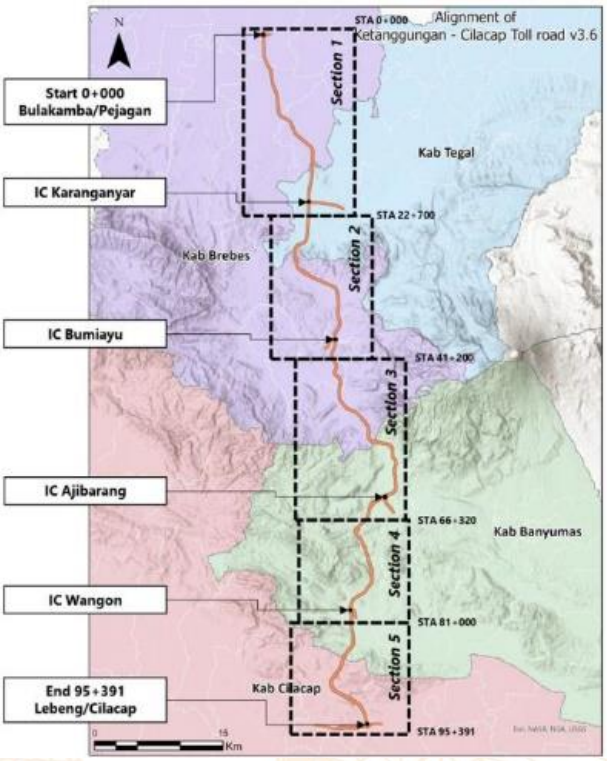
Project Status: Pre-Feasibility Study

- Pre-Qualification 2027
- Request For Proposal 2027
- Bid Award 2027
- Agreement Signing 2027
- Financial Close 2028
- Construction 2028 - 20234

Indicative Project Structure



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



Picture 1 – Pejagan-Cilacap Toll Road

2. The Opportunity

2.1. Project Background

The construction of the Pejagan-Cilacap Toll Road is expected to improve connectivity to vital sectors such as industrial development, tourism, fisheries, and geothermal developments, consequently

enhancing accessibility to these crucial areas. The Pejagan-Cilacap Toll Road is listed in Presidential Regulation No. 79/2019 on the Acceleration of Economic Development in the Kendal-Semarang-Salatiga-Demak-Grobogan Area, the Purworejo-Wonosobo-Magelang-Temanggung Area, and the Brebes-Tegal-Pemalang Area.

2.2. Project Description

The Pejagan-Cilacap Toll Road will connect the western region of Central Java from north to south, enhancing connectivity within the north-south toll road network of Java Island. This toll road is located in Central Java Province and passes through four regencies: Tegal Regency, Brebes Regency, Banyumas Regency, and Cilacap Regency.

2.3. Project Objectives

This toll road is located within Central Java Province and traverses four regencies: Tegal, Brebes, Banyumas, and Cilacap.

a. It forms an integral part of the transportation infrastructure development in the Bregas Area (Brebes, Tegal, and Slawi) and the Barlingmascakeb Area (Banjarnegara, Purbalingga, Banyumas, Cilacap, and Kebumen).
b. Enhances the competitiveness of industrial and logistics areas in southern Central Java.
c. Accelerates the distribution of agricultural commodities and MSME products.
d. Attracts new investment into areas along the toll road corridor.
e. It will improve access to Tanjung Intan Port in Cilacap, a national strategic port, and integrate the southern industrial hinterlands into the national logistics network.
f. Improved Transportation Services by reducing congestion on existing national arterial roads and Reduced Travel Time.

3. Business Entity's Scope of Work

Scope of work will be determined in Final Report of Pre-Feasibility Study.

4. Technical Specification

Length, kilometer	± 95.39
Design Speed, km/hour	80 km/hour
Number of Lane, lane	2 x 2
	2 x 3
Lane Width, meter	3.6 m
Median Width, meter (Inc. Inner Shoulder Width)	5.5 m
Outer Shoulder Width, meter	3 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

EIA/AMDAL will be determined in Final Report of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

LARAP will be determined in Final Report of Pre-Feasibility Study.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 972.21 million
Operational Expenditure	Under calculation
FIRR	13.6%
EIRR	19.54%
NPV	USD 1.09 Billion (ENVP)

8. Government Support and Guarantee

Indicated Government Support required:

a. Land Acquisition; and
b. Construction Support.

9. Contact Information

Name : Ira Ariani Chaerunisa

Position : Head of Sub-Directorate for Implementation of Road and Bridges Infrastructure Financing Region II

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Public Private Partnership
Infrastructure Projects Plan in Indonesia

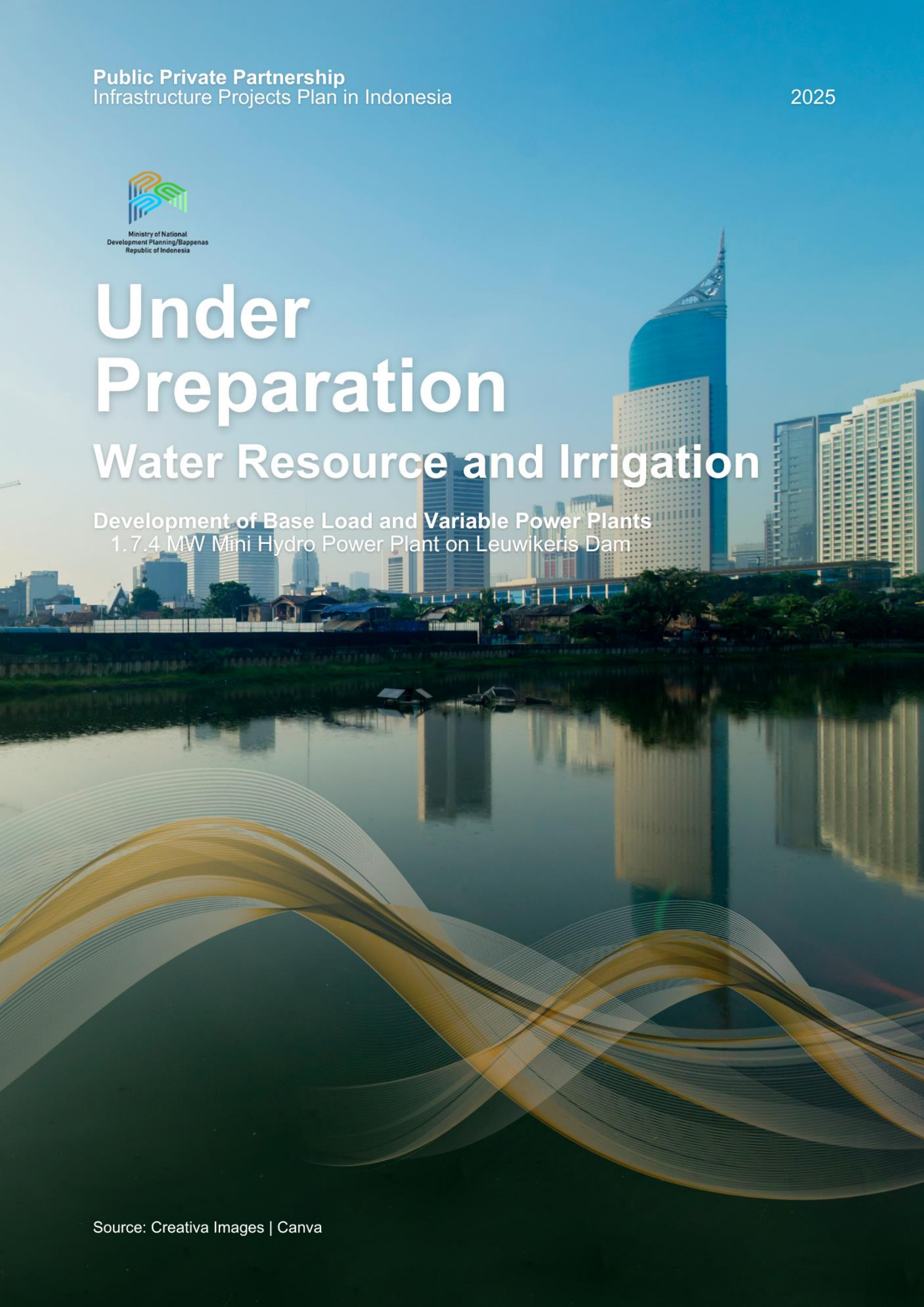
2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Water Resource and Irrigation

Development of Base Load and Variable Power Plants
1. 7.4 MW Mini Hydro Power Plant on Leuwikeris Dam



Source: Creativa Images | Canva

7.4 MW Mini Hydro Power Plant on Leuwikeris Dam

Location: Ciamis Regency, West Java



Sector: Water Resources and Irrigation

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Ministry of Public Works

Initiator:
Consortium PT Brantas Abipraya (Persero) and PT PLN Nusantara Power

Type of PPP:
Unsolicited

Return of Investment:
User Charge

Sub-Sector: Hydro Power Plant

Description

The project is located on Leuwikeris Dam, Citanduy River Basin, Ciamis Regency, West Java Province. The project is proposed by using unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 7,4 MW capacity.

Financial Feasibility

FIRR: 11.45 %
EIRR: 14.30%
NPV: USD 1.92 Million

Capital Expenditure:
USD 16.06 Million

Operational Expenditure:
USD 1.14 Million/year

Estimated Concession Period:

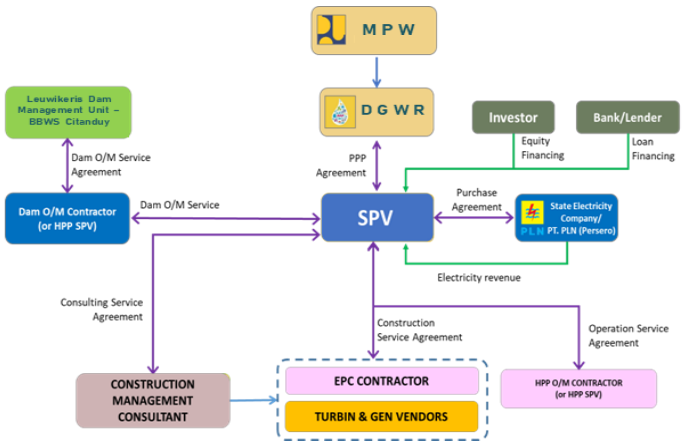
27 years (2 years of construction, 25 years of service period)

Indicative Project Schedule

Project Status: Feasibility Study



Indicative Project Structure



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





Picture 1 - Layout of Leuwikeris Dam

2. The Opportunity

2.1. Project Background

In accordance with long term program of the State Electricity Company - PT. PLN (Persero) to get affordable tariff of electricity, water resources need to be harnessed to support public welfare. Hydro power plant has been managed by the government through the PT PLN (Persero) as the main supplier of electricity for both household and industrial needs PLN has not been able to meet electricity demand across all regions in Indonesia, leaving some areas without access to electricity.

To fulfill the supply of 35 GW of electricity as outlined in the 2015-2034 National Electricity Master Plan (RUKN), additional generators, transmission & substations and distribution have been planned as stated in Electricity Supply General Plan (RUPTL). By 2034, electricity is expected to reach all regions in Indonesia.

To realize this plan, the Business Entity as project initiator proposes a PPP Project of 7.4 MW Mini Hydro Power plant Infrastructure Delivery on Leuwikeris Dam which is in Ciamis Regency, West Java Province. The PLTM development plan is expected to increase the availability of electrical energy for both household and industry, thereby supporting economic growth in the surrounding areas of Ciamis Regency, West Java.

2.2. Project Description

The 7.4 MW Mini Hydro Power Plant on the Leuwikeris Dam, located in the Leuwikeris Dam, Citanduy River Basin, Ciamis Regency, West Java Province, with an estimated annual energy production of 51.8 GWh. The Minister of Public Works, acting as the GCA, plans to use the Design-Build-Finance-Operate-Maintain-Transfer (D-B-F-O-M-T) scheme with a consession period of 27 years (2 years of construction and 25 years of service period).

2.3. Project Objectives

The main functions of Leuwikeris Dam include irrigation, raw water supply, flood control, and tourism. In addition, the benefit of the Leuwikeris Dam is also used for generating hydroelectric power sourced from new and renewable energy, so it could increase the electrification ratio in Ciamis Regency, West Java.

The development of Leuwikeris Mini Hydro Power Plant is also in line with the energy transition plan, which is currently being pushed to reduce dependence on the use of fossil energy and replace it with renewable energy generation, with a target of 23% renewable energy by year 2025 from the achievement of the renewable energy mix of 14.02% currently.

3. Business Entity's Scope of Work

Design-Build-Finance-Operate-Maintain-Transfer

Project scope is as follows:

a. Power Plant Unit (part of Penstock, Bypass, Tailrace, Hydromechanical Equipment, Powerhouse, Turbine and Generator, 20 kV Transmission and Electrical line);
b. Supporting Infrastructure (such as Office, Access Road, Operator House, and Guard Post);
c. Leuwikeris Dam maintenance to all or part of the dam infrastructure.

4. Technical Specification

The technical specifications for Leuwikeris Hydro Power Plant are as follows:

No	Facilities	Capacity
1	Type	With reservoir
2	Normal water level	+149.32 m
3	TWL	+73.60 m
4	Estimated Planned Discharged (m^3/s)	12.55
5	Water Elevation (m)	75.72
6	Estimated Power (MW)	7.4
7	Annual Estimated Energy (GWh)	51.8
8	Transmission cable	Powerhouse to Ciamis Substation through 20 kV medium voltage transmission lines (SUTM)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The construction of the medium voltage transmission lines (SUTM) of Leuwikeris Hydro Power Plant requires approximately 30,000 m^2 (201 power pole) of land for each tower which is outside of the Leuwikeris Dam area. According to Minister of Environment and Forestry Regulation No. 4/2021 regarding activities requiring an environmental impact analysis, Environmental Management Efforts and Environmental Monitoring Efforts or Statement of Capability for Environmental Management and Monitoring, this project is required to have Environmental Management Efforts and Environmental Monitoring Efforts documents.

6. Land Acquisition and Resettlement Action Plan

The location of the hydro power plant is both inside and outside of the Leuwikeris Dam area. For the construction of the Penstock, Powerhouse, Tailrace, Bypass Pipeline, Access Road, Operator's House, Guard Post, it requires approximately ±7,620 m2 of land which is within the Leuwikeris Dam area, and the land will be designated as utilization of State-Owned Assets.

The Leuwikeris Dam area is in the Area for Other Uses (APL) where a Borrow-to-Use Forestry Permit (IPPKH) is not required. Meanwhile, the construction of the medium voltage transmission lines (SUTM) requires approximately 30,000 m^2 (201 power pole) of land for each tower which is outside of the Leuwikeris Dam area. The land acquisition will be carried out by the business entity as initiator project and it is also responsible to provide compensation costs for land under the SUTM route to affected communities.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 16.06 Million
Operational Expenditure	USD 1.14 Million/year
FIRR	11.45 %
EIRR	14.30 %
NPV	USD 1.92 Million

8. Government Support and Guarantee

The Feasibility Study indicates the government support options for this project, namely tax incentives and licensing/permit facilities.

9. Contact Information

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Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

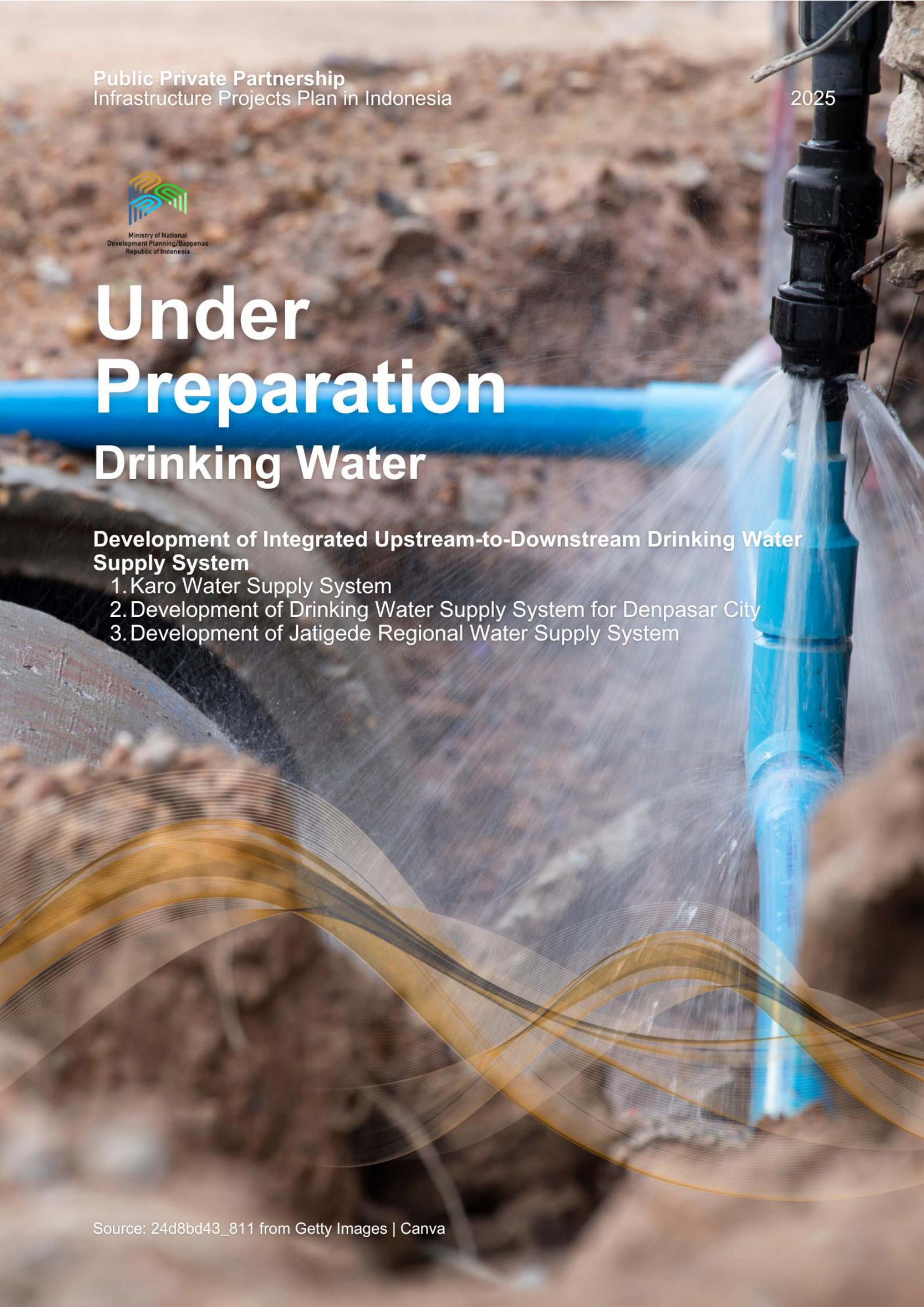
Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Drinking Water

Development of Integrated Upstream-to-Downstream Drinking Water Supply System

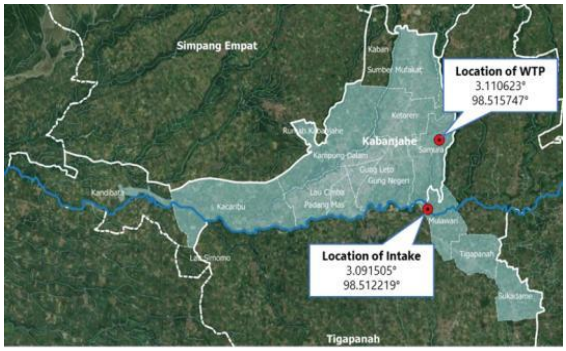
1. Karo Water Supply System
2. Development of Drinking Water Supply System for Denpasar City
3. Development of Jatigede Regional Water Supply System



Source: 24d8bd43_811 from Getty Images | Canva

Karo Water Supply System

Location: Karo, North Sumatera



Sector: Drinking Water

Government Contracting Agency:
Regent of Karo

Implementing Agency:
Regional Water Company of Tirta Malem

Preparation Agency:
Karo Regency Government and Regional Water Company Tirta Malem (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User charge

Sub-Sector: Water Supply System

Description

The Karo Regency Government is currently preparing the SPAM Karo project under the PPP scheme, which aims to improve drinking water services for the community. The project, with a capacity of 150 liters/second, will cover 14 villages/sub-districts located in the Kabanjahe and Tigapanah districts.

Financial Feasibility

FIRR: 10.58%
EIRR: 16.01%
NPV: USD 1.9 Million

Capital Expenditure:
USD 14.29 Million

Operational Expenditure:
USD 16.27 Million

Estimated Concession Period:

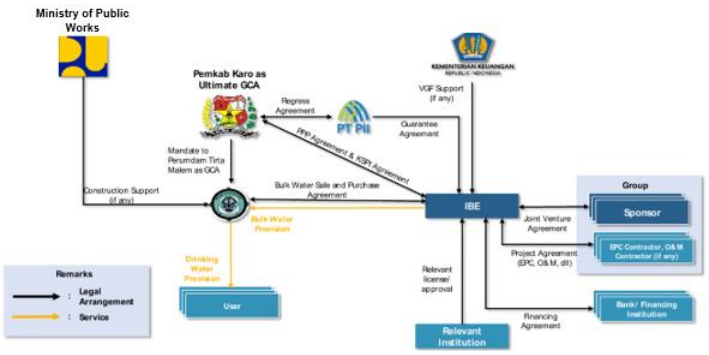
25 years

Indicative Project Schedule

Project Status: Pre-Feasibility Study



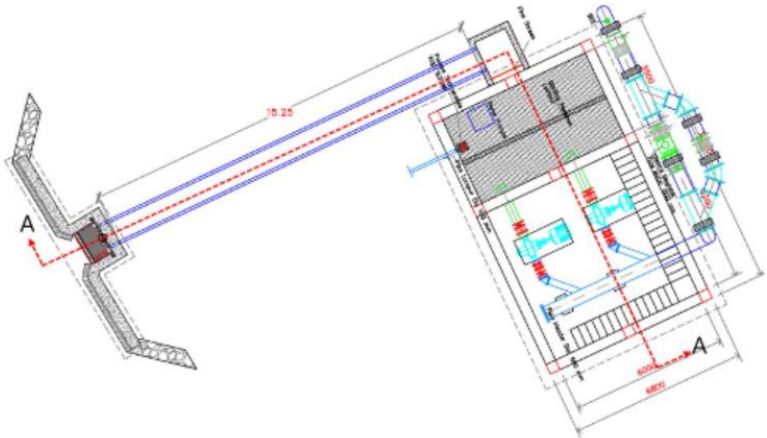
Indicative Project Structure



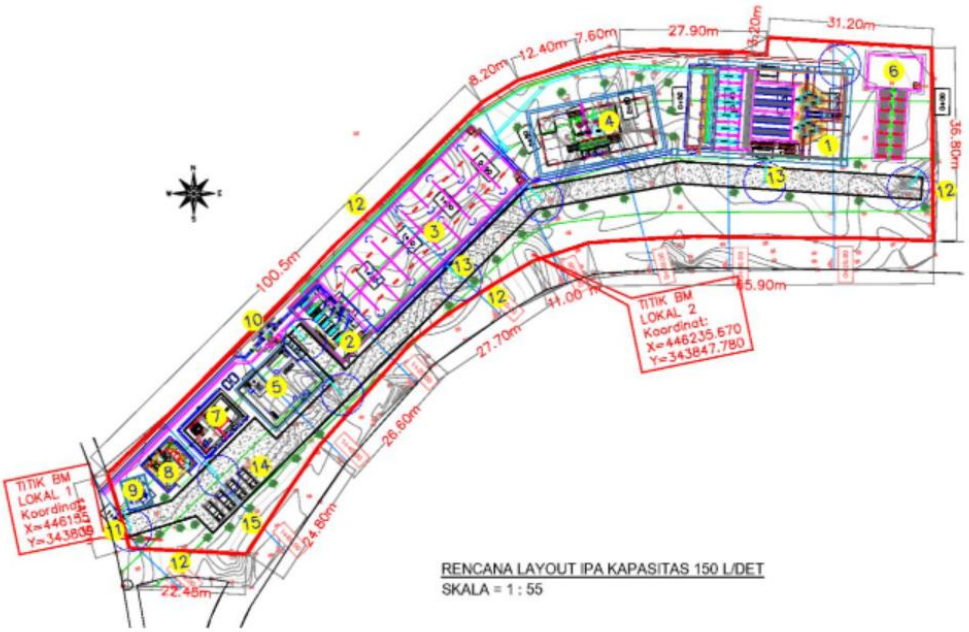
1. Project Picture (Map and/or Illustration of Project)



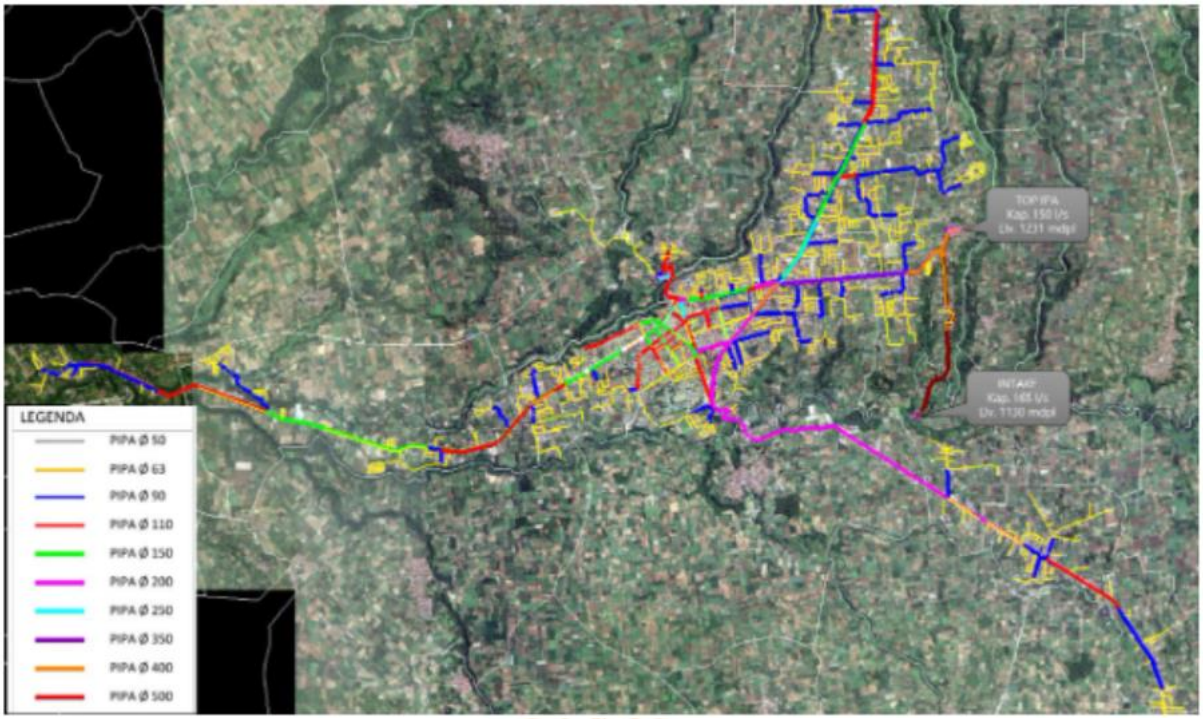
Picture 1 – Raw Water Source (Lau Biang)



Picture 2 – Intake Design Plan



Picture 3 – WTP Design Plan



Picture 4 – Distribution Pipeline Design

2. The Opportunity

2.1. Project Background

One of the priorities for the development of service infrastructure listed in the 2025 – 2029 National Medium-Term Development Plan (RPJMN) is the provision of access to proper and safe drinking water and sanitation for the community. The current conditions show that only about 20.14% of access to piped drinking water can be reached by the community from the total national target of 10 million House Connections (SR). This is partly due to the low public awareness and willingness to pay for water, which is often perceived as a freely available natural resource.

At the regional government level, achievement targets have been set for integrating national drinking water infrastructure development priorities as stated in the Karo Regency Regional Medium-Term Development Plan (RPJMD) for 2022-2026, namely through expanding the scope of SPAM services by upgrading or building new ones as well as managing assets in an integrated manner to reduce the level of Non-Revenue Water (NRW) to below 25%.

Drinking water services in the city of Kabanjahe have experienced problems since Perumdam Tirta Malem was established in 1990. Poor governance caused the company to suffer losses and ultimately the quality of clean water services decreased and service coverage was unable to catch up with the growth of the city of Kabanjahe. Perumdam Tirta Malem customers receive a rotating supply of water, and several customer zones have their services stopped because the water supply is insufficient because they only rely on water sources that flow by gravity. In 2020, most Kabanjahe residents, including Perumdam Tirta Malem customers, rely on providing clean water from deep wells independently or buying water from clean water retailers at a price of 30,000/m3.

To increase the availability of affordable piped water for the community, the Government of Karo Regency has made improvements to governance at Perumdam Tirta Malem, including imposing an FCR (Full Cost Recovery) rate since December 2022 which was adjusted from the old rate of Rp. 1,250/m3 to Rp. 6,000/m3. The tariff adjustment was made so that the energy costs for pumping water from SMA, which has a lower position than Kota Kabanjahe, can be met.

Currently only one Water Treatment Plant (WTP) facility is available with a capacity of 50 liters per day and Perumdam Tirta Malem only serves active and inactive subscribers of 12,000 RTs out of 23,000 RTs in Kabanjahe.

2.2. Project Description

The plan for implementing SPAM in Karo Regency is mainly based on the still low performance of Perumdam Tirta Malem and the limited coverage of piped drinking water services in this area. This is caused by the continued increase in demand by the people in the Karo Regency area for the provision of access to proper drinking water, but the level of service and development of the existing drinking water supply has not been able to meet this need. Based on the Preliminary Study of the Project (2021), it is known that the coverage of piped water services in Karo Regency is currently only 13.72% of the total population of 404,998 people.

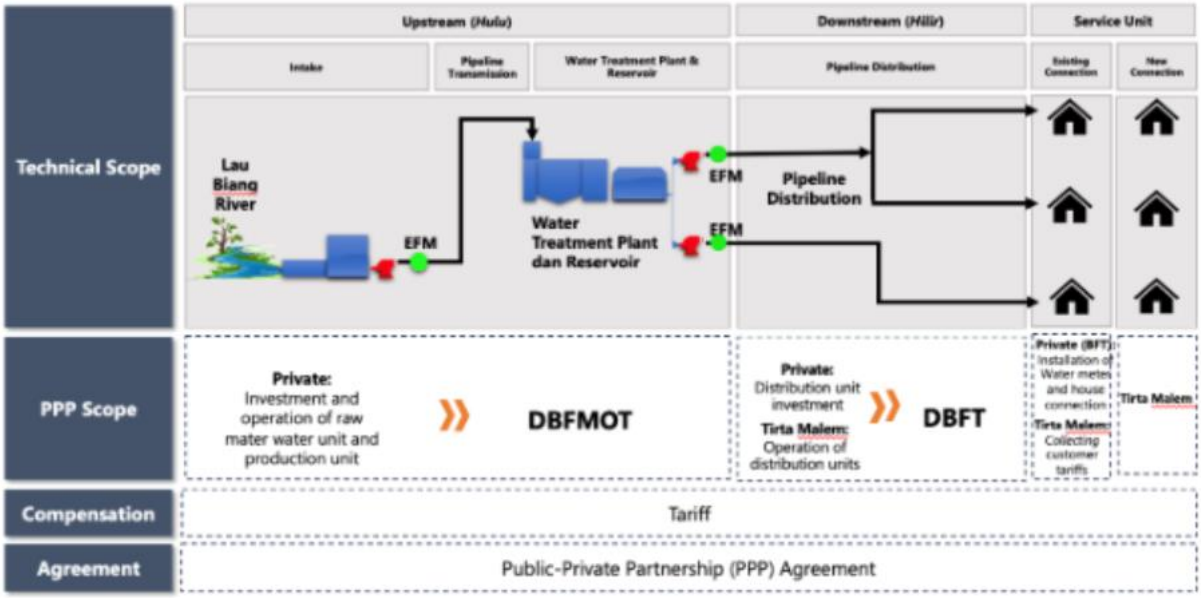
Thus, it can be concluded that there is still a gap between the provision and service of drinking water and the needs of the people of Karo Regency. Therefore, the construction of a SPAM is a crucial step for the local government to meet the increasing needs of the community.

2.3. Project Objectives

The construction of SPAM Kabanjahe by utilizing water sources from the Lau Biang River is aimed to provide affordable clean water with sufficient quality and continuity in line with RPJMN target.

3. Business Entity's Scope of Work

With the construction of the new pipeline network in the service area, the investment rate is estimated at USD 14,29 million, with a return on investment (ROI) based on a tariff scheme (user charge/take or pay).



Picture 5 – Scope of PPP

The form of cooperation on the upstream side (sisi hulu) will be using the Design –Build –Finance –Operate –Maintenance –Transfer ("DBFOMT") scheme while on the downstream side (sisi hilir) will be using the Design –Build –Finance –Transfer ("DBFT") scheme. In the service unit, the scheme that will be used is Build –Finance –Transfer ("BFT") scheme by replacing the existing house connection water meter. The cooperation period will last for 25 years.

4. Technical Specification

No	Description	Criteria
Upstream (*Hulu*)		
1	Raw Water Capacity	165 liter per second (+10% from the production capacity)
2	Production Capacity	Output 150 liter per second
3	Bulk Water Supply	Minimum 150 liter per second
Downstream (*Hilir*)		
4	Bulk Water Output Quality	Fulfilling the requirement based on Permenkes 2/2023
5	Operational Continuity	24 hours/day; 7 days a week
6	Pressure at Home Connection	Minimal about 10 meter (1 bar)
Service Unit		
7	Water Meter Construction	Replacement of existing water meters and installation of the water meter based on the Indonesian National Standard (SNI) (±8.100 unit)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in Final Report of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided in Final Report of Pre-Feasibility Study (before the procurement of business entity).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 14.29 Million
Operational Expenditure	USD 16.27 Million
FIRR	10.58%
EIRR	16.01%
NPV	USD 1.95 Million

8. Government Support and Guarantee

This project is initiated to receive the Viability Gap Fund from Ministry of Finance and Guarantee Fund from the Indonesia Infrastructure Guarantee Fund.

9. Contact Information

Name : Jusup Sukatendel

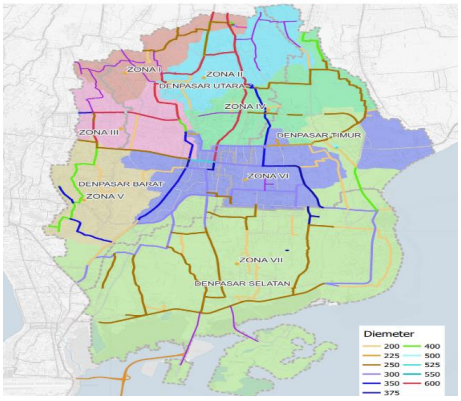
Position : Director of Perumda Air Minum Tirta Malem

Phone : +62811627290

Email : jusup.sukatendel@gmail.com

Development of Drinking Water Supply System for Denpasar City

Location: Denpasar City, Bali



Sector: Drinking Water

Government Contracting Agency:
Mayor of Denpasar City

Implementing Agency:
Tirta Sewaka Dharma Regional Public Company Denpasar City

Preparation Agency:
Tirta Sewaka Dharma Regional Public Company Denpasar City (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

Sub-Sector: Water Supply System

Description

Customers are unable to fully benefit from the service due to significant water loss (Non-Revenue Water) of 40.43%. Only 89,126 customers, or 67.84% of Denpasar City's population, rely on the Regional Water Company for drinking water. The rest use private drilled wells.

Financial Feasibility

FIRR: 13.37%
EIRR: 21.38%
NPV: USD 13,945

Capital Expenditure:

USD 21.95 Million (Non-Drinkable)
USD 57.97 Million (Drinkable)

Operational Expenditure:

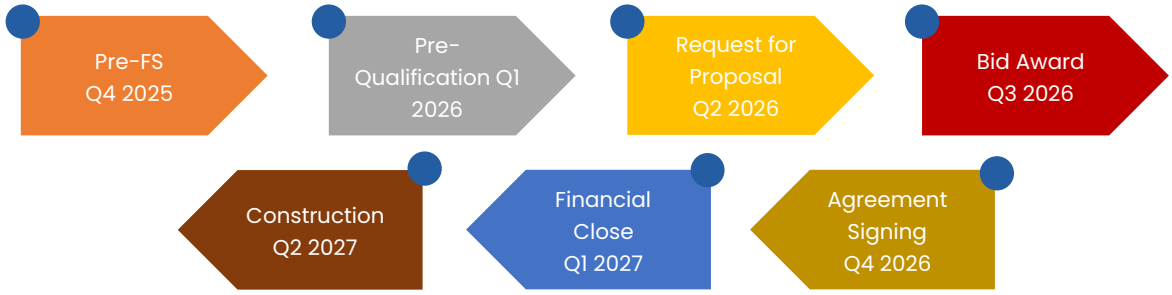
240.47 Million

Estimated Concession Period:

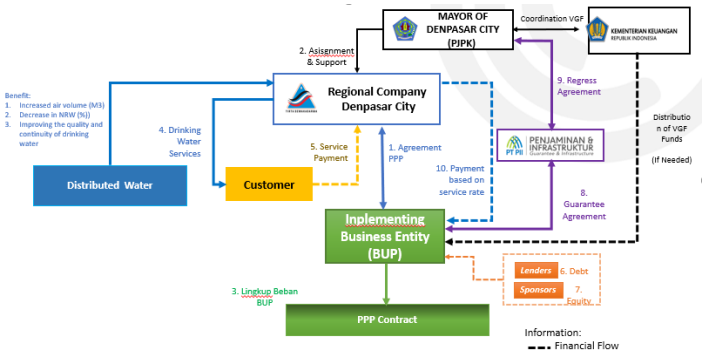
20 years

Indicative Project Schedule

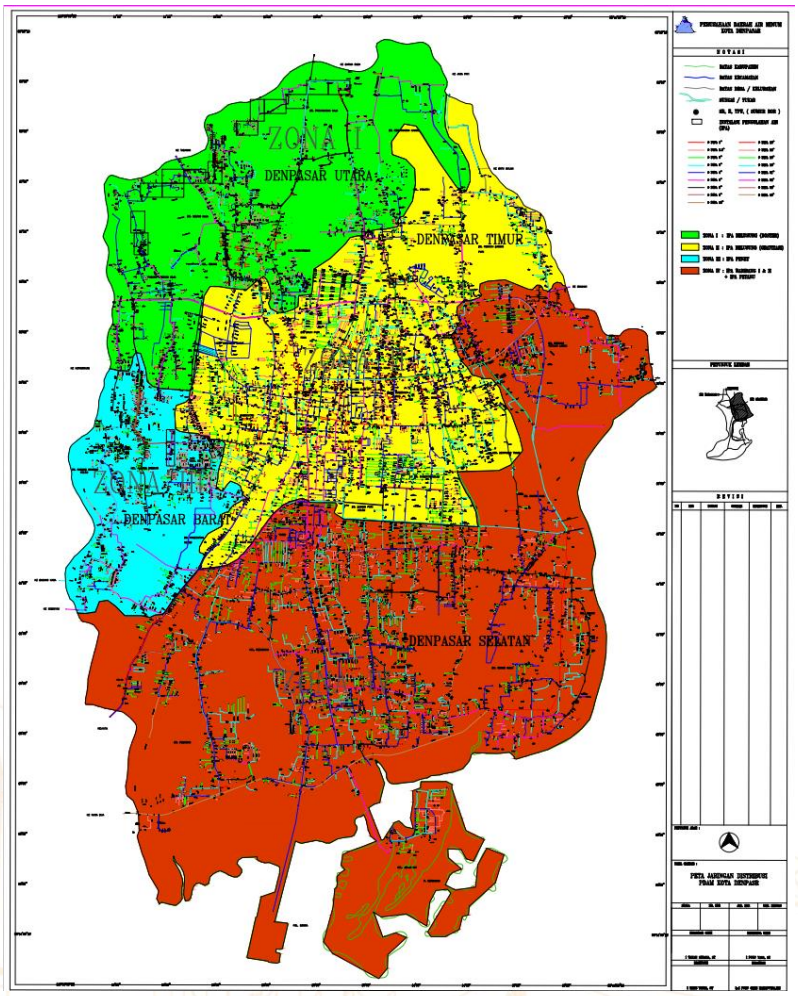
Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 – Development of the Drinking Water Suplly System for the City of Denpasar

2. The Opportunity

2.1. Project Background

In 2021, 449,702 persons (67.84%) out of 725,134 residents of Denpasar City, received piped drinking water services from Perumda Denpasar City. There were 2,715 non-domestic connections and 86,411 domestic connections. There are 89,126 total connections, with an overall distributed volume of 1,777,374 m^3 of water. The Denpasar City Perumda distribution pipeline network is roughly 1,675,661 meters long, with pipe diameters ranging from 4" to 24". The majority of the pipes in the network are ACP type. Installed between 1975 and 1993, the pipes are now over 30 years old. The water loss rate grew by 1.67% in 2021 compared to the previous year, reaching 40.43%. Perumda's ability to expand its service area and enhance the quality, quantity, and continuity of service in order to meet water needs is impacted by the state of surface water that has been contaminated by sea water, the challenge of obtaining permits for the use of deep water (drilled wells), and the low ABT (Air Bawah Tanah)/ground water tariff when compared to the Denpasar City Perumda tariff compared to the Denpasar City Perumda tariff, which affects access to appropriate drinking water among residents.

2.2. Project Description

The benefits of Denpasar Water Supply System Project are increasing water volume, reducing NRW, and improving drinking water quality. The project has 2 options, namely non-drinkable water and drinkable water. Currently the project is in the Pre-Feasibility Study stage. The project received Project Development Facility by Ministry of Finance by assigning Indonesia Infrastructure Guarantee Fund.

2.3. Project Objectives

Denpasar City's drinking water system is being developed with the intention of lowering the water loss (NRW), which is now at 40.43%. By replacing pipes and drinking water networks with a user charge return scheme under the D-B-F-M-T (Design-Build-Finance-Maintenance-Transfer) scheme, this development is implemented. The residents of Denpasar City can have access to clean drinking water as long as drinking water areas are developed and services are provided in a continuous, high-quality manner.

3. Business Entity's Scope of Work

Design- Build- Finance – Maintenance – Transfer Project

The scope is as follows:

1. Production Units
   a. Improvement of IPA and drilled wells
   b. Monitoring and controlling the Prime Drinking Water Zone (ZAMP) to Improve the quality of drinking water, quanity and continuity of service
2. Distribution and service unit
   a. Revitalization of water loss reduction (NRW) assets
      - Formation and Improvement of Zoning and NRW Control
      - Development of District Meter Area (DMA)
      - Rehabilitation of Distribution Networks, Primary, Secondary and tertiary (ACP and PVC pipes with leaks
      - Service pipe rehabilitation
   b. Distribution Unit Development (Expansion of services)

- Two reservoirs with a capacity of 5,000 m3 each are planned for West Denpasar Zone 5 and South Denpasar Zone 7, and one reservoir is planned for Jalan Gunung Mas (Denpasar Barat Zone 3) maximum 3,000 m3.
- Expansion of the distribution network/development of new service areas.

3. Collaboration is involved in the upkeep of reservoir buildings, pipeline networks, and monitoring system equipment.
4. Uphold the agreed-upon standards for the drinking water development system's service quality.
5. Transfer of assets and transfer of knowledge at the end of the cooperation period according to PPP Agreement.

4. Technical Specification

The following are the technical specifications for Development of the Drinking Water Supply System for the City of Denpasar:

No	Facilities	Capacity
1	Pipe Rehabilitation	Option 1: 35.739 Meter (Non-Drinkable) Option 2: 1.457.849 Meter (Drinkable)
2	Zoning Black System	40 unit
3	Non-Revenue Water/NRW reduction	15.47%

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The documents will be prepared by the Government Contracting Agency.

6. Land Acquisition and Resettlement Action Plan

The land will be acquired by the GCA and the detailed plan will be provided the in Final Report of Pre-Feasibility Study.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 21.95 Million (non-drinkable) USD 57.97 Million (drinkable)
Operational Expenditure	USD 240.47 Million
FIRR	13.37%
EIRR	21.38%
NPV	USD 13,945

8. Government Support and Guarantee

Pre-Feasibility Study study indicates this project requires government support specifically Viability Gap Fund (VGF) and government guarantee.

9. Contact Information

Name : Ida Bagus Gede Arsana, S.T.
Position : Director of the Regional Public Company Tirta Sewaka Dharma
Phone : 087860060099
Email : ibarsana97@gmail.com

Development of Jatigede Regional Water Supply System

Location: West Java



Sector: Drinking Water

Government Contracting Agency:
Governor of West Java

Implementing Agency:
PT Tirta Jabar (PT Tirta Gemah Ripah)

Preparation Agency:
West Java Provincial Government (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

Sub-Sector: Water Supply System

Description

The Jatigede Water Supply Project aims to meet growing water demand in West Java by increasing supply capacity. The project serves as a water source for five regional areas: Sumedang Regency, Majalengka Regency, Cirebon Regency, Indramayu Regency, and the City of Cirebon. The project aims to provide a drinking water capacity of 2,000 liters per second (lps) at Kadipaten in Majalengka Regency. This increased capacity will provide a reliable water supply for communities in the target regions.

Financial Feasibility

FIRR: 10.40%
EIRR: 14.20%
NPV: Under Calculation

Capital Expenditure:
USD 224.86 Million

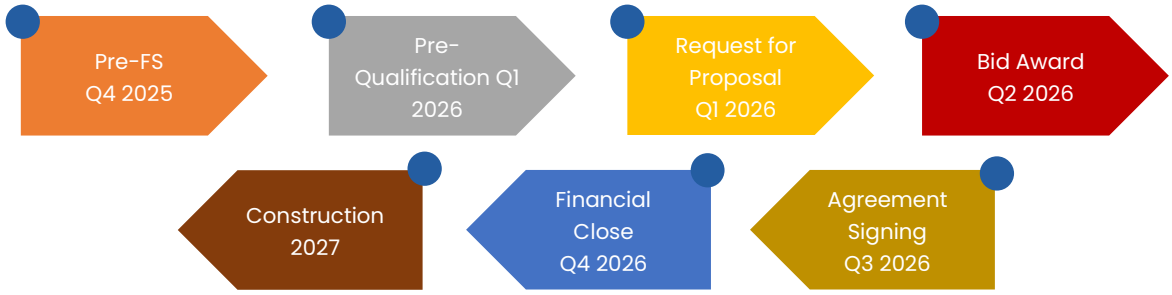
Operational Expenditure:
USD 138.32 Million

Estimated Concession Period:

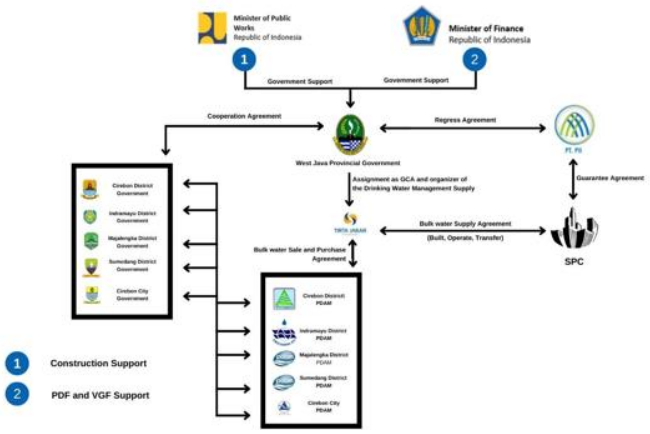
30 years

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 – Layout of Jatigede Water Supply System

2. The Opportunity

2.1. Project Background

The implementation of regional Water Supply is one of the efforts for a more efficient and adequate water supply in terms of technical and economic aspects. In addition, the limited funding sources for the water supply implementation would be carried out through the Public Private Partnership scheme.

The Jatigede Regional Water Supply project aims to ensure high-quality drinking water from source to tap. This project will be supported by both central and regional governments, who will coordinate and establish policies to accelerate its implementation.

2.2. Project Description

The service area for Jatigede regional water supply are as follows: Sumedang Regency, Majalengka Regency, Cirebon Regency, Indramayu Regency, and Cirebon City. Jatigede regional water supply will be implemented by the DBFOMT mechanism. The scope of activities that will be cooperated for the Jatigede Regional Water Supply include:

a. Special Purpose Company sell treated water (bulk water) to PDAM through GCA using the 'take or pay' method;
b. Target Area: Sumedang sub district, Majalengka sub district, Indramayu sub district, Cirebon sub district, Cirebon city;
c. Water treatment plant phase I: 3 x 500 lps;
d. Main distribution network: 150.3 km;

The distribution reservoir has three locations at each off-taker (Tomo, Jatitujuh, and Jatiwangi). WTP will be in Kadipaten. The production capacity of 1,500 lps consists of 3 WTPs with a capacity of 500 lps. Each WTP consists of processing units such as coagulation, flocculation, sedimentation, and filtration. The construction phase is planned to be carried out in 2020 for three years and will start operating in 2022.

2.3. Project Objectives

The objective of Jatigede Water Supply is to provide clean water services to the community in the service area.

3. Business Entity's Scope of Work

Design - Build – Finance – Operate - Maintenance - Transfer

Roles and responsibilities of business entity are as follows:

a. To build and manage Water Treatment Plants and ensure low water production losses;
b. To build and manage bulk water transmission pipeline, ensure low water losses on the transmission unit, and perform maintenance of transmission pipelines.
c. To build, manage, and maintain distribution reservoirs, including the main water meter.

4. Technical Specification

The technical specifications for Jatigede Regional Water Supply are as follows:

No	Facilities	Capacity
1	Intake	
	1. Construction	Reinforced Concrete
	2. Pump Capacity	3 × 550 lps
2	Water Treatment Plant	
	1. Construction	Reinforced Concrete
	2. Capacity	3 × 550 lps
3	Transmission Pipe	
	1. Capacity	1,500 lps
	2. Maximum Pressure	60 - 80 m water column
	3. Minimum Pressure	5 - 10 m water column
4	NRW	

No	Facilities	Capacity
	1. Intake	2%
	2. Production Facilities	5%
	3. Transmission Pipeline	1-2%
5	Operation time	24 hours/day
6	Water Quality	Minister of Health Regulation No. 49/2010 and WHO Guidelines for Drinking Water Quality, 2011
7	Material Standard	Indonesia: SNI International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS
8	Continuity of supply	Indonesia: SNI International: ISO, JIS, AWWA, ASTM, ANSI, DIN, BS
	1. The average duration of the termination	1 hour in 24 hours
	2. Termination of operations for maintenance	2 days in 365 days
	3. Termination of operations due to electrical interference	1 day in 365 days
9	Monitoring system	SCADA
	1. Centralized automatic system	
	2. Meter system	
	3. Communication system	

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The AMDAL study has been done by the Housing and Settlement Agency, West Java Province since 2018. However, based on the initial Pre-Feasibility Study, due to a change in location and a large capacity of 2,000 lps of the Intake, the Agency needs to revise the AMDAL of Jatigede Regional Water Supply and propose the environmental permit from the West Java Governor.

6. Land Acquisition and Resettlement Action Plan

In Jatigede Regional Water Supply, the initial identification of the project development intake location, transmission pipeline, and the reservoirs is as follows:

No.	Land Purpose	Land Area (ha)	Land Ownership	Contract/Land Acquisition Method
1.	Intake located in Cilutung	0.89 ha	Owned by BBWS Cimanuk-Cisanggarung	West Java Provincial Government as GCA get from BBWS Cimanuk-Cisanggarung
2.	Raw water Transmission Pipeline	4.58 ha	Owned by BBWS Cimanuk-Cisanggarung, national road, village and community land	West Java Provincial Government as GCA get from BBWS Cimanuk-Cisanggarung, Bina Marga Directorate General, and acquiring village and community land

No.	Land Purpose	Land Area (ha)	Land Ownership	Contract/Land Acquisition Method
3.	WTP Located in Kadipaten (including reservoir)	5.03 ha	Owned by West Java Provincial Government	
4.	Pipeline (from WTP to each reservoir)	Total area 20.42 ha	2.74 will be placed on Inspeksi irigasi road 0.84 will be placed on Rumija Toll land	Inspeksi irigasi road: permit for utilization of roads and a lease agreement with Ministry of Public Works Rumija in toll road: permit for utilization of roads from PT Lintas Marga Sedaya
5.	Tomo Reservoir	0.09 ha	Owned by Sumedang Regency	Built on Sumedang's LG land
6.	Jatiwangi Reservoir	0.09 ha	Owned by Majalengka Regency	Built on Majalengka's LG land
7.	Jatitujuh Reservoir	0.12 ha	Owned by Majalengka Regency	Built on Majalengka's LG land
8.	Jatibarang Reservoir	0.12 ha	Owned by Indramayu Regency	Built on Indramayu's LG land
9.	Krangkeng Reservoir	0.16 ha	Owned by Indramayu Regency	Built on Indramayu's LG land
10.	Babadan Reservoir	0.08 ha	Owned by Cirebon Regency	Built on Cirebon's LG land
11.	Kepompongan Reservoir	0.25 ha	Owned by Cirebon City	Built on Cirebon City' LG land

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 224.86 Million
Operational Expenditure	USD 138.32 Million
FIRR	10.40%
EIRR	14.20%
NPV	Under Calculation

8. Government Support and Guarantee

The project is indicated to require government support in the form od fiscal and non fiscal. Government support includes VGF from the Ministry of Finance, government guarantee from IIGF, and technical support from the Ministry of Public Works.

9. Contact Information

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Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Waste Management

Improvement of Waste Collection and Processing, and Residual Treatment at Final Disposal Sites

1. Manggar Waste Management



Source: Muhammad Labib Adilah from Getty Images | Canva

Manggar Waste Management

Sector: Waste Management

Location: Balikpapan, East Kalimantan



Government Contracting Agency:
Mayor of Balikpapan City

Implementing Agency:
Balikpapan Environment Agency

Preparation Agency:
Balikpapan Environment Agency (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (Tipping Fee & Power Purchase)

Sub-Sector: Waste to Energy

Description

Manggar Landfill is located in Balikpapan City, East Kalimantan. The Landfill is currently handling 415 tonnes of waste volume daily. The development of Manggar Landfill The Manggar Landfill development was initiated to expand its capacity and lifespan while introducing sustainable waste processing technology. Balikpapan City has been awarded Adipura award for Indonesia's cleanest city in 2023.

Financial Feasibility

FIRR: 10.49%
EIRR: 12.78%
NPV: USD 5.52 Million

Capital Expenditure:
USD 118.75 Million

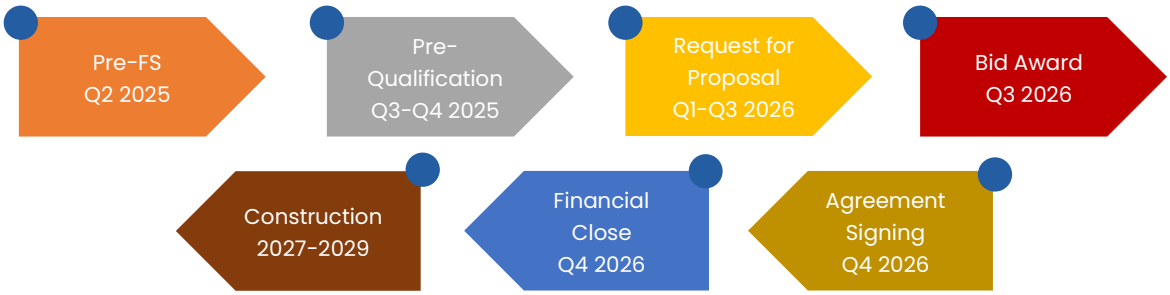
Operational Expenditure:
USD 7.19 Million

Estimated Concession Period:

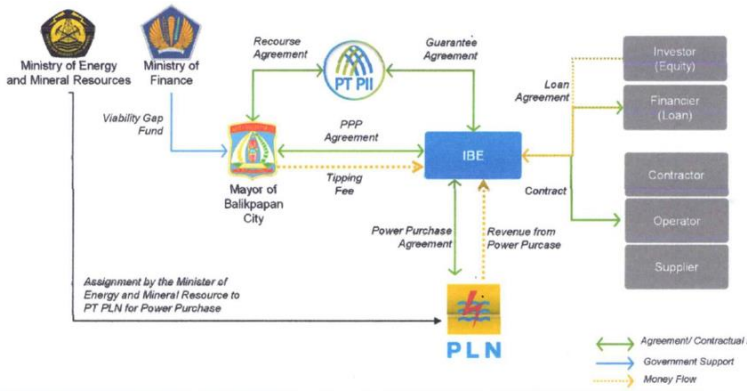
23 years (3 years of construction, 20 years of operation period)

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 – Layout of Balikpapan Waste Management



Picture 2 – Detail Information for Several Key Areas

2. The Opportunity

2.1. Project Background

The City of Balikpapan has awarded Adipura award for Indonesia's cleanest city 2023 by Indonesia Ministry of Environment and Forestry, showing Government's bold commitment to reduce and manage their waste. Manggar Landfill located in the City of Balikpapan, around 2-hours away driving from The New Capital city of Indonesia.

Population growth and continuous industrialization in Balikpapan will increase the amount of waste generated. Furthermore, the newly developed Ibu Kota Nusantara (new capital city of Indonesia) will indirectly impact the population growth in Balikpapan.

Currently, Manggar Landfill receive daily waste of 415 tonnes from Households, Commercial areas, as well as public facility. With the predicted growth mentioned in previous points, local government of Balikpapan needs to extend its life usage, with no option to acquire additional land. Therefore, the aim of the Project is to extend life usage of TPAS Manggar for 15 years by reducing waste input coming to Manggar Landfill, which reaching its peak within 2 years with do-nothing scenario.

2.2. Project Description

The description of this project is as follows:

Project Name	: Manggar Waste Management
Project Location	: Manggar Landfill, East Balikpapan District, Balikpapan City
Project Method	: DBFOMT
Project Area	: Final Disposal Site area of ±41 Ha
Estimated Cost	: USD 118.75 Million
Financing Scheme	: Public Private Partnership
Government Contracting Agency	: Mayor of Balikpapan City
Concession	: 23 years (3 years of construction, 20 years of operation period)
Waste Volume/Capacity	: 750 ton per day

2.3. Project Objectives

The objectives of PPP TPA Sampah Manggar is to extend life usage of TPAS Manggar for 15 years by reducing waste input coming to Manggar, and to operate a solid waste treatment facility with. This project will build a solid waste treatment facility for Balikpapan City and will contribute to environmentally friendly solid waste management which economically efficient.

3. Business Entity's Scope of Work

The scope of IBE is Design - Build - Finance - Operate - Maintain - Transfer (DBFOMT).
Project scope in detail is as follow:

a. Design, build, finance, operate and maintenance of incinerator system, power plant, supporting facilities and rehabilitation system for existing leachate treatment;
b. Operation and maintenance for landfill mining in Zone 1–5, Zone 7 landfill and maintenance for Zone 6 landfill.

The PPP scope of the Project will be further finalized in Final Report of Pre-Feasibility Study which is currently under preparation.

4. Technical Specification

The technical specifications for Manggar Waste Management are as follows:

No	Facilities	Capacity
1	Area	Final Disposal Site area of ±41 Ha
2	Technology option (based on Pre-Feasibility Study)	Incinerator (with the capacity of 750 tpd) + Landfill Mining

The output specifications will be finalized in the Pre-Feasibility Study.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

TPAS Manggar has already obtained environmental permit (AMDAL) in 2014. However, in parallel with the land certification process which is currently undertaken by the local government, AMDAL document will be prepared to be updated by local Balikpapan Local Council of Environment.

6. Land Acquisition and Resettlement Action Plan

The total area of Manggar landfill is ±41 hectares after acquiring land for 4 phases and has been set up to 7 zones as landfills. No additional land acquisition is planned; therefore, no resettlement action is required.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 118,75 Million
Operational Expenditure	USD 7.19 Million
FIRR	10.49%
EIRR	12.78%
NPV	USD 5.52 Million

8. Government Support and Guarantee

There are several possible government supports for the project:

a. **Project Development Facility ("PDF")** by Ministry of Finance ("MoF"): The MoF has assigned PT Sarana Multi Infrastruktur (Persero) ("PT SMI") to assist the Local Government of Balikpapan through the preparation and transaction stage of PPP for the Project. Currently, PT SMI altogether with its technical, financial, and legal advisor are preparing Pre-Feasibility Study which is planned to be finalized on Q2 2025.

b. **Viability Gap Fund ("VGF")**: Based on Ministry of Finance Regulation No. 68/2024 which subsidy of construction cost given to increase project's feasibility. The amount and portion needed will be further studied in Pre-Feasibility Study Final Report.

c. **Government Guarantee**: Based on Presidential Regulation No. 38/2015, No. 78/2010, and Ministry of Finance Regulation No. 68/2024, the guarantee can be given by the Central Government for PPP Project. Further needs for government guarantee will be studied on Pre-Feasibility Study Final Report.

In addition, other fiscal or non-fiscal support may also be obtained from the central or local governments.

9. Contact Information

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Public Private Partnership
Infrastructure Projects Plan in Indonesia 2025

Ministry of National Development Planning/Bappenas Republic of Indonesia

Under Preparation

Oil, Gas, and Renewable Energy

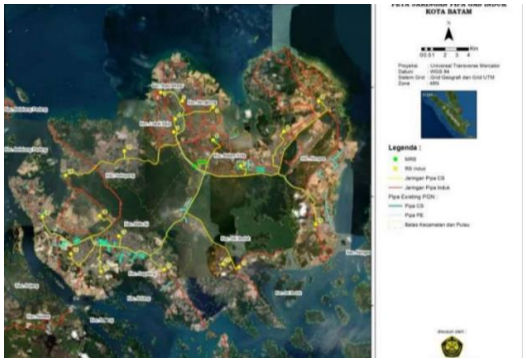
Expansion of Access and Coverage of Energy Services

1. Natural Gas Distribution Network for Batam City Households
2. Natural Gas Distribution Network for Palembang City Households

Source: DanielAzocar from Getty Images Signature | Canva

Natural Gas Distribution Network for Batam City Households

Location: Batam, Riau Island



Sector: Oil, Gas and Renewable Energy

Government Contracting Agency:
Minister of Energy and Mineral Resources

Implementing Agency:
Directorate General of Oil and Gas

Preparation Agency:
Directorate General of Oil and Gas (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Under Review

Sub-Sector: Natural Gas

Description

Construction and operation network distribution of household gases from the tie-in to stove connection for 307,749 home connections in Batam City. There are two business activities in piped gas: transportation and distribution through pipelines.

Financial Feasibility

FIRR: 11.7%
EIRR: 13.68%
NPV: USD 5.93 Million

Capital Expenditure:
USD 167.71 Million

Operational Expenditure:
USD 13.93 Million

Estimated Concession Period:

30 years

Indicative Project Schedule

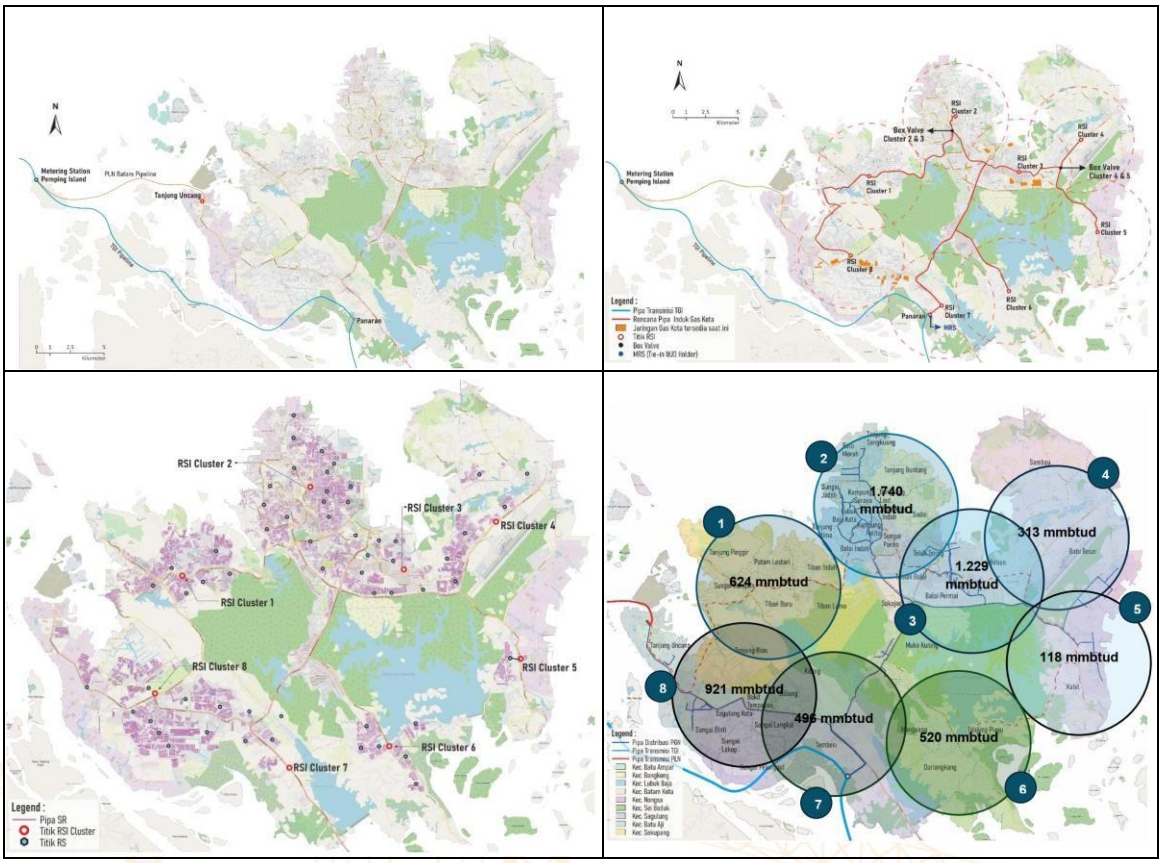
Project Status: Pre-Feasibility Study



Indicative Project Structure

Under Review

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



Picture 1 – Layout of Natural Gas Network for Batam City Household

2. The Opportunity

2.1. Project Background

To support the government program in reducing LPG imports, the provision of natural gas distribution networks will continue. Batam City was chosen due to its proximity to the gas network, availability of natural gas, high population density, local government support, and strong commercial gas potential. For that reason, Batam City was selected as one of the regions where the gas distribution network to be carried out through PPP.

Batam City has 410,000 households with an area of 3,848.97 km². In 2016, a total of 4.100 households has been connected with the gas distribution network through State Budget (APBN). Furthermore, a State-Owned Enterprise, PT PGN (Persero), has built for 795 household connections through its program called Program Sayang Ibu. The GCA plans to build the gas distribution network for 307,749 household connections under PPP scheme.

2.2. Project Description

Construction and operation of the gas distribution network from the tie-in to household stove connection for 307,749 household connections in Batam City.

2.3. Project Objectives

The objectives of the Natural Gas Network for Batam City Household are as follows:

a. Meeting the target of the National Mid-Term Development Plan (RPJMN) 2025-2029;
b. Increasing the access to household fuel services, especially the gas pipeline to the public;
c. Improving the government's performance in delivering the household fuel services;
d. Supporting the energy diversification program in reducing the consumption of subsidized LPG;
e. Supporting the government's program in providing the cleaner and more secure energy.

3. Business Entity's Scope of Work

The Project will implement the Design - Build – Finance - Operate – Maintenance Transfer (DBFOMT) scheme. The business entity is responsible for:

a. building assets;
b. operating within a certain period;
c. providing services at an agreed level to the community;
d. transferring ownership to the government after the cooperation period ends;
e. securing minimum income guarantees and/or additional income if service performance exceeds the agreement.

4. Technical Specification

Project technical specifications will be further studied during finalization on Pre-Feasibility Study report.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the Final Report of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided in the Final Report of Pre-Feasibility Study (before the procurement of business entity).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 167.71 Million
Operational Expenditure	USD 13.93 Million
FIRR	11.7%
EIRR	13.68%
NPV	USD 5.93 Million

8. Government Support and Guarantee

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the Final Report of Pre-Feasibility Study.

9. Contact Information

Name : Retna Aribawani

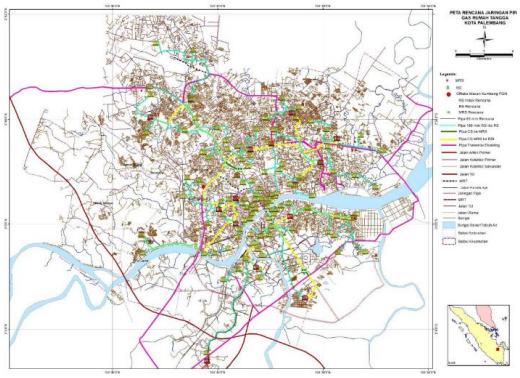
Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning, Directorate of Oil and Gas Infrastructure Planning and Development

Phone : 081310700953

Email : retna.aribawani@esdm.go.id

Natural Gas Distribution Network for Palembang City Households

Location: Palembang, South Sumatera



Sector: Oil, Gas and Renewable Energy

Government Contracting Agency:
Minister of Energy and Mineral Resources

Implementing Agency:
Directorate General of Oil and Gas

Preparation Agency:
Directorate General of Oil and Gas (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Under Review

Sub-Sector: Natural Gas

Description

Construction and operation network distribution of household gases from the tie-in to stove connection for 354,441 home connections in Palembang City. There are 2 (two) business activities related to piped gas, as a transporter and as a gas distributor through pipelines.

Financial Feasibility

FIRR: 12.0%
EIRR: 13.7%
NPV: Under Calculation

Capital Expenditure:
USD 173.12 Million

Operational Expenditure:
USD 31.85 Million

Estimated Concession Period:

30 years

Indicative Project Schedule

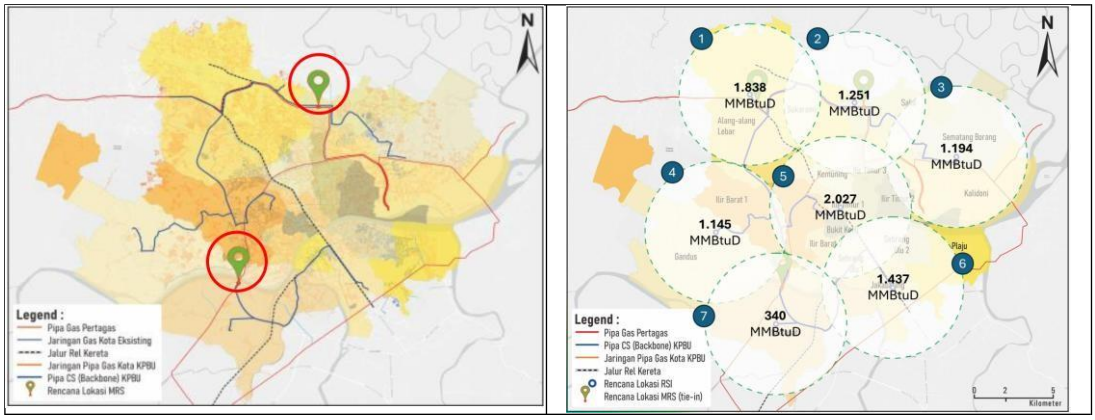
Project Status: Pre-Feasibility Study



Indicative Project Structure

Under Review

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



Picture 1 – Layout of Natural Gas Network for Palembang City Household

2. The Opportunity

2.1. Project Background

To support the government program in reducing the LPG imports, the provision of natural gas distribution network for households in Palembang City needs to be carried out. The city location is near the existing gas transmission and distribution network, availability of natural gas allocation, population density, regional government support, as well as great potential to develop a gas distribution network for commercial and industrial sectors. For that reason, Palembang City was selected as one of the regions where the gas distribution network is to be carried out through PPP.

Palembang City has 388,330 households with an area of 400.61 km². In 2009, a total of 3,311 households has been connected with the gas distribution network. The number was added with 4,315 household connections in 2018, 6,034 household connections in 2019, and 10,161 household connections in 2020. All of which was built through State Budget (APBN).

On the other hand, a State-Owned Enterprise, PT PGN (Persero), has built the gas distribution network for 6,106 household connections through its program called Program Sayang Ibu. In addition, a Regional-Owned Enterprise, PT Sarana Pembangunan Palembang Jaya, has built for 4,569 household connections. The GCA plans to build for 354,441 household connections under PPP scheme. This represents 100% of the potential household connections.

2.2. Project Description

Construction and operation of the gas distribution network from the tie-in to household stove connection for 354,441 household connections in Palembang City.

2.3. Project Objectives

The objectives of Natural Gas Network for Palembang City Household are as follows:

a. Meeting the target of the National Mid-Term Development Plan (RPJMN) 2025-2029;
b. Increasing the access to household fuel services, especially the gas pipeline to the public;
c. Improving the government's performance in delivering the household fuel services;
d. Supporting the energy diversification program in reducing the consumption of subsidized LPG;
e. Supporting the government's program in providing the cleaner and more secure energy

3. Business Entity's Scope of Work

The Project will implement the Design - Build – Finance - Operate – Maintenance - Transfer (DBFOMT) scheme. The business entity is responsible for:

a. building assets;
b. operating within a certain period;
c. providing services at an agreed level to the community;
d. transferring ownership to the government after the cooperation period ends;
e. securing minimum income guarantees and/or additional income if service performance exceeds the agreement.

4. Technical Specification

Project technical specification will be further studied during the finalization of the Pre-Feasibility Study report.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the Final Report of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

The land will be procured by the GCA and the detailed plan will be provided in the Final Report of Pre-Feasibility Study (before the procurement of business entity).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 173.12 Million
Operational Expenditure	USD 31.85 Million
FIRR	12.0%
EIRR	13.7%
NPV	Under Calculation

8. Government Support and Guarantee

The Preliminary Study of the project indicates the need for government supports which will be further analyzed in the Final Report of Pre-Feasibility Study.

9. Contact Information

Name : Retna Aribawani

Position : Sub Coordinator of Oil and Gas Infrastructure Development Planning, Directorate of Oil and Gas Infrastructure Planning and Development

Phone : 081310700953

Email : retna.aribawani@esdm.go.id

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

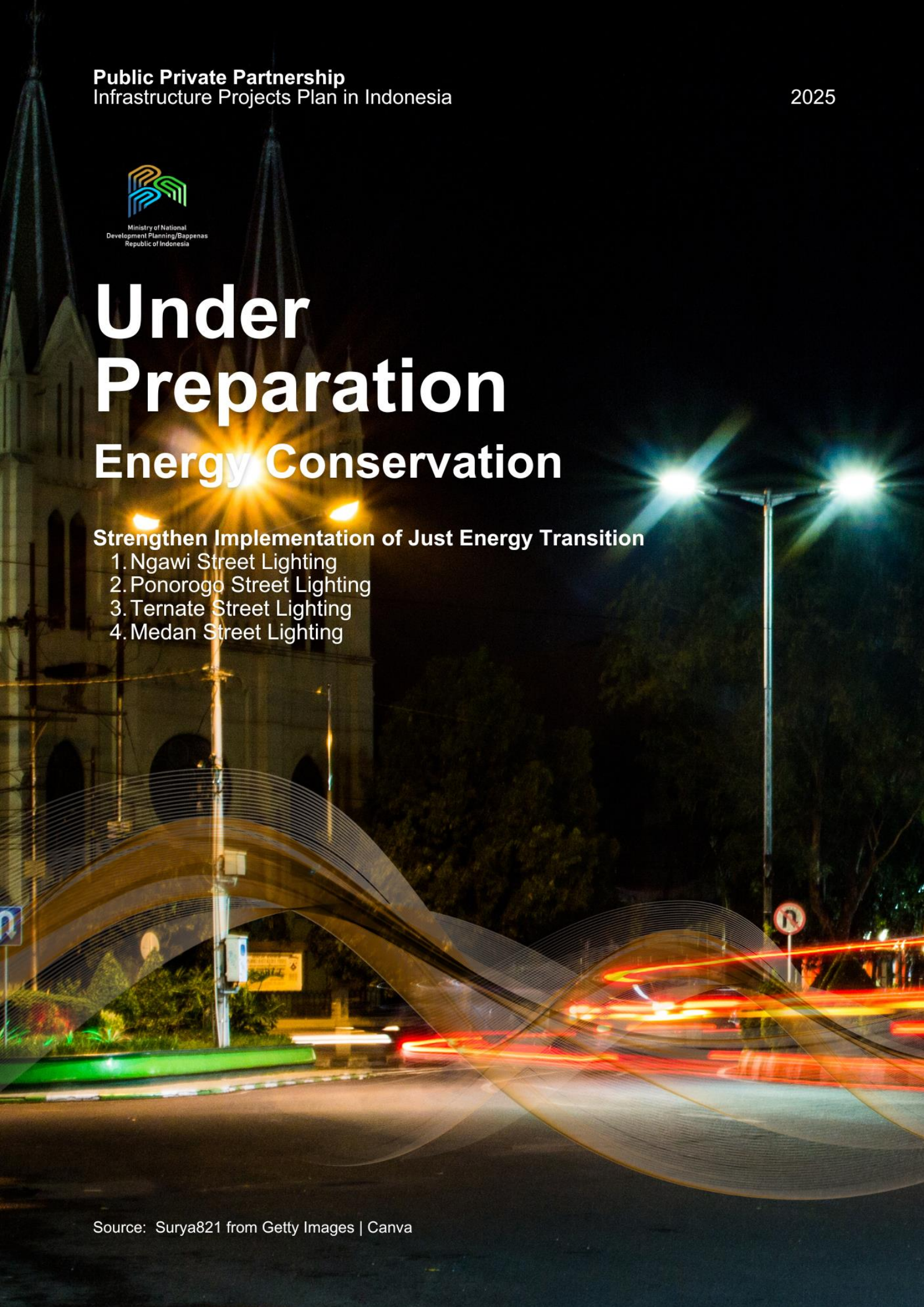
Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Energy Conservation

Strengthen Implementation of Just Energy Transition

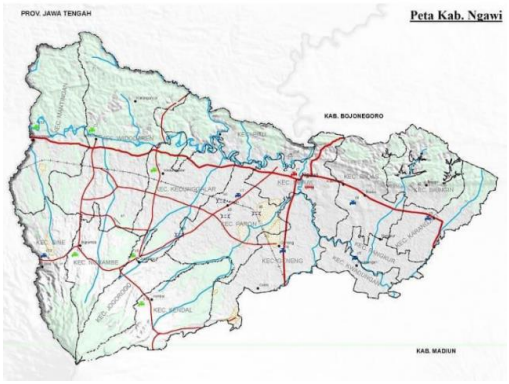
1. Ngawi Street Lighting
2. Ponorogo Street Lighting
3. Ternate Street Lighting
4. Medan Street Lighting



Source: Surya821 from Getty Images | Canva

Ngawi Street Lighting

Location: Ngawi, East Java



Sector: Energy Conservation

Government Contracting Agency:
Regent of Ngawi

Implementing Agency:
Ngawi Regency Government

Initiator:
Evercoss – Fokus – Perwira

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: Street Lighting

Description

The street lighting services in Ngawi Regency is inadequate. Only 18.3% of the 604 km of regency roads are currently equipped with street lighting. Through the PPP Scheme, the Ngawi Regency Government plans to add new street lighting points to improve service coverage. Based on the initial study, the street lighting project is planned to be implemented with the scope of 5.000 new lamp points. Improved street lighting is expected to enhance travel safety and contribute to regional economic growth.

Financial Feasibility

FIRR: 11.26%
EIRR: 13.46%
NPV: USD 181,613

Capital Expenditure:
USD 3.65 Million

Operational Expenditure:
USD 107,812

Estimated Concession Period:

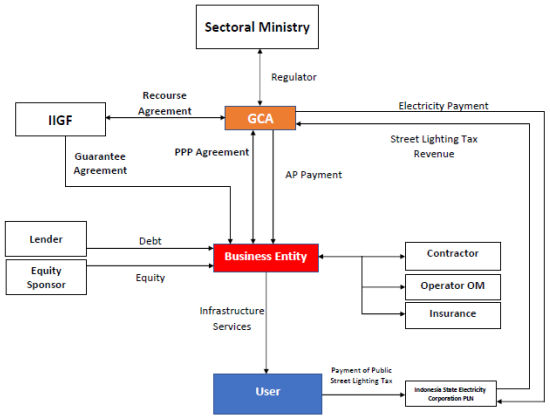
1 year construction and 10 years operation

Indicative Project Schedule

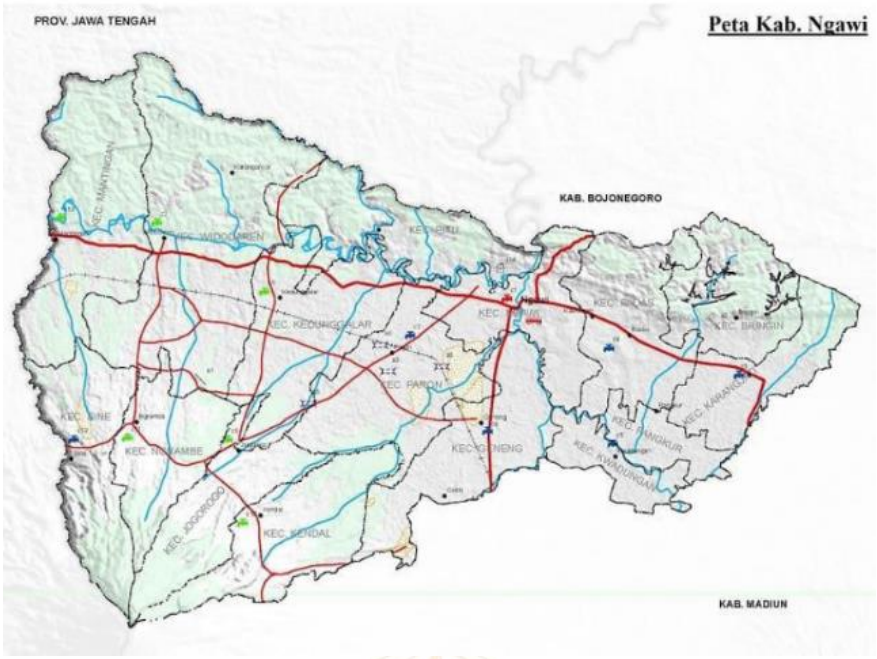
Project Status: Feasibility Study



Indicative Project Structure



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



Picture 1 – Project Location

2. The Opportunity

2.1. Project Background

In order to improve services, especially in road infrastructure, the regional government plans to build public street lighting on several roads that have not been served by this infrastructure. Public street lighting infrastructure will also be equipped with LED lights to promote energy efficiency.

2.2. Project Description

The description of this project is as follows:

Project Name	: Ngawi Street Lighting
Project Location	: Ngawi Regency, East Java Province
Project Method	: Design, Build, Finance, Operate, Maintain, Transfer
Project Area	: Along National roads and District roads
Estimated Cost	: USD 3.65 Million
Financing Scheme	: Public Private Partnership
Government Contracting Agency	: Regent of Ngawi
Concession	: 1 year construction and 10 years operation

2.3. Project Objectives

The Ngawi Street Lighting project aims to improve public services, enhance security, reduce nighttime crime, and encourage community activities to boost the local economy.

3. Business Entity's Scope of Work

Design – Build – Finance – Operate – Maintain – Transfer

The business entity is responsible for:

a. Build, Operate, Maintain 5,000 new Street Lighting Points
b. Transfer all partnership asset to the government at the end of partnership period

4. Technical Specification

The technical specifications for Ngawi Street Lighting are to build new street lighting with 7 m height hexagonal pole c/w LED 60 W auto dimming at Regency Roads.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The environmental document needed for this project is Surat Pernyataan Kesanggupan Pengelolaan dan Pemantauan Lingkungan (SPPL)/Statement of Ability to Manage and Monitor the Environment. This document is required for the small-scale of environmental and social impacts.

6. Land Acquisition and Resettlement Action Plan

Ngawi Street Lighting project does not require land acquisition and resettlement.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 3.65 Million
Operational Expenditure	USD 107,812
IRR	11.26%
EIRR	13.46%
NPV	USD 181,613

8. Government Support and Guarantee

Government guarantee from IIGF.

9. Contact Information

Name : Totok Sugiharto, SE

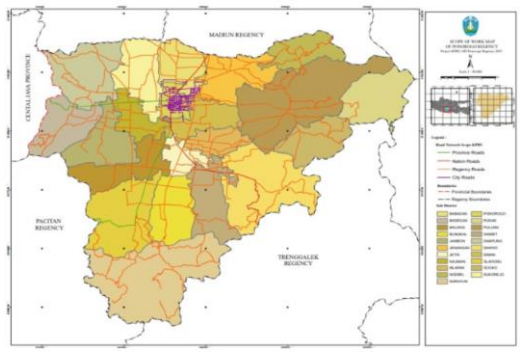
Position : Head Of Infrastructure and Regional Development Planning Agency for Ngawi Regency

Phone : 08125906892

Email : bappedangawi053@gmail.com

Ponorogo Street Lighting

Location: Ponorogo Regency, East Java



Sector: Energy Conservation

Government Contracting Agency:
Regent of Ponorogo

Implementing Agency:
Transportation Agency, Government of Ponorogo

Initiator:
Dohwa Engineering Co. Ltd., Ecolant Co. Ltd, & PT Bakrie Metal Industry (BMI)

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: Street Lighting

Description

Ponorogo Regency is currently carrying out urban infrastructure development and tourism as the priorities. One of the important infrastructures in maintaining the comfort and safety of night activities is the construction of smart street lighting through a PPP scheme

Financial Feasibility

FIRR: 10.20%
EIRR: 13.00%
NPV: USD 10,483

Capital Expenditure:
USD 6.59 Million

Operational Expenditure:
USD 1.22 Million

Estimated Concession Period:

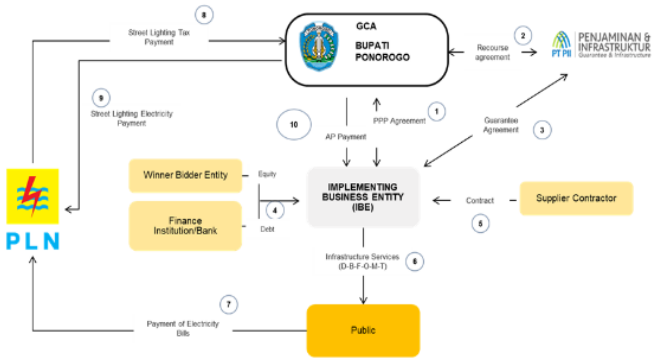
9 years operation and 1 year construction

Indicative Project Schedule

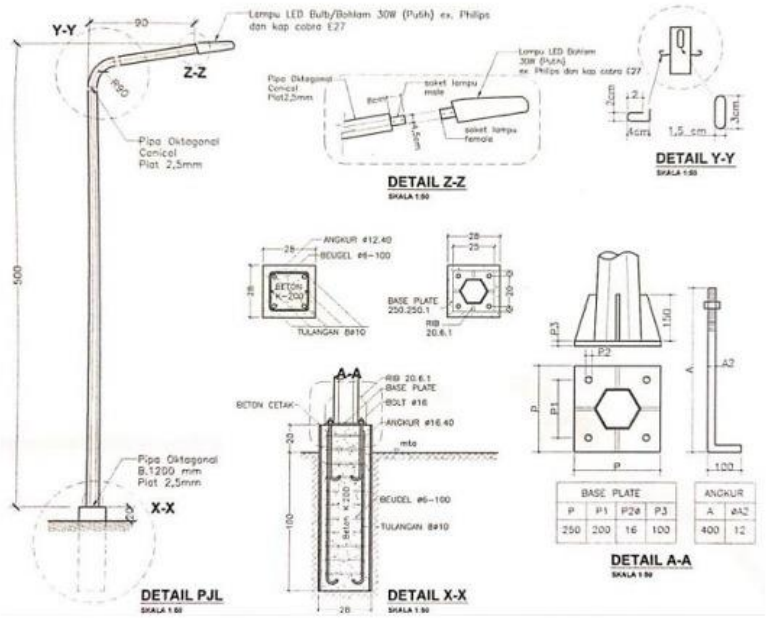
Project Status: Feasibility Study



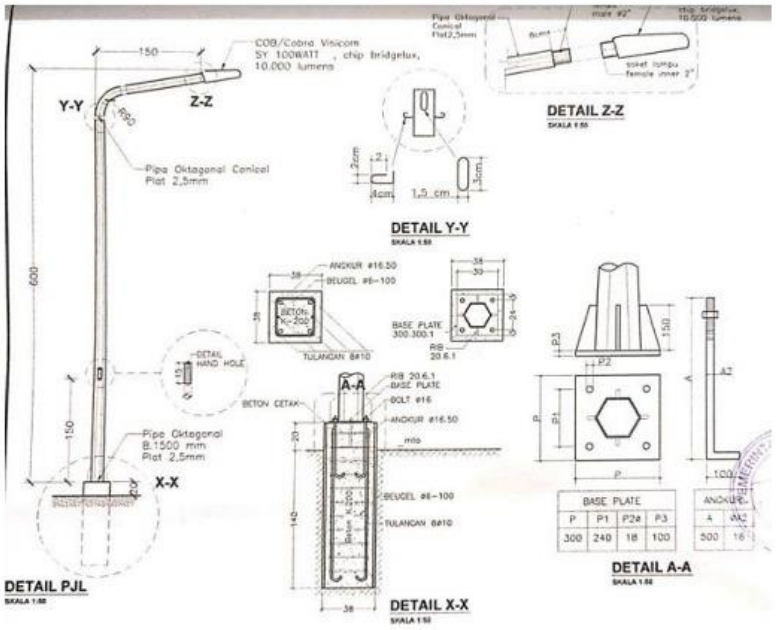
Indicative Project Structure



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



Picture 1 - Design of Street Lighting for Inter-Urban Roads



Picture 2 - Design of Street Lighting for Urban Roads

2. The Opportunity

2.1. Project Background

Ponorogo Regency is famous for the art city of Reog. Its area reaches 1,371.78 km with a population of 978,228 people. The length of the road section that crosses Ponorogo Regency is 100.65 km long which is divided into Regency Roads, Urban Outer Roads and Urban Inner Roads. With the vast area and length of roads in Ponorogo Regency, the Ponorogo Regency Government through the Ponorogo Regency Transportation Department has not been ableto meet the needs of street lighting equipment in all road sections which are the responsibility and authority of the Ponorogo Regency Government.

2.2. Project Description

Design, Construction new smart street lighting, Replacement of Existing Street Lighting Luminaires, Operation, Maintenance on PPP Scope roads and asset handover at the end of the cooperation agreement period. The project will build 5,620 new lighting points and replace 251 existing lighting units using double-arm poles (502 lamps). All street lighting units are equipped with smart sensors connected to the Monitoring Center. Roads within the scope of the PPP include national roads, provincial roads and district roads. The sections covered are urban roads, connectivity roads and access roads to tourist attractions.

2.3. Project Objectives

The availability of good Street Lighting facilities is important in improving the safety and comfort of road users passing through the Ponorogo Regency area. In addition, adequate Street Lighting Facilities will also encourage the economic growth of Ponorogo Regency and the welfare of the people of Ponorogo Regency.

3. Business Entity's Scope of Work

a. Design, Construction, Replacement of Existing Street Lighting Luminaires, Operation, Maintenance of new Smart Street Lighting on PPP Scope roads and asset handover at the end of the cooperation agreement period
b. Built a new lighting device totaling 5,620 points. and replacement of existing street lighting equipment totaling 251 points.
c. Meterization of the entire Smart Street Lighting network within the scope of PPP
d. Provision of Lighting Services with LED and Smart Sensor technology.
e. Smart Street Lighting electrical installations including aerial cable networking istallations and panel boxes
f. Operating and maintaining Smart Street Lighting services for 9 years operations and 1 year construction period
g. Lighting services are in accordance with standard specifications regulated in the Minister of Transportation Regulation No. 47 of 2023 concerning Street Lighting Equipment

4. Technical Specification

Technical technical spesifications refer to Permenhub 47/2023 and its improvements as stated in the document Feasibility Study. Here is the distribution table of Street Lighting

New Street Lighting Deployment			
Road Sections	Tall	Wattage	Street Lighting Amount
National roads	9 Meter	120 Watt	1.422
Provincial Roads	9 Meter	120 Watt	1.406
County Roads	7 Meter	80 Watt	2.792
Total New Street Lighting			5.620
Retrofit Street Lighting Distribution			
County Roads			251
Total Street Lighting Retrofit			251
Total Smart Street Lighting			5.871

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Referring to the Annex to LHK Ministerial Regulation 4/2021, KBLI Number 35122 is not a business activity that is mandatory for Amdal or UKL-UPL, a Statement of Environmental Management and Monitoring Capability (SPPL) is required in the implementation of the PPP project. in the implementation of the PPP Project, Ponorogo Regency Street Lighting Equipment is a business or activity that is required to have SPPL. The environmental approval application process is carried out by the GCA.

6. Land Acquisition and Resettlement Action Plan

In the PPP project for street lighting equipment in Ponorogo Regency, the construction of street lighting equipment is situated on sections of roads that are owned by the state. Therefore, its implementation does not require land acquisition and resettlement.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 6.59 Million
Operational Expenditure	USD 1.22 Million
FIRR	10.20%
EIRR	13.00%
NPV	USD 10,483

8. Government Support and Guarantee

This project does not require government support. However it is indicated that this project will apply for government guarantee.

9. Contact Information

Name : Eko Murnianto, S.T., M.T.

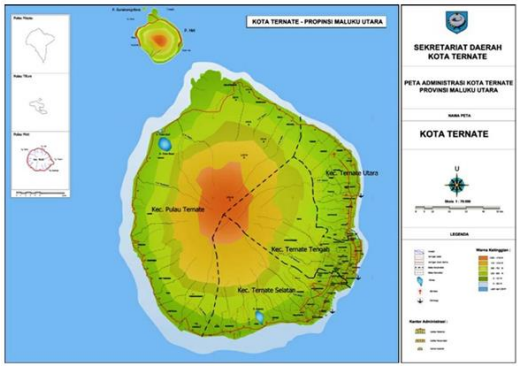
Position : Infrastructure Division of Regional Development Planning Agency

Phone : 08123398022

Email : prasaranabappedapo04@gmail.com

Ternate Street Lighting

Location: Ternate City, North Maluku



Sector: Energy Conservation

Government Contracting Agency:
Mayor of Ternate

Implementing Agency:
Transportation Agency of Ternate City

Initiator:
PT Adhikari Magna Nusantara and PT Mandala Putera Prima (Consortium Adhinata-MPP)

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment

Sub-Sector: Street Lighting

Description

To improve public services for the community by providing ideal street lighting conditions, which are expected to stimulate the growth of new economic centers in Ternate City. The project includes the provision of 3,000 smart street lighting points on Ternate Island and 150 non-smart street lighting points across three outer islands.

Financial Feasibility

FIRR: 11.33 %
EIRR: 15.83%
NPV: USD 368,750

Capital Expenditure:
USD 4.72 Million

Operational Expenditure:
USD 3.05 Million

Estimated Concession Period:

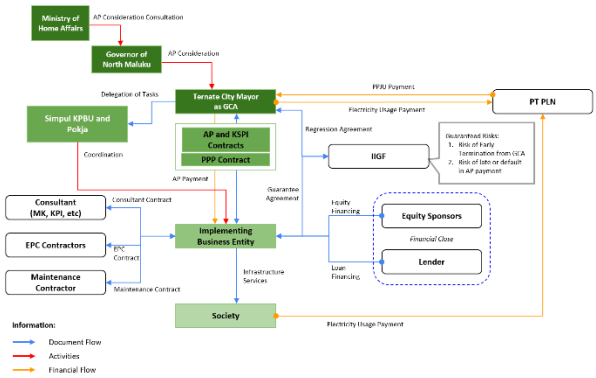
10 years

Indicative Project Schedule

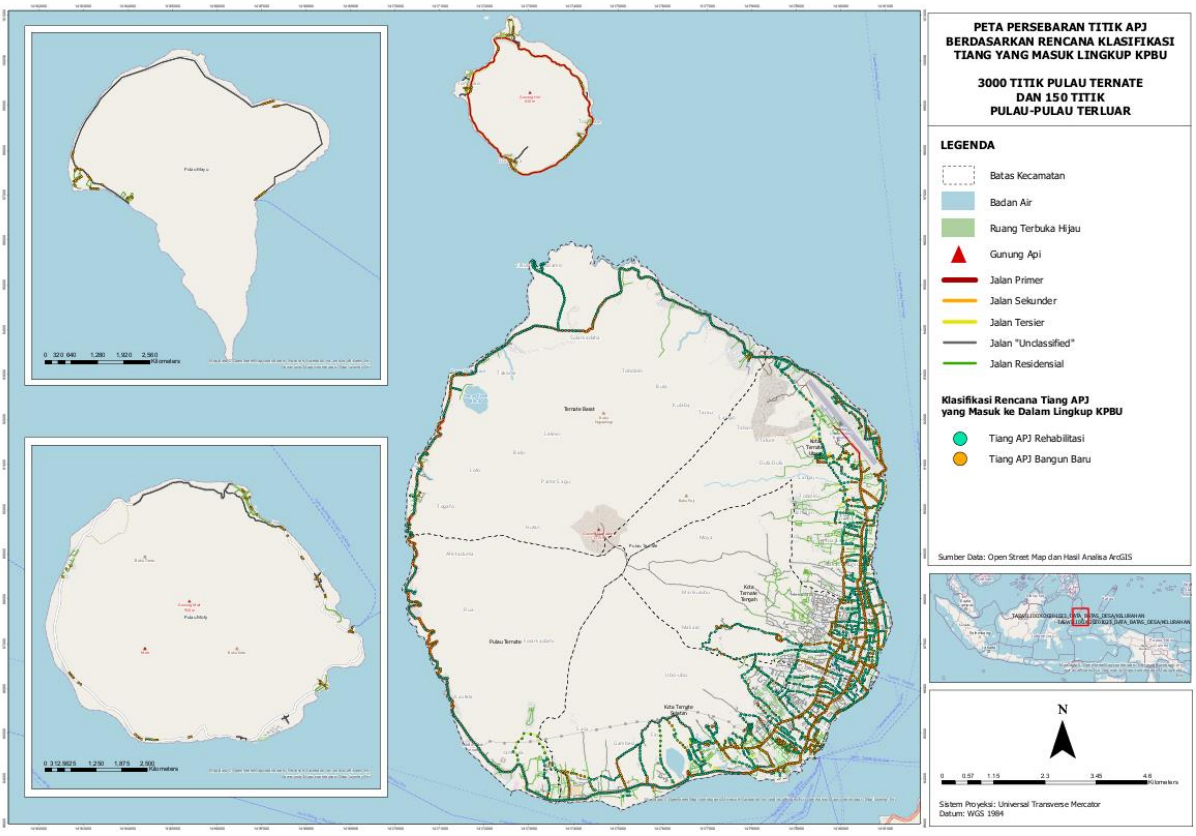
Project Status: Feasibility Study



Indicative Project Structure



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



Picture 1 – Project Location

2. The Opportunity

2.1. Project Background

The street lighting specifications used in Ternate City still largely rely on conventional streetlights, which are relatively energy-inefficient, such as HPL, SON, Mercury lamps, and similar types. To provide more energy-efficient lighting, these lamps are being replaced with Light Emitting Diodes (LED). LED street lighting technology has already been implemented at several locations throughout Ternate

City. The growing adoption of LED technology offers Ternate City a unique opportunity to reduce energy consumption.

The advantages of LED technology go beyond energy efficiency. It also offers significant reductions in operational and maintenance costs, as well as important additional benefits such as reducing crime and enhancing public perception of safety.

However, the current street lighting monitoring system in Ternate City remains inadequate, resulting in many public complaints regarding lamp conditions that are difficult to identify. This hampers the effectiveness of maintenance activities. Therefore, Ternate City requires a street lighting monitoring system capable of providing information on the condition of streetlights—even before complaints are submitted by the public.

2.2. Project Description

The description of this project is as follows:

Project Name	: Ternate Street Lighting
Project Location	: Ternate City, North Maluku
Project Method	: Combination of DBFMT and DBFT
Project Area	: Street Lighting
Estimated Project Value	: 4.72 Million USD
Financing scheme	: Public Private Partnership
Government Contracting Agency	: Mayor of Ternate
Concession Period	: 10 years

2.3. Project Objectives

The objective of this Project is to improve the quality of public services, particularly in the area of street lighting. In addition, this Project can serve as a learning model for both the Ternate City Government and other regional governments in Indonesia in implementing projects through the Public-Private Partnership (PPP) model. Ultimately, the implementation of this Project through the PPP scheme will enhance the performance of the Regional Government in promoting energy efficiency and delivering public services that provide tangible benefits—such as creating safe public spaces for the people of Ternate to carry out their daily and economic activities.

3. Business Entity's Scope of Work

D-B-F-M-T (Design-Build-Finance-Maintain-Transfer)

This Project will be divided into three components:

a. The first component involves the design, construction, financing, maintenance, and transfer of assets (Design-Build-Finance-Maintain-Transfer/DBFMT) for 3,000 smart street lighting points on Ternate Island.
b. The second component involves the design, construction, financing, and transfer of assets (Design-Build-Finance-Transfer/DBFT) for 150 conventional (non-smart) street lighting points located on Moti Island, Mayau Island, and Hiri Island, as well as for one command center and eight CCTV points at intersections on Ternate Island.
c. Additionally, the project includes the provision, maintenance, and transfer of mobile crane vehicles for the maintenance of smart street lighting points on Ternate Island.

4. Technical Specification

The project for the provision of road lighting (Alat Penerangan Jalan - APJ) in Ternate City is designed with a comprehensive set of technical specifications, primarily guided by the SK Dirjen Perhubungan Darat Nomor KP-DRJD 7198 Tahun 2023 (Decree of the Director-General of Land Transportation Number KP-DRJD 7198 Year 2023) concerning Technical Guidelines for Road Lighting Equipment**.** This initiative aims to enhance connectivity, productivity, and road safety in Ternate City by addressing the need for better road illumination, adopting a smart system lighting concept for easier control and maintenance, and facilitating quick response services.

a. Lamp Specifications (Luminaires)

   The project primarily utilizes Light Emitting Diode (LED) lamps from conventional lamps. This shift is a key measure for energy efficiency and conservation. Standard APJ lamps will have power ratings of 40 watt, 60 watt, 90 watt, and 120 watt (only for Highmast).

b. Smart System and Connectivity

   Utilizes an RF mesh network where individual lamp controllers connect to Micro Access Points (Micro APs), which then act as gateways to the back-end system. Smart Asset Management will also be implemented; the system will record and document all APJ-related assets.

c. Infrastructure Components and Electrical Systems

   Following the SK Dirjen Perhubungan Darat Nomor KP-DRJD 7198 Tahun 2023

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on Feasibility Study, the environmental document that is required for Ternate Street Lighting Project is Statement Letter of Environmental Management and Monitoring Commitment (SPPL).

6. Land Acquisition and Resettlement Action Plan

The project does not require land acquisition documents, which are normally needed for location determination.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 4.72 Million
Operational Expenditure	USD 3.05 Million
FIRR	11.33%
EIRR	15.83%
NPV	USD 368,750

8. Government Support and Guarantee

Based on the feasibility study, this project does not require government support. However, it plans to request a government guarantee.

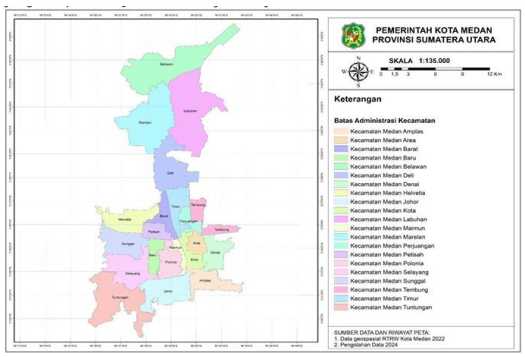
9. Contact Information

Name : Chairul Saleh Arief
Position : Head of Cooperation Division, Regional Development Planning Agency
Phone : +6281356486606
Email : -

Name : Solihin Rizal
Position : Head of Operational Division, Transportation Agency
Phone : +6282190208900
Email : -

Medan Street Lighting

Location: Medan City, North Sumatera



Sector: Energy Conservation

Government Contracting Agency:
Mayor of Medan

Implementing Agency:
Planning and Development Agency of Medan City

Initiator:
PT Makmur Jaya Konsorsium

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment

Sub-Sector: Street Lighting

Description

Medan City Government plans to build 59,234 public street lighting in 12 districts and install Light Emitting Diode (LED) lamp technology equipped with smart systems. The City Government also build a command center to control and operate the street lighting.

Financial Feasibility

FIRR: 11.00%
EIRR: 14.30%
NPV: USD 4.30 Million

Capital Expenditure:
USD 82.11 Million

Operational Expenditure:
USD 34.68 Million

Estimated Concession Period:

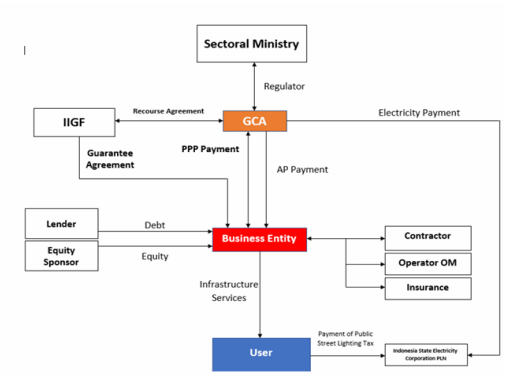
13 years

Indicative Project Schedule

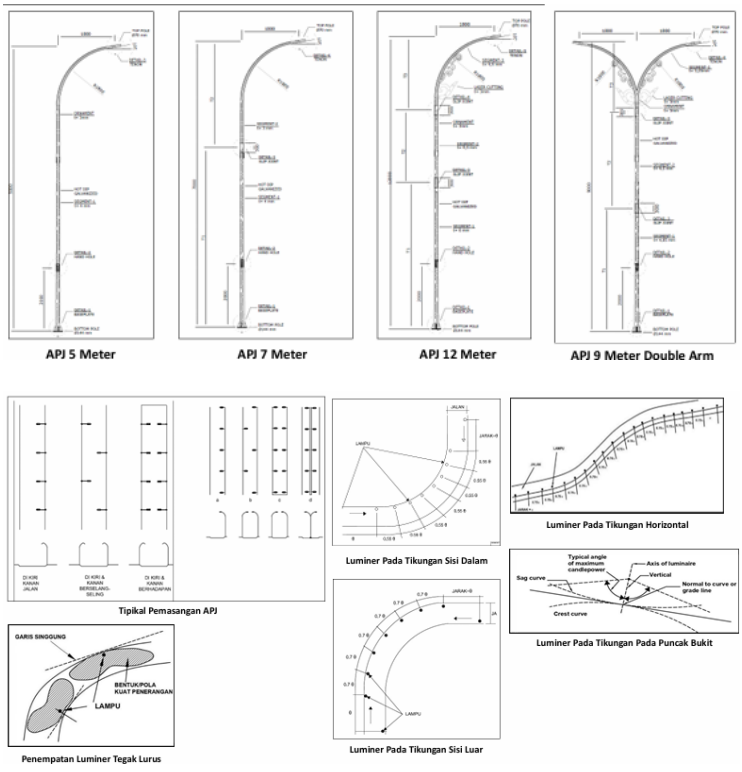
Project Status: Feasibility Study

- Pre-Qualification Q4 2025
- Request For Proposal Q1 2026
- Bid Award Q2 2026
- Agreement Signing Q3 2026
- Financial Close Q4 2026
- Construction Q4 2026

Indicative Project Structure



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



Picture 1 – Design of Street Lighting

2. The Opportunity

2.1. Project Background

To enhance convenience and public services, Medan City Government plans to build 59,234 public street lighting in 12 districts and install Light Emitting Diode (LED) lamp technology equipped with smart systems. The City Government also build a command center to control and operate the street lighting.

2.2. Project Description

The description of this project is as follows:

Project Name	: Medan Street Lighting
Project Location	: Medan City, North Sumatera
Project Method	: DBFOMT
Project Area	: Street Lighting
Estimated Project Value	: 113.05 Million USD
Financing scheme	: Public Private Partnership
Government Contracting Agency	: Mayor of Medan
Concession Period	: 13 years (including 2 years construction)

2.3. Project Objectives

The purpose of the development of Medan Street Lighting is:

a. To provide security, comfort for road users and community social activities;
b. To encourage the progress of infrastructure facilities;
c. To facilitate the monitoring of Street Lighting facilities;
d. To provide street lighting that uses energy-saving lamps;
e. To increase Medan City Original Revenue.

3. Business Entity's Scope of Work

D-B-F-O-M-T (Design-Build-Finance-Operate-Maintain-Transfer)

Project scope is as follows:

a. To design, build, finance, operate, maintenance the Public Street Lighting units and transfer assets at the end of the agreement period;
b. To provide meterization of the entire Public Street Lighting network;
c. To provide Public Street Lighting services with LED technology;
d. Electrical installation of street lighting including installation of cable networks and panel boxes;
e. Controlling and operating Public Street Lighting through the Command Center;
f. To provide street lighting services according to the standard specifications.

4. Technical Specification

The technical specifications for Medan Street Lighting Project are as follows:

Road Type	Pole Spacing	Pole Height	Lighting Technology
Arterial Road (single arm)	30–45	12 meters	LED 150 Watt
Collector Road (single arm)	25–35	7 meters	LED 40 Watt
Local Road (single arm)	25–35	7 meters	LED 40 Watt

Road Type	Pole Spacing	Pole Height	Lighting Technology
Residential Road Class 1 >50m	25–35	4–5 meters	LED 40 Watt
Double Arm	25–35	9 meters	LED 90 Watt
Retrofit			LED 90 Watt

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on Feasibility Study, the environmental document that is required for Medan Street Lighting Project is Environmental Management Efforts and Environmental Monitoring Efforts (UKL/UPL).

6. Land Acquisition and Resettlement Action Plan

Based on Feasibility Study, construction of Medan Street Lighting Project does not require land acquisition documents which are a requirement for obtaining a location determination.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 82,11 Million
Operational Expenditure	USD 34.68 Million
FIRR	11.00%
EIRR	14.30%
NPV	USD 4,30 Million

8. Government Support and Guarantee

Based on Feasibility Study, this project does not need the government support. However, this project plans to use a government guarantee.

9. Contact Information

Name : Benny Iskandar
Position : Head of Medan City Regional Development Planning Agency
Phone : (+6261) 4535774
Email : bappeda@medan.go.id

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

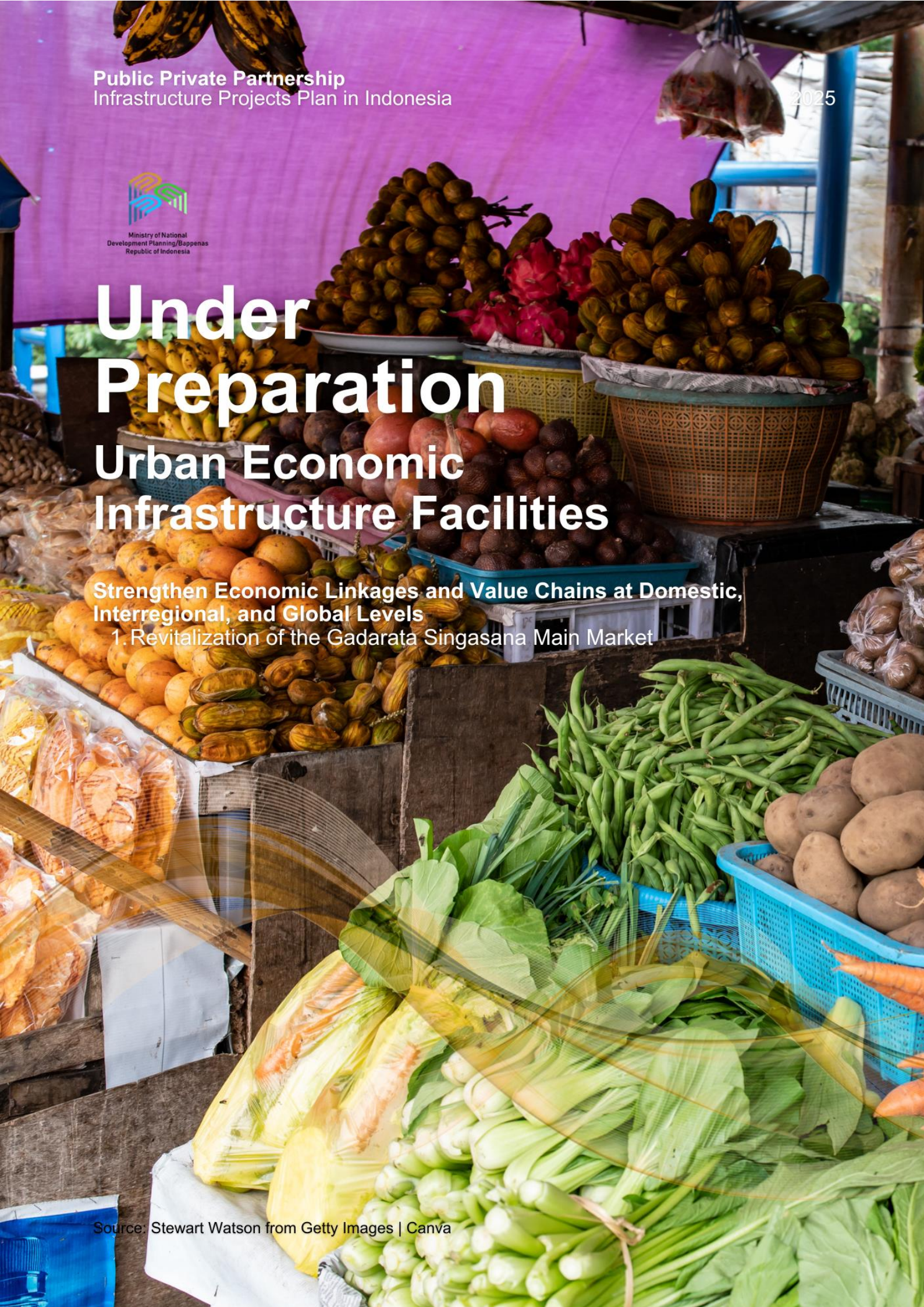
Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Urban Economic Infrastructure Facilities

Strengthen Economic Linkages and Value Chains at Domestic, Interregional, and Global Levels

1. Revitalization of the Gadarata Singasana Main Market



Source: Stewart Watson from Getty Images | Canva

Revitalization of the Gadarata Singasana Main Market

Location: Tabanan Regency, Bali



Sector: Market

Government Contracting Agency:
Regent of Tabanan

Implementing Agency:
Tabanan Regency Government

Preparation Agency:
Tabanan Regency Government (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: Market

Description

The Gadarata Singasana Main Market, Tabanan Regency, is located in the center of Tabanan city. The market requires redevelopment into a modernized traditional market integrated with shopping centers and retail outlets.

Financial Feasibility

FIRR: 14.09%
EIRR: Under Calculation
NPV: USD 43.61 Million

Capital Expenditure:
USD 65.80 Million

Operational Expenditure:
Under Calculation

Estimated Concession Period:

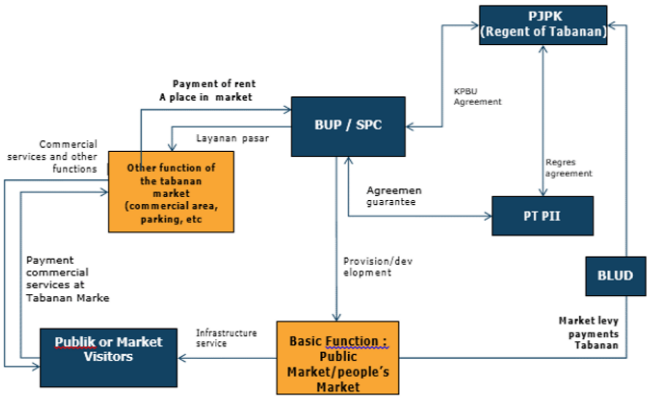
20 years

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 – Gadarata Singasana Market Design

2. The Opportunity

2.1. Project Background

Markets have an important role in the smooth running of economic activities in the surrounding community. Condition Inadequate markets will disturb the comfort of traders and visitors when making a transaction. The current condition of the Gadarata Singasana Main Market is no longer there able to accommodate more traders. Lack of lighting and limited space parking facilities and public toilets are the main concern in the Central Market Revitalization Gadarata Singasana is

planned to provide comfort for traders and market visitors. Therefore, the Tabanan Regency Government will use the scheme Government Cooperation with Business Entities to accelerate Main Market Revitalization Gadarata Singasana so that it can provide comfort for traders and visitors in carrying out economic activities.

2.2. Project Description

PPP Project Revitalization of the Gadarata Singasana Main Market, Tabanan Regency, Located in Tabanan District, Tabanan Regency, Bali Province, the project involves revitalizing the market with the following scope: General market revitalization; Shopping center development; Operation and maintenance of markets and shopping centers. Market zoning will be divided into two, horizontally and vertically. Market activities will be accommodated on 5 floors and 1 rooftop.

2.3. Project Objectives

The Revitalization of the Gadarata Singasana Main Market aims to support the community's economic recovery by improving the market's function as a means of people's trade so that it becomes a building that is safe, comfortable, clean, orderly and more aesthetically pleasing (not dirty).

3. Business Entity's Scope of Work

The Project will implement the Design-Build-Finance-Operate (Partially)-Maintenance-Transfer (DBFOMT) scheme. The business entity is responsible for carrying out the Gadarata Singasana main market revitalization project, Tabanan Regency, including financing, construction, annual routine maintenance and periodic maintenance every 10 years.

4. Technical Specification

Parking Unit Development Plan in Basement	A basement parking area will be built with a capacity of 399 cars and 977 motorbikes, so that the total can accommodate 1,376 vehicles.
Unit Development Plan for Public Markets	
1st floor	- Wet merchantman: Fish, chicken, meat, vegetables, wet food - Wet traders: Fish, broiler chicken seller, meat, vegetables, wet food - Dry traders: basic necessities, grocery, cakes, food, clothes, footwear - Kiosk: basic necessities, grocery, cakes, food, clothes, footwear
2nd floor	- Dry merchantman: cakes, food, clothes, footwear - Dry traders: basic necessities, grocery, cakes, food, clothes, footwear - Kiosk: basic necessities, grocery, cakes, food, clothes, footwear
3rd floor	Kiosk: grocery, cakes, food, clothes, footwear, gold accessories
4th floor	Kiosk: grocery, cakes, food, clothes, footwear, gold accessories
5th floor	Kiosk: grocery, cakes, food, clothes, footwear, gold accessories
Unit Development Plan in Shopping Center	
1st and 2nd floor	Local Indonesian culinary center, souvenir shop playground, community gathering area
3rd floor	fashion, electronic equipment, bookstores
4th floor	cinema, exclusive restaurant
5th floor	Cinemas, exclusive restaurants, department stores

Rooftops	amphitheater (stage for cultural arts performances), exclusive restaurant, coffee shop, culinary cart

*More detailed technical specifications will be further studied in the Pre-Feasibility Study report.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in the Final Report of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

The land currently identified as state-owned property and the permits will be handled by the GCA with detailed plan will be provided in the Final Report of Pre-Feasibility Study (before the procurement of business entity).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 65.80 Million
Operational Expenditure	Under Calculation
FIRR	11%
EIRR	Under Calculation
NPV	USD 43.61 Million

8. Government Support and Guarantee

This project needs support from the government to achieve targeted visitors through promotions and events.

9. Contact Information

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Infrastructure Projects Plan in Indonesia

2025

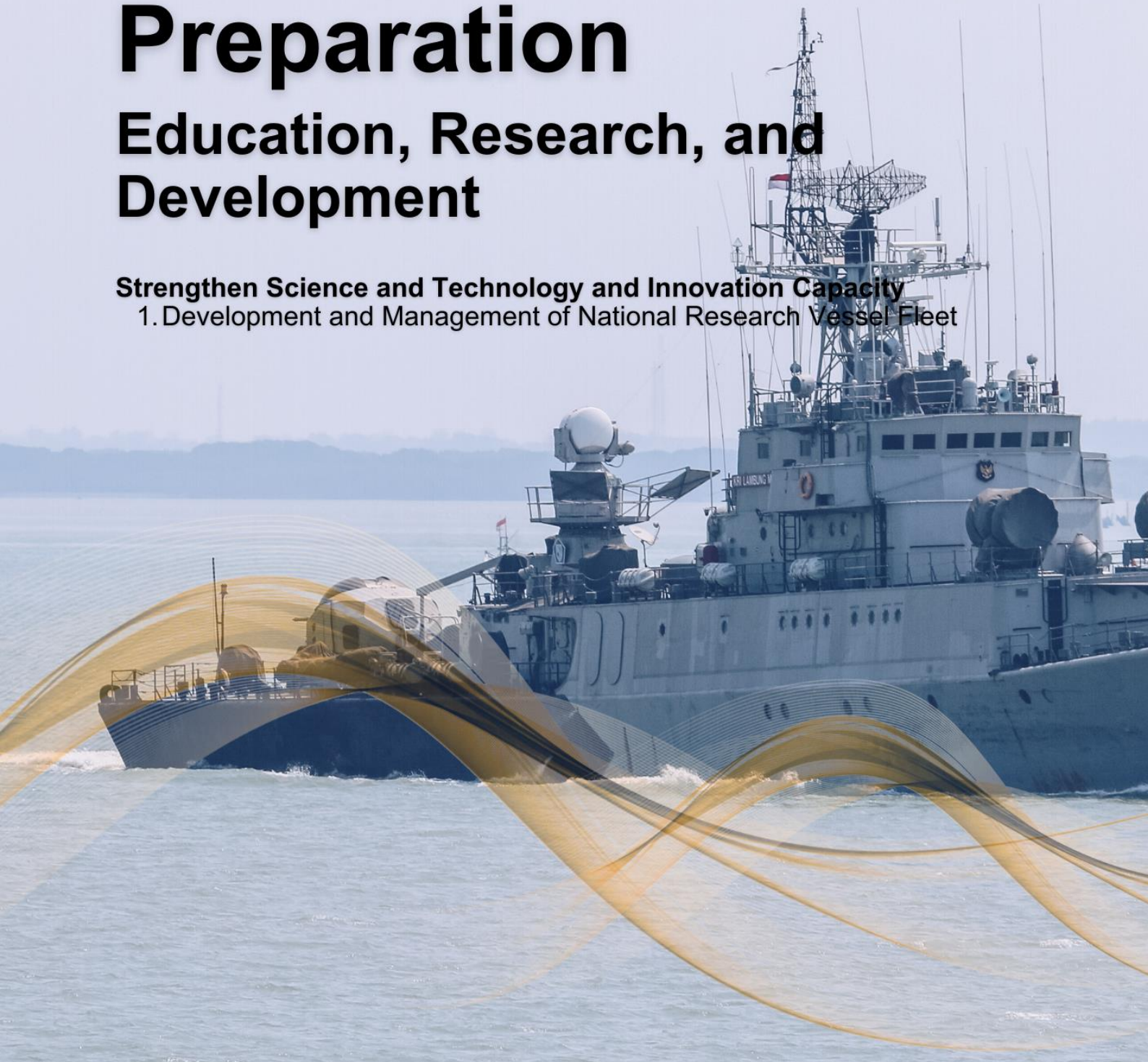
Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Education, Research, and Development

Strengthen Science and Technology and Innovation Capacity

1. Development and Management of National Research Vessel Fleet



Source: Reezky Pradata | Canva

Development and Management of National Research Vessel Fleet

Location: National



Sector: Education, Research and Development

Government Contracting Agency:
Head of Research and Inovation Agency (BRIN)

Implementing Agency:
Deputy for Research and Innovation Infrastructure

Preparation Agency:
Deputy for Research and Innovation Infrastructure (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: Educational Facilities

Description

The project will support marine research conducted by the National Research and Innovation Agency (BRIN) and its partners in four key areas of marine research: marine geosciences, marine fisheries, oceanography, and hydrography.

Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

Capital Expenditure:
Under Calculation

Operational Expenditure:
Under Calculation

Estimated Concession Period:

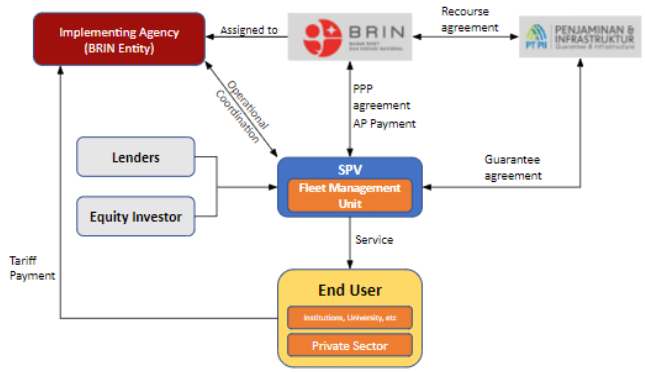
20 years

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



sea explorer research vessels



coastal research vessels



ocean explorer research vessel

Picture 1 – Classification of Research Vessel

2. The Opportunity

2.1. Project Background

Indonesia possesses vast marine resource potential. According to KP Ministerial Decree No. 19/2022, the estimated total fish resource potential across 11 Fisheries Management Areas (WPPNRI) reaches 12.01 million tons annually, with a sustainable catch limit (JTB) of 8.6 million tons per year. This potential is categorized into nine fish resource groups: demersal fish, coral fish, small pelagics, squid, penaeid shrimp, lobster, blue swimming crab, crab, and large pelagics.

Indonesia's coral reef area spans 50,875 square kilometers, representing approximately 18% of the world's total coral reef areas. However, more intensive research and development are required to optimize the utilization of these resources, necessitating an adequate and sustainable research vessel fleet.

Currently, the National Research and Innovation Agency (BRIN) owns five research vessels previously managed by the Agency for the Assessment and Application of Technology (BPPT) and the Indonesian Institute of Sciences (LIPI). These vessels include:

- KR Baruna Jaya I
- KR Baruna Jaya II
- KR Baruna Jaya III
- KR Baruna Jaya IV (ex-BPPT)
- KR Baruna Jaya VIII (ex-LIPI)

As of 2023, the Baruna Jaya I-IV vessels are 28-34 years old, while Baruna Jaya VIII is 25 years old. These aging vessels can no longer meet the increasingly complex and diverse demands of modern marine research.

The Indonesian government has committed to enhancing national marine research, as outlined in the 2020-2024 National Long-Term Development Plan (RPJPN). BRIN serves as both the executing and funding agency for marine research to fulfill national research data needs for BRIN, government ministries/agencies (K/L), universities, and other stakeholders.

BRIN's 2020-2024 Strategic Plan (Renstra) emphasizes developing sustainable marine research infrastructure, including research vessels. To address the research vessel shortage and build sustainable marine research infrastructure, BRIN is launching the Public-Private Partnership Project for the Management and Development of BRIN's National Research Vessel Fleet (the Project), with strong emphasis on sustainable infrastructure principles.

BRIN will utilize the KPBU/PPP scheme to develop and manage new research vessels in accordance with sustainable infrastructure development standards. This partnership model enables collaboration with private sector entities in financing, constructing, and operating the research vessel fleet while maintaining environmental and social considerations.

The BRIN Research Vessel Fleet Management and Development Project represents a strategic initiative expected to advance marine research in Indonesia and enhance national maritime competitiveness, while consistently prioritizing environmental and social aspects.

2.2. Project Description

The National Research and Innovation Agency (BRIN) holds the mandate to conduct integrated research, development, study, application, as well as invention and innovation across Indonesia. To support marine research and development activities, BRIN requires adequate research vessels. This need is driven by Indonesia's vast maritime territory and enormous marine resource potential.

The presence of research vessels will enable BRIN researchers to conduct marine exploration, mapping, observation, and data collection, thereby generating beneficial marine innovations and technologies for society and national progress.

As the PJPK, BRIN is launching the PPP Project for the Management and Development of BRIN's National Research Vessel Fleet to address the shortage of research vessels. The initiative aims to meet national research data needs and build sustainable marine research infrastructure. The research vessels, to be operated, managed, and acquired through the PPP (KPBU) scheme, will operate throughout Indonesian waters according to research activity needs.

2.3. Project Objectives

This project aims to:

a. Professionally and efficiently manage and operate the fleet of research vessels currently being procured by BRIN through Foreign Loan/Grant Funding (PHLN)
b. Construct new research vessels with various specifications while complying with sustainable infrastructure development principles
c. Enhance both the quality and quantity of marine research data output
d. Support the sustainable development of marine science and technology
e. Strengthen Indonesia's maritime competitiveness while maintaining environmental considerations
f. Create new investment opportunities in sustainable marine sectors
g. Generate employment opportunities while ensuring the welfare of workers and local communities

3. Business Entity's Scope of Work

The scope of cooperation between GCA and the Business Entity in the Management and Development of the National Research Ship Fleet PPP project is as follows:

a. Management and operation of 2 research vessels currently being procured by BRIN through foreign loan/grant funding (PHLN);
b. Construction, management and operation of 2 new research vessels under a Public-Private Partnership (PPP/KPBU) scheme; and
c. Optimization of research vessel operations through the implementation of a Fleet Management Unit (FMU).

4. Technical Specification

The fleet management unit will operate research vessels equipped with modern tools and portable instruments. The scope of operations is as follows:

a. Establishment of Fleet Management Unit (FMU)
b. Operation, maintenance of other scheme-procured vessels, including research equipment during the period of cooperation
c. Procurement of ship crew
d. Building market share
e. Procurement of new vessels
f. Operation and maintenance of new vessels during the cooperation period
g. Provision of marine research services

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The project does not require AMDAL or UKL-UPL documents to support project activities.

6. Land Acquisition and Resettlement Action Plan

The project does not require a land acquisition or resettlement action plan. This determination is based on the following key findings:

a. The research vessel will only utilize existing port facilities with no need for new land acquisition.
b. No community land is being used or affected by the project activities.
c. There is minimal physical impact on project sites since no significant new infrastructure will be constructed.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	Under Calculation
Operational Expenditure	Under Calculation
FIRR	Under Calculation
EIRR	Under Calculation
NPV	Under Calculation

8. Government Support and Guarantee

The Pre-Feasibility Study indicates that this project will require Government Support and Government Guarantee. Government support and Government Guarantees will be determined in Final Report of Pre-Feasibility Study.

9. Contact Information

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Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Arts, Sports, and Cultural Activities

Development of International-Standard, Disability-Friendly Sports Facilities and Infrastructure

1. Banten Sport Center



Source: Creativa Images | Canva

Banten Sports Center

Location: Banten



Sector: Sports, Arts and Cultural Facilities

Government Contracting Agency:
Governor of Banten Province

Implementing Agency:
Banten Provincial Government

Preparation Agency:
Banten Provincial Government

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: Sports Facilities

Description

Banten Sports Center Complex to become one of international-standard sports complex in Indonesia within the area of ±68 ha The project aims to develop a high-demand sports and commercial complex in Banten.

Financial Feasibility

FIRR: 10.59%
EIRR: 17.85%
NPV: USD 5.39 Million

Capital Expenditure:
USD 46.95 Million

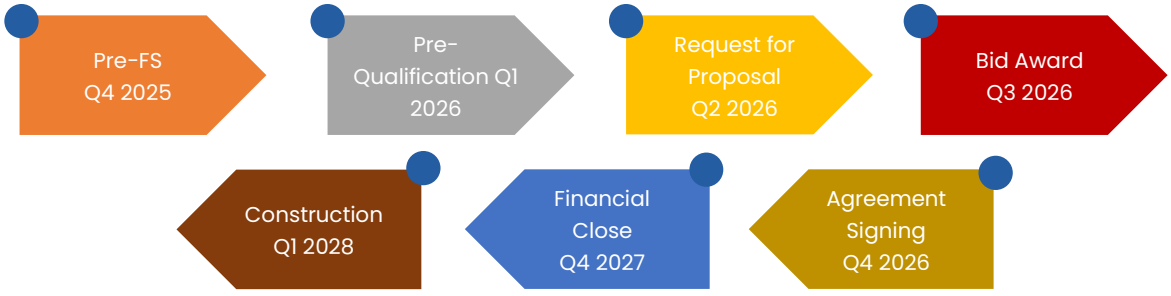
Operational Expenditure:
USD 3.52 Million

Estimated Concession Period:

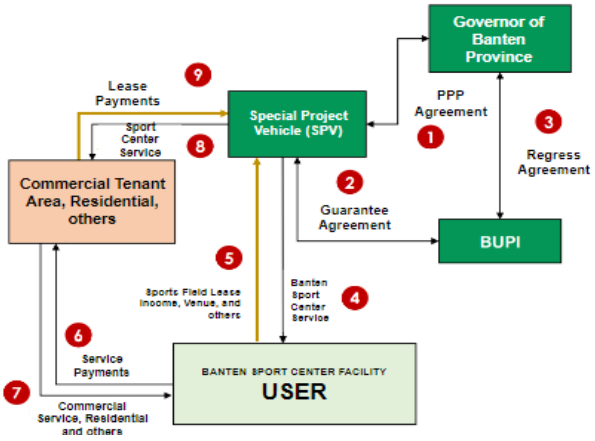
25 years (including 2 years construction)

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 – Banten Sport Center Design

2. The Opportunity

2.1. Project Background

Banten Sports Center is an action from Banten Provincial Government in order to improve their citizen health, both physically and spiritually. This is even more important considering the rank of Banten Province at the XX Papua 2021 National Sports Week (PON) which is quite low despite the area and the large number of areas within Banten Province. Banten Province is ranked 14th out of a total of 34 provinces participating in the 2021 PON XX Papua. This section describes the rationale for building the Banten Sports Center from a technical and economic perspective.

2.2. Project Description

Making the Banten Province Sports Center area a sports area with international standards on an area of ± 63 ha. In addition, the sports center area will consist of sports venues and commercial areas.

2.3. Project Objectives

a. To build sports center complex in Banten with high-demand sports venue and commercial area.
b. Strengthening the Banten Province Sport Center Area that supports the role and function of Banten Province as a National Activity Centre.
c. Reinforcing the Banten Sports Center Area as a key landmark of the province.
d. Realizing the development of the Banten Province sports center Area as one of the growth centers in the city and district of Serang, Banten in a sustainable and environmentally sound manner.
e. To build and develop facilities and infrastructure to enhance economic, socio-cultural, and public health potential, aiming for more equitable and community-benefiting development outcomes.

3. Business Entity's Scope of Work

The Project will implement the Design - Build – Finance – Operate – Maintenance – Transfer (DBFOMT) scheme. The business entity is responsible for:

Sports Venue	Facilities	Other Infrastructure and Green Open Space
• Road and Stadium Fences • Main Stadion (only operational) • Practice field • Aquatic • Tennis • Volley and Basketball • Badminton • Martial Sports • Archery • Futsal dan Skates • Rock Climbing • Race Circuit	• Hotel (3/4-star) • Mall (shopping center) • Mosque • Banten Government Office • Athlete's Mess • Clinic • Security Center • Parking Area	• Secretariat Office • Firefighter and Water Treatment Plant • Accessibility (road) • Parking Area (building and field) • Waste Facility • Landscape • City Forest

4. Technical Specification

All the sports venue follows the technical specifications of each sports association. Therefore, the Implementing Business Entity also needs to sign the commitment letter during the transaction phase to entangle each sport association.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Currently, Banten Sports Center Area Development Plan already has an AMDAL document. However, an update may be needed after Detailed Engineering Design (DED) of the Banten Sports Center has finished.

6. Land Acquisition and Resettlement Action Plan

The land currently identified as Banten Provincial Government-owned property and the permits already handled by the GCA with detailed plan will be provided in Final Report of Pre-Feasibility Study.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 46.95 Million
Operational Expenditure	USD 3.52 Million
FIRR	10.59%
EIRR	17.85%
NPV	USD 5.39 Million

8. Government Support and Guarantee

All the government supports needed are the non-fiscal, i.e.:

a. Organize regular public events to support the return on investment for the business entity (BUP).
b. Conduct meetings and other activities at hotels/CBD/sports center area venues to support BUP investment returns
c. Discuss on cooperation/verbal agreement with League 1 clubs to make the main stadium the home of the Indonesian football league
d. Discuss on cooperation/verbal agreements with sports associations in Indonesia to make the sports center area a training center
e. Ensuring the stability of the access road to the sports center area, including traffic management to facilitate public access (including the possibility of implementing CFD)
f. Making the sports center area an icon and pride of Banten Province to increase the attention of the people of Banten and Indonesia

Government guarantee from IIGF is also needed, especially for the termination risks.

9. Contact Information

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Public Private Partnership
Infrastructure Projects Plan in Indonesia 2025

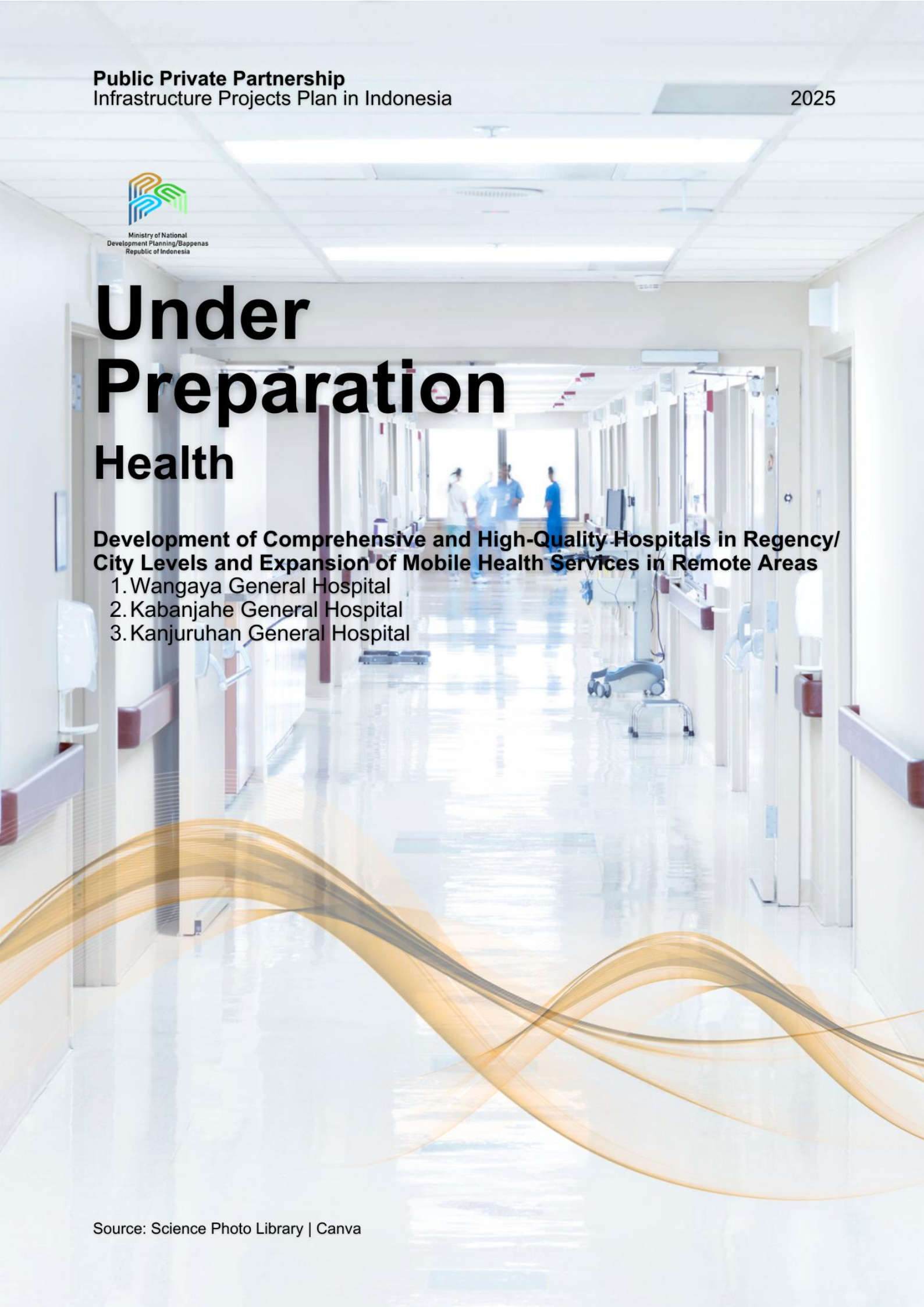
Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Health

Development of Comprehensive and High-Quality Hospitals in Regency/ City Levels and Expansion of Mobile Health Services in Remote Areas

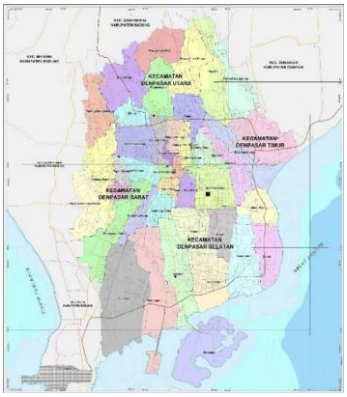
1. Wangaya General Hospital
2. Kabanjahe General Hospital
3. Kanjuruhan General Hospital



Source: Science Photo Library | Canva

Wangaya General Hospital

Location: Denpasar City, Bali



Sector: Health

Government Contracting Agency:
Mayor of Denpasar City

Implementing Agency:
Denpasar City Planning and Development Agency

Preparation Agency:
Denpasar City Planning and Development Agency (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: General Hospital

Description

To improve the quality of the hospital to provide better health care service, the Government of Denpasar City is planning to develop Wangaya General Hospital at Denpasar, Bali Province through Public-Private Partnership Scheme. The hospital will improve access to sub-specialist care and enhance public health through a mixed-use hospital model.

Financial Feasibility

FIRR: 13.45%
EIRR: Under Calculation
NPV: USD 8.07 Million

Capital Expenditure:
USD 37.50 Million

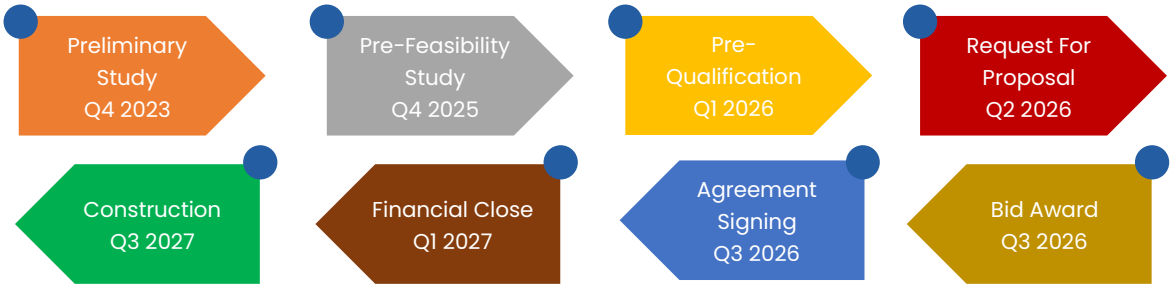
Operational Expenditure:
Under Calculation

Estimated Concession Period:

20 years including 2 years construction

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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





Picture 1 – Wangaya General Hospital Location

2. The Opportunity

2.1. Project Background

To improve the quality of the hospital as well as to provide better public health service, the Government of Denpasar City has planned to develop Wangaya District General Hospital at Denpasar, Bali Province through Public-Private Partnership Scheme. The development of this hospital is expected to encourage increased sub-specialistic healthcare access and economic development through mixed-use hospital scheme.

2.2. Project Description

Wangaya District General Hospital is located on an area of 23,271 m² with a total building area of 12,063,372 m^2. It was founded in 1921 and has undergone physical development in the building to provide services needed by the people of Denpasar City. The Wangaya District General Hospital development aims to provide facilities and services, particularly for priority diseases such as heart conditions, cancer, stroke, and kidney failure.

2.3. Project Objectives

Wangaya District General Hospital, currently operating as a Class B Educational Hospital with a capacity of 217 beds, feels the need to enhance its facilities and service capabilities to meet the demands of the community, especially in the areas of priority diseases such as heart conditions, cancer, stroke, and kidney failure. Additionally, there is a growing need for geriatric services due to the increasing elderly population in Denpasar. The development of RSUD Wangaya is also based on its designation as a hospital within the stroke and cardiovascular service network, aimed at reducing illness and mortality rates, as well as the high healthcare costs associated with these diseases.

As a part of this network, RSUD Wangaya is tasked with strengthening and developing stroke and cardiovascular services, including in the fields of management, service, education, training, and stroke service research. This coordination with the lead hospital requires not only the availability of human resources but also the preparation of facilities to ensure effective healthcare services.

In addition to addressing the community's needs for accessible and quality healthcare services, changes in hospital regulations and standards for hospital infrastructure and facilities also serve as the basis for considering the need for hospital development and zoning rearrangement to create a safe and comfortable hospital environment for all stakeholders.

The objective of Wangaya District General Hospital development plan is to improve the quality of the hospital as well as to provide better public health service. The hospital development is expected to improve access to sub-specialist healthcare and drive economic growth through a mixed-use hospital scheme.

3. Business Entity's Scope of Work

DBFOMT

Project scope is as follows:

a. Construction of 6 New Hospital Buildings
b. Maintenance of Hospital Buildings and Utilities
c. Partial Operations (Public Relations, Marketing & Promotion)

4. Technical Specification

The technical specifications for Wangaya District General Hospital Development Project are as follows:

No	Facilities	Capacity Upgrading Percentage
1	Polyclinic Building	226
2	Emergency Dept. Building	116
3	Geriatric Building	7200
4	Support Building	909
5	Management Building	287
6	Funeral House	2000

Comparation of existing and post development capacities			
No	Facilities	Existing	Development
1	Integrated Emergency Unit with Comprehensive Emergency Obstetric and Neonatal Service	21 Beds	54 Beds
2	Inpatient Installation	216 Beds	249 Beds (Type B): • Standard bed = 148 Beds (60%) • ICU, ICCU, NICU • Isolation • Perinatology, HCU/ICU/VIP
3	Polyclinic Building	29 Rooms	60 rooms (20m2 each)
4	Surgery Room	5 Rooms	12 rooms (addition of 3 minor surgery rooms and 4 general surgery rooms) that will be build in Emergency Ward, Cath lab and Geriatric Unit
5	Hemodialysis Unit	20 Units	100 Units
6	Laboratory	3 Rooms	5 Rooms
7	Pharmacy	2 Rooms	4 Rooms
8	Radiology	1 Room	5 Rooms
9	Parking Ground	Open Space	Basements in each building with total capacity of 241 cars and 1018 motorcycle parkings

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The project of Wangaya General Hopsital Development in Bali Province is categorized as business activities that are required to have an EIA/AMDAL. The Government of Denpasar City will prepare an EIA/AMDAL document for this project.

6. Land Acquisition and Resettlement Action Plan

Land Acquisition has been carried out by Denpasar City Government.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 37.50 Million
Operational Expenditure	Under Calculation
FIRR	13.45%
EIRR	Under Calculation
NPV	USD 8.07 Million

8. Government Support and Guarantee

Government support is determined through the Pre-Feasibility Study, with IIGF serving as the project guarantor.

9. Contact Information

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Email : agungwidiasa70@gmail.com

Kabanjahe Karo General Hospital

Location: Karo Regency, North Sumatera



Sector: Health

Government Contracting Agency:
Regent of Karo

Implementing Agency:
Karo Regency Government

Preparation Agency:
Karo Regency Government

Type of PPP:
Solicited

Return of Investment:
Availability Payment

Sub-Sector: Hospital

Description

RSUD Kabanjahe is a hospital development initiative in Karo Regency under a Public-Private Partnership scheme. This project aims to improve public health services in Karo Regency and the surrounding area. RSUD Kabanjahe is envisioned as a leading hospital focused on healthcare, education, and research with an innovative work culture.

Financial Feasibility

FIRR: 11.57%
EIRR: 15.02%
NPV: USD 3.66 Million

Capital Expenditure:
USD 26.57 Million

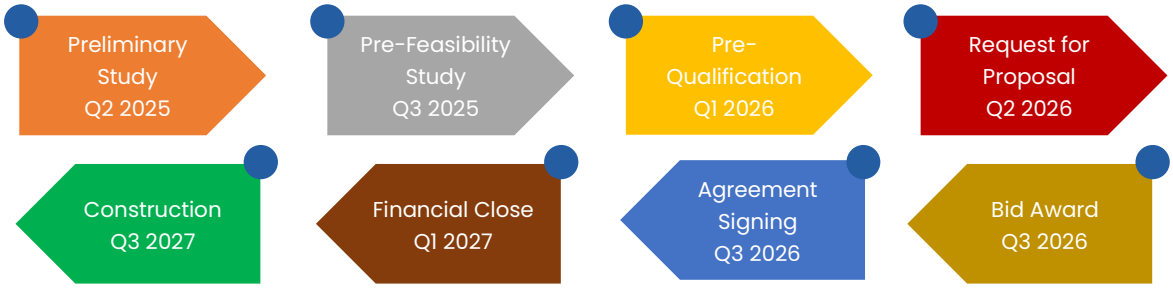
Operational Expenditure:
USD 86.48 Million

Estimated Concession Period:

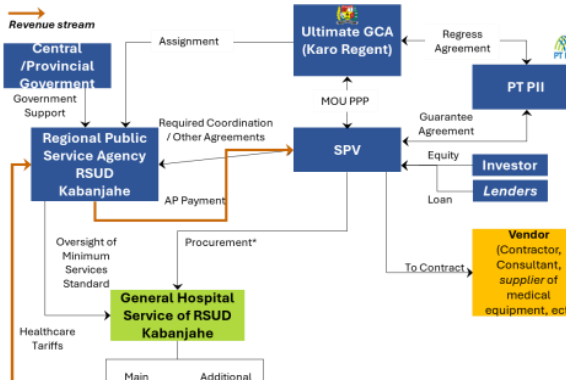
20 years

Indicative Project Schedule

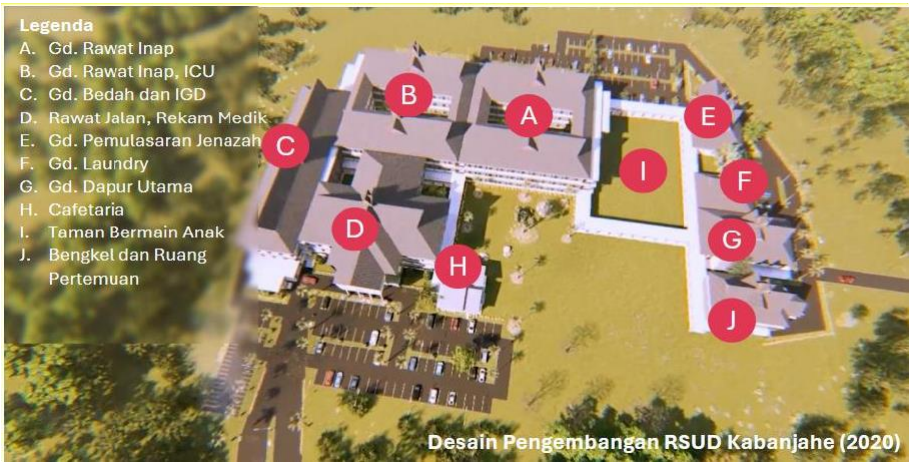
Project Status: Preliminary Study



Indicative Project Structure



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



Picture 1 - Karo General Hospital Design

2. The Opportunity

2.1. Project Background

The PPP development of Kabanjahe General Hospital aims to improve healthcare services in Karo Regency. Currently a Type C+ hospital, Kabanjahe General Hospital lacks sufficient infrastructure and bed capacity. Upgrading to a Type B facility will address regional gaps in specialist services and align with national health standards. This initiative aligns with regional development goals outlined in the RPJMN and RPJMD.

2.2. Project Description

Kabanjahe General Hospital plans to expand from a 3-hectare to a 3.6-hectare area, increasing bed capacity from 100 to 316. The new hospital wing will offer specialized services in cardiology, oncology, stroke, trauma, and nephrology. The project involves constructing new buildings, modern medical equipment, and operational management improvements. It will be implemented under a PPP scheme with eventual asset transfer to the local government.

2.3. Project Objectives

The project aims to improve service quality and capacity by upgrading the hospital's classification. By becoming a referral center for specialized care in North Sumatra, the hospital will enhance both capacity and quality of services. The development will improve patient safety, accessibility, and compliance with the latest healthcare infrastructure standards. It also ensures sustainable hospital operations through private sector involvement.

3. Business Entity's Scope of Work

This project will be implemented under a DBFOMT (Design-Build-Finance-Operate-Maintain-Transfer) scheme. The scope includes::

a. Construction of the hospital building and its facility.
b. Provision of health workers (nakes) and medical equipment (alkes).
c. Hospital management operations, including personnel and equipment, will be organized by unit—such as outpatient, inpatient, and laboratory services.
d. Building management operations.
e. Maintenance of medical equipment and building.

4. Technical Specification

The technical specifications for Kabanjahe General Hospital are as follows:

Comparation of existing and post development conditions			
No	**Facilities**	**Existing**	**Development**
1	Hospital Classification	Type C+ Hospital	Type B Hospital
2	Building and Area Size	3 Ha	3.6 Ha
3	Land Ownership	Moderamen Church (GBKP)	Karo Regency Government
4	Age of Building and Floors	-, 3 Floors	>25 Years, 3 Floors
5	Number of Beds	100	316
6	Bed Occupancy Ratio (BOR) Target	Avg. 59%, Max. 65%	60%-85%
7	Number of Outpatient Clinics	- General Services 1 - General Dentistry 1 - Basic Specialists 4 - Supporting Specialists 4 - Other Specialists 10	- General Services 1 - General Dentistry 4 - Basic Specialists 4 - Supporting Specialists 4 - Other Specialists 11
8	Types of Excellent Services	-	- Cardiology - Hemodialysis - Medical Rehabilitation - Mental Health

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Any environmental document requirement will be identified in Final Report of Pre-Feasibility Study.

6. Land Acquisition and Resettlement Action Plan

The RSUD Kabanjahe development will use a 3.7-hectare land owned by the Karo Regency Government, (BMN/BMD). The project location is at Jalan Selamat Ketaren No. 8, Lau Cimba, Kabanjahe District, Karo Regency, North Sumatra.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 26.10 Million
Operational Expenditure	USD 37.97 Million
FIRR	11.57%
EIRR	15.02%
NPV	USD 9.69 Million

8. Government Support and Guarantee

The project will use an Availability Payment (AP) scheme under a Public-Private Partnership (PPP) arrangement. The Karo Regency Government is expected to guarantee AP payments through planned fiscal capacity enhancements. Projected AP payments range from IDR 8 billion to IDR 30 billion annually.

9. Contact Information

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Phone : +62-81265482266
Email : pinemjasura@gmail.com

Kanjuruhan General Hospital

Location: Malang, East Java Province



Sector: Health

Government Contracting Agency:
Regent of Malang

Implementing Agency:
Kanjuruhan Regional General Hospital

Initiator:
PT Nusantara Raya Development

Type of PPP:
Unsolicited

Return of Investment:
Other Form

Sub-Sector: Hospital

Description

The Government of Malang Regency plans to enhance healthcare quality by developing Kanjuruhan Regional Hospital through a PPP scheme. This development aims to increase access to sub-specialty healthcare, particularly in the areas of Cancer, Cardiology, Neurology (Stroke), and Urology-Nephrology.

Financial Feasibility

FIRR: 12,85%
EIRR: 16,04%
NPV: USD 3.06 Million

Capital Expenditure:
USD 18.59 Million

Operational Expenditure:
USD 78.57 Million

Estimated Concession Period:

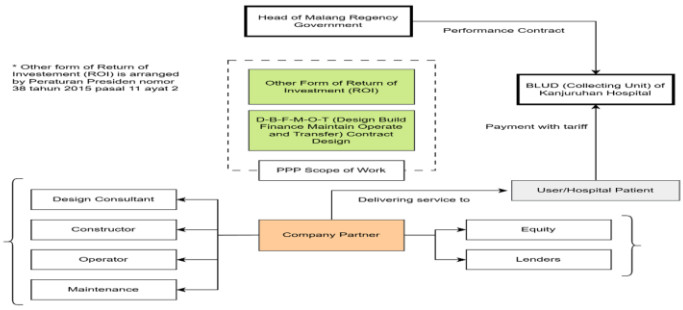
10 years

Indicative Project Schedule

Project Status: Feasibility Study



Indicative Project Structure



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





Picture 1 – Kanjuruhan General Hospital Development Location

2. The Opportunity

2.1. Project Background

The Government of Malang Regency plans to develop Kanjuruhan Regional General Hospital under a PPP scheme to improve healthcare quality. This development is expected to boost the use of healthcare services. This development is expected to boost the use of healthcare services, particularly in Oncology, Cardiology, Neurology (Stroke management), and Urology-Nephrology, with the ultimate goal of improving public healthcare outcomes.

2.2. Project Description

The description of this project is as follows:

Project Name	: Kanjuruhan Regional General Hospital Development
Project Location	: Malang Regency, East Java Province
Project Method	: Public Private Partnership
Project Area	: Hospital Care Services
Estimated Cost	: USD 12,9 Million
Financing scheme	: Public Private Partnership
Government Contracting Agency	: Malang Regency Government
Concession Period	: 10 years (including 2 years of construction)

2.3. Project Objectives

Kanjuruhan Regional General Hospital (RSUD Kanjuruhan), a Class B Educational Hospital with a 240-bed capacity, needs to improve its facilities and services to meet community demands, especially for critical illnesses like heart disease, cancer, stroke, and kidney failure. This development is also motivated by the hospital's role in the Ministry of Health's network for cancer, heart disease, stroke, and urology-nephrology services. This network aims to lower illness and death rates, as well as the high costs of treating these diseases.

As part of this network, RSUD Kanjuruhan must strengthen and develop its stroke and cardiovascular services, including management, service delivery, education, training, and research. This collaboration with lead hospitals requires both adequate staffing and the preparation of facilities for effective healthcare.

Beyond meeting community needs for accessible and quality care, changes in hospital regulations and infrastructure standards also necessitate hospital development and zoning adjustments to create a safe and comfortable environment for everyone involved. The goal of the Kanjuruhan Regional General Hospital development plan is to improve the hospital's quality and public health service. Additionally, this development is expected to increase access to specialized healthcare, particularly for Cancer, Heart, Stroke, and Urology-Nephrology services.

3. Business Entity's Scope of Work

D-B-F-M-O-T (Design-Build-Finance-Maintain-Operate-Transfer)

Project scope is as follows:

a. Construction of Two New Hospital Buildings
b. Development of Hospital Buildings and Medical Facilities
c. Increase in Bed Capacity and Service Units
d. Enhancement of Specialist and Sub-Specialist Services

4. Technical Specification

The technical specifications for Kanjuruhan Regional General Hospital Development Project are as follows:

No	Facilities	Capacity Upgrading Percentage
1	Land Area	162
2	Building Area	124
3	Number of Hospital Beds	113
4	Number of Polyclinics	111
5	Number of Employees	113

Comparation of existing and post development capacities			
No	**Facilities**	**Existing**	**Development**
1	Land Area	32,140 m^2	20,000 m^2
2	Building Area	24,518.56 m2	5,829 m^2
3	Number of Hospital Beds	240 beds	32 beds
4	Number of Polyclinics	27 polyclinics	3 polyclinics
5	Number of Employees	808 people	108 people

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The Kanjuruhan Regional General Hospital Development Project in East Java Province is classified as a business activity mandating the completion of an Environmental Impact Assessment (EIA/AMDAL). The Government of Malang Regency will undertake the preparation of the requisite EIA/AMDAL documentation for this project.

6. Land Acquisition and Resettlement Action Plan

Land acquisition has been completed by the Government of Malang Regency.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 18.59 Million
Operational Expenditure	USD 78.57 Million
FIRR	12.85%
EIRR	16.04%
NPV	USD 3.06 Million

8. Government Support and Guarantee

Government support and guarantees will be determined by the IIGF.

9. Contact Information

Name : Ir. Tomie Herawanto, M.P
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Email : tomiehera@gmail.com

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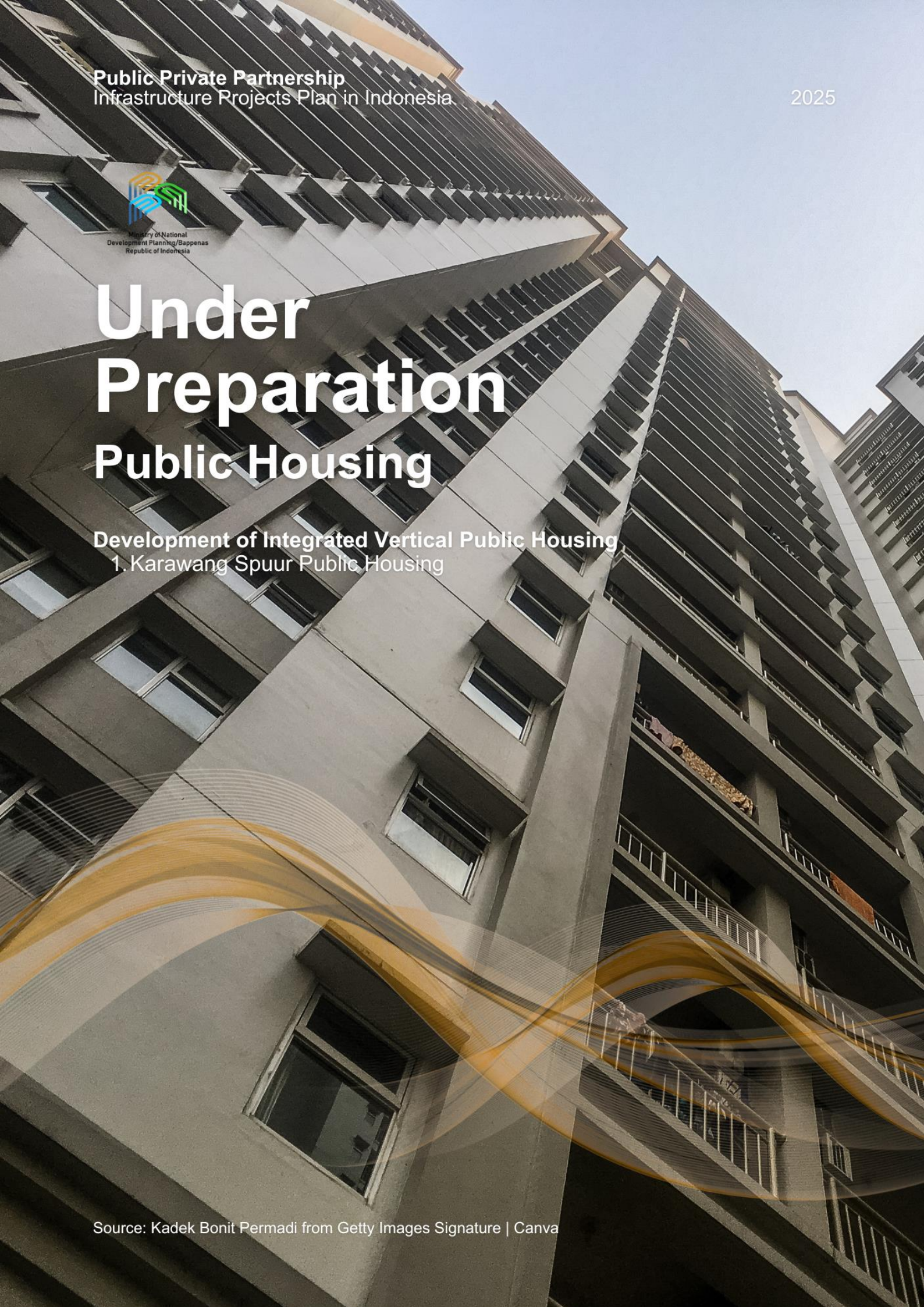
Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Public Housing

Development of Integrated Vertical Public Housing

1. Karawang Spuur Public Housing



Source: Kadek Bonit Permadi from Getty Images Signature | Canva

Karawang Spuur Public Housing

Sector: Public Housing

Location: Karawang Regency, West Java Province



Government Contracting Agency:
Minister of Housing and Residential

Implementing Agency:
Directorate General of Rural Housing

Preparation Agency:
Directorate General of Rural Housing (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: Affordable Housing

Description

Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH-owned land. The PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 1 tower, resulting in 580 residential units.

Financial Feasibility

FIRR: 12.46%
EIRR: 13.68%
NPV: USD 1.67 Million

Capital Expenditure:
USD 16.94 Million

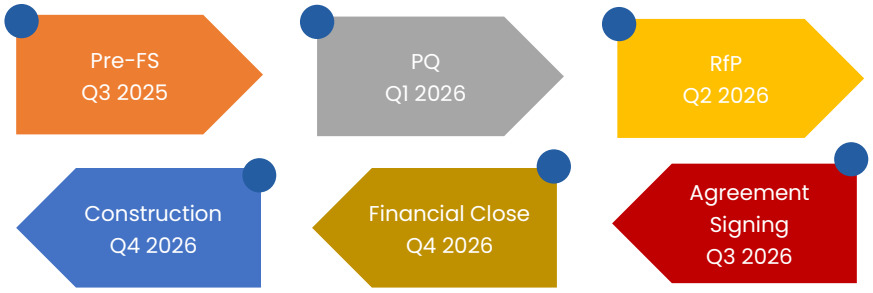
Operational Expenditure:
USD 7.06 Million for 10 years operation period

Estimated Concession Period:

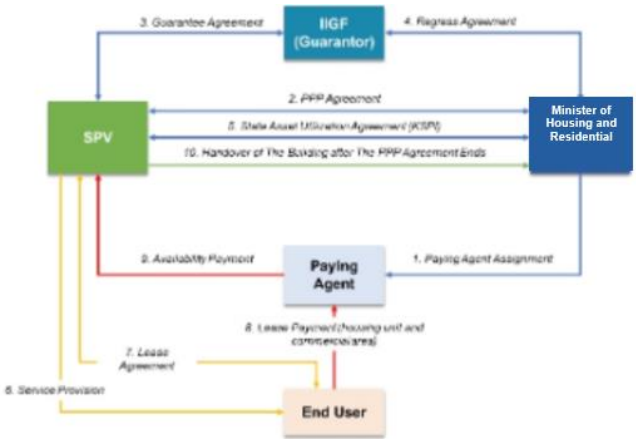
12 Years (including 6 months of pre-construction period and 18 months of construction and commissioning period

Indicative Project Schedule

Project Status: Pre-Feasibility Study



Indicative Project Structure



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



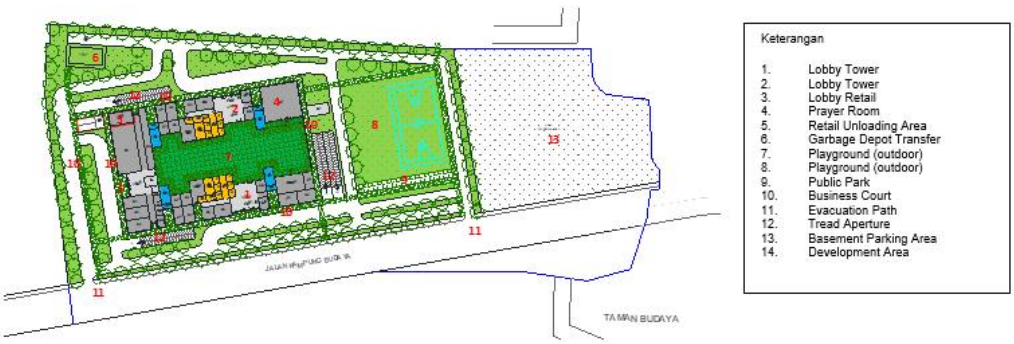


Figure 1 – Layout of Karawang Spuur Public Housing

Figure 2– Masterplan of Karawang Spuur Public Housing

2. The Opportunity

2.1. Project Background

Indonesia is undergoing rapid urbanization. As per the "Project Appraisal Document of IBRD's National Affordable Housing Program project", the country's cities are growing at a rate of 4.1% per year between the years 2000 to 2010, faster than other Asian countries (compared to 3.8 percent in China, 3.1 percent in India and 2.8 percent in Thailand). In 2012, the urban population was 52% of the total population and by 2025, nearly 68% of the Indonesians will be living in cities. Approximately 18 million of the 21 million jobs created between 2001 and 2011 were in urban areas, marking a major shift of the employment base toward cities.

The direction of housing finance policy focused on national development priorities, which are mainly for specific regions: (a). Industrial zone/ KEK, (b). Tourism area, (c). the development of a green city with climate and disaster resistance, (d). A Smart city that is competitive and based on Communication Technology, (e). village and city linkages (f). border area with 10 (ten) neighboring countries 187 (one hundred eighty-seven) priority locations, including 92 (ninety- two) outer islands), (g). disadvantaged areas, and (h). support for reducing the burden of the poor and vulnerable population, as well as a program to accelerate national development strategic projects by the formulation of the objectives of the Ministry of Public Works and Public Housing is to expand access to adequate housing financing facilities for MBR that are equipped with adequate facilities and infrastructure for all community groups in a fair manner and approach demand management with national priorities.

For this reason, the government continues to strive to realize decent housing for MBR that is in line with the direction of the housing finance policy in the priority development areas/regions, and one of them is Karawang.

This project is structured to make the National Mid-Term Development Plan more concrete in resolving development issues, measurable and the benefits can be directly understood and felt by the community. These projects have strategic value and high leverage to achieve development priority targets. One of the major projects of the Ministry of PUPR is the construction of Urban Flats.

2.2. Project Description

Karawang Spuur Housing PPP Project is a public housing project on a 1.9 ha Ministry of MPWH- owned land. The location of the PPP project is located on Jalan Karawang Spuur, Wadas Village, East Telukjambe District, Karawang, West Java. (Coordinates: -6.3283005, 107.276151).

Karawang Spuur Housing PPP Project located in the Karawang Transit Oriented Development (TOD) development area. The land is located in the urban area of Karawang, a few minutes from schools, universities, and industrial areas. Besides that, the location has high accessibility, minutes away from the West Karawang 1 toll gate, and the Karaba Indah bus stop. The project will cover the construction of 2 towers, resulting in 1.175 residential units and several public purposes, such as co-working spaces, green areas, commercials, and other social facilities.

2.3. Project Objectives

Providing housing facilities, green areas, and other facilities for the Low Income Community (MBR) as a part of Urban Flats Strategic Priority Project in the National Midterm Development Plan (RPJMN) 2025-2029.

3. Business Entity's Scope of Work

Design-Build-Finance-Operation-Maintenance-Transfer (DBFOMT)

4. Technical Specification

Karawang Spuur Public Housing		
Public Housing Type	Public Housing for Rent Mixed-use	
Allocation	Occupancy	Low-Income Communities
	Non-Occupancy	Green Open Space
		Sports Facilities
		Clinic
		Kindergarten
		Childcare
		Child playground and park
		Co-working space
		Prayer Room
		Community Hall
Number of Towers	1 Tower	Number of Towers
Number of Floors	17 Floors	Number of Floors
Number of Units	580 Units	Number of Units

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The project has obtained an Environmental Permit pursuant to the Decree of the Regent of Karawang regarding the Environmental Feasibility of the Karawang Spuur Public Housing Development Plan.

6. Land Acquisition and Resettlement Action Plan

The Ministry of Public Works and Housing has secured Right to Use certificate for land located in Wadas Village, East Telukjambe Sub-district, Karawang Regency, West Java Province with a land area of 1.9 ha. In relation to the protected paddy field areas related to the project, the National Land Agency Office of Karawang Regency is in the process of adjusting the protected paddy field map.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 16.94 Million
Operational Expenditure	USD 7.06 Million for 10 years operation period
FIRR	12.46%
EIRR	13.68%
NPV	USD 1.67 Million

8. Government Support and Guarantee

The project is planned to receive government guarantees from IIGF.

9. Contact Information

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Ready to Offer

Registered in PPP Book 2025



Source: Kiats from Getty Images | Canva

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Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Ready to Offer:

Under Procurement Process



Source: Priyono from Getty Images | Canva

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Procurement Process

Transportation

Development of Integrated Airport Network

1. Development of Singkawang Airport



Source: Architia | Canva

Development of Singkawang Airport

Location: Singkawang, West Kalimantan



Sector: Transportation

Government Contracting Agency:
Minister of Transportation

Implementing Agency:
Directorate General of Civil Aviation

Preparation Agency:
Directorate General of Civil Aviation (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
User Charge

Sub-Sector: Airport

Description

According to the Minister of Transportation's Decree No. KP 1024 of 2018, Singkawang Airport will be situated in Panglimang Village, South Singkawang District. The Singkawang Airport PPP Project is strategically located to benefit from the proposed relocation of Indonesia's capital city from Jakarta to East Kalimantan. This development is expected to have a positive impact on the surrounding regions, including West Kalimantan Province and Singkawang City. The Singkawang City Government has completed the land acquisition process, covering a total area of 151.45 ha, in order to expedite the airport's development. The project is planned to be implemented in several development phases.

Financial Feasibility

FIRR: 11.17%
EIRR: 11.77%
NPV: USD 13.75 Million

Capital Expenditure:
USD 53 Million

Operational Expenditure:
USD 260 Million

Estimated Concession Period:

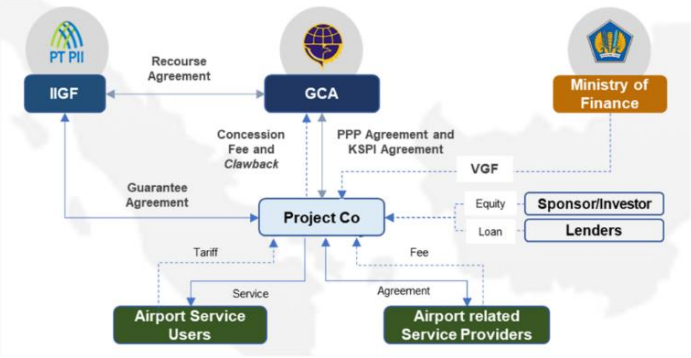
32 years

Indicative Project Schedule

Project Status: Pre-Qualification



Indicative Project Structure



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



Figure 1 – Map of Singkawang Airport Location

2. The Opportunity

2.1. Project Background

The Ministry of Transportation ("MoT") plans to develop the Singkawang Airport Project ("Project") under the Public Private Partnership ("PPP") scheme. Based on the Decree of the Minister of Transportation Number KP 1024 of 2018, Singkawang Airport will be located in Panglimang Village, South Singkawang District. The project is strategically positioned to benefit from the planned relocation of Indonesia's capital to East Kalimantan, which will drive a positive contribution to the surrounding areas, including West Kalimantan Province and Singkawang City.

Currently, Singkawang City Government has successfully concluded the acquisition of 151.45 ha of land for the airport's development. In addition, to expedite the airport's operation, the MoT has initiated the development of the airport with minimal operational requirements, which includes 1,400 m x 30 m runway (through *Surat Berharga Syariah Negara* or Government Islamic Securities – "GIS")

and 8,000 m2 passenger terminal (through CSR-based assets which shall be provided through grant) ("Brownfield Assets"). As for the ultimate development, there will be several development phase as follow:

a. Phase 1 PPP Development (2025 - 2026) – Expansion of, among others, runway scope of 2,500 x 45 m, apron of 23,000 m^2, cargo terminal of 2,000 m^2; and
b. Phase 2 PPP Development (Estimated in 2038 – 2039) – Expansion of, among others, passenger terminal 22,300 m^2, and cargo terminal 3,200 m^2.

2.2. Project Description

Singkawang Airport, located in Panglimang Village, South Singkawang District, is a project using the PPP Solicited scheme with the user charge investment return method, placing demand risk on the Business Entity Partner (BUP) to manage facilities and infrastructure for optimal returns. The project employs the Design Build Finance Operate Maintain Transfer (DBFOMT) method, where the initiator is responsible for designing, constructing, financing, operating, and maintaining airport assets during the concession period. Phase 1 PPP Development (2025–2026) includes expansion of the 2,500 x 45 m runway, a 23,000 m^2 apron, and a 2,000 m^2 cargo terminal, cargo terminal of 2,000 m2; and Phase 2 PPP Development (estimated 2038–2039) includes expansion of the passenger terminal (22,300 m^2) and cargo terminal (3,200 m^2), with a total estimated project cost of USD 304 million and a concession period of 32 years. This project requires government support in terms of IIGF Support. The government institution responsible for this project is the Director General of Civil Aviation.

2.3. Project Objectives

a. To support connectivity and accommodate the need for air transportation services in the area of Singkawang City, as well as Bengkayang Regency, Sambas Regency, and Mempawah Regency ("**SINGBEBASWAH**") with the population of approximately 1,5 million residents. This is considering that the nearest airport access is through Supadio Airport, which is located in Kubu Raya Regency **with the distance of 153 km or about 4-5 hours of travel time** by road from Singkawang City.
b. to improve accessibility for people and logistics to remote areas, thereby supporting economic growth.
c. support development plans such as Singkawang City's effort to establish a food terminal center, tourism sector, domestic passenger demand, regional developments, etc.

3. Business Entity's Scope of Work

Design – Build – Finance – Operate – Maintain – Transfer (DBFOMT) with User Charge Mechanism.

4. Technical Specification

The technical specifications for Singkawang Airport are as shown below:

No	Facilities	Capacity
1	Aerodrome Reference Code	4C
2	Runway Dimension	2500 x 45 m
3	Runway Strip Dimension	2740 x 45 m
4	Runway Strength	60 F/C/X/T
5	Runway End Safety Area (RESA)	90 x 90 (Threshold 16); 90 x 90 (Threshold 34)
6	Taxiway	2 (Phase 1)
7	Apron Dimension	190 x 100 m (Phase 1)
8	Total Parking Stand	4 (Phase 1)
9	Facilities	Domestic Passenger Terminal (Phase 1)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The City Government of Singkawang is working to fulfill its responsibility in preparing and updating the AMDAL Document for the Project's plan to accommodate the construction of Projects with the adjustment of runway specifications. This will, in addition to the extent of the area affected by the operational and safety areas of the airport, require the handling of the potential environmental impacts during the construction and operation stages of the Project. The mandatory AMDAL activities are regulated in Minister of Environment Regulation 5/2012 concerning Types of Business Plans and/or activities that are required to have an Environmental Impact Analysis (AMDAL).

6. Land Acquisition and Resettlement Action Plan

There is a land requirement of 151.45 ha with a fair value of replacement of USD 958,495.33 sourced from the Singkawang City Government's Budget (APBD) for the Fiscal Year 2019, therefore all assets that have been built through local Government Budget investments must be handed over to the Directorate General of Air Transport, the Ministry of Transportation to be managed in accordance with the laws and regulations that are applies to the Infrastructure Provision Cooperation (KSPI in Indonesia abbreviation) scheme through the use of BMN/D (Government Owned Asset) in the form of land.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 53 Million
Operational Expenditure	USD 260 Million
FIRR	11.17%
EIRR	111.77%
NPV	USD 13.75 Million

8. Government Support and Guarantee

The GCA would need to facilitate the project by means of:

1. Viability Gap Fund (VGF)
2. Construction Support for the initial phase
3. Tax Incentive
4. Ease of Permit Issuance

In terms of project guarantee by IIGF, the indicative risk that needs to be guaranteed are:

1. Land Acquisition Risk
2. Tariff Adjustment Risk
3. Political Risk
4. Termination Risk

9. Contact Information

Name : Ir. Lukman F Laisa M
Position : Director General of Civil Aviation

Name : Wasis Danardono S.Psi., M.B.A.
Position : Head of Center for Transportation Infrastructure
Financing Email : ppit@kemenhub.go.id

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Procurement Process

Road

Development of Road Connectivity on Primary Corridors, and Accessibility to Underdeveloped and Border Areas

1. South Sentul-West Karawang Toll Road
2. Bogor-Serpong (Via Parung) Toll Road



Source: Creativa Images | Canva

South Sentul-West Karawang Toll Road

Location: West Java Province



Sector: Road

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Initiator:
PT Pamapersada Nusantara

Type of PPP:
Unsolicited

Return of Investment:
User Charge

Sub-Sector: Toll Road

Description

The project aims to construct approximately 61.5 km of the South Sentul–West Karawang Toll Road, connecting Sentul Junction and Karawang Junction. At the South Sentul - West Karawang Toll Road there are 3 junctions that connect to the Bogor Ring Road Toll Road, the Jakarta -South Cikampek Toll Road, and the existing Jakarta - Cikampek Toll Road.

Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

Capital Expenditure:
USD 961 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:

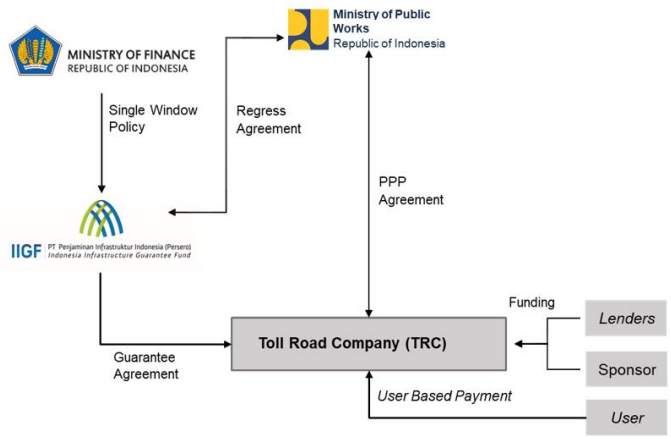
40 years

Indicative Project Schedule

Project Status: Request for Proposal



Indicative Project Structure



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



Picture 1 – South Sentul – West Karawang Toll Road

2. The Opportunity

2.1. Project Background

The existing Sentul-Karawang Road has an inadequate road width to accommodate the existing traffic. Moreover, in the area around Karawang there are many industrial areas so there is a lot of heavy truck traffic. Road users may use a detour using the Jagorawi toll road. However, the level of congestion on the Jagorawi toll road during peak hours is so bad that the toll road no longer functions effectively in reducing travel time. Therefore, the idea arose to build a toll road between Sentul - Karawang to be a solution to overcome existing traffic demand.

2.2. Project Description

From the results of the latest study, the construction of the South Sentul - West Karawang Toll Road is divided into several segments:

a. Segment 1A BORR-GN PUTRI (10,27 Km)
b. Segment 1B GN PUTRI-BORR (2,33 Km)
c. Segment 2 GN PUTRI-KLAPANUNGGAL (6,94 Km)
d. Segment 3 KLAPANUNGGAL-CILEUNGSI (12,26 Km)
e. Segment 4 CILEUNGSI-JAPEKSEL (12,09 Km)
f. Segment 5 JAPEKSEL-KARABA (16,47 Km)

Phase 1 construction is scheduled to begin in 2025 and will last for 36 months, starting with the construction of the Jagorawi In/Out Ramp to the South Japek Junction. Meanwhile, the construction of Phase 2 from South Japek to Karawang is planned to be built in 2030 for 24 months and the construction of Phase 3 parallel to Jagorawi will be built in 2046 for 24 months. Prequalification was carried out in 2022, with one participant passing the requirements and proceeding to the RfP stage.

2.3. Project Objectives

The toll road initiative between Sentul - Karawang is considered to be a solution to address existing traffic demand, by considering:

a. The existing Sentul - Karawang road has an inadequate road width to accommodate the existing traffic;
b. In the area around Karawang there are many industrial areas so there is a lot of heavy truck traffic;
c. The level of congestion on the Jagorawi toll road during peak hours is so severe that it no longer functions optimally to streamline user travel time.

3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, covering the construction, financing, operation, and maintenance of all toll road segments during the concession period.

4. Technical Specification

The technical specifications for South Sentul - West Karawang Toll Road are as follows:

No	Facilities	Capacity
1	Length	60,360 Km
2	Design Speed	100 Km/Hr
3	Lane Width	3,6 m
4	Outer Shoulder Width	3 m
5	Inner Shoulder Width	1,5 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

AMDAL study will be conducted in Q4 2025 by initiator and will be processed/submitted by GCA.

6. Land Acquisition and Resettlement Action Plan

Land acquisition will be carried out by GCA which will be included in the investment cost component. Based on the project management timeline, land acquisition will start in 2025 through 2 stages.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 961 Million
Operational Expenditure	Limited Information
FIRR	Limited Information
EIRR	Limited Information
NPV	Limited Information

8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of partial construction support. It is indicated that this project will also requires government guarantee.

9. Contact Information

Name : Ira Ariani Chaerunisa

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Phone : +6221 - 7264375

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Bogor-Serpong (Via Parung) Toll Road

Location: West Java and Banten



Sector: Road

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Initiator:
PT Pamapersada Nusantara

Type of PPP:
Unsolicited

Return of Investment:
User Charge

Sub-Sector: Toll Road

Description

The project aims to construct approximately 31.1 km of the Bogor–Serpong toll road to alleviate traffic congestion and stimulate economic and regional growth. This toll road is equipped with five interchanges and two junctions.

Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

Capital Expenditure:
USD 559.19 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:

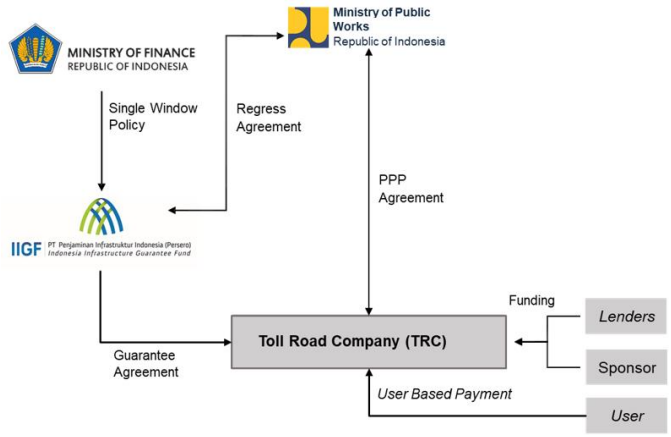
40 years

Indicative Project Schedule

Project Status: Bid Award



Indicative Project Structure



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



Picture 1 – Bogor-Serpong (Via Parung) Toll Road

2. The Opportunity

2.1. Project Background

The existing Bogor–Serpong road is heavily congested, and its width is inadequate to accommodate current traffic volumes. Road users can take a detour using the Jagorawi toll road. However, the level of congestion on the Jagorawi toll road during peak hours, congestion is severe, making the toll road no longer function effectively in reducing travel time. This led to the idea of building a toll road between Bogor and Serpong as a solution to the current traffic congestion.

2.2. Project Description

The Bogor - Serpong toll road will connect to the BORR Toll Road at the Salabenda Interchange, Kemang District, Regency The current Bogor area has only been built up to Kayumanis, Tanah Sareal District, Bogor City. Planning for the construction of the toll road has been included in the Regional Regulation of Bogor Regency (Perda) No. 11 of 2016. Apart from being connected to Serpong, the BORR toll road will also be connected to the toll road Depok - Antasari and penetrates Dramaga, Bogor Regency which is also known as the Toll Road Jagorawi II.

2.3. Project Objectives

The Objectives of Bogor-Serpong (Via Parung) Toll Road are as follows:

a. To accommodate traffic flow in the West Java, Banten, and DKI jakarta such as from Bogor to Serpong and vise versa
b. To anticipate traffic generation in the province of West Java and Banten
c. Incerese the economic value of province of West Java and Banten

3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance all toll road segments during the concession period.

4. Technical Specification

The technical specifications for Bogor-Serpong (Via Parung) Toll Road are as follows:

No	Facilities	Capacity
1	Length	32,027 Km
2	Design Speed (main and junction)	100 Km/Hr
	Design Speed (access and ramp)	40 Km/Hr
3	Lane Width	3,6 m
4	Outer Shoulder Width	3 m
5	Inner Shoulder Width	1,5 m
6	Media Width (including inner shoulder)	9,70 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on the planned schedule, AMDAL study will be conducted on Q4 2025 and will be processed by GCA.

6. Land Acquisition and Resettlement Action Plan

The land requirement for the Bogor-Serpong (via Parung) Toll Road is ±3.054.560 m^2. Land acquisition is proposed to be done in Q1 2026 by the project initiator.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 559.19 Million
Operational Expenditure	Limited Information
FIRR	Limited Information
EIRR	Limited Information
NPV	Limited Information

8. Government Support and Guarantee

This project requires Government Guarantee through the IIGF.

9. Contact Information

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Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Procurement Process

Water Resource and Irrigation

Development of Base Load and Variable Power Plants

1. Bintang Bano Dam Maintenance and Provision of Mini Hydro Power Plant Infrastructure Capacity 6,3 MW
2. 40 MW Hydro Power Plant on Tiga Dihaji Dam

Source: Tongchuwit from Getty Images | Canva

Bintang Bano Dam Maintenance and Provision of Mini 6,3 MW Hydro Power Plant

Location: West Sumbawa, West Nusa Tenggara



Sector: Water Resources and Irrigation

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Ministry of Public Works

Initator:
PT Brantas Abipraya (Persero)

Type of PPP:
Unsolicited

Return of Investment:
User Charge

Sub-Sector: Mini Hydro Power Plant

Description

MHPP Bintang Bano is the first Unsolicited Water Resources PPP project using a user charge return on investment scheme. The project scope is provision of 6,3 MW Mini Hydro Power Plant which implemented under Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT) scheme and maintenance of Bintang Bano Dam.

Financial Feasibility

FIRR: 11.26%
EIRR: 16.66%
NPV: USD 0.75 Million

Capital Expenditure:
USD 9,19 million

Operational Expenditure:
USD 284.202/year

Estimated Concession Period:

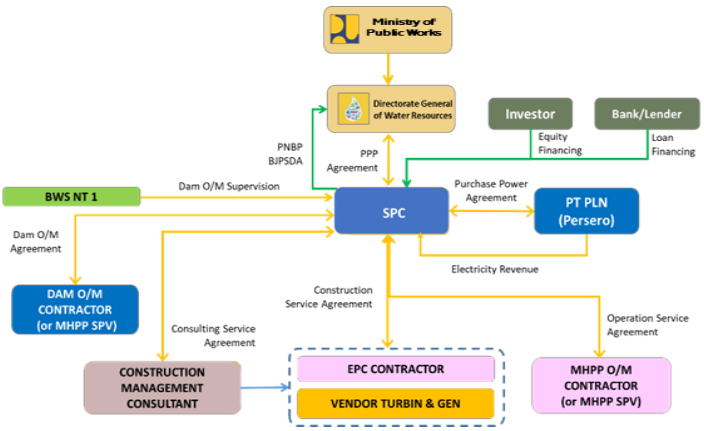
27 years and 2 months

Indicative Project Schedule

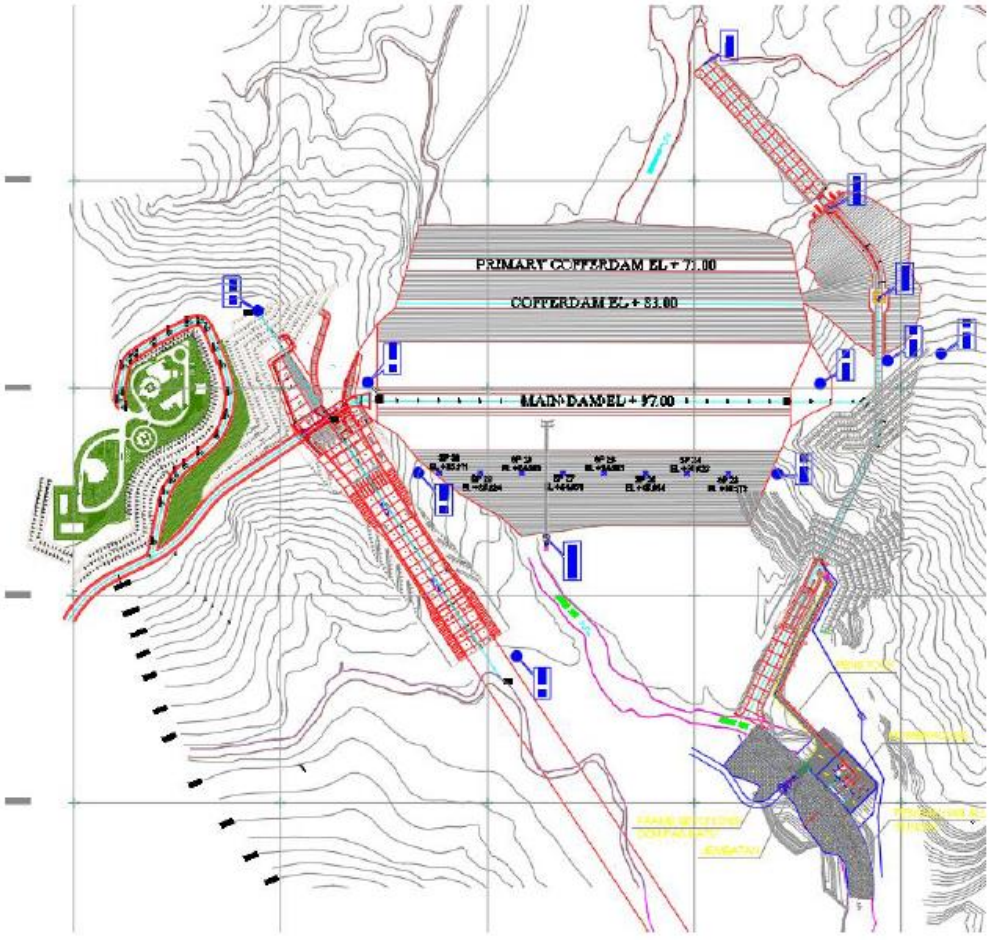
Project Status: Bid Award



Indicative Project Structure



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



Picture 1 – Layout of Bintang Bano Dam

2. The Opportunity

2.1. Project Background

The establishment of the Bintang Bano Mini hydro Power Plant aims to assist in equal distribution of electrical services while also increasing economic activity. The majority of power produced in NTB Province is generated by Diesel Power Plant, resulting in extremely high production costs. Although the electrification ratio is fairly high, the majority of electricity is generated by fossil-fueled plants, therefore in accordance with the Electricity Supply Business Plan (RUPTL), renewable energy-fueled power plants are required. Apart from being a power plant, the dam also has the potential to be used for irrigation, raw water supply, and flood control.

2.2. Project Description

The Bintang Bano Dam is located on Brang Rea River, West Sumbawa, West Nusa Tenggara. The multipurpose dam provides water for an irrigation scheme covering about 6700 hectares in West Sumbawa Regency with a water gross storage volume of 76,20 Million m^3, Brang Rea River flood control with a capacity of 365 m^3/second, which could generate 6.3 MW of electricity.. Other components of the program include local water supply, recreation, and social infrastructure. Land acquisition of ± 175 ha will be provided by the Government. The option in this project development is to build a mini hydro power plant using a User Charge payment scheme to cover the private's investment, risks, and returns. The concession will last 27 years and 2 months (2 years 2 months construction and 25 years Take or Pay). This project offers an opportunity for potential lenders to participate.

2.3. Project Objectives

The objectives of the West Sumbawa Mini hydro Power Plant are to assist the Government in efforts to fulfill the 35 GW electricity supply program and reach all parts of Indonesia, therefore the electrification ratio plan as stated in the national electricity general plan can be achieved and to fulfill the needs of irrigation, raw water, and flood control. Hence, in accordance with the Ministry of Public Works and Public Housing Visium 2020-2024 capacity target of Indonesia's per capita multipurpose dam is 68.11 m3/capita/year. The construction of new dams in the future will be carried out to meet the national water and food security targets, in particular the provision of raw water of 54.81 cubic meters per second in 2024.

3. Business Entity's Scope of Work

Design-Build–Finance-Operate–Maintenance-Transfer

The project scope is as follows:

a. Technical Planning;
b. Provision of MHPP Bintang Bano with a capacity of 6.3 MW;
c. Project Financing;
d. Operation and Maintenance of MHPP Bintang Bano during the concession period;
e. Contribution to the maintenance of Bintang Bano Dam; and
f. Transfer assets.

4. Technical Specification

The technical specifications for Bintang Bano Mini Hydro Power Plant are as follows:

No	Facilities	Capacity
1	Type	With reservoir
2	Normal water level	+115.5 m
3	TWL	+53.0 m
4	Estimated Planned Discharged (m3/s	16.0
5	Estimated Power (MW)	6.3
6	Annual Estimated Energy (GWh)	32.78
7	Transmission cable	Powerhouse to GI Taliwang (±25 Km)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The Bintang Bano Dam has previously undergone an Environmental Impact Assessment (AMDAL) issued in 2010. However, this AMDAL did not accommodate the Microhydro Power Plant (PLTM) development. Consequently, The AMDAL for the PLTM will be prepared by the Special Purpose Company (SPC) following the signing of the PPP agreement.

6. Land Acquisition and Resettlement Action Plan

Based on a review of the layout and location of the Bintang Bano Power Plant, the location of the Power Plant is included in the Borrow-to-Use Forest Area of the Bintang Bano Dam so that the Initiator considers that no additional new land acquisition is needed. Similarly, no resettlement or community relocation is required. In accordance with the land acquisition study, the construction of the Bintang Bano Mini hydro Power Plant is all located within the Ministry of Public Works and Public Housing land and does not require new land acquisition.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 9.19 Million
Operational Expenditure	USD 284,202/Year
FIRR	11.26%
EIRR	16.66%
NPV	USD 0.75 Million

8. Government Support and Guarantee

Government Support in the form of Feasibility Support cannot be provided for the implementation of this Project. This is due to the fact that this project initiated by a business entity (unsolicited project) cannot meet the criteria as stipulated in Presidential Decree 38/2015 jo. VAT Ministerial Regulation 2/2020.

9. Contact Information

Name : Dr. Harya Muldianto, S.T., M.T.
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40 MW Hydro Power Plant on Tiga Dihaji Dam

Location: South Ogan Komering Ulu (OKU) Regency, South Sumatera



Sector: Water Resources and Irrigation

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Ministry of Public Works

Initiator:
PT Brantas Abipraya (Persero) & PT PLN Indonesia Power

Type of PPP:
Unsolicited

Return of Investment:
User Charge

Sub-Sector: Hydro Power Plant

Description

The Project is located on Tiga Dihaji Dam, Komering River Basin, South Ogan Komering Ulu (OKU) Regency, South Sumatera Province. The Project is proposed by using Unsolicited PPP through Design, Build, Finance, Operate, Maintain and Transfer (DBFOMT) scheme. It is estimated generating electricity with 40 MW capacity.

Financial Feasibility

FIRR: 11.06%
EIRR: 16.41%
NPV: USD 3.84 Million

Capital Expenditure:
USD 57.53 Million

Operational Expenditure:
USD 1.07 Million/year

Estimated Concession Period:

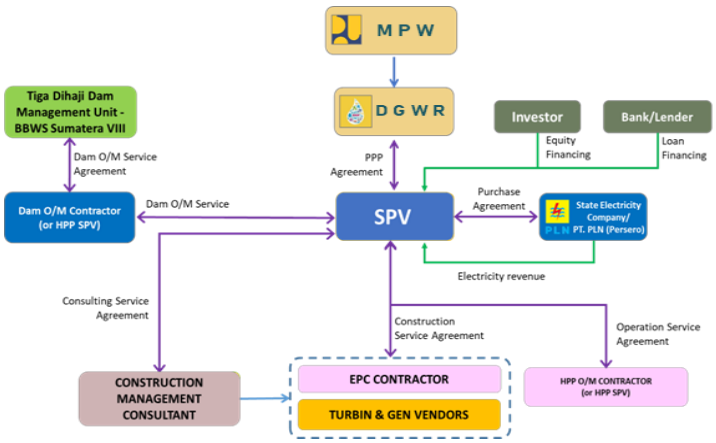
27 years (2 years of construction and 25 years of service period).

Indicative Project Schedule

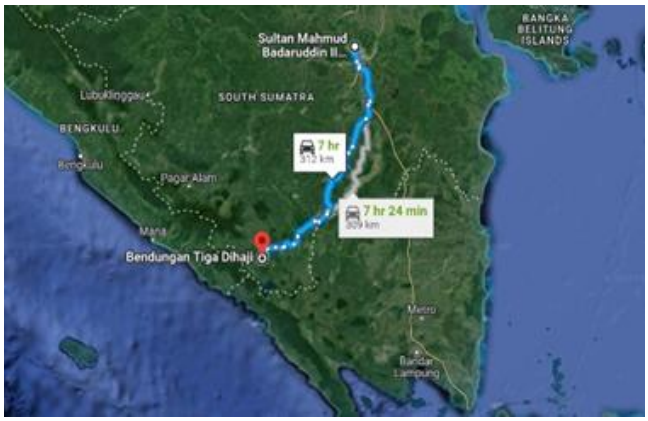
Project Status: Bid Award



Indicative Project Structure



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





Picture 1 – Layout of Tiga Dihaji Dam

2. The Opportunity

2.1. Project Background

In accordance with long term program of the State Electricity Company - PT. PLN (Persero) to get affordable tariff of electricity, Water resources need to be harnessed to improve public welfare. Hydro power plant has been managed by the government through the PT PLN (Persero) as the main supplier of electricity for both household and industrial needs. PLN has not been able to meet electricity demand across all regions in Indonesia, leaving some areas without electricity access.

In order to fulfill the supply of 35 GW of electricity as outlined in the 2015-2034 National Electricity Master Plan (RUKN), additional generators, transmission & substations and distribution have been planned as stated in Electricity Supply General Plan (RUPTL). So, in 2034 it is expected that electricity can reach all regions in Indonesia.

To realize this plan, the Business Entity as project initiator proposes a PPP Project of 40 MW Hydropower Plant Infrastructure Delivery on Tiga Dihaji Dam which is located in South Ogan Komering Ulu (OKU) Regency, South Sumatra Province. The PLTA development plan is expected to increase the availability of electrical energy for both household and industry, hereby enhancing economic activity in South OKU Regency, South Sumatra

2.2. Project Description

Project Name	: 40 MW Hydro Power Plant on Tiga Dihaji Dam
Project Location	: Tiga Dihaji Dam, Komering River Basin, South Ogan Komering Ulu (OKU) Regency, South Sumatra Province
Project Method	: Design-Build-Finance-Operate-Maintain-Transfer (D-B-F-O-M-T)
Financing scheme	: Public Private Partnership
Government Contracting Agency	: Minister of Public Works
Concession	: 27 years (2 years of construction, 25 years of service period)
Estimated Power (MW)	: 40
Estimated Annual Energy (GWh)	: 209.22

2.3. Project Objectives

The benefit of Tiga Dihaji Dam is for irrigation as main function, raw water supply, flood control and tourism. In addition, the benefits of the Tiga Dihaji Dam is also used for generating hydroelectric power sourced from new and renewable energy, so it could increase the electrification ratio in South Ogan komering Ulu Regency, South Sumatera.

The development of Tiga Dihaji Hydropower Plant is also in line with the energy transition plan, which is currently being pushed to reduce dependence on the use of fossil energy and replace it with renewable energy generation, with a target of 23% renewable energy by year 2025 from the achievement of the renewable energy mix of 14.02% currently.

3. Business Entity's Scope of Work

Design-Build-Finance-Operate–Maintain-Transfer

Project scope is as follows:

a. Power Plant Unit (Penstock, Bypass, Hydromechanical Equipment, Power House, Turbine and Electromechanical Equipment, Switchyard, 150 kV Transmission and Electrical);
b. Supporting Infrastructure (such as Office, Access Road, Operator House, and Guard House);
c. Tiga Dihaji Dam maintenance to all or part of the dam infrastructure.

4. Technical Specification

The technical specifications for Tiga Dihaji Dam are as follows:

No	Facilities	Capacity
1	Type	With reservoir
2	Normal water level	+315.67 m
3	TWL	+207.65 m
4	Estimated Planned Discharged (m3/s)	45.50
5	Water Elevation (m)	108.02
6	Estimated Power (MW)	40
7	Annual Estimated Energy (GWh)	209.22
8	Transmission cable	Power house to Muara Dua Substation through 150 kV high voltage transmission lines (SUTT)

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The construction of the high voltage transmission lines (SUTT) of Tiga Dihaji Hydro Power Plant requires approximately 225 m2 (44 towers) of land for each tower and 3.600 m2 of switchyard land which is outside of the Tiga Dihaji Dam area. So, according to the Regulation of Minister of Environment and Forestry No. 4/2021 about List of Business and/or Activities Required to Have an Analysis of Environmental Impacts, Environmental Management Efforts and Environmental Monitoring Efforts or Statement of Capability for Environmental Management and Monitoring, this project is required to have Environmental Management Efforts and Environmental Monitoring Efforts with B category.

6. Land Acquisition and Resettlement Action Plan

The location of the hydropower plant is both inside and outside of the Tiga Dihaji Dam area. For the construction of the Penstock, Power House, Bypass Pipeline, Access Road, Operator's House, Guard Post, it requires approximately ±10,000 m^2 of land which is within the Tiga Dihaji Dam area, where the land will be submitted as utilization of State-Owned Assets.

The Tiga Dihaji Dam area is located in the Area for Other Uses (APL) where a Borrow-to-Use Forestry Permit (IPPKH) is not required. Meanwhile, the construction of the high voltage transmission lines (SUTT) requires approximately 225 m^2 (44 towers) of land for each tower and 3.600 m^2 of switchyard land which is outside of the Tiga Dihaji Dam area. The land acquisition will be carried out by Business Entity as initiator project (BUP) and it is also responsible to provide compensation costs for land under the SUTT route to affected communities.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 57.53 Million
Operational Expenditure	USD 1.07 Million/year
FIRR	11.06%
EIRR	16.41%
NPV	USD 3.84 Million

8. Government Support and Guarantee

The Feasibility Study indicates the government support in the form of tax incentives and licensing/permit facilities.

9. Contact Information

Name : Dr. Harya Muldianto, S.T., M.T.

Position : Director for Water Resources Infrastructure Financing

Phone : +62 812-9357-5119

Email : direktorat.ppisda@gmail.com

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia



Under Procurement Process

Energy Conservation

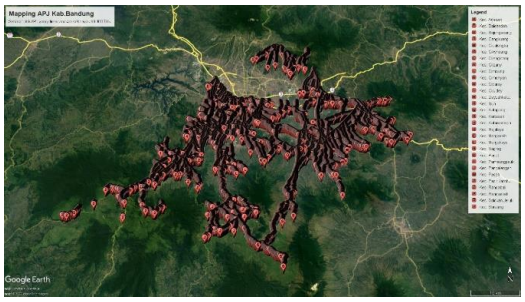
Strengthen Implementation of Just Energy Transition

1. Bandung Street Lighting

Source: Anton Tobing from Getty Images | Canva

Bandung Street Lighting

Location: Bandung Regency, West Java



Sector: Energy Conservation

Government Contracting Agency:
Regent of Bandung

Implementing Agency:
Public Works Agency, Government of Bandung Regency

Initiator:
PT Titis Sampurna

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: Street Lighting

Description

In order to improve infrastructure services, Bandung Regency Government will build and repair public street lighting. From the existing 13,432 units of street lighting, it will be added to 28,250 units of lamps using LED technology. This project is planned to use PPP scheme.

Financial Feasibility

FIRR: 12.56%
EIRR: Limited Information
NPV: USD 18,132

Capital Expenditure:
USD 12.50 Million

Operational Expenditure:
USD 473,937 per year

Estimated Concession Period:

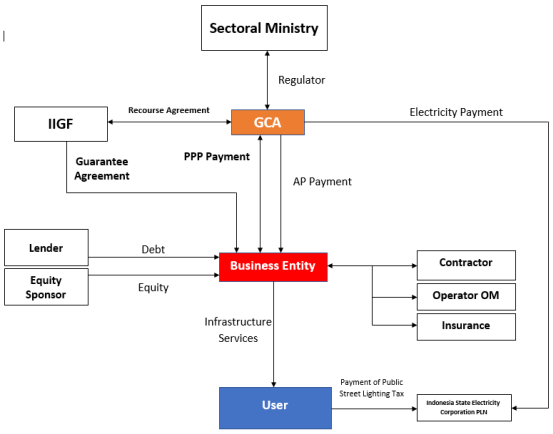
10 years

Indicative Project Schedule

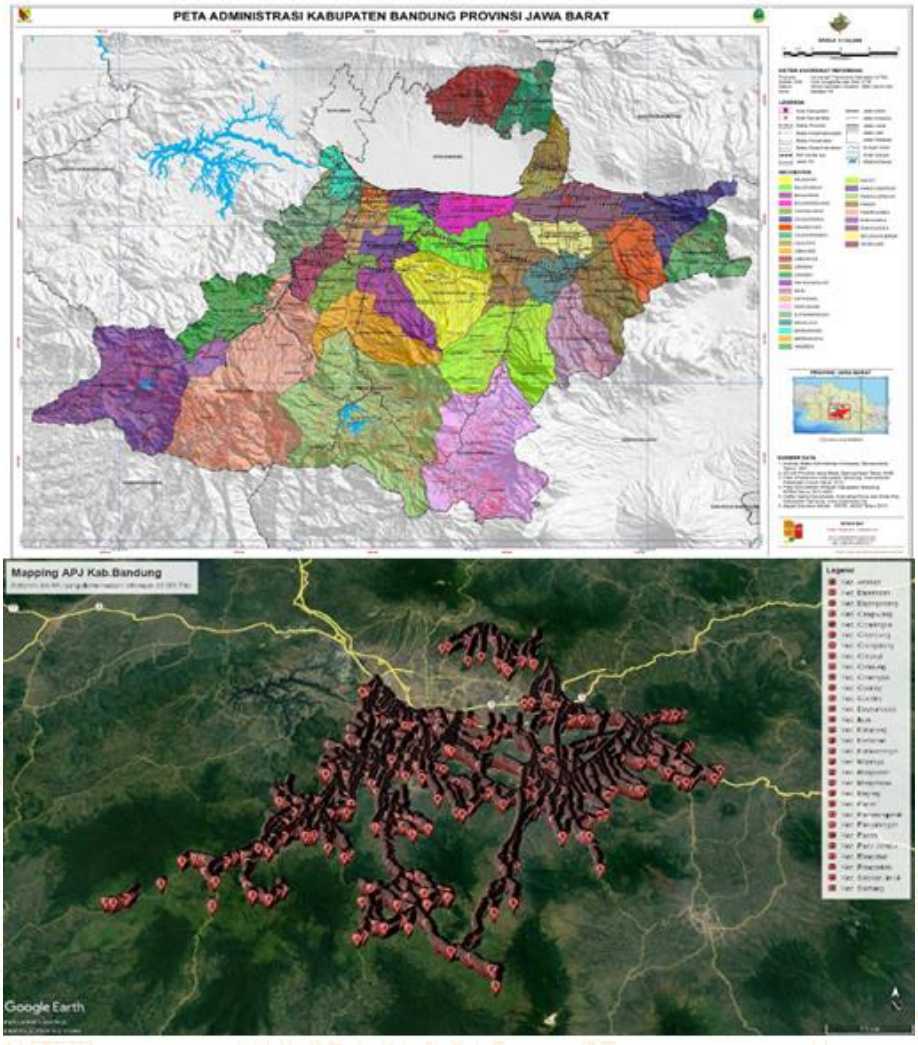
Project Status: Pre-Qualification

- Pre-Feasibility Study 2023
- Feasibility Study Q3 2024
- Pre-Qualification Q2 2025
- Request For Proposal Q3 2025
- Bid Award Q3 2025
- Agreement Signing Q4 2025
- Financial Close Q1 2026
- Construction 2026

Indicative Project Structure



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



Picture 1 – Location of Bandung Street Lighting

2. The Opportunity

2.1. Project Background

The existing condition of Public Street Lighting in Bandung Regency consists of 22,700 units of street lighting of which only 13% use LED technology. To improve the service of Public Street Lighting, the Bandung Regency Government plans to carry out the construction of street lighting on city roads that have not received adequate street lighting. The plan also includes replacing conventional lamps with LED technology.

2.2. Project Description

In order to improve infrastructure services, Bandung District Government will build and repair public street lighting. The project will replace all 22,700 existing lamps and install 5,550 new units, resulting in a total of 28,250 LED-based street lights.

The replacement is expected to reduce electricity bills by more than 70%. hence it is necessary to replace with LED technology to conserve more energy.

2.3. Project Objectives

The purpose of the development of Bandung Street Lighting is:

a. To provide security, comfort for road users and community social activities;
b. To encourage the progress of infrastructure facilities;
c. To provide street lighting that use energy-saving lamps;
d. To increase Bandung Regency Original Revenue.

3. Business Entity's Scope of Work

DBFOMT (Design – Build – Finance – Operate – Maintain – Transfer)

Project scope is as follows:

a. To design, build, finance, operate, maintain the Public Street Lighting units and transfer assets at the end of the agreement period;
b. To provide meterization of the entire Public Street Lighting network;
c. To provide Public Street Lighting services with LED technology;
d. Installation of electrical systems, including cable networks and panel boxes for street lighting;
e. Controlling and operating Public Street Lighting;
f. To provide street lighting services according to the standard specifications regulated in the Minister of Transportation Regulation 47/2023.

4. Technical Specification

The technical specifications for Bandung Street Lighting are as follows:

No	Facilities	Capacity
1	Lenght of Street	1,426 km
2	Armature LED 120 W	979 light spot
3	Armature LED 90 W	4,169 light spot
4	Armature LED 60 W	14,982 light spot
5	Armature LED 30 W	8,120 light spot

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Based on study, this project doesn't require to have AMDAL document.

6. Land Acquisition and Resettlement Action Plan

Based on Feasibility Study, the construction of Bandung Street Lighting Project does not require land acquisition documents.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 12.50 Million
Operational Expenditure	USD 473,937 per year
FIRR	12.56%
EIRR	Limited Information
NPV	USD 18.13 Million

8. Government Support and Guarantee

Based on Feasibility Study, this project does not need the government support. However, this project is planned to apply for Government Guarantee.

9. Contact Information

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Email : dishub@bandungkab.go.id

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Procurement Process

Health

Development of Comprehensive and High-Quality Hospitals in Regency/ City Levels and Expansion of Mobile Health Services in Remote Areas

1. Inche Abdoel Moeis General Hospital
2. Padjajaran University (UNPAD) Teaching Hospital



Source: Baona from Getty Images Signature | Canva

Inche Abdoel Moeis General Hospital

Location: East Kalimantan



Sector: Health

Government Contracting Agency:
Mayor of Samarinda

Implementing Agency:
Health Agency of Samarinda

Preparation Agency:
Health Agency of Samarinda (assisted by IIGF through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: General Hospital

Description

Inche Abdoel Moeis Samarinda General Hospital is in the development stage of becoming an international standard hospital. Currently. This is type C hospital that will be upgraded to type B hospital. The hospital service coverage area has the potential to become a regional referral center for the provinces of East Kalimantan and North Kalimantan.

Financial Feasibility

FIRR: Limited Information
EIRR: 15.60%
NPV: Limited Information

Capital Expenditure:
USD 46.47 Million

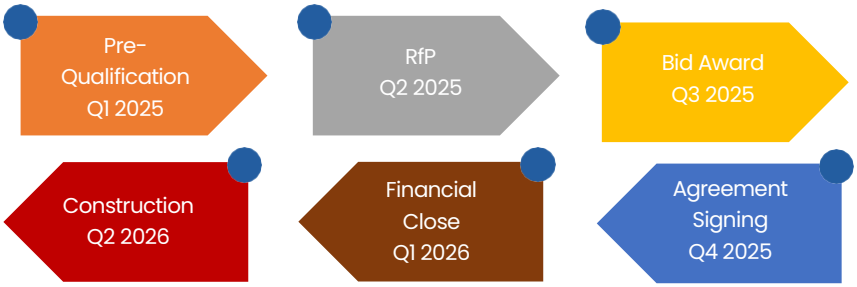
Operational Expenditure:
USD 9.29 Million

Estimated Concession Period:

20 Years

Indicative Project Schedule

Project Status: **Request for Proposal**



Indicative Project Structure



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



Picture 1 – Hospital Area

2. The Opportunity

2.1. Project Background

The City Government of Samarinda plans to develop the Inche Abdoel Moeis General Hospital with a PPP scheme. Inche Abdoel Moies General Hospital is a Regional Hospital belonging to the City Government of Samarinda which is currently in the development stage to become an International Standard Hospital with the area of hospital service coverage having the potential to become a Regional Referral for the Provinces of East Kalimantan and North Kalimantan. The limitations of Samarinda City's regional budget in financing infrastructure development as stipulated in the Samarinda City RPJMD 2021-2026 have resulted in a funding gap that must be met. To overcome this,

the Samarinda City Government uses the Public Private Partnership (PPP) scheme to accelerate the development of Inche Abdoel Moeis Samarinda Hospital. Currently. This is type C Hospital which will be upgraded to type B hospital.

2.2. Project Description

Inche Abdoel Moeis Samarinda General Hospital is in the development stage of becoming an international standard hospital. The hospital service coverage area can potentially become a Regional Referral for the Provinces of East Kalimantan and North Kalimantan. Based on preparation of Pre-Feasibility Study, the number of beds is agreed to be upgraded to 333 beds (Tempat Tidur).

2.3. Project Objectives

Inche Abdoel Moeis Samarinda General Hospital is the only hospital owned by the City Government of Samarinda and has the potential to become the closest referral center for patients from districts around Samarinda city, especially from Type C and D hospitals, because it is not only seen from a geographical aspect but also because of the completeness of diagnostic facilities (magnetic resonance imaging (MRI) is available).

The potential patient base is significant, based on the hospital's service coverage area from Samarinda City to the borders of Kutai Kartanegara and East Kutai Regencies, which covers Samarinda City to the border of Kutai Kartanegara and East Kutai Regencies. It is hoped that with the construction of Class B hospitals with international standard education, the quality, quantity, and types of health services provided will be increased, as well as by adding facilities, infrastructure, medical devices, human resources, and both medical and paramedical support.

3. Business Entity's Scope of Work

The Project will implement the Design - Build - Finance - Maintenance - Transfer (DBFMT) scheme. The business entity is responsible for:

a. Project Financing
b. Planning, construction, and renovation of Inche Abdoel Moeis Samarinda General Hospital
c. Building maintenance Inche Abdoel Moeis Samarinda General Hospital during the concession
d. Providing medical equipment for Inche Abdoel Moeis Samarinda General Hospital (optional, to be further studied and refined in the Final Pre-Feasibility Study report)

4. Technical Specification

In the PPP Scheme, Inche Abdoel Moeis Samarinda General Hospital will consist of:

a. Main Gate

   General Hospital Building Site Development

   1. General Hospital Building
   2. Building Maintenance
   3. MEP Utility
   4. Parking Building
   5. Landscape
   6. Site Development (Access Road, Drainage, Street Lighting, Landscape)

b. IPAL (Wastewater Treatment Plan)
c. Incinerator
d. Hardware Information System (IT)

*More detailed technical specifications will be further studied and refiend in the Pre-Feasibility Study final report.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The PPP Project Development Procedure for I. A. Moeis General Hospital will involve the completion of Environmental Impact Assessment (AMDAL), Environmental Management Efforts and Environmental Monitoring Efforts (UKL - UPL), and Environmental Management Statement Letter (SPPL).

6. Land Acquisition and Resettlement Action Plan

The development process of I.A. Moeis General Hospital in the PPP Project for the Development of the Samarinda City Hospital, almost all of the land is owned by the Samarinda City Government as the GCA.

7. Project Cost Structure

Based on Pre-Feasibility Study (Pre-FS), the project cost structure will be followed as below:

Estimated Project Cost With VGF	USD 30.34 Million (Rp. 472 Billion)
IRR	28.99%
EIRR	10.34%
NPV	USD 45.61 Million (Rp. 710 Billion)

Estimated Project Cost Without VGF	USD 59.50 Million (Rp. 927 Billion)
IRR	12.78%
EIRR	0.33%
NPV	USD 14.44 Million (Rp. 225 Billion)

8. Government Support and Guarantee

There are possible government supports and guarantee for the project:

a. **Project Development Facility**, Based on Ministry of Finance Regulation No. 73/PMK.08/2018 to Assign PT Sarana Multi Infrastruktur (Persero) ("PT SMI) to assist GCA on Project Preparation and Transaction. Furthermore, PT SMI will also assist GCA on project's downstream study.

b. **Central and Local Government Support**, based on Ministry of Public Works and Housing Regulation No. 19/2016, which is fiscal and non-fiscal support to increase project feasibility. The needs and amount of the supports will be further studied on Pre-Feasibility Study Final Report.

c. **Government Guarantee**, Based on Presidential Regulation No. 38/2015, No. 78/2010, also Ministry of Finance Regulation No. 260/2010, is the guarantee given by Central Government for PPP Project. Further needs for government guarantee will be studied on Pre-Feasibility Study Final Report.

9. Contact Information

Position : Director of RSUD I.A Moeis Samarinda
Address : Jalan H. A. M Rifaddin, Number 1, Harapan Baru Ward, Loa Janan Ilir Subdistrict, Samarinda City, East Kalimantan Province, 75251
Phone : (+62 541) 7268960
Email : rsud_iam@yahoo.com and bagian-kerjasama@samarindakota.go.id

Padjadjaran University (UNPAD) Teaching Hospital

Location: Sumedang Regency, West Java Province



Sector: Education, Research and Development

Government Contracting Agency:
Rector of Padjajaran University

Implementing Agency:
Padjadjaran University

Preparation Agency:
Padjadjaran University (assisted by PT SMI through PDF from Ministry of Finance)

Type of PPP:
Solicited

Return of Investment:
Other Form

Sub-Sector: Teaching Hospital

Description

To improve the quality of education services and health services in West Java Province, Universitas Padjadjaran is planning to build a UNPAD Teaching Hospital on an area of ±4.2 hectares. The project will include PPP development of Building B and C as the 2nd phase of Unpad's Hospital to upgrade the capacity of beds and support medical academic functions.

Financial Feasibility

FIRR: Limited Information
EIRR: 14.19%
NPV: USD 3.59 Million

Capital Expenditure:
USD 30.83 Million

Operational Expenditure:
USD 3.42 Million (yr 1)

Estimated Concession Period:

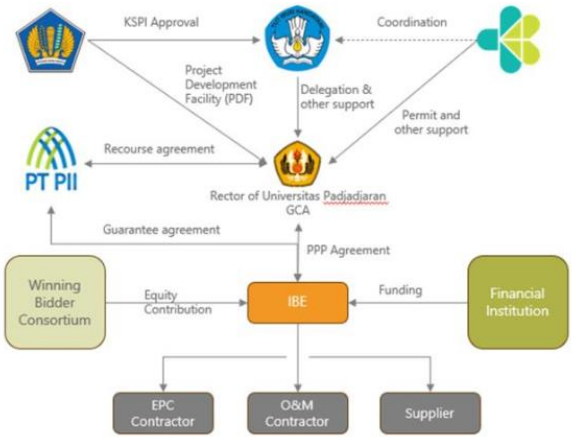
16.5 years

Indicative Project Schedule

Project Status: Pre-Qualification



Indicative Project Structure



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



Picture 1 – Illustration of Unpad Teaching Hospital

2. The Opportunity

2.1. Project Background

West Java Province has 377 public and private hospitals totaling 45,289 bed facilities in 2020. About WHO standard, the ideal beds to population ratio is 1/1000 according to WHO. Thus, West Java Province requires more capacity for their healthcare due to its current balance of 1/1,103 in 2020 or a shortage of around 4,647 beds compared to the total population.

Universitas Padjadjaran is one of the leading universities in West Java Province, with numerous academic programs in medicine and health, such as medicine, dentistry, pharmacy, nursing, midwifery, and psychology. The development of Unpad Teaching Hospital will provide healthcare services and conduct education and research activities to address healthcare issues in West Java Province, especially around Sumedang and the Greater Bandung area. The project will also provide national and global recognition for Unpad Teaching Hospital through partnership with the private sector or business entities under the Public Private Partnership (PPP) scheme.

2.2. Project Description

The project will consist of the development of Building B and C Unpad Teaching Hospital (each of them 5 stories high and basement) situated within the area of Universitas Padjadjaran Jatinangor campus, which includes building maintenance and partial operation of the hospital elaborated in more detail in part 3 Business Entity's Scope of Work. This project will be retendered on Q3 2024 because private companies didn't fully submit the required document on the previous process.

2.3. Project Objectives

The development of Unpad Teaching Hospital is necessary to provide services in healthcare and serve its education, research, and innovation role, especially in medicine, dentistry, pharmacy, nursing, and midwifery. At the same time, it is also deemed fundamental to enable high-quality healthcare services and other fields of science that support educational, healthcare, and/or research-related program activities in the region of Sumedang Regency and aimed to expand coverage across West Java Province. The project will also be expected to provide national and global recognition for Universitas Padjadjaran as one of the leading universities in the region.

3. Business Entity's Scope of Work

The Project will implement a PPP scheme with a scope of design, build, finance, maintain, (partially) operate, and transfer with further elaboration of the business entity's scope of work shown below:

a. Design, Build, and Financing of Building B and C;
b. Maintenance of Buildings A, B, and C;
c. Operations of supporting services (i.e., laundry, waste management, gardens) for Building A, B, and C;
d. Operations of three (3) healthcare services: laboratory, radiotherapy, and nuclear medicine. The scope also includes the provision and maintenance of medical/ healthcare equipment required and supporting personnel for these three services;
e. Transfer the project at the end of the concession period.

4. Technical Specification

The project is currently in the preparation phase, specifically within the process of pre-feasibility study. Based on the current design, the PPP project will consist of development for Buildings B and C, each consisting of five stories and a basement. The project will use a development reference of 120 m2 per bed to build 147 beds and increase the entire capacity of Buildings A, B, and C to reach 264 beds. Based on the number, this Project could be classified as a Type A Hospital with a specific category as a Teaching Hospital.

The project will be developed above a dedicated site plan within Universitas Padjadjaran's Jatinangor Campus area. The PPP project provides a vast range of healthcare services, which include general and specialized clinics, centres of excellence (e.g., eye, cardiac, and regenerative centers), intensive care, hemodialysis, delivery room for childbirth, operating room, inpatient services, pharmacy, laboratory, radiotherapy, nuclear medicine and supporting facilities (e.g., nutritional services, laundry, mortuary, panel room, etc.). classrooms and training facilities for medical students and residents.

The Project complies with national standards for hospital construction and operations. More detailed technical specifications will be further elaborated on in the pre-feasibility study.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The Project will comply with environmental regulations and be supported by developing relevant environmental assessments such as Analisis Mengenai Dampak Lingkungan (AMDAL). GCA will submit the application to obtain the environmental permit for the PPP project.

6. Land Acquisition and Resettlement Action Plan

The land is currently identified as a state-owned asset under the Ministry of Education, Culture, Research, and Technology account, which has been accordingly authorized and handled by the GCA. Therefore, since no specific Land Acquisition and Resettlement Action Plan is required for the Project, the Project will implement the utilization of a state-owned asset scheme in the form of Kerjasama Penyediaan Infrastruktur (KSPI) according to Ministry of Finance Regulation No. 115/2020 on Utilization of State-Owned Asset.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 30.83 Million
Operational Expenditure	USD 3.42 Million (yr 1)
FIRR	Limited Information
EIRR	14.19%
NPV	USD 3.59 Million

8. Government Support and Guarantee

It is indicated that this project requires Government Guarante from IIGF.

9. Contact Information

Name : PPP Team Unpad

Position : PPP Team Unpad

Phone : 081122301388

Email : rsptn@unpad.ac.id

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Additional Information



Source: Rikiriskandar from Getty Images Pro | Canva

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Agreement Signing



Source: Muhammad Amir from Getty Images | Canva

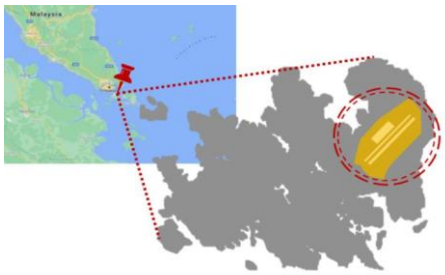
Summary of Agreement Signing Projects

No	Project Name	Description	Status (per July 2025)
1.	Expansion of Hang Nadim International Airport Passenger Terminal	The project is expanding the passenger terminal of Hang Nadim International Airport and designated to handle up to 24.7 million passengers per year by 2046. Project scope includes :a) refurbishment and expansion of passenger terminals; b) operation and maintenance of the passenger terminal; and c) operation and maintenance of the cargo terminal.	Agreement Signing
2.	Patimban Port	Patimban Port in Subang (West Java) is designated as a national strategic project (PSN) and is located near the Cikarang Industrial Zone to support trading activities in Java, the country's most populated island and center of its manufacturing activities.	Agreement Signing
3.	Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road	The project is to construct ± 21.60 km of The Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road with PPP scheme. The starting point is located at Ulujami Junction and the end point is located at Jati Asih Junction.	Agreement Signing
4.	Kamal-Teluk Naga-Rajeg Toll Road	38.6 km Kamal-Teluknaga-Rajeg Toll Road is located in North Jakarta (DKI Jakarta Province) and Tangerang Regency (Banten Province). This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area and will support Pantura strategic area.	Agreement Signing
5.	Kediri-Tulungagung Toll Road	The project is to construct a ±44.17 km toll road of Kediri-Tulungagung which is expected to encourage economic and regional growth for the south part of East Java and also become an access road to Kediri Airport. This toll road plan is equipped with 1 on/off ramp and 4 interchanges.	Agreement Signing
6.	Flyover Sitinjau Lauik	The Sitinjau Lauik road route is part of the existing road that connects the city of Padang with the city of Solok with existing geometric conditions that do not comply with traffic safety and comfort standards The project is to construct ± 2,78 km of The Fly Over Sitinjau Lauik with PPP scheme. At grade 1,77 km and elevated 1,01 km.	Agreement Signing
7.	Karian-Serpong Regional Water Supply System	Karian-Serpong Regional Water Supply System project is developed to accelerate the expansion of piped water supply for DKI Jakarta, Tangerang City, and South	Agreement Signing

No	Project Name	Description	Status (per July 2025)
		Tangerang where the bulk water will be sourced from the Karian Dam in Banten Province through the project Karian Serpong Conveyance System with outflow of 4.600 lpd.	
8.	Arrangement and Management of West Lombok Public Street Lighting	The West Lombok Regency has an annual problem in electricity payment due to street lighting. Nevertheless, the amount of street lighting is deemed inadequate. The West Lombok Regency planned to install and maintain its street lighting using Public Private Partnership. It is hoped that this street lighting project is expected to help improve the economy and public welfare in the regency by ensuring road safety by street lighting during the night.	Agreement Signing
9.	Legok Nangka Regional Waste Processing Facility	Management of 1,853 – 2,131 tonnes waste per day of sourced from 6 municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, Nagreg, West Java. Scope: Design, Build, Finance, Operate, maintain the Waste Treatment Plant and supporting infrastructure.	Agreement Signing

Expansion of Hang Nadim International Airport Passenger Terminal

Location: Batam, Riau Islands Province



Project Structure



Sector: Transportation

Sub-Sector: Airport

Description

The project is to expand the passenger terminal of Hang Nadim International Airport and designated to handle up to 24.7 million passengers in 2046. Project scope are: a) Refurbishment and expansion of Passenger Terminals; b) Operation and Maintenance Passenger Terminal; and c) Operation and Maintenance Cargo Terminal.

Financial Feasibility

FIRR: 14.73%
EIRR: Limited Information
NPV: USD 2.93 Million

Capital Expenditure:
USD 431.18 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
25 years

Return of Investment:
User Charge

Project Status:
Agreement Signing

Government Contracting Agency:
Chairman of Batam Indonesia Free Zone Authority

Investor:
PT Bandara Internasional Batam (BIB)
1. PT Angkasa Pura I (Persero)
2. Incheon International Airport Corporation
3. PT Wijaya Karya (Persero) Tbk

Financier:
On process

Government Support & Guarantee:
No government support and government guarantee

Implementation Schedule:
Agreement Signing: Q2 2017
Financial Close: Q4 2025

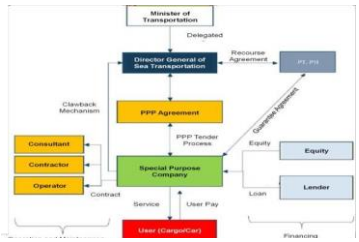
Contact Information:
Ponco Indro Subekti (Head of Transportation Planning BP Batam)
+62-812-6130-3737, bthpppteam@bpbatam.go.id

Patimban Port

Location: Subang, West Java Province



Project Structure



Sector: Transportation

Sub-Sector: Port

Description

Patimban Port in Subang (West Java) designated as a national strategic project (PSN) located near Cikarang Industrial Zone to support trading activities in Java, the country's most populated island and center of its manufacturing activities.

Financial Feasibility

FIRR: 14.97%
EIRR: 13.73%
NPV: USD 84 Million

Capital Expenditure:
USD 1,178.13 Million

Operational Expenditure:
USD 4,023.13 Million

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Agreement Signing

Government Contracting Agency:
Minister of Transportation

Investor:
PT Pelabuhan Patimban Internasional
1. PT CTCorp Infrastruktur Indonesia
2. PT Indika Logistic Support Services
3. PT U Connectivity Services
4. PT Terminal Petikemas Surabaya

Financier:
On Process

Government Support & Guarantee:
No Government Support and Government Guarantee

Implementation Schedule:
Financial Close: Q4 2025
Construction: Q1 2026

Contact Information:
Muh. Anto Julianto (Director of Port Affairs)

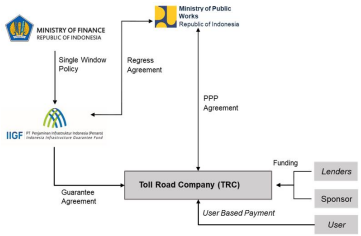
Wasis Danardono, S.Psi., M.B.A. (Head of Center Transportation Infrastructure
ppit@kemenhub.go.id

Cikunir-Ulujami Jakarta Outer Ring Road (JORR) Elevated Toll Road

Location: DKI Jakarta and West Java Provinces



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

This project involves the construction of approximately 21.60 km of the Cikunir–Ulujami section of the Jakarta Outer Ring Road (JORR) Elevated Toll Road under a PPP scheme. The starting point is located at Ulujami Junction and the end point is located at Jati Asih Junction.

Financial Feasibility

FIRR: 12.34%
EIRR: Limited Information
NPV: USD 478.63 Million

Capital Expenditure:
USD 1,329.13 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
45 years

Return of Investment:
User Charge

Project Status:
Agreement Signing

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jakarta Metro Exspressway
1. PT Marga Metro Nusantara
2. PT Adhi Karya (Persero) Tbk.
3. PT Acset Indonusa Tbk.

Financier:
On process

Government Support & Guarantee:
Government Guarantee from IIGF

Implementation Schedule:
Agreement Signing: Q4 2023
Financial Close: Q4 2025
Construction: 2026

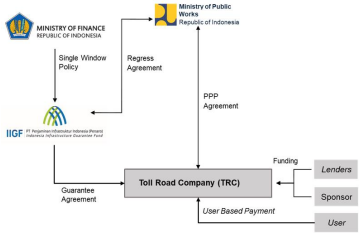
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Kamal-Teluk Naga-Rajeg Toll Road

Location: DKI Jakarta and Banten



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

38.6 km Kamal-Teluknaga-Rajeg Toll Road is located in North Jakarta (DKI Jakarta Province) and Tangerang Regency (Banten Province). This toll road is planned as part of the toll road network system in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) area and and will support the strategic development of the Pantura (Northern Java Coast) region.

Financial Feasibility

FIRR: 11%
EIRR: 16%
NPV: USD 147.55 Million

Capital Expenditure:
USD 1,451.25 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Agreement Signing

Government Contracting Agency:
Minister of Public Works

Investor:
PT Duta Graha Karya

Financier:
PT Duta Graha Karya

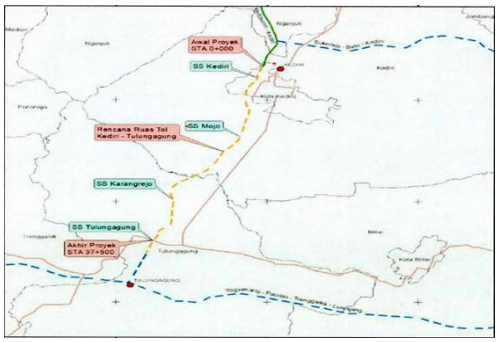
Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Aug 2023
Financial Close: Q4 2025
Construction: 2026

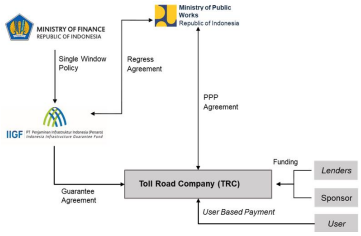
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221 - 7258063, bpjt@pu.go.id

Kediri-Tulungagung Toll Road

Location: East Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

The project is to construct a ±44.17 km toll road of Kediri-Tulungagung which is expected to encourage economic and regional growth for the south part of East Java and also become an access road to Kediri Airport. This toll road plan is equipped with 1 junctions, 1 on/off ramp and 3 interchanges.

Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

Capital Expenditure:
USD 654.38 Million

Operational Expenditure:
Limited Information

Return of Investment:
User Charge

Estimated Concession Period:

50 years

Project Status:
Agreement Signing

Government Contracting Agency:
Minister of Public Works

Investor:
PT Surya Sapta Agung Tol

Financier:
On Process

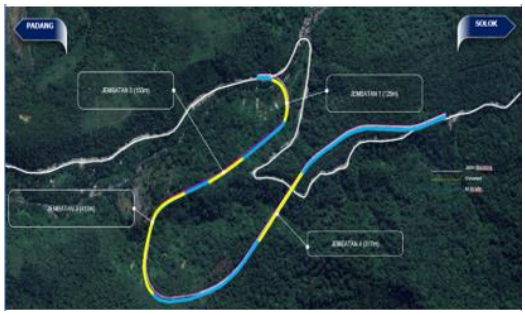
Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Q1 2024
Financial Close: Q4 2025
Construction: 2026

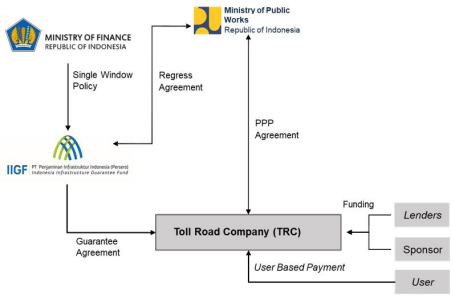
Contact Information:
Zamhur Rimaldi (Head of Investment Division
+6221 - 7258063, bpjt@pu.go.id

Flyover Sitinjau Lauik

Location: West Sumatera



Project Structure



Sector: Road

Sub-Sector: Non-Toll Road

Description

The construction of the Sitinjau Lauik Flyover aims to reduce the risk of traffic accidents caused by the steep gradient of the existing road, where the current road conditions are quite difficult to pass with gradients ranging from 20-25% and sharp curves, thus not meeting safety standards. The project is to construct ± 2,78 km of the Sitinjau Lauik Flyover under a PPP scheme.

Financial Feasibility

FIRR: 10.45 %
EIRR: 18.64%
NPV: USD 9.37 Million

Capital Expenditure:
USD 1,746.24 Million

Operational Expenditure:
USD 35.18 Million

Return of Investment:
Availability Payment (AP)

Estimated Concession Period:
50 years

Project Status:
Agreement Signing

Government Contracting Agency:
Minister of Public Works

Investor:
PT Hutama Panorama Sitinjau Lauik

Financier:
Limited Information

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Financial Close: Q4 2025
Construction: Q4 2025

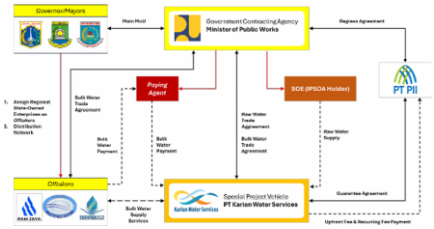
Contact Information:
Ira Ariani Chaerunisa (Head of Sub-Directorate for Implementation of Road and Bridges Infrastructure Financing Region II)
+6221 – 7264375, direktorat.ppijj@pu.go.id

Karian-Serpong Regional Water Supply System

Location: Banten and DKI Jakarta Province



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

Karian Serpong Regional Water Supply System is one of Public Private Partnership (PPP) infrastructure project, which has an outflow of 4.600 liters per second that will supply DKI Jakarta Province, South Tangerang City, and Tangerang City. Project scopes are the construction of Water Treatment Plant, Primary Distribution Pipeline, and Main Reservoir.

Financial Feasibility

FIRR: 10.88%
EIRR: 10.84%
NPV: USD 45.08 Million

Capital Expenditure:
USD 15.63 Million

Operational Expenditure:
USD 80.22 Million

Estimated Concession Period:
35 years 9 months (incl. construction)

Return of Investment:
User Charge

Project Status:
Agreement Signing

Government Contracting Agency:
Minister of Public Works

Investor:
PT Karian Water Services
1. K-Water
2. PT Adhi Karya (Persero)

Financier:
On Process

Government Support & Guarantee:
Government Guarantee from IIGF

Implementation Schedule:
Financial Close: Q4 2025
Construction: Q4 2025

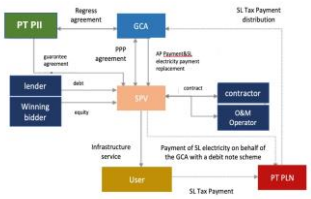
Contact Information:
E. Hardiansyah P. Putra (DGIF, Ministry of Public Works)
+62 812-2785-438, encik.hardiansyah@pu.go.id

Arrangement and Management of West Lombok Public Street Lighting

Location: West Lombok Regency, West Nusa Tenggara



Project Structure



Sector: Energy Conservation

Sub-Sector: Street Lighting

Description

The West Lombok Regency has an annual problem in electricity payment due to street lighting. Nevertheless, the amount of street lighting is deemed inadequate. The West Lombok Regency planned to install and maintain its street lighting using Public Private Partnership. It is hoped that this street project lighting this street lighting project is expected to improve the economy and public welfare in the regency by ensuring road safety by street lighting during the night.

Financial Feasibility

FIRR: 9.92%
EIRR: 10.93%
NPV: USD 206,250

Capital Expenditure:
USD 5.93 Million

Operational Expenditure:
USD 3.77 Million

Estimated Concession Period:
11 years (included 1 year of construction)

Return of Investment:
Availability Payment (AP)

Project Status:
Agreement Signing

Government Contracting Agency:
Regent of West Lombok

Investor:
PT Surya Energi Indotama

Financier:
On process

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Sept 2023
Financial Close: Q4 2025
Construction: 2026

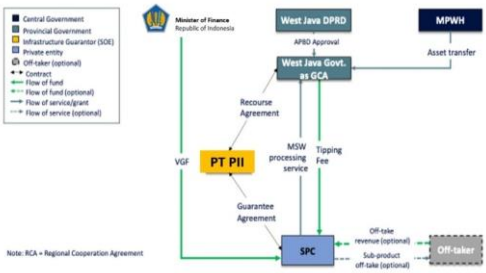
Contact Information:
H. Lalu Najamuddin, MM (Regent of West Lombok Regency)
+62 82236509096

Legok Nangka Regional Waste Processing Facility

Location: West Java Province



Project Structure



Sector: Waste Management

Sub-Sector: Waste Management System

Description

Management of 1,853 – 2,131 tonnes waste per day sourced from six municipalities (Bandung Regency, Bandung City, Sumedang Regency, Cimahi City, West Bandung Regency, and Garut Regency) located in Legok Nangka, Nagreg, West Java. Project scope is to Design, Build, Finance, Operate, and Maintain the Waste Treatment Plant and supporting infrastructure.

Financial Feasibility

FIRR: 13.30%
EIRR: 14-15%
NPV: USD 48.33 Million

Capital Expenditure:

USD 395.75 Million

Operational Expenditure:

USD 6.74 Million in the 1st years

Return of Investment:

User Charge

Estimated Concession Period:

20 years

Project Status:
Agreement Signing

Government Contracting Agency:
Governor of West Java Province

Investor:
PT Consortium Sumitomo Corporation, PT Energia Prima Nusantara, Kyuden International Corporation, and Kanadevia

Financier:
On Process

Government Support & Guarantee:
Government guarantee from IIGF and VGF form the Ministry of Finance

Implementation Schedule:
Agreement Signing: Q2 2024
Financial Close: Q1-Q2 2026
Construction: Q2 2026-Q3 2029

Contact Information:
Arief Perdana (Head of West Java Regional Solid Waste Management)
+628122147611, pstrdlhprovjabar@gmail.com

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Construction



Source: Creativa Images | Canva

Summary of Under Construction Projects

No	Project Name	Description	Status (per July 2025)
1.	Development of Anggrek Port	Anggrek Port as a goods gateway and a regional economic driver needs to be supported by the development of the hinterland area including its accessibility. Trading activities and distribution of foods especially in the North Gorontalo district depend on this port. It is non-commercial port and operated under the Directorate of Sea Transportation of the Ministry of Transportation.	Under Construction
2.	Proving Ground Motor Vehicle Roadworthiness Testing and Certification	This BPLJSKB Proving Ground is planned as a certification and testing facilities for motor vehicles to improve motor vehicle safety, roadworthiness, and reduce emission levels. It will adopt UNECE standards and it will comprise high speed tracks, brake-testing, noise emission testing, crash test, and other testing facilities.	Under Construction
3.	Multi Lane Free Flow (MLFF) Toll Transaction System	The project is to establish a new toll collection system, which replaces the existing manual toll collection method. The project scope is Design, Build, Finance, Operate, and Transfer (DBFOT). The proposed system has the technical requirement of MLFF using the Global Navigation Satellite System (GNSS) for toll collection.	Under Construction
4.	Probolinggo – Banyuwangi Toll Road	This project is expected to play an integral part of the East Java Road System. It is 171.52 km in length, connecting Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which can be developed further.	Under Construction
5.	Jakarta – Cikampek II South Toll Road	Jakarta – Cikampek II South is a 36.4 km-long toll road. Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded the critical V/C ratio threshold of 1.51. The corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: Bekasi City, Bogor Regency, Bekasi Regency, Karawang Regency, and Purwakarta Regency	Under Construction
6.	Yogyakarta – Bawen Toll Road	Yogya–Bawen toll road will connect Semarang-Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. It will also support the Ungaran–	Under Construction

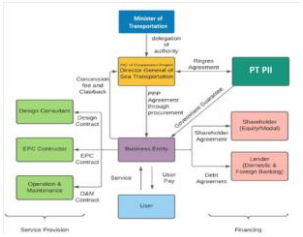
No	Project Name	Description	Status (per July 2025)
		Bawen industrial zone and the Joglosemar tourism corridor. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).	
7.	Patimban Access Toll Road	Patimban Access Toll Road development plan is to provide accessibility that facilitates direct access to and from Patimban Port. The port is planned to be connected with industrial zones, economic zones, urban areas, and the surrounding rural areas. The Patimban Access Toll Road will connect Patimban Port with the Cikopo–Palimanan Toll Road Section, spanning a total length of 37.05 km and will have 4 interchanges and 1 junction.	Under Construction
8.	Development of The Trans Papua Jayapura-Wamena	The Trans Papua Mamberamo – Elelim road section is in Papua Province which is part of the Trans Papua Road section that connects the Jayapura area with Wamena. The location of the road preservation work starts from the direction of Wamena KM 366+690 with a total length of 50.14 km under road preservation works.	Under Construction
9.	Nambo Regional Waste Management System	The capacity of Nambo waste processing technology is 1,650-1,800 tonnes/day. The facility is intended to produce various recycled products such as compost, refused derived fuel (RDF) and other recyclable materials.	Under Construction

Development of Anggrek Port

Location: Gorontalo Province



Project Structure



Sector: Transportation

Sub-Sector: Port

Description

Anggrek Port as a goods gateway and a regional economic driver needs to be supported by the development of the hinterland area including its accessibility. Trading activities and distribution of foods especially in the North Gorontalo district depend on this port. It is non-commercial port and operated under the Directorate of Sea Transportation of the Ministry of Transportation.

Financial Feasibility

FIRR: 12.05%
EIRR: 12.37%
NPV: USD 15.15 Million

Capital Expenditure:
USD 87.00 Million

Operational Expenditure:
USD 319.73 Million

Estimated Concession Period:
30 years

Return of Investment:
User Charge

Project Status:
Under Construction

Government Contracting Agency:
Minister of Transportation

Investor:
PT Anggrek Gorontalo Internasional Terminal (AGIT)

Financier:
PT BNI (Persero)
Indonesia Infrastructure Finance (IIF)

Government Support & Guarantee:
No government support and government guarantee

Implementation Schedule:
Agreement Signing: Jul 2021
Construction: Q2 2024 – 2026

Contact Information:
Muhammad Anto Julianto (Director of Port Affairs)

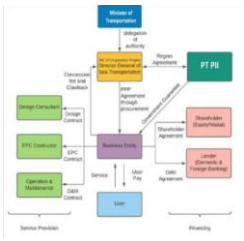
Wasis Danardono S.Psi., MBA (Head of Center for Transportation Infrastructure Financing)
ppit@kemenhub.go.id

Proving Ground Motor Vehicle Roadworthiness Testing and Certification

Location: Bekasi, West Java Province



Project Structure



Sector: Transportation

Sub-Sector: Vehicle Testing Facility

Description

This BPLJSKB Proving Ground is planned as a certification and testing facilities for motor vehicles to improve motor vehicle safety, roadworthiness, and reduce emission levels. It will adopt UNECE standards and it will comprise high speed tracks, brake-testing, noise emission testing, crash test, and other testing facilities.

Financial Feasibility

FIRR: 11%
EIRR: 8.89%
NPV: Limited Information

Capital Expenditure:
USD 124 Million

Operational Expenditure:
USD 62 Million

Estimated Concession Period:
2 years construction + 15 years operation

Return of Investment:
Availability Payment (AP)

Project Status:
Under Construction

Government Contracting Agency:
Minister of Transportation

Investor:
PT Indonesia International Automotive Proving Ground (IIAPG)

Financier:
1. Japan Bank for International Cooperation (JBIC)
2. Mitsubishi UFJ Financial Group (MUFG)

Government Support & Guarantee:
Government Guarantee From IIGF (PT PII)

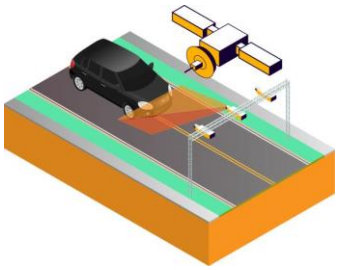
Implementation Schedule:
Agreement Signing: Oct 2022
Construction: Q2 2023-Q3 2025
Operation: Q3 2025

Contact Information:
Wasis Danardono S.Psi., M.B.A. (Head of Center for Transportation Infrastructure Financing)
ppit@kemenhub.go.id

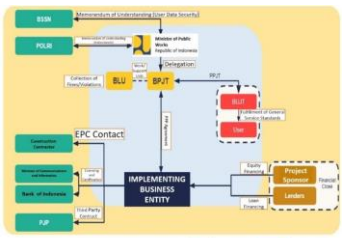
Susanty Pertiwi (Head of Infrastructure and Business Sub directorate)
+62812 9486011, s.pertiwi74@gmail.com

Multi Lane Free Flow (MLFF) Toll Transaction System

Location: National



Project Structure



Sector: Road

Sub-Sector: Non-Toll Road

Description

The project is to establish a new toll collection system, which replaces the existing manual toll collection method. The project scope is Design, Build, Finance, Operate, and Transfer (DBFOT). The proposed system has the technical requirement of MLFF using the Global Navigation Satellite System (GNSS) for toll collection.

Financial Feasibility

FIRR: 12.5%
EIRR: Limited Information
NPV: Limited Information

Capital Expenditure:
USD 275 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
9 years

Return of Investment:
User Charge

Project Status:
Under Construction

Government Contracting Agency:
Minister of Public Works

Investor:
PT Roatex Indonesia Toll System (Indonesia)

Financier:
Roatex Ltd. Zrt. (Hungary)

Government Support & Guarantee:
No government support and government guarantee

Implementation Schedule:
Agreement Signing: Mar 2021
Operation: 2026

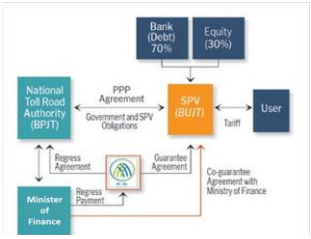
Contact Information:
Ali Rachmadi
+6221–7258063, bpjt.umum@pu.go.id

Probolinggo – Banyuwangi Toll Road

Location: East Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

This project is expected to play an integral part of the East Java Road System. It is 171.52 km in length, connecting Probolinggo and Banyuwangi, crossing three districts in East Java including Situbondo district. Each district has different potential resources which can be developed further.

Financial Feasibility

FIRR: 11.17%
EIRR: Limited Information
NPV: USD 226.51 Million

Capital Expenditure:
USD 1,436.92 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Probolinggo Banyuwangi
1. PT Jasa Marga (Persero) Tbk
2. PT Jawamarga Transjawa Tol
3. PT Daya Mulia Turangga
4. PT Brantas Abipraya

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

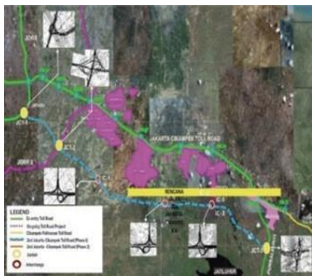
Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Dec 2017
Construction: Q4 2021 – Q3 2025
Operation:
- Section 1 Probolinggo – Paiton & Section 2.1 Paiton – Besuki: 2024
- Section 2.2 Besuki – Bajulmati: 2025
- Section 3 Bajulmati – Ketapang: 2026

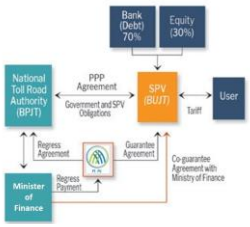
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Jakarta – Cikampek II South Toll Road

Location: Jakarta and West Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Jakarta – Cikampek II South is a 36.4 km-long toll road. Traffic volume through the Jakarta-Cikampek toll road capacity has exceeded the critical V/C ratio threshold of 1.51. The corridor plan of this toll road section is located in the administrative area of the West Java Province, namely: Bekasi City, Bogor Regency, Bekasi Regency, Karawang Regency, and Purwakarta Regency.

Financial Feasibility

FIRR: 11.17%
EIRR: Limited Information
NPV: USD 41.88 Million

Capital Expenditure:
USD 1,568.40 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
35 years

Return of Investment:
User Charge

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Japek Selatan
1. PT Jasa Marga (Persero) Tbk
2. PT Wiranusantara Bumi

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

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Dec 2017
Construction: 2018 – 2024
Operation: 2025

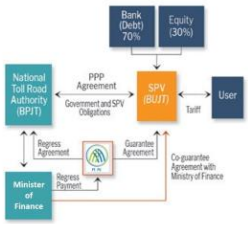
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Yogyakarta – Bawen Toll Road

Location: Yogyakarta Central Java Provinces



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Yogya–Bawen toll road will connect Semarang-Solo toll road to Yogyakarta. It is planned to reduce heavy traffic on the arterial road. It will also support the Ungaran–Bawen industrial zone and the Joglosemar tourism corridor. Furthermore, this project is included in the Indonesia National Strategic Project (PSN).

Financial Feasibility

FIRR: 12.48%
EIRR: Limited Information
NPV: USD 42.41 Million

Capital Expenditure:
USD 890.96 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Under Construction

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Jogja Bawen
1. PT Jasa Marga (Persero) Tbk
2. PT Adhi Karya (Persero) Tbk
3. PT Pembangunan Perumahan (Persero) Tbk
4. PT Waskita Karya (Persero) Tbk
5. PT Brantas Abipraya (Persero)

Financier:
Limited information

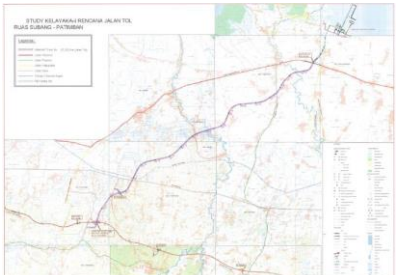
Government Support Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Nov 2020
Construction: 2022 – 2025
Operation: 2026

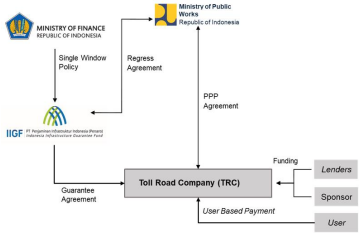
Contact Information:
Zamhur Rimaldi ((Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Patimban Access Toll Road

Location: West Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Patimban Access Toll Road development plan is to provide accessibility that facilitates direct access to and from Patimban Port. The port is planned to be connected with industrial zones, economic zones, urban areas, and the surrounding rural areas. The Patimban Access Toll Road will connect Patimban Port with the Cikopo–Palimanan Toll Road Section, spanning a total length of 37.05 km and will have 4 interchanges and 1 junction.

Financial Feasibility

FIRR: 12.61%
EIRR: 13.73%
NPV: USD 87.43 Million

Capital Expenditure:
USD 313.75 Million

Operational Expenditure:
USD 153.13 Million

Estimated Concession Period:
50 years

Return of Investment:
User Charge

Project Status:
Construction

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Akses Patimban

Financier:
SMI, BCA, dan IIF

Government Support & Guarantee:
The government will provide support for the construction of the 22.94 km toll road segment. The project needs government guarantee from IIGF.

Implementation Schedule:
Financial Close: Q4 2024
Construction: Q2 2025

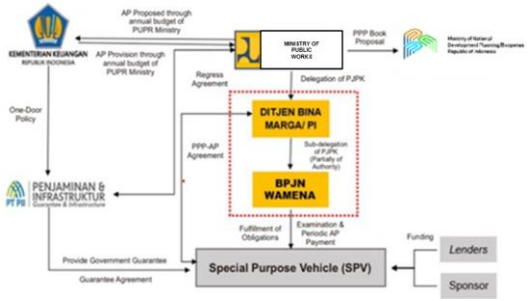
Contact Information:
Ira Ariani Chaerunisa (Head of Sub-Directorate for Implementation of Road and Bridges Infrastructure Financing Region II)
+6221 – 7264375, direktorat.ppijj@pu.go.id

Development of The Trans Papua Jayapura-Wamena Road

Location: Papua Province



Project Structure



Sector: Road

Sub-Sector: Non-Toll Road

Description

The Trans Papua Mamberamo – Elelim road section is in Papua Province which is part of the Trans Papua Road section that connects the Jayapura area with Wamena. The location of the road preservation work starts from the direction of Wamena KM 366+690 with a total length of 50.14 km under road preservation works.

Financial Feasibility

FIRR: 9.62 %
EIRR: 12.28 %
NPV: USD 5.04 Million

Capital Expenditure:

USD 208.7 Million

Operational Expenditure:

USD 38.87 Million

Return of Investment:

Availability Payment (AP)

Estimated Concession Period:

15 years

Project Status:
Construction

Government Contracting Agency:
Minister of Public Works

Investor:
PT Hutama Mambelim Trans Papua (HMTP)

Financier:
BRI, SMI, BNI, BSI, and BPD

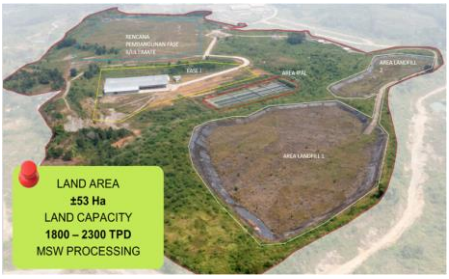
Government Support & Guarantee:
Government Guarantee from IIGF

Implementation Schedule:
Financial Close: Q4 2024
Construction: Q1 2025

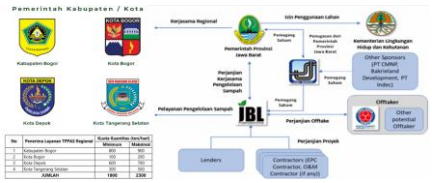
Contact Information:
M. Yoga Mandala Putra, S.T., M.T. (Head of Sub-Directorate for Implementation of Road and Bridges Infrastructure Financing Region III)
+6221 - 7264375, direktorat.ppijj@pu.go.id

Nambo Regional Waste Management System

Location: Bogor Regency, West Java Province



Project Structure



Sector: Waste Management Sub-Sector: Waste Management System

Description

The capacity of Nambo waste processing technology is 1,650-1,800 tonnes/day. The facility is intended to produce various recycled products such as compost, refused derived fuel (RDF) and other recyclable materials.

Financial Feasibility

FIRR: 13.60%
EIRR: Limited Information
NPV: USD 4.68 Million

Capital Expenditure:
USD 62.13 Million

Operational Expenditure:
USD 4.31 Million

Estimated Concession Period:
30 years

Return of Investment:
User Charge

Project Status:
Under Construction

Government Contracting Agency:
Governor of West Java Province

Investor:
PT Jabar Bersih Lestari

Financier:
Limited Information

Government Support & Guarantee:
There is no government support and government guarantee

Implementation Schedule:
Agreement Signing: Jun 2017
Construction: Q3 2025
Operation: Q1 2027

Contact Information:
Arief Perdana, S.T., M.T. (Head of West Java Regional Solid Waste Management)
+628122147611, pstrdlhprovjabar@gmail.com

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National
Development Planning/Bappenas
Republic of Indonesia

Under Operation



Source: Doc. Bappenas

Summary of Under Operation Projects

No	Project Name	Description	Status (per July 2025)
1.	Development of Kediri Airport	The new airport project is proposed with a 3.300 m x 45 m runway and 70.000 m2 passenger terminal building, serving 10 mppa. The airport aims to increase the economic and social activities of the community through the development of connectivity between Kediri District and centers of economic activity both at the national and global levels.	Under Operation (Project is fully operational)
2.	Development of Makassar – Parepare Railway	Makassar-Parepare railway development is part of the Trans-Sulawesi railway network. The objectives are: (i) to improve goods and passenger movement in terms of national connectivity and (ii) to achieve the national railway line target of 10,524 km in 2030. The project scopes are infrastructure construction (F Tonasa segment & Garongkong segment), and infrastructure operation maintenance of the B-C-D-F Tonasa Segment.	Under Operation (Project is partially operational)
3.	Duplication and/or Replacement of Callender Hamilton Bridges in Java Island Main Road	This project is to replace and/or duplicate 37 Location Callender Hamilton Bridges on the Java Island Main Road. The location of the bridges is on the national road connecting the provincial capital and are the main logistics route to Sumatera Island in order to increase national economic activity. The bridges are located in the provinces of Banten, West Java, Central Java, and East Java.	Under Operation (Project is fully operational)
4.	Eastern Sumatran Road Preservation in South Sumatra Province	The location of this project is on the East side of South Sumatra Road in Palembang City, namely Srijaya Raya Road, Mayjen Yusuf Singadekane Road, Letjen H. Alamsyah Ratu Perwiranegara Road, Soekarno Hatta Road, Terminal of Alang-alang Lebar Road and Sultan Mahmud Badarudin II Road. The approximate total length of this project will be 29.87 km. The investment return is in the form of Availability Payment.	Under Operation (Project is fully operational)
5.	Preservation of Eastern Sumatera National Road in Riau Province	This project is one of the Eastern Sumatra Roads in Riau Province starting from the Kayu Ara Intersection (Pekanbaru City) to Lago Intersection (Pelalawan Regency) consists of three streets that could be categorized as a National Road which is correlated towards the national economic growth. The approximate	Under Operation (Project is fully operational)

No	Project Name	Description	Status (per July 2025)
		total length of this project will be 43 km. Investment return is in form of Availability Payment.	
6.	Jakarta – Cikampek II Elevated Toll Road	The project is a 36.4 km elevated 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 exceeded, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by building over it.	Under Operation (Project is fully operational)
7.	Krian – Legundi – Bunder - Manyar Toll Road	Part of the Trans-Java Toll Road is located in East Java with a length of approximately 38.29 km from Krian to Manyar. One of the attractive features of this toll road project is the presence of residential and commercial areas.	Under Operation (Project is fully operational)
8.	Balikpapan – Samarinda Toll Road	Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan Province, 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).	Under Operation (Project is fully operational)
9.	Semarang – Demak Toll Road	The proposed project will connect Semarang (Capital of Central Java Province) and the city of Demak. This Project has a high traffic volume of ±27 km in length. Semarang is the capital city of Central Java Province and is well-developed with industrial goods and trading activities. On the other side, Demak is a region that is rich in natural resources. This project is also integrated with the development of the Semarang Sea Wall.	Under Operation (Project is partially operational)
10.	Cileunyi – Sumedang – Dawuan Toll Road	The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufactured goods as well as services produced from these areas to the port city of Cirebon. This toll road is urgently required to encourage development on the eastern side of Bandung.	Under Operation (Project is fully operational)
11.	Serang – Panimbang Toll Road	Serang – Panimbang Toll Road is located in Banten Province where the toll reaches Jakarta to Tanjung Lesung Special Economic Zone. Furthermore, one of the attractive	Under Operation (Project is partially operational)

No	Project Name	Description	Status (per July 2025)
		development points of this toll road is that it will have tremendous facilities, such as the development of residential areas and commercial areas along the corridor.	
12.	Serpong – Balaraja Toll Road	Serpong-Balaraja Toll (30 km) is part of the Jabodetabek toll road network. This toll road is located in Banten Province and will support rapid development in that area.	Under Operation (Project is partially operational)
13.	Manado - Bitung Toll Road	Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting Manado City to Bitung City, approximately 39.9 km.	Under Operation (Project is fully operational)
14.	Batang - Semarang Toll Road	Batang-Semarang Toll Road (75 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 the capital city of Central Java Province.	Under Operation (Project is fully operational)
15.	Pandaan - Malang Toll Road	Pandaan - Malang toll road is designed to improve connectivity in the region. In addition, the toll road is expected to facilitate industrial transportation between Pandaan and Malang, both of which are directly connected to Surabaya.	Under Operation (Project is fully operational)
16	Solo – Yogyakarta – Kulonprogo (NYIA) Toll Road	The development of Solo–Yogyakarta–Kulon Progo (New Yogyakarta International Airport/NYIA) Toll Road is part of the Southern Java Road Network, stretching from Gede Bage in West Java province to Solo in Central Java. The toll road will run for 96.57 km, divided into three sections: Kartasura–Purwomartani, Purwomartani–Gamping, and Gamping–Kulon Progo (NYIA).	Under Operation (Project is partially operational)
17.	Development of West Semarang Water Supply System	West Semarang Water Supply project is built with a capacity of 1,000 liters per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zones.	Under Operation (Project is fully operational)
18.	Development of Bandar Lampung Water Supply System	The Project scope includes the financing, construction, operation and maintenance of water supply systems, covering raw water intake with the capacity of 825 lps; water treatment plant with a production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with a capacity of ±10,000 m3; and the	Under Operation (Project is fully operational)

No	Project Name	Description	Status (per July 2025)
		development of parts of distribution network with pumping system (primary and secondary distribution network).	
19.	Development of Umbulan Water Supply System	The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The with a total capacity of 4,000 lps, supplying Pasuruan Regency, Pasuruan City, Sidoarjo Regency, Surabaya City, Gresik Regency, and PTAB Industrial Area connecting approximately 320,000 households.	Under Operation (Project is fully operational)
20.	Development of Pekanbaru Water Supply System	The purpose of the Pekanbaru Drinking Water Supply System is to provide reliable drinking water infrastructure and increase economic activities in Pekanbaru City. The Main Project Scope is to Rehabilitation and capacity upgrade of existing Water Treatment Plants (WTP) to 500 l/s, Construction of New Water Treatment Facility of 250 l/s, and construction of a pipe distribution network covering up to 162 km. The total capacity of this project is 750 l/s and and will cover approximately 61,000 house connections across 7 districts in Pekanbaru City.	Under Operation (Project is fully operational)
21.	Development of Dumai City Water Supply System	Dumai City Water Supply System has four service areas, namely Dumai City, West Dumai, South Dumai and East Dumai Districts with capacity of 450 liter per second. It serves 101,500 people or 20,300 SR. The raw water source comes from the Mesjid River. The scope of cooperation includes construction of a 500 liter per second intake, construction of a 450 liter per second Water Treatment Plant, construction of supporting facilities at the water treatment plant, transmission pipes, distribution pipes, booster reservoirs, construction of part of the distribution network for the pumping system.	Under Operation (Project is partially operational)
22.	Development of Jatiluhur I Regional Water Supply System	Jatiluhur I Regional Water Supply System is one of Public Private Partnership (PPP) infrastructure projects, which has an outflow of 4,750 liters per second that will supply Karawang Regency, Bekasi Regency, Bekasi City, and DKI Jakarta. The project scope includes the construction of the intake, transmission pipeline, water treatment plant (WTP), and the development of the primary network.	Under Operation

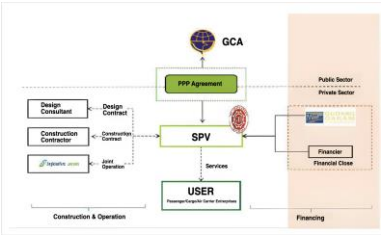
No	Project Name	Description	Status (per July 2025)
23.	Development of Palapa Ring West Package	Development of a 2,123 km fiber optic broadband network connecting Riau Province, Riau Islands, and Natuna Island.	Under Operation (Project is fully operational)
24.	Development of Palapa Ring Central Package	Development of a 3,103 km fiber optic broadband network covering 17 regencies across Kalimantan, Sulawesi, and Maluku.	Under Operation (Project is fully operational)
25.	Development of Palapa Ring East Package	This project involved the development of a fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua, and remote areas in Papua with a total length of 7,002 km.	Under Operation (Project is fully operational)
26.	Development of Multifunction Satellite	The Multifunction Satellite Project, known as Satellite of Republic Indonesia (Satria). The satellite, designed to have a throughput capacity of 150 billion bits per second (Gbps), is expected to provide internet services to 150,000 public facilities, including schools and health centers, as well as defense establishments, security administrations, and all regional government offices all over Indonesia. Satellite technology has become a solution to address the gap in broadband internet access in Indonesia, as an archipelagic country, which has challenging geographical situations.	Under Operation (Project is fully operational)
27.	Central Java Power Plant	This project is recognized as one of the largest PPP-based electricity projects in Asia in terms of installed capacity (2 x 1,000 MW), according to the Government of Indonesia.	Under Operation (Project is fully operational)
28.	Madiun Street Lighting	The project aims to improve public services by providing optimal street lighting (APJ) conditions. It is also expected to stimulate economic growth across all sectors in Madiun District. Development of new APJ with a total of 7,459 APJ points spread across 15 Districts.	Under Operation (Project is fully operational)
29.	Dharmasraya Street Lighting	Replacing mercury type streetlamps with LEDs with total of 4.135 lamps in 11 Districts in Dharmasraya Regency. The project scope are include design, build, finance, operate, maintain and transfer.	Under Operation

Development of Kediri Airport

Location: Kediri, East Java



Project Structure



Sector: Transportation

Sub-Sector: Airport

Description

The new airport project is proposed with a 3.300 m x 45 m runway and 70.000 m2 passenger terminal building, serving 10 mppa. The airport aims to increase the economic and social activities of the community through the development of connectivity between Kediri District and centers of economic activity both at the national and global levels.

Financial Feasibility

FIRR: 8.81%
EIRR: 8.35%
NPV: USD 13.80 Million

Capital Expenditure:
USD 675.50 Million

Operational Expenditure:
USG 610.90 Million

Estimated Concession Period:
50 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Transportation

Investor:
PT Surya Dhoho Investama

Financier:
PT Surya Dhoho Investama (full equity)

Government Support & Guarantee:
No Government Support and Government Guarantee

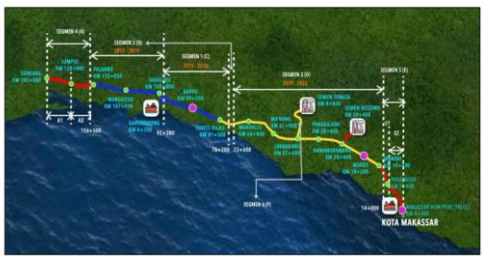
Implementation Schedule:
Agreement Signing: Sept 2022
Operation: Q2 2024

Contact Information:
Ir. Lukman F Laisa M (Director General of Civil Aviation)

Wasis Danardono S.Psi., M.B.A. (Head of Center for Transportation Infrastructure)
ppit@kemenhub.go.id

Development of Makassar – Parepare Railway

Location: South Sulawesi Province



Project Structure



Sector: Transportation

Sub-Sector: Railway

Description

Makassar-Parepare railway development is part of the Trans-Sulawesi railway network. The objectives are: (i) to improve goods and passenger movement in terms of national connectivity and (ii) to achieve the national railway line target of 10,524 km in 2030. The project scopes are infrastructure construction (F Tonasa segment & Garongkong segment), and infrastructure operation maintenance of the B-C-D-F Tonasa Segment.

Financial Feasibility

FIRR: 11,76%
EIRR: 17.17%
NPV: USD 3.21 Million

Capital Expenditure:
USD 61.78 Million

Operational Expenditure:
USD 61.75 Million

Estimated Concession Period:
16 years 3 months

Return of Investment:
Availability Payment (AP)

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Transportation

Investor:
PT Celebes Railway Indonesia
1. PT PP (Persero)
2. PT Bumi Karsa
3. PT China Communication Construction Engineering Indonesia
4. PT Iroda MItra

Financier:
- PT Indonesia Infrastructure Finance
- PT Sarana Multi Infrastruktur (Persero), and
- PT Bank Syariah Indonesia (Tbk)

Government Support & Guarantee:
Government Guarantee from IIGF

Implementation Schedule:
Agreement Signing: Apr 2019
Operation: October 2022 (1st Commercial Operation Date - COD)
Operation: December 2023 (2nd COD)
Operation: November 2024 (3rd COD)

Contact Information:
Ir. Allan Tandiono (Director General of Railways)
djka151@dephub.go.id

Wasis Danardono S.Psi., M.B.A. (Head of Center for Transportation Infrastructure)
ppit@kemenhub.go.id

Duplication and/or Replacement of Callender Hamilton Bridges in Java Island Main Road

Location: Java Region



Project Structure



Sector: Road

Sub-Sector: Non-Toll Bridge

Description

This project is to replace and/or duplicate 37 Location Callender Hamilton Bridges on the Java Island Main Road. The location of the bridges is on the national road connecting the provincial capital and are the main logistics route to Sumatera Island in order to increase national economic activity. The bridges are located in the provinces of Banten, West Java, Central Java, and East Java.

Financial Feasibility

FIRR: 9.52%
EIRR: Limited Information
NPV: USD 878,125

Capital Expenditure:
USD 132.44 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
12 years (2 years construction + 10 years operation)

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Baja Titian Utama

Financier:
PT Bank Mandiri (Persero) Tbk

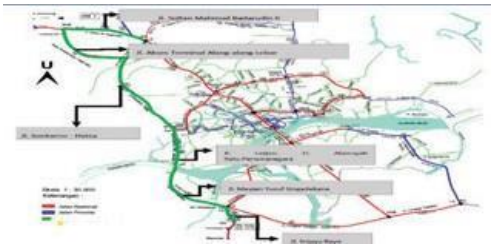
Government Support & Guarantee:
Government Guarantee from IIGF

Implementation Schedule:
Agreement Signing: Dec 2021
Construction: 2021 – 2023
Operation: 2024 - 2033

Contact Information:
Dinan Mutiara (Directorate of Road Construction)
0857-20043355

Eastern Sumatran Road Preservation in South Sumatra Province

Location: South Sumatra Province



Project Structure



Sector: Road

Sub-Sector: Non-Toll Road

Description

The location of this project is on the East side of South Sumatra Road in Palembang City, namely Srijaya Raya Road, Mayjen Yusuf Singadekane Road, Letjen H. Alamsyah Ratu Perwiranegara Road, Soekarno Hatta Road, Terminal of Alang-alang Lebar Road and Sultan Mahmud Badarudin II Road. The approximate total length of this project will be 29.87 km. The investment return is in the form of Availability Payment.

Financial Feasibility

FIRR: 9.85%
EIRR: 13.09%
NPV: USD 7.29 Million

Capital Expenditure:
USD 61.40 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
15 years (3 years construction + 12 years operation)

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jalintim Adhi Abipraya
1. PT Adhi Karya (Persero) Tbk
2.PT Brantas Abipraya (Persero) Tbk

Financier:
1. PT Bank Syariah Indonesia
2.PT Sarana Multi Infrastruktur (Persero)
3.PT Bank Panin Dubai Syariah

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Aug 2020
Construction: 2021 - 2023
Operation: 2024 - 2035

Contact Information:
Javid Hurriyanto (Head of Region 1 Subdirectorate Directorate of Road Construction)
021-7395814, javid.hurriyanto@pu.go.id

Preservation of Eastern Sumatera National Road in Riau Province

Location: Riau Province



Project Structure



Sector: Road

Sub-Sector: Non-Toll Road

Description

This project is one of the Eastern Sumatra Roads in Riau Province starting from the Kayu Ara Intersection (Pekanbaru City) to Lago Intersection (Pelalawan Regency) consists of three streets that could be categorized as a National Road which is correlated towards the national economic growth. The approximate total length of this project will be 43 km. Investment return is in form of Availability Payment.

Financial Feasibility

FIRR: 11.75%
EIRR: Limited Information
NPV: USD 3.08 Million

Capital Expenditure:
USD 32.84 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
15 years (3 years contruction + 12 years operation)

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Adhi Jalintim Riau

Financier:
PT Bank Syariah Indonesia (BSI)
PT Sarana Multi Infrastruktur (SMI)

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Apr 2021
Construction: 2021-2024
Operation: 2024

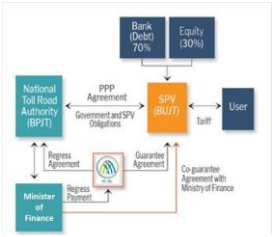
Contact Information:
Javid Hurriyanto (Head of Region 1 Subdirectorate Directorate of Road Construction)
021-7395814, javid.hurriyanto@pu.go.id

Jakarta – Cikampek II Elevated Toll Road

Location: Jakarta and West Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

The project is a 36.4 km elevated 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 exceeded, but there are limitations to widening it thus the proposed solution is to expand the road's capacity by building over it.

Financial Feasibility

FIRR: 12.66%
EIRR: Limited Information
NPV: USD 85.64 Million

Capital Expenditure:
USD 1,019.31 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
45 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Jalan Layang Cikampek
1. PT Jasamarga Transjawa Tol
2.PT Marga Utama Nusantara Tbk
3.PT Ranggi Sugiron Perkasa.

Financier:
Limited information

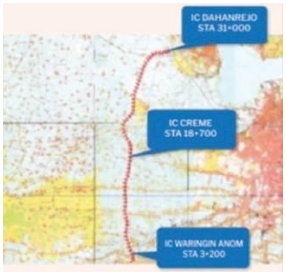
Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Dec 2016
Construction: 2017 - 2021
Operation: 2019

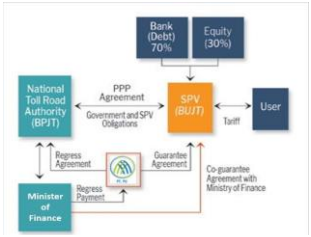
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Krian – Legundi – Bunder - Manyar Toll Road

Location: East Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Part of the Trans-Java Toll Road is located in East Java with a length of approximately 38.29 km from Krian to Manyar. One of the attractive features of this toll road project is the presence of residential and commercial areas.

Financial Feasibility

FIRR: 14.59%
EIRR: Limited Information
NPV: USD 261.89 Million

Capital Expenditure:
USD 843.06 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
45 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Waskita Bumi Wira
1. PT Waskita Toll Road
2.PT Panca Wira Usaha Jawa Timur

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

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Dec 2016
Construction: 2016 - 2019
Operation: 2020

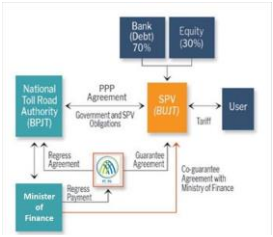
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Balikpapan – Samarinda Toll Road

Location: East Kalimantan Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Balikpapan-Samarinda toll road (99 km) will connect the two largest cities in East Kalimantan Province, 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).

Financial Feasibility

FIRR: 13.87%
EIRR: Limited Information
NPV: USD 237.25 Million

Capital Expenditure:
USD 438.15 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
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)

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Jun 2016
Construction: 2016 - 2019
Operation: 2019

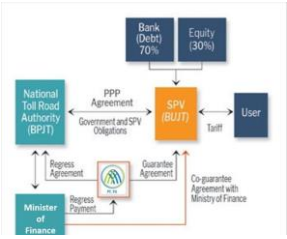
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Semarang – Demak Toll Road

Location: Central Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

The proposed project will connect Semarang (Capital of Central Java Province) and the city of Demak. This Project has a high traffic volume of ±27 km in length. Semarang is the capital city of Central Java Province and is well-developed with industrial goods and trading activities. On the other side, Demak is a region that is rich in natural resources. This project is also integrated with the development of the Semarang Sea Wall.

Financial Feasibility

FIRR: 11.56% (with government support)
EIRR: Limited Information
NPV: USD 83.81 Million

Capital Expenditure:
USD 154.05 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
35 years

Return of Investment:
User Charge

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT PP Semarang-Demak
1. PT Pembangunan Perumahan (Persero) Tbk
2.PT Wijaya Karya (Persero) Tbk

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

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Sept 2019
Construction:
- Section 1 (Gov. Support): Semarang – Sayung (Q4 2024)
- Section 2: Sayung – Demak (Q2 2022)

Operation: 2023

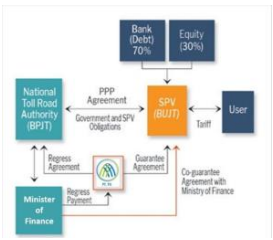
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Cileunyi – Sumedang – Dawuan Toll Road

Location: West Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

The Cileunyi – Sumedang – Dawuan Toll Road project will provide direct access for transporting agricultural and manufactured goods as well as services produced from these areas to the port city of Cirebon. This toll road is urgently required to encourage development on the eastern side of Bandung.

Financial Feasibility

FIRR: 13.11%
EIRR: Limited Information
NPV: USD 16.34 Million

Capital Expenditure:
USD 554.18 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Citra Karya Jabar Tol
1. PT Citra Marga Nusaphala Persada Tbk
2.PT Waskita Toll Road
3.PT Pembanguan Perumahan (Persero)
4.PT Jasa Sarana

Financier:
Limited Information

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Feb 2017
Construction: 2017 - 2021
Operation: 2021

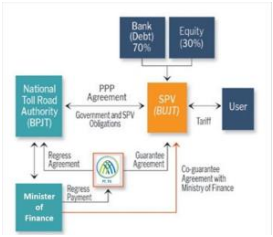
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Serang – Panimbang Toll Road

Location: Banten Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

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

Financial Feasibility

FIRR: 13.96%
EIRR: Limited Information
NPV: USD 35.68 Million

Capital Expenditure:
USD 357.34 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Wijaya Karya Serang Panimbang
1. PT Wijaya Karya (Persero)
2.PT PP (Persero) Tbk
3.PT Jababeka Infrastruktur

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

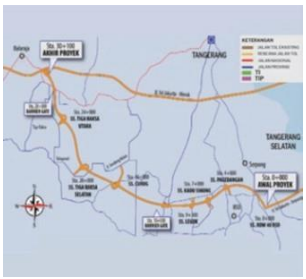
Government Support Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Feb 2017
Construction: 2019
Operation: 2021 and 2023

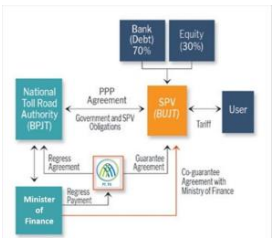
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Serpong – Balaraja Toll Road

Location: Banten Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

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

Financial Feasibility

FIRR: 15.89%
EIRR: Limited Information
NPV: USD 210.79 Million

Capital Expenditure:
USD 462.40 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Trans Bumi Serbaraja
1. PT Bumi Serpong Damai
2.PT Astratel Nusantara
3.PT Transindo Karya Investama
4.PT Sinar Usaha Mahitala

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

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Jun 2016
Construction: 2016 - 2023
Operation: 2024

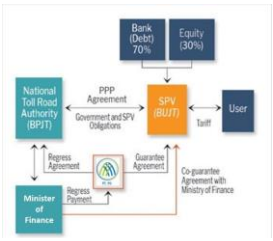
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Manado - Bitung Toll Road

Location: North Sulawesi Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Manado-Bitung toll road is one of the longest in Northern Sulawesi connecting Manado City to Bitung City, approximately 39.0 km.

Financial Feasibility

FIRR: 12.23%
EIRR: Limited Information
NPV: USD 12.50 Million

Capital Expenditure:
USD 355.16 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Manado Bitung
1. PT Jasa Marga (Persero) Tbk 65%
2.PT Wijaya Karya (Persero) Tbk 20%
3.PT Pembangunan Perumahan (Persero) Tbk 15%

Financier:
Refinance BNI, Bank Mandiri, PT SMI, and Eximbank

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Jun 2016
Construction: 2015 - 2021
Operation: 2020

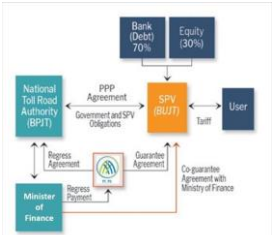
Contact Information:
Zamhur Rimaldi (Head of Investment Division)
+6221-7258063, bpjt@pu.go.id

Batang - Semarang Toll Road

Location: Central Java Province



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

Batang-Semarang Toll Road (75 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 the capital city of Central Java Province.

Financial Feasibility

FIRR: 13.70%
EIRR: Limited Information
NPV: USD 130.55 Million

Capital Expenditure:
USD 905.56 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
45 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

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

Financier:
Refinancing with syndication of BNI, BCA, Bank Mandiri, and KEB Hana Bank Indonesia

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Jun 2016
Construction: 2016 - 2018
Operation: 2019

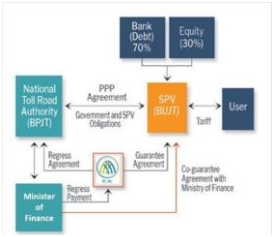
Contact Information:
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+6221-7258063, bpjt@pu.go.id

Pandaan - Malang Toll Road

Location: East Java Province



Project Structure



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 transportation between Pandaan and Malang, both of which are directly connected to Surabaya.

Financial Feasibility

FIRR: Limited Information
EIRR: 13.81%
NPV: USD 94.63 Million

Capital Expenditure:
USD 397.44 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
35 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Jasamarga Pandaan Malang
1. PT Jasa Marga Transjawa Tol 44.18%
2.King Bless Limited 39.77%
3.Lintas Marga Jawa 16.05%

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

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Jun 2016
Construction: 2017 - 2019
Operation: 2019

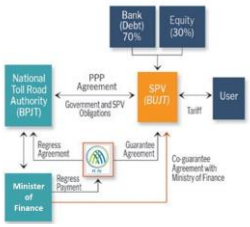
Contact Information:
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Solo – Yogyakarta – Kulonprogo (NYIA) Toll Road

Location: Yogyakarta, Central Java Provinces



Project Structure



Sector: Road

Sub-Sector: Toll Road

Description

The development of Solo–Yogyakarta–Kulon Progo (New Yogyakarta International Airport/NYIA) Toll Road is part of the Southern Java Road Network, stretching from Gede Bage in West Java province to Solo in Central Java. The toll road will run for 96.57 km, divided into three sections: Kartasura–Purwomartani, Purwomartani–Gamping, and Gamping–Kulon Progo (NYIA).

Financial Feasibility

FIRR: 12.03%
EIRR: Limited Information
NPV: USD 140.30 Million

Capital Expenditure:
USD 1,664.80 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
40 years

Return of Investment:
User Charge

Project Status:
Project is partially operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Yogyasolo Marga Makmur
1. PT Daya Mulia Turangga-Gama Group
2. PT Jasa Marga (Persero) Tbk
3. PT Adhi Karya (Persero) Tbk

Financier:
Information not publicly disclosed by project stakeholders.

Government Support Guarantee:
Government Guarantee from IIGF (PT PII)

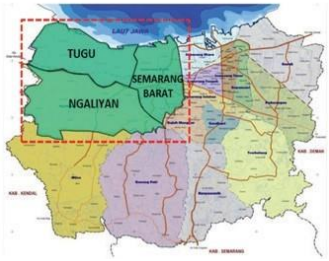
Implementation Schedule:
Agreement Signing: Sept 2022
Construction:
- Kertosuro-Purwomartani: 2021 – 2023
- Purwomartani-Sleman: 2021 – 2023
- Sleman-Purworejo: 2022 – 2024

Operation:
- Kertosuro-Purwomartani: 2024
- Purwomartani-Sleman: 2024
- Sleman-Purworejo: 2025

Contact Information:
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+6221-7258063, bpjt@pu.go.id

Development of West Semarang Water Supply System

Location: Semarang City, Central Java Province



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

West Semarang Water Supply project is built with a capacity of 1,000 liters per second. The service area is planned to serve three (3) subdistricts divided into five (5) service zones.

Financial Feasibility

FIRR: 9.07%
EIRR: 13.1%
NPV: USD 14.89 Million

Capital Expenditure:
USD 75 Million

Operational Expenditure:
USD 1.13 Million

Estimated Concession Period:
27 years (including 2 years construction)

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Director of Tirta Moedal Regional Water Supply Company

Investor:
PT. Air Semarang Barat:
1. PT Aetra Air Jakarta
2.PT Medco Gas Indonesia

Financier:
Bank Central Asia (BCA)

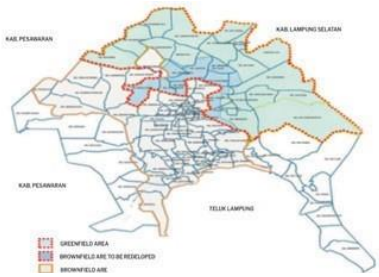
Government Support & Guarantee:
- Government Guarantee from IIGF (PT PII)
- Financial project support from Ministry of Public Works and Housing
- Financial project support from Regional Government

Implementation Schedule:
Agreement Signing: Nov 2018
Construction: 2019 - 2021
Operation: 2021

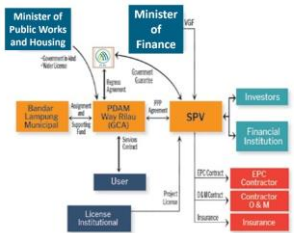
Contact Information:
Ardian Wiedilaksono, S.T. (Program Development Staff)
+6282227006733, +624-8315514, fintek.rnd@gmail.com, pdam@pdamkotasmg.co.id

Development of Bandar Lampung Water Supply System

Location: Bandar Lampung, Lampung Province



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

The Project scope includes the financing, construction, operation and maintenance of water supply systems, covering raw water intake with the capacity of 825 lps; water treatment plant with a production capacity of 750 lps; ±22 km of Ø 1,000 mm water transmission pipeline; reservoir with a capacity of ±10,000 m3; and the development of parts of distribution network with pumping system (primary and secondary distribution network).

Financial Feasibility

FIRR: 13.40%
EIRR: 16.73%
NPV: USD 13.56 Million

Capital Expenditure:
USD 46.88 Million

Operational Expenditure:
USD 68.75 Million

Estimated Concession Period:
25 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Director of Way Rilau Water Supply Company, Bandar Lampung

Investor:
PT Adhya Tirta Lampung
1. Bangun Cipta Contractor
2.Bangun Tjipta Sarana

Financier:
Limited Information

Government Support & Guarantee:
- Viability Gap Fund from Ministry of Finance
- Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Feb 2018
Construction: 2019
Operation: 2020

Contact Information:
Indra Utama Alam (Technical Director of Way Rilau Regional Water Company)
Toton Sulistyono (General Director of Way Rilau Regional Water Company)
+62-721-483855, srkpbuspam@gmail.com

Development of Umbulan Water Supply System

Location: East Java Province



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

The Umbulan Water Supply Project aims to increase the water supply capacity to meet the demand in the East Java Province. The with a total capacity of 4,000 lps, supplying Pasuruan Regency, Pasuruan City, Sidoarjo Regency, Surabaya City, Gresik Regency, and PTAB Industrial Area connecting approximately 320,000 households.

Financial Feasibility

FIRR: 12.09%
EIRR: Limited Information
NPV: USD 30.56 Million

Capital Expenditure:
USD 128.49 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
25 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Governor of East Java Province

Investor:
PT Meta Adhya Tirta Umbulan

Financier:
PT IIF and PT SMI (Persero)

Government Support & Guarantee:
- VGF from the Ministry of Finance
- Government Guarantee from IIGF (PT PII)
- Financial project support for partial construction from Ministry of Public Works and Housing
- Financial project support for partial construction from Govt. of East Java

Implementation Schedule:
Agreement Signing: Jul 2016
Construction: 2017 - 2021
Operation: 2021

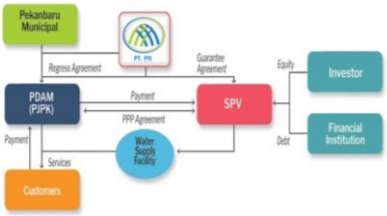
Contact Information:
Ir. Nyoman Gunadi, ST., MT. (Head of PRKPCK Department)
+62-31-8287275, timsimpulspamumbulan2019@gmail.com

Development of Pekanbaru Water Supply System

Location: Pekanbaru City, Riau Province



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

The purpose of the Pekanbaru Drinking Water Supply System is to provide reliable drinking water infrastructure and increase economic activities in Pekanbaru City. The Main Project Scope is to Rehabilitation and capacity upgrade of existing Water Treatment Plants (WTP) to 500 l/s, Construction of New Water Treatment Facility of 250 l/s, and construction of a pipe distribution network covering up to 162 km . The total capacity of this project is 750 l/s and and will cover approximately 61,000 house connections across 7 districts in Pekanbaru City.

Financial Feasibility

FIRR: 16.72%
EIRR: Limited Information
NPV: USD 17.56 Million

Capital Expenditure:
USD 32.34 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
25 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Director of Tirta Siak Water Supply Company

Investor:
PT PP Tirta Madani
1. PT PP Infrastruktur
2.PT Memiontec Indonesia

Financier:
Syndication of PT Indonesia Infrastructure Finance (Persero) and PT Sarana Multi Infrastruktur (Persero)

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Dec 2020
Commercial Operation Date: 2022

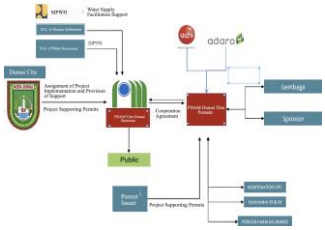
Contact Information:
Agung Anugrah (Director of Tirta Siak Water Supply Company)
+62-761-23825, +62-8215526-2431, pdamts.kpbu@gmail.com

Development of Dumai City Water Supply System

Location: Dumai City, Riau Province



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

Dumai City Water Supply System has four service areas, namely Dumai City, West Dumai, South Dumai and East Dumai Districts with capacity of 450 liter per second. It serves 101,500 people or 20,300 SR. The raw water source comes from the Mesjid River. The scope of cooperation includes construction of a 500 liter per second intake, construction of a 450 liter per second Water Treatment Plant, construction of supporting facilities at the water treatment plant, transmission pipes, distribution pipes, booster reservoirs, construction of part of the distribution network for the pumping system.

Financial Feasibility

FIRR: 13.02%
EIRR: 12.91%
NPV: USD 3.40 Million

Capital Expenditure:
USD 30.56 Million

Operational Expenditure:
USD 2.43 Million (per year)

Estimated Concession Period:
25 years

Return of Investment:
User Charge

Project Status:
Project is currently partially operational

Government Contracting Agency:
Director of Tirta Dumai Bersemai Water Supply Company

Investor:
PT Dumai Tirta Persada
1. PT Adhi Karya (Persero) Tbk
2.PT Adaro Tirta Mandiri

Financier:
PT Sarana Multi Infrastruktur

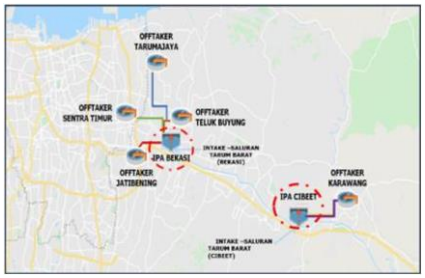
Government Support & Guarantee:
No Government Support and Government Guarantee

Implementation Schedule:
Agreement Signing: May 2019
Construction: 2020 (phase 1a 1b)
Construction: 2025 (phase 2)
Operation: 2023 (phase 1a 1b)

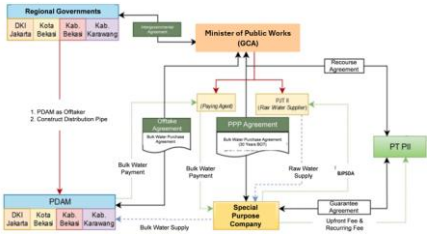
Contact Information:
Anwar Hasan (Tirta Dumai Bersemai Water Supply Company)
082115701937,

Development of Jatiluhur I Regional Water Supply System

Location: West Java and DKI Jakarta Provinces



Project Structure



Sector: Drinking Water

Sub-Sector: Water Supply System

Description

Jatiluhur I Regional Water Supply System is one of Public Private Partnership (PPP) infrastructure projects, which has an outflow of 4,750 liters per second that will supply Karawang Regency, Bekasi Regency, Bekasi City, and DKI Jakarta. The project scope includes the construction of the intake, transmission pipeline, water treatment plant (WTP), and the development of the primary network.

Financial Feasibility

FIRR: 12.36 %
EIRR: 14.88%
NPV: USD 30.60 million

Capital Expenditure:
USD 109.64 Million

Operational Expenditure:
USD 22.64 Million

Estimated Concession Period:
34 years & 11 months

Return of Investment:
User Charge

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Public Works

Investor:
PT Wika Tirta Jaya Jatiluhur
1. PT Wijaya Karya (Persero) Tbk
2. PT Jaya Konstruksi Manggala Pratama Tbk
3. PT Tirta Gemah Ripah

Financier:
1. PT Bank Mandiri Tbk (Lead Lenders)
2. PT Sarana Multi Infrastruktur
3. PT Bank Pembangunan Daerah Jawa Barat & Banten

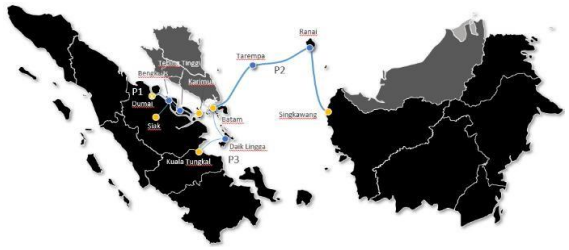
Government Support Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Q2 2021
Financial close: Q2 2022
Construction: 2022-2024
Operation: Dec 18th, 2024 – 2056

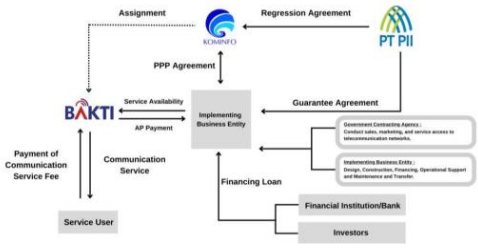
Contact Information:
E. Hardiansyah P. Putra
(DGIF, Ministry of Public Works)
+62 812-2785-438, encik.hardiansyah@pu.go.id

Development of Palapa Ring West Package

Location: Sumatera and West Kalimantan Region



Project Structure



Sector: Telecommunication and Informatics

Sub-Sector: Telecommunication Network

Description

Development of a 2,123 km fiber optic broadband network connecting Riau Province, Riau Islands, and Natuna Island.

Financial Feasibility

FIRR: 15.08%
EIRR: Limited Information
NPV: USD 7.84 Million

Capital Expenditure:
USD 79.94 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
15 years

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Financier:
PT Bank Mandiri

Government Contracting Agency:
Minister of Communication and Digital

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

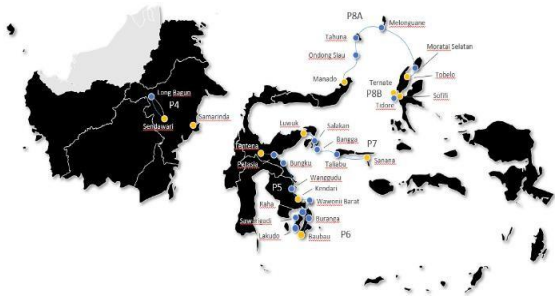
Investor:
1. PT Mora Telematika Indonesia
2.PT Ketrosden Trasmitra

Implementation Schedule:
Agreement Signing: Feb 2016
Operation: 2018

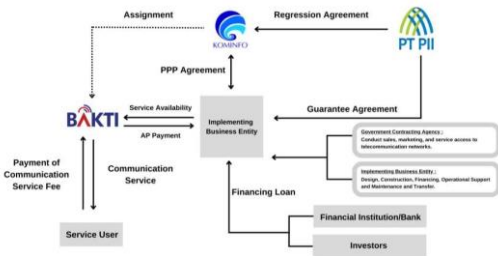
Contact Information:
M. Feriandi Mirza (Head of Infrastructure Backbone Division)
+62 819 0830 8450, feriandi.mirza@baktikominfo.id

Development of Palapa Ring Central Package

Location: Kalimantan, Sulawesi, and Maluku Region



Project Structure



Sector: Telecommunication and Informatics

Sub-Sector: Telecommunication Network

Description

Development of a 3,103 km fiber optic broadband network covering 17 regencies across Kalimantan, Sulawesi, and Maluku.

Financial Feasibility

FIRR: 12.63%
EIRR: Limited Information
NPV: USD 10.49 Million

Capital Expenditure:
USD 65.25 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
15 years

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Communication and Digital

Investor:
Consortium of Pandawa Lima
1. PT Len Industri (Persero)
2.PT Teknologi Riset Global Investama
3.PT Multi Kontrol Nusantara
4.PT Bina Nusantara Perkasa

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

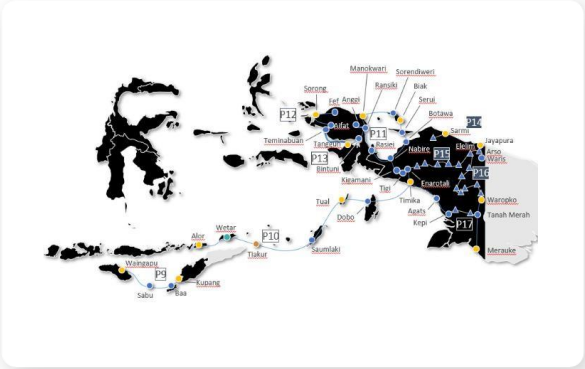
Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Mar 2016
Operation: 2018

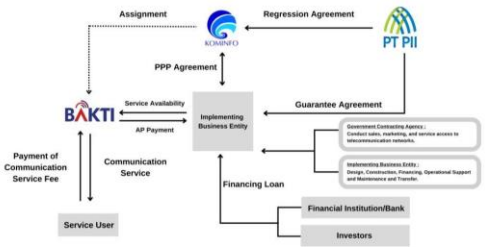
Contact Information:
M. Feriandi Mirza ((Head of Infrastructure Backbone Division))
+62 819 0830 8450, feriandi.mirza@baktikominfo.id

Development of Palapa Ring East Package

Location: East Nusa Tenggara, Maluku and Papua Region



Project Structure



Sector: Telecommunication and Informatics

Sub-Sector: Telecommunication Network

Description

This project involved the development of a fiber optic-based broadband telecommunication network covering 35 regencies across East Nusa Tenggara, Maluku, West Papua, and remote areas in Papua with a total length of 7,002 km.

Financial Feasibility

FIRR: 14.30%
EIRR: Limited Information
NPV: USD 20.80 Million

Capital Expenditure:
USD 352.67 Million

Operational Expenditure:
Limited Information

Estimated Concession Period:
15 years

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Communication and Digital

Investor:
1. PT Mora Telematika Indonesia
2.PT Infrastruktur Bisnis Sejahtera
3.PT Inti Bangun Sejahtera
4.PT Smart Telecom

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

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Sept 2016
Operation: 2019

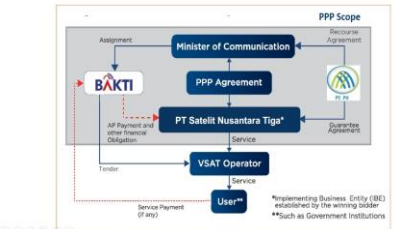
Contact Information:
M. Feriandi Mirza ((Head of Infrastructure Backbone Division))
+62 819 0830 8450, feriandi.mirza@baktikominfo.id

Development of Multifunction Satellite

Location: National



Project Structure



Sector: Telecommunication and Informatics

Sub-Sector: Telecommunication Network

Description

The Multifunction Satellite Project, known as Satellite of Republic Indonesia (Satria). The satellite, designed to have a throughput capacity of 150 billion bits per second (Gbps), is expected to provide internet services to 150,000 public facilities, including schools and health centers, as well as defense establishments, security administrations, and all regional government offices all over Indonesia. Satellite technology has become a solution to address the gap in broadband internet access in Indonesia, as an archipelagic country, which has challenging geographical situations.

Financial Feasibility

FIRR: 9.32%
EIRR: 14.01%
NPV: USD 81 Million

Capital Expenditure:
USD 401.3 Million

Operational Expenditure:
USD 464.1 Million

Estimated Concession Period:
15 years

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Minister of Communication and Digital

Investor:
1. PT Pasifik Satelit Nusantara
2.PT Dian Semesta Sentosa
3.PT Pintar Nusantara Sejahtera
4.PT Nusantara Satelit Sejahtera

Financier:
Asian Infrastructure Investment Bank, The Hongkong and Shanghai Bank Corporation Limited, The Korea Development Bank and Banco Santander, S.A dan BPI France Assurance Export

Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: May 2019
Construction: Q3 2020 - Q4 2023
Operation: Q4 2023

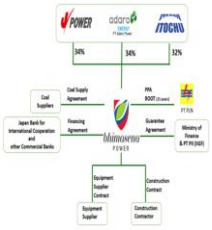
Contact Information:
R. Sri Sanggrama Aradea (Head of Satellite Infrastructure Division)
+62-21-3192-7516, sanggrama.aradea@baktikominfo.id

Central Java Power Plant

Location: Batang Regency, Central Java Province



Project Structure



Sector: Electricity

Sub-Sector: Power Plant

Description

This project is recognized as one of the largest PPP-based electricity projects in Asia in terms of installed capacity (2 x 1,000 MW), according to the Government of Indonesia.

Financial Feasibility

FIRR: Limited Information
EIRR: Limited Information
NPV: Limited Information

Capital Expenditure:
Limited Information

Operational Expenditure:
Limited Information

Estimated Concession Period:
25 years

Return of Investment:
User Charge

Project Status:
Project is fully operational

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

Investor:
1. Electric Power Development Co., Ltd (J-Power)
2. PT Alam Tri Power Indonesia Tbk. (previously known as PT Adaro Power)
3. Itochu Corporation

Financier:
The Japan Bank for International Cooperation and other Commercial Banks

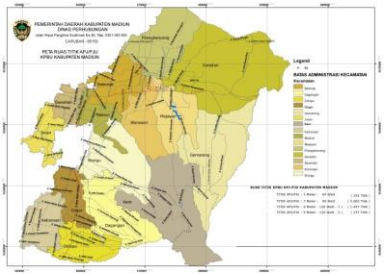
Government Support & Guarantee:
- Land Acquisition
- Government Guarantee from Ministry of Finance of Republic of Indonesia and PT Penjaminan Infrastruktur Indonesia (IIGF)

Implementation Schedule:
1. Land Acquisition : 2011
2. Construction : 2016 - 2022

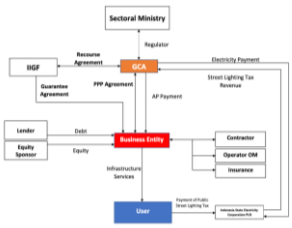
Contact Information:
GCA Corporate Secretary
+62-21-7261122

Madiun Street Lighting

Location: Madiun Regency, East Java Province



Project Structure



Sector: Energy Consevation

Sub-Sector: Street Lighting

Description

The project aims to improve public services by providing optimal street lighting (APJ) conditions. It is also expected to stimulate economic growth across all sectors in Madiun District. Development of new APJ with a total of 7,459 APJ points spread across 15 Districts.

Financial Feasibility

FIRR: 10,67%
EIRR: 13,21%
NPV: USD 610,000

Capital Expenditure:
USD 6.2 Million

Operational Expenditure:
USD 843,750

Estimated Concession Period:
1 years Construction and 10 Years Operation

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Regent of Madiun

Investor:
PT Tri Tunggal Madiun Terang

Financier:
NTB Syariah Bank

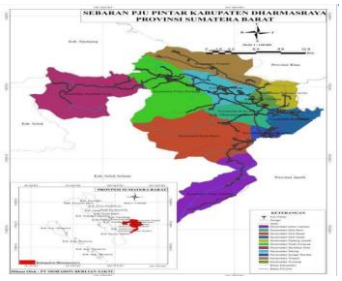
Government Support & Guarantee:
Government Guarantee from IIGF (PT PII)

Implementation Schedule:
Agreement Signing: Sept 2022
Operation: Juli 2023

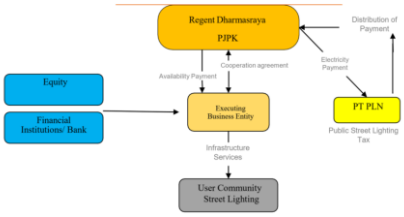
Contact Information:
Kurnia W (PPP Node)
+62811 367 7353, kpbukabmadiun@gmail.com

Dharmasraya Street Lighting

Location: Dharmasraya, West Sumatera



Project Structure



Sector: Energy Conservation

Sub-Sector: Street Lighting

Description

Replacing mercury type street lamps with LEDs with total of 4.135 lamps in 11 Districts in Dharmasraya Regency. The project scope are include design, build, finance, operate, maintain and transfer.

Financial Feasibility

FIRR: 7.66%
EIRR: 12.71%
NPV: USD 9,125

Capital Expenditure:
USD 1.62 Million

Operational Expenditure:
USD 455,967

Estimated Concession Period:
5 years 6 months (included 6 months of construction)

Return of Investment:
Availability Payment (AP)

Project Status:
Project is fully operational

Government Contracting Agency:
Regent of Dharmasraya

Investor:
PT Dharmasraya Kilau Abadi

Financier:
Limited Information

Government Support & Guarantee:
No government support and government guarantee

Implementation Schedule:
Agreement Signing: Sept 2023
Financial Close: Q2 2024
Construction: Q2 - Q3 2024
Operation: Q1 2025

Contact Information:
Drs. Yefrinaldi, M.M. (Economic and Development Assistant)
08126642167

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

PPP Projects

New Capital City (IKN)



Source: Doc. Public Relation of the Indonesian Capital City Authority (OIKN)

Project Summary

The following is the list of projects registered in PPP Book 2025 based on National Development Planning Minister Decree Number KEP.45/M.PPN/HK/07/2025.

Under Preparation Project Summary

No	Project Name	Description	Status (per July 2025)
1.	IKN Access Toll Road	The IKN access toll road is planned from Balikpapan City to the Central Government Core Area (KIPP) in the National Capital of the Archipelago (IKN) consisting of 6 toll road segment with a total initial estimated length of 70.29 km. These six segments form a freeway network designed to achieve a 30-minute travel time as a key performance indicator (KPI) from KIPP to SAMS Airport Sepinggan, Balikpapan and vice versa.	Under Preparation (Pre-Feasibility Study)
2.	10 Towers of Public Official Apartments in Nusantara Capital City (IKN)	Apartment housing developed for government officials, located in Sub-Zone 1B of the Government Central Core Area. The project will be developed on a 10.21-hectare site, divided into three parcels. The apartment will consist of 10 towers and 600 units in total.	Under Preparation (Feasibility Study)
3.	20 Towers of Public Officials Housing in WP 1B Nusantara Capital City (IKN)	20 Towers of Public Officials Housing in WP 1B Nusantara Capital City is an unsolicited PPP Project. The project will be developed on 7 parcels of land with a total area of 21,3 Ha. The project provides 20 towers with 1.078 units of housing for public officials.	Under Preparation (Feasibility Study)
4.	8 Government Towers in the Western Government Housing Area for Civil Servants (ASN)	The IKN project plays a key role in supporting Indonesia's 2045 vision as a developed nation. The OIKN is leading a PPP housing development tailored for public servants at KIPP WP-1A. Covering 6.84 hectares, it includes 8 meticulously designed towers housing with a total of 288 units.	Under Preparation (Feasibility Study)
5.	ASN Residence in West Residence Nusantara Capital City (IKN)	The ASN residences consist of eight towers, each with 14 floors (13 residential floors and one lobby floor), offering a total of 208 units. The size of each unit is 190 m2. Every floor is equipped with essential security and safety features, including sprinklers, smoke detectors, and fire alarms. For parking, a semi-basement floor is located below the lobby	Under Preparation (Feasibility Study)

No	Project Name	Description	Status (per July 2025)
		floor. This multifunctional space serves not only as a parking area but also houses the control room, generator room, and Sewage Treatment Plant (STP).	
6.	Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City	The PPP project aims to build 10 flats towers and 20 landed houses in New Capital City with the Unsolicited PPP scheme, located in WP 1B (flats) and WP1C (landed house). This PPP project is a preparation for the relocation of the capital of Republic of Indonesia to New Capital City in East Kalimantan.	Under Preparation (Feasibility Study)
7.	109 State Civil Apparatus Landed Houses in WP 1B KIPP IKN	Provision of 109 State Civil Apparatus Landed Houses located in WP 1B of the Nusantara Capital City (IKN) using unsolicited PPP scheme. This project will be developed on 2 sites with a total of 9.2 Ha. The project will provide 109 units of green and smart-living townhouses for the public officials.	Under Preparation (Feasibility Study)

Summary of Estimated Investment for IKN PPP Project

No	Project Name	CAPEX	OPEX
Under Preparation			
1.	IKN Access Toll Road	USD 1,220.31 Million	Under Calculation
2.	10 Towers of Public Official Apartments in Nusantara Capital City (IKN)	USD 276.90 Million	USD 118.80 Million
3.	20 Towers of Public Officials Housing in WP 1B of The Capital of Nusantara	USD 943.17 Million	Under Calculation
4.	8 Government Towers in the Western Government Housing Area for Civil Servants (ASN)	USD 155.34 Million	USD 147.98 Million
5.	ASN Residence in West Residence Nusantara Capital City (IKN)	Under Calculation	Under Calculation
6.	Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City	USD 283.10 Million	USD 79 Million
7.	109 State Civil Apparatus Landed Houses in WP 1B KIPP IKN	USD 180.24 Million	USD 90.21 Million
TOTAL PROJECT COST (CAPEX)		**USD 3,050.06 Million**	

***Exchange rate USD 1 = IDR 16,000**

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

New Capital City (IKN)



Source: Doc. Bappenas

Public Private Partnership
Infrastructure Projects Plan in Indonesia

2025

Ministry of National Development Planning/Bappenas
Republic of Indonesia

Under Preparation

Road

Development of Road Connectivity on Primary Corridors, and Accessibility to Underdeveloped and Border Areas

1. IKN Access Toll Road



Source: Doc. Public Relation of the Indonesian Capital City Authority (OIKN)

IKN Access Toll Road

Location: North Kalimantan



Sector: Road

Government Contracting Agency:
Minister of Public Works

Implementing Agency:
Indonesia Toll Road Authority (BPJT)

Preparation Agency:
1. Directorate General of Highway, Ministry of Public Works
2. Directorate General of Infrastructure Financing, Ministry of Public Works

Type of PPP:
Solicited

Return of Investment:
User Charge

Sub-Sector: Toll Road

Description

The IKN access toll road is planned from Balikpapan City to the Central Government Core Area (KIPP) in the National Capital of the Archipelago (IKN) consisting of 6 toll road segment with a total initial estimated length of 70.29 km. These six segments form a freeway network designed to achieve a 30-minute travel time as a key performance indicator (KPI) from KIPP to SAMS Airport Sepinggan, Balikpapan and vice versa.

Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

Capital Expenditure:
USD 1,220.31 Million

Operational Expenditure:
Under Calculation

Estimated Concession Period:

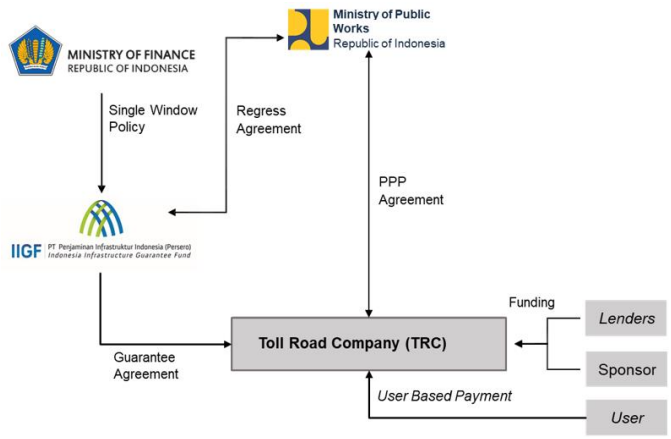
50 years

Indicative Project Schedule

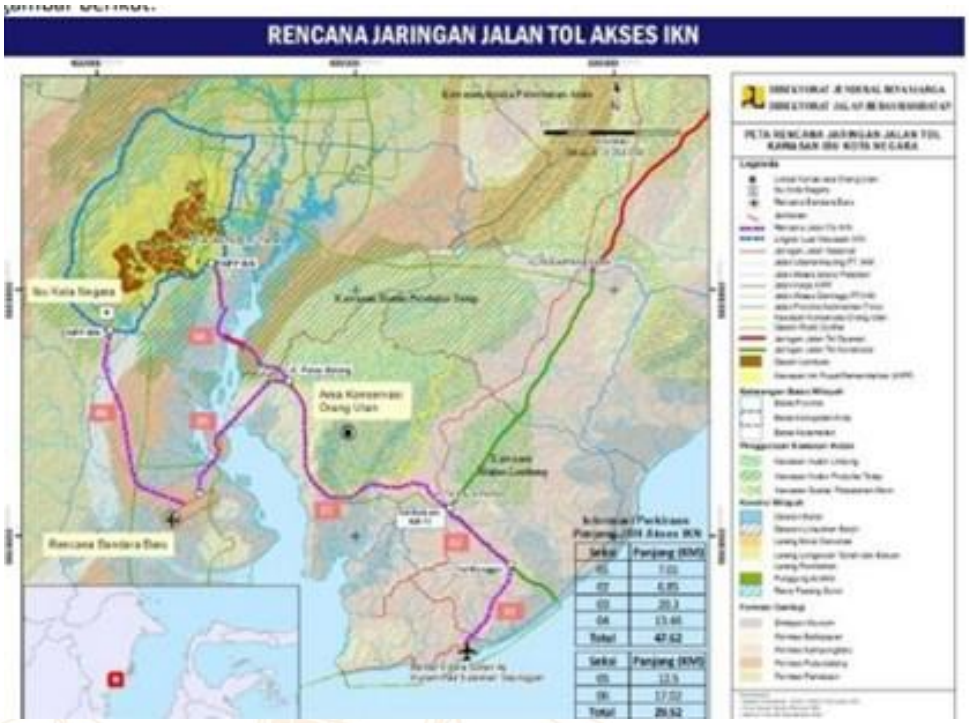
Project Status: Pre-Feasibility Study



Indicative Project Structure



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



Picture 1 – Access IKN Toll Road

2. The Opportunity

2.1. Project Background

It is hoped that a toll road for IKN access from Balikpapan City will become the main access to reach IKN, especially from Sultan Aji Muhammad Sulaiman Airport (SAMS), Sepinggan, Balikpapan.

2.2. Project Description

The IKN access toll road is planned from Balikpapan City to the Central Government Core Area (KIPP) in the National Capital of the Archipelago (IKN) consisting of 6 toll road segment with a total initial estimated length of 70.29 km. These six segments form a freeway network designed to achieve a 30-minute travel time as a key performance indicator (KPI) from KIPP to SAMS Airport Sepinggan, Balikpapan and vice versa.

2.3. Project Objectives

The toll road was chosen as an alternative access road due to its superior service quality, especially in terms of travel time, comfort, and traffic safety.

3. Business Entity's Scope of Work

The business entity is responsible for the implementation of the toll road project, with the scope of the PPP portion of construction, financing, operation, and maintenance of all toll road segments during the concession period.

4. Technical Specification

The technical specifications for IKN Access Toll Road as follow:

No	Facilities	Capacity
1	Length	76,75 Km
2	Design Speed	100 Km/Hr
3	Lane Width	3,75 m
4	Outer Shoulder Width	3,4 m
5	Inner Shoulder Width	1,5 m
6	Median Width (including inner shoulder)	5,5 m

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The Decision of Environmental Feasibility for the integrated development of the New Capital City has been issued by the Ministry of Environment and Forestry since 2022, in which this toll road is a part of the integrated development. The Land Acquisition will be done by the Government Contracting Agency.

6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Government Contracting Agency.

7. Project Cost Structure

Estimated Project Cost	USD 1,220.31 Million
IRR	Under Calculation
NPV	Under Calculation

8. Government Support and Guarantee

The feasibility study of the project indicates the need for government supports in terms of partial construction support. Government guarantee through the Indonesia Infrastructure Guarantee Fund (IIGF) will also be necessary.

9. Contact Information

Name : Zamhur Rimaldi

Position : Head of Investment Division

Phone : +6221-7258063

Email : bpjt@pu.go.id

Ministry of National Development Planning/Bappenas Republic of Indonesia

Under Preparation

Public Housing

Development of Integrated Vertical Public Housing

1. 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN)
2. 109 State Civil Apparatus Landed Houses in WP1B KIPP IKN
3. ASN Residence in West Residence Nusantara Capital City (IKN)
4. 20 Towers of Public Officials Housing in WP 1B Nusantara Capital City (IKN)
5. 10 Towers of Public Official Apartments in Nusantara Capital City (IKN)
6. Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City

Source: Doc. Public Relation of the Indonesian Capital City Authority (OIKN)

10 Towers of Public Official Apartments in Nusantara Capital City (IKN)

Location: WP-1B of Government Central Core Area - IKN (KIPP IKN), East Kalimantan



Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital City Authority

Implementing Agency:
Nusantara Capital City Authority

Initiator:
Maxim Global Berhad

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: New Capital City Housing

Description

Apartment housing developed for government officials, located in Sub-Zone 1B of the Government Central Core Area. The project will be developed on a 10.21-hectare site, divided into three parcels. The apartment will consist of 10 towers and 600 units in total.

Financial Feasibility

FIRR: 12.44%
EIRR: 12.24%
NPV: USD 24.4 Million

Capital Expenditure:
USD 276.9 Million

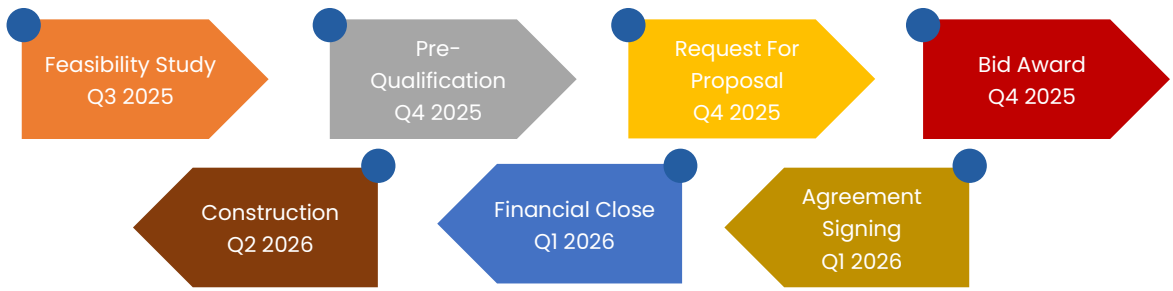
Operational Expenditure:
USD 118.8 Million

Estimated Concession Period:

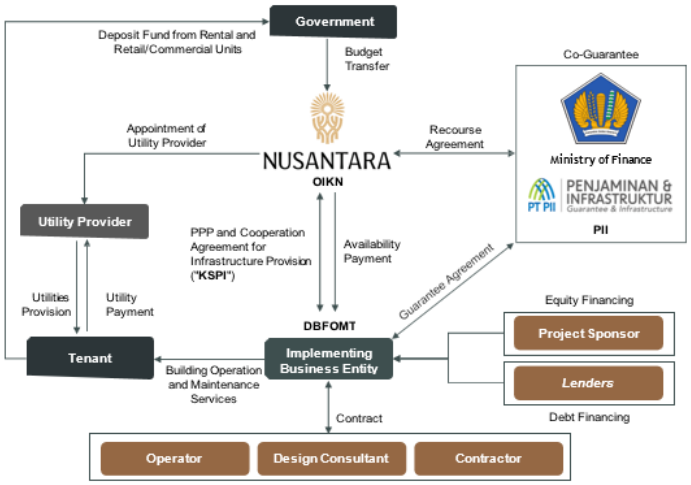
10 years

Indicative Project Schedule

Project Status: Feasibility Study



Indicative Project Structure



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



Picture 1 - Site Plan Map for 10 Towers of Public Officials Apartment at IKN on Maxim Global Berhad

2. The Opportunity

2.1. Project Background

Nusantara Capital Authority is planning to build 10 Towers of Public Officials Apartment in Ibu Kota Nusantara (IKN). Public Officials Apartments are needed to provide optimal vertical housing in IKN. Due to budget, technology and human resource limitations, innovation and breakthroughs are needed in accelerating vertical housing services by developing 10 tower apartments under the Public Private Partnership (PPP) scheme.

The project to develop 10 Towers of Public Officials Apartments is located in Subzone (WP) 1B of the Development Area Subzone (WP) 1B covering an area of 10.21 hectares which is divided into 3 parcels. Apartment units are designed according to the rank or position level of civil servants (ASN), which consists of type 290, type 190, and type 98 unit

Location	Area (m2)	Number of Tower	Unit Type	Unit /Tower	Total (unit)
Parcel 1	14,000	2	290	40	80
Parcel 2	52,300	5	98	80	412
Parcel 3	35,800	3	190	42	126
Total	**102,100**	**10**	**-**	**-**	**616**

2.2. Project Description

The description of this project is as follows:

Project Name	:	Unsolicited PPP Project of Development of 10 Towers of Public Officials Apartment in IKN
Project Location	:	WP-1B of Government Central Core Area - IKN (KIPP IKN), East Kalimantan
Project Method	:	D - B – F – O - M – T
Project Area	:	3 Parcels in WP-1B KIPP, IKN
Estimated Cost	:	USD 395.6 Million
Financing scheme	:	Public Private Partnership
Government Contracting Agency	:	Head of Nusantara Capital Authority
Concession	:	10 Years

2.3. Project Objectives

The purpose of the development of 10 Towers of Public Officials Apartment in IKN is as follows:

a. To provide 10 Towers of Public Officials Apartment in WP-1B KIPP IKN;
b. To provide residential units in 10 tower apartment areas and the residential facilities (such as shopping areas, green areas, etc.); and
c. To facilitate the operation and monitoring of 10 tower apartment and residential facilities.

3. Business Entity's Scope of Work

D - B – F – O - M – T (Design – Build – Finance – Operate - Maintenance – Transfer).

Project scope is as follows:

a. To design, build, finance, and maintain the 10-tower apartment complex, and transfer the assets at the end of the agreement period.
b. To provide housing facility for 10 tower apartments in residential areas.

4. Technical Specification

Project technical specifications are to include the following:

a. Design of 10 tower apartment buildings, facilities and infrastructure in residential areas according to minimum requirements (parking, accessibility, drainage, waste, lighting);
b. Design building and structure material according to minimum requirements;
c. Providing Utilities, Infrastructure and Facilities in Buildings (clean water, drainage, waste, fire alarm, power supply, lighting, air conditioning, lift, electronic and electrical, and telecommunication) according to minimum requirements;
d. Providing interior furnishings and safety facilities for the apartments, according to minimum requirements.

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Already covered by Integrated AMDAL from IKN Authority.

6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 276.9 Million
Operational Expenditure	USD 118.8 Million
FIRR	12.24%
EIRR	12.44%
NPV	USD 24.4 Million

8. Government Support and Guarantee

Government support and government guarantee will be determined after Feasibility Study Evaluation has been attained.

9. Contact Information

Name : Muh. Naufal Aminuddin
Position : Director of Finance, Nusantara Capital City Authority
Phone : +6287722072615
Email : finance@ikn.go.id

20 Towers of Public Officials Housing in WP 1B Nusantara Capital City (IKN)

Sector: Housing

Location: WP 1B IKN, East Kalimantan



Government Contracting Agency:
Head of Nusantara Capital City Authority

Implementing Agency:
Nusantara Capital City Authority (assisted by PT SMI through PDF from MoF)

Initiator:
Consortium IJM Bhd. & China Harbour Engineering Ltd.

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: New Capital City Housing

Description

20 Towers of Public Officials Housing in WP 1B Nusantara Capital City is an unsolicited PPP Project. The project will be developed on 7 parcels of land with a total area of 21,3 Ha. The project provides 20 towers with 1.078 units of housing for public officials.

Financial Feasibility

FIRR: 13.78%
EIRR: Under Calculation
NPV: USD 26.88 Million

Capital Expenditure:
USD 934.17 Million

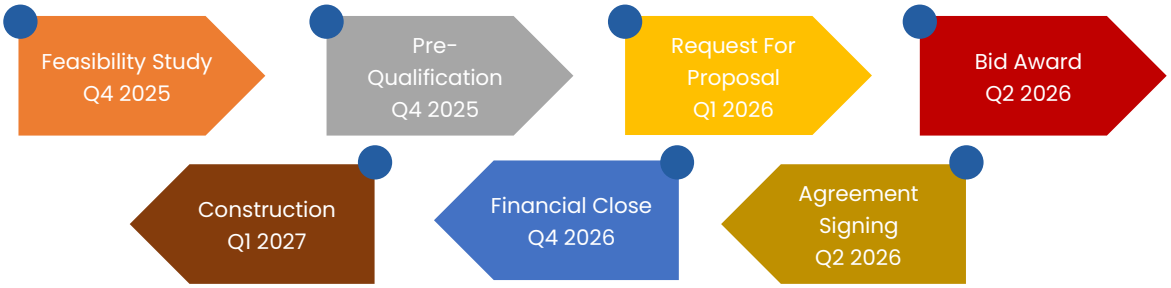
Operational Expenditure:
Under Calculation

Estimated Concession Period:

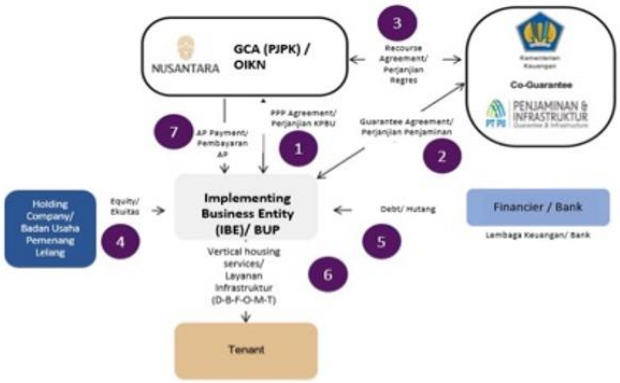
12 years 9 months (including 2 years and 9 months of construction period)

Indicative Project Schedule

Project Status: Feasibility Study

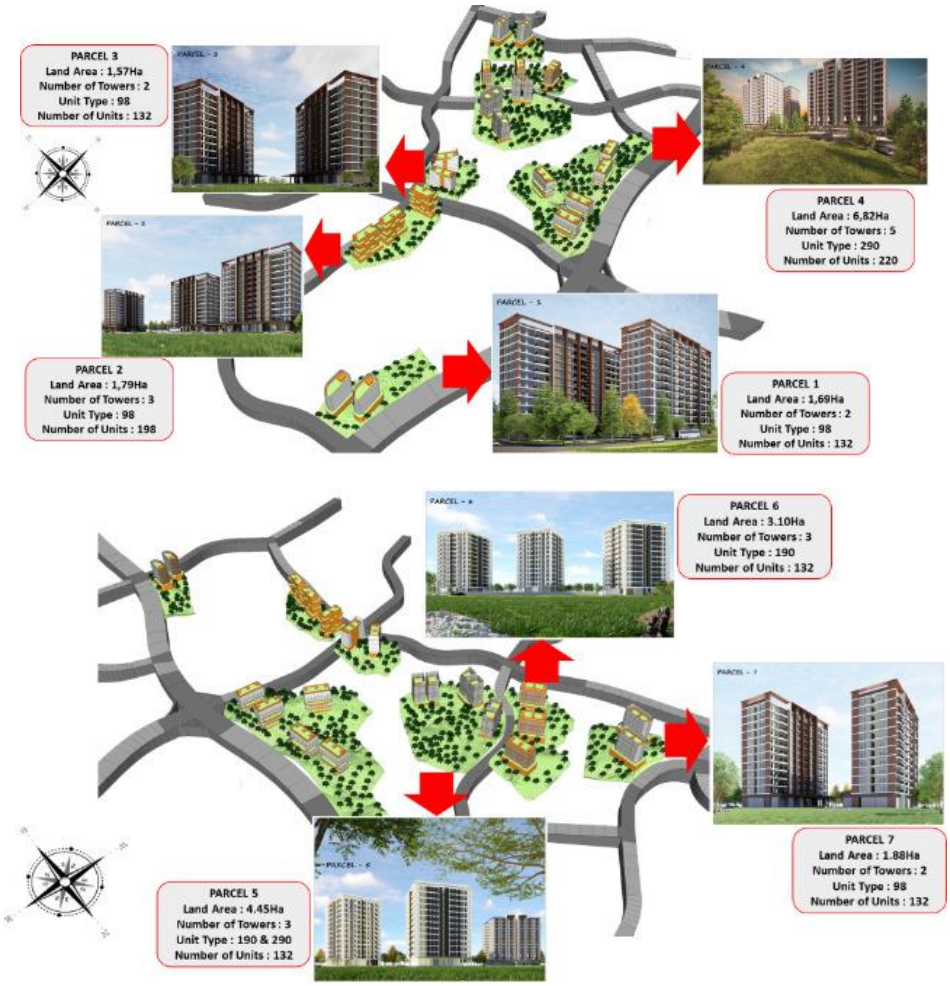


Indicative Project Structure



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





Details of Public Housing Each Parcels

2. The Opportunity

2.1. Project Background

Indonesia's ambitious plan to relocate its capital from Jakarta to Nusantara (IKN) in East Kalimantan marks a significant milestone in the nation's development. This move aims to alleviate the overburdened infrastructure of Jakarta, which is currently plagued by severe traffic congestion, pollution, and sinking land issues. However, the success of this transition hinges on the availability of adequate infrastructure and housing in the new capital to support government officials and workers.

Public housing for government employees in IKN is required due to several critical factors. Firstly, the relocation involves a substantial number of civil servants, whose efficient performance is essential for the seamless operation of the government. Ensuring that these employees have access to affordable and quality housing will facilitate their transition and contribute to maintaining high productivity levels.

IJM – CHEC Consortium, a property and infrastructure consortium company, initiated cooperation with the government in the Public-Private Partnership (PPP) scheme for the provision of Public Officials housing infrastructure in Ibu Kota Nusantara.

2.2. Project Description

The 20 Towers of Public Officials Housing in WP 1B of The Capital of Nusantara is an unsolicited PPP Project. The project will be developed on 7 parcels with total area of 21.3 hectares. The project includes the provision of 20 towers and 1,078 housing units.

2.3. Project Objectives

To accommodate public servant housing, including commercial areas, green spaces, and other supporting facilities.

3. Business Entity's Scope of Work

Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT)

The business entity shall be responsible for building the public housing project, including financing, operation, and maintenance during the concession period, and transferring the asset to the GCA at its conclusion.

4. Technical Specification

20 Towers of Public Officials Housing in WP 1B of The Capital of Nusantara

Allocation	Occupancy	Civil Servants
	Non-Occupancy	Green Open Space
		Clinic
		Fitness Center
		Parking Lot
		Lounge Lobby
		Retail
		Community Space
Number of Towers	20 Towers	
Number of Floors	12 Floors per Tower	
Number of Units	1,078 Units	

5. Environmental Impact Assessment (EIA/AMDAL) Findings

In the case of the Project in IKN, the Environmental Approval refers to the environmental impact assessment of Ibu Kota Nusantara or the AMDAL of the IKN Region which is prepared by the Nusantara Capital City Authority.

6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 934.17 Million
Operational Expenditure	Under Calculation
FIRR	13.78%
EIRR	Under Calculation
NPV	USD 26.88 Million

8. Government Support and Guarantee

The required government support includes a co-guarantee by the Ministry of Finance and IIGF, as well as an availability payment.

9. Contact Information

Name : Muh. Naufal Aminuddin

Position : Director of Finance, Nusantara Capital City Authority

Phone : +62 8121 3940 471

Email : finance@ikn.go.id

8 Government Towers in the Western Government Housing Area for Civil Servants (ASN)

Location: WP-1A KIPP IKN, East Kalimantan



Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital City Authority

Implementing Agency:
Nusantara Capital City Authority (assisted by PT SMI through PDF from MoF)

Initiator:
PT Nindya Karya (Persero)

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: New Capital City Housing

Description

The IKN project plays a key role in supporting Indonesia's 2045 vision as a developed nation. The OIKN is leading a PPP housing development tailored for public servants at KIPP WP-1A. Covering 6.84 hectares, it includes 8 meticulously designed towers housing with a total of 288 units.

Financial Feasibility

FIRR: 14.15%
EIRR: 21.45%
NPV: USD 18.70 Million

Capital Expenditure:
USD 155.34 Million

Operational Expenditure:
USD 147.98 Million

Estimated Concession Period:

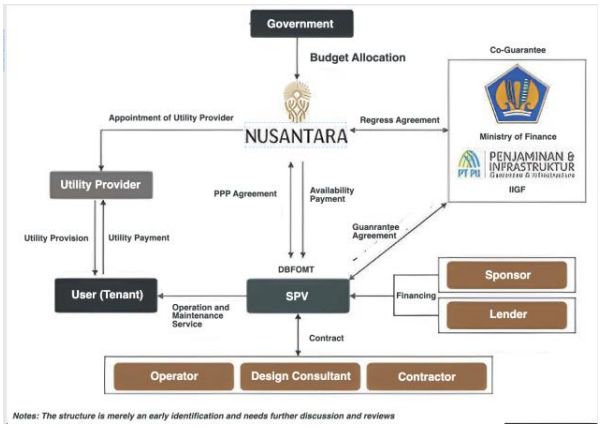
11 years 3 months (include 15 months of construction)

Indicative Project Schedule

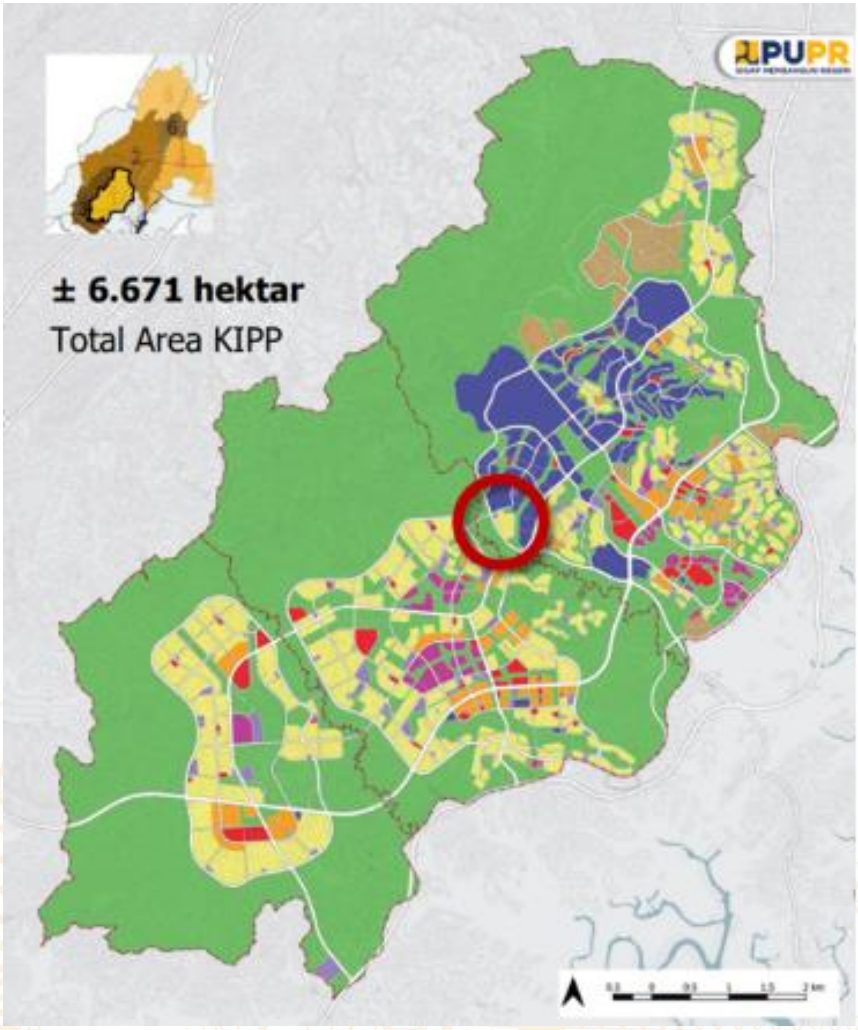
Project Status: Feasibility Study



Indicative Project Structure



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





Picture 1 - Project Location dan Illustration

2. The Opportunity

2.1. Project Background

The relocation of the capital city of the Republic of Indonesia is an important decision aimed at addressing the problems faced by DKI Jakarta, such as traffic congestion, population density, and environmental sustainability. Developing a new capital area is necessary as Jakarta has reached its capacity limits. These challenges include traffic congestion and environmental degradation. The New Capital City (IKN) not only will help Indonesia achieve its target of becoming a developed country by 2045, but also provide adequate space for a high-quality life for the community.

One key planning strategy to support the development of the Core Government Area (KIPP) of Nusantara Capital (IKN) is the provision of vertical housing infrastructure. Vertical housing optimizes limited land use and provides green spaces, supporting environmental sustainability. The government can offer more efficient, comfortable, and affordable housing by building vertical homes, accommodating a larger population in limited space, and enhancing infrastructure like transportation and public facilities.

The construction of vertical housing aligns with the efficient land use and the green city concept for IKN. Many global cities use vertical housing to solve population density issues and meet housing demand. Vertical housing will support IKN's vision to become a modern and sustainable city. Moreover, it allows the implementation of environmentally friendly housing concepts using sustainable designs and technologies, such as renewable energy, efficient water management, and greening.

This development supports sustainable urban planning and meets housing needs for state officials. Modern, inclusive, and sustainable vertical housing will create an optimal living environment and promote economic growth and social development.

2.2. Project Description

In the Presidential Regulation of the Republic of Indonesia Number 63 of 2022 concerning the Detailed Master Plan for the Nusantara Capital, the development of the Nusantara Capital is divided into five construction phases: Phase 1 (2022-2024), Phase 2 (2025-2029), Phase 3 (2030-2034), Phase 4 (2035-2039), and Phase 5 (2040-2045).

In the first phase, the relocation of civil servants (ASN), as well as military and police personnel, to the Nusantara Capital will begin. The relocation of executive, legislative, and judicial institutions, along with ASN and military/police personnel, will be carried out in 2024.

During Phase 1, government offices and housing for ASN, military, and police personnel, as well as infrastructure and facilities for prospective construction workers, and defense and security elements for site security, will be built. The development in Nusantara Capital in Phase 1 will focus on the Core Government Area (KIPP), with key infrastructure and transportation routes still under construction and targeted to be operational by 2024 when ASN starts relocating to the Nusantara Capital.

The PPP 8 Government Towers in the Western Government Housing Area for Civil Servants (ASN) - Defense and Security Ministry in the Nusantara Capital (IKN) project is being built to meet these development targets. The project is strategically located to support future administrative functions in IKN. This visionary undertaking spans across 6.84 hectares, strategically positioned to cater to the needs of public servants. The project consists of 8 towers, each designed to meet green and smart building standards, each offering typical units of 190 sqm with a total of 288 units contribute to a Gross Floor Area (GFA) of 82,934 sqm.

The project targets public servants as tenants and adopts an Availability Payment scheme to ensure stable revenue, this approach guarantees a consistent and dependable tenant community, promoting not only enduring occupancy and stability but also consistent investment returns guaranteed by the government.

2.3. Project Objectives

The PPP 8 Government Towers project in the Western Government Housing Area for Civil Servants (ASN) - Defense and Security Ministry in the Nusantara Capital (IKN) aims to deliver residential facilities, public amenities, green spaces, and other essential services for mid-level administrators (Eselon III). Complying with IKN's green building and smart building standards, this project will establish a residential area that meets the social needs of its residents, offers comprehensive facilities, and harmonizes with the natural environment.

3. Business Entity's Scope of Work

Design-Build-Finance- Maintenance- Operation-Transfer (DBFMOT)

4. Technical Specification

Total Site Area	6,83 Ha
Total Building Area	82.934 sqm
Number of Towers	8 Towers
Type of Towers	3 Type of Towers. One of the types has semi basement floor
Number of Floors	9 Floors per Tower
Number of Units	288 Units
Building Program	

-	Semi Basement Floor	Parking Area and Service Area
-	1st Floor	Public Facilities, Commercial Area, and Service Area
-	2nd - 10th Floor	Residential Area
-	Roof Top	Roof Garden and Service Area
-	Unit	190 sqm room
-	Public Area	Public Facilities, Basketball Court, and Swimming Pool

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The Minister of Environment and Forestry has issued the Decree of the Minister of Environment and Forestry Number SK.1306/MENLHK/SETJEN/PLA.4/12/2022 concerning the Environmental Feasibility of the Integrated Development Activities of the Nusantara Capital Area and its Supporting Facilities in Penajam Paser Utara Regency and Balikpapan City, East Kalimantan Province, by the Ministry of Public Works and Housing (PUPR). The Integrated Environmental Impact Assessment (AMDAL) document for Area 1A has been prepared by the Ministry of Public Works and Housing (PUPR). An addendum will transfer the AMDAL initiative from the Ministry of PUPR to the Nusantara Capital Authority (OIKN), which is responsible for AMDAL and Environmental Approval as the implementing body (PJPK).

6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 155.34 Million
Operational Expenditure	USD 147.98 Million
FIRR	14.15%
EIRR	21.45%
NPV	USD 18.70 Million

8. Government Support and Guarantee

The Government will provide a tax holiday and other investment incentives, as stipulated in Government Regulation Number 12 of 2023 concerning business permits, ease of doing business, and investment facilities.

Additionally, the government should provide incentives to project owners/Project Cooperation Responsible Parties (PJPK) through the provision of Project Development Facilities and Transaction Advisory Services (PDF Facilities). The study also indicates a need for a government guarantee.

9. Contact Information

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ASN Residence in West Residence Nusantara Capital City (IKN)

Location: WP 1.A.1, West Residence KIPP, IKN, East Kalimantan



Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital City Authority

Implementing Agency:
Nusantara Capital City Authority

Initiator:
Consortium Triniti Land – Truba Group

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: New Capital City Housing

Description

The ASN residences consist of eight towers, each with 14 floors (13 residential floors and one lobby floor), offering a total of 208 units. The size of each unit is 190 m2. Each floor includes essential safety features such as sprinklers, smoke detectors, and fire alarms. This multifunctional space serves as a parking area and also accommodates the control room, generator room, and Sewage Treatment Plant (STP)."

Capital Expenditure:
Under Calculation

Operational Expenditure:
Under Calculation

Financial Feasibility

FIRR: Under Calculation
EIRR: Under Calculation
NPV: Under Calculation

Estimated Concession Period:

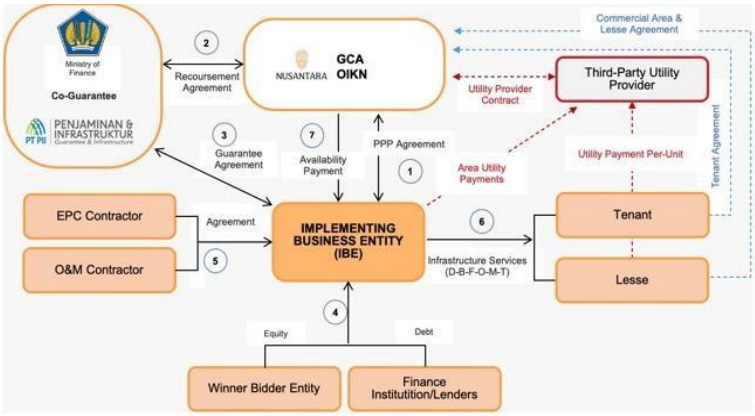
15 years

Indicative Project Schedule

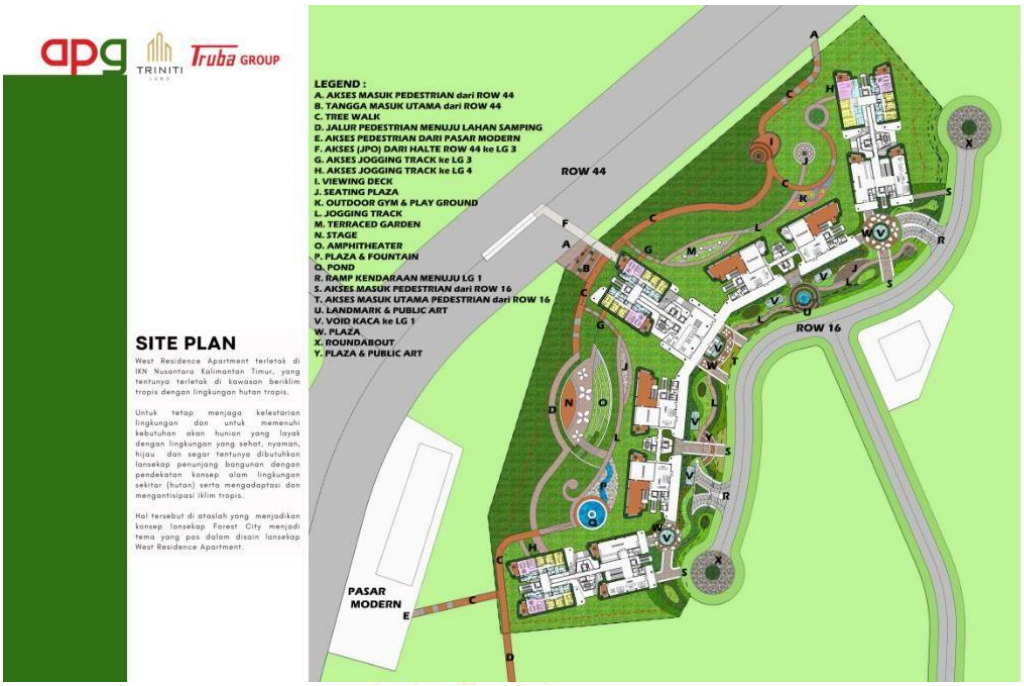
Project Status: Feasibility Study



Indicative Project Structure



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



2. The Opportunity

2.1. Project Background

Housing development for civil servants (ASN) is an essential part of the capital relocation plan. Presidential Regulation No. 63 of 2022 mandates the provision of around 16,000 housing units in Nusantara. Of the total, 2,585 units will be funded by APBN and 9,295 units developed through a Public-Private Partnership (PPP) scheme. These residences will house ASN personnel transferred to Nusantara. The project involves the construction of 208 housing units for ASN under the PPP scheme.

2.2. Project Description

The ASN Housing is located within West Residence KIPP, WP 1.A.1, encompassing a land area of 26,300 m2 and a building floor area of 52,375 m2. The layout of the vertical housing units is divided into four residential clusters, each comprising two 13-story stacked housing towers that share a reception building (lobby), common spaces, and parking areas, as depicted in the Building Mass Placement and Connectivity Concept Diagram. Due to the presence of a valley within the site, two cluster configurations are employed, as illustrated in the diagram above. The first cluster type features two residential towers facing each other, while the second cluster type adapts to the terrain by offsetting one of the residential towers to minimize cut and fill operations within the area. The land allocation is as detailed in the table below:

Plan		
Planning Area Size	26,300	m2
Building Footprint	5,520	m2
KDB	21%	
GFA	52,942	
KLB	2.0	m2
Number of residential units	208	unit
Total car parking spaces	46 22%	unit unit
Parking area size	1,840	m2
Total number of bicycle parking spaces	8% 64	 unit
Bicycle parking area size	144	m2

2.3. Project Objectives

Providing 220 ASN housing units that meet the 7 KPIs or '7 Big Moves' of IKN, and are equipped with key supporting facilities such as a Park & Plaza, Community Center, Utility Building, and Parking Area, along with water management and pedestrian facilities.

3. Business Entity's Scope of Work

Design-Build-Finance-Operation- Maintenance-Transfer (DBFOMT). Project scope is as follows:

a. To design, build, finance, maintain the 10 tower apartment and transfer assets at the end of the agreement period;
b. To provide housing facility for 10 tower apartment in residential areas.

4. Technical Specification

a. Architecture Specification:
   - Floor = Local Marmer, Ceramic, Vinyl, Homogeneous Tile, Granit
   - Outside Wall = Brickwall, Light Bickwall completed with plastered paint / ceramic, light concrete panel
   - Inside Wall = Brickwall, Light Brickwall completed with plastered paint / ceramic, glass wall, gypsum water resistant
   - Ceiling = Gypsum water resistant, plywood completed with paint
   - Roof = ceramic roof tile. Light concrete rooftile, metal rooftile, aluminium roof tile, bitumen rooftile
   - Door Window Frame = Wood, aluminium, UPVC
   - Door and Window = Glass, plywood, aluminium, PVC
   - Slope Stability = Shotcrete, hidrosiding

b. Structure Specification

- Foundation = River Stone, Reinforced Concrete fc 30 Mpa
- Floor Structure = Reinforced Concrete fc 30 Mpa
- Column = Reinforced Concrete fc 30 Mpa
- Beam = Reinforced Concrete fc 30 Mpa
- Rebar = Fy 420 Mpa
- Steel Profile = BJ 37
- Roof Truss = Galvanized steel
- Roor Slope = Metal Rooftile 15o , others 30o
- Retaining Wall = River stone, renforced concrete, sheet pile

c. Utilities Specification

- Potable Water = Potable water piping installation completed with reservoir back up for 2 days
- Rainwater = gutter, environment drainage
- Waste Water = district IPAL and bypass to IKN IPAL
- Waste Disposal = Storage tank in accordance with waste management regulations
- Security Facilities against Fire Hazard The container complies with waste management provisions = The system consisting of equipment, equipment and facilities is good installed or constructed in the building being used both for active protection systems, passive protection systems and management methods to protect buildings and environment against fire hazards
- Power Supply = PLN installation and backup source in the form of a generator with generator capacity is at least 40% of the PLN connected power and follow the provisions in SNI PUIL
- Ligthing = Energy efficient LED, 100-400 lux/m2. calculated based on needs and building function/space function as well as regulatory provisions legislation and standards
- Air Management = 6-10% opening or with artificial air conditioning (AC)
- Vertical and Horizontal Transportation = For buildings above 4 floors, can be used elevators, escalators, travelator/rollovator according to SNI
- Accessibility for disabled = The ramp inside the building has the greatest slope 6° (1:10) ramp outside the building has the most slope large 5° (1:12) The effective width of the ramp must not be less than 95 cm without safety edge (low curb) and 120 cm with edge safety (low curb).
- Telephone = according to the needs
- Lightning Protection = Lightning protection in accordance with regulatory requirements legislation and standards regarding Lightning Protection Systems
- Gas Network Installation = Gas pipe installations use seamless pipe types

5. Environmental Impact Assessment (EIA/AMDAL) Findings

The construction of ASN Housing in West Residence Sub-BWP 1A is considered environmentally feasible, with approval granted under the IKN Regional AMDAL as stipulated in Ministerial Decree No. 1306/2022. However, during both the construction and operational phases, the construction of ASN housing has environmental impacts, requiring the Business Entity to submit a detailed environmental management plan and detailed environmental monitoring plan (RKL-RPL Rinci) to identify environmental impacts in detail.

6. Land Acquisition and Resettlement Action Plan

This building is constructed on land with OIKN ownership status, eliminating the need for LARAP.

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	Under Calculation
Operational Expenditure	Under Calculation
FIRR	Under Calculation
EIRR	Under Calculation
NPV	Under Calculation

8. Government Support and Guarantee

The government's support and guarantees include:

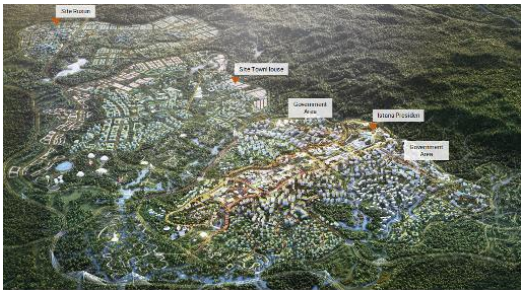
a. Government Guarantees;
b. Reduction of Corporate Income Tax (PPh Badan);
c. Final Withholding Tax (PPh Pasal 21) Covered by the Government;
d. Exemption from Value Added Tax (PPN) and Luxury Goods Sales Tax (PPnBM);
e. Customs Facilitation/*Kepabeanan*;
f. Special Taxes and Special Revenues for the IKN;
g. Provision of Land and Infrastructure for Investment Project Implementers in the IKN.

9. Contact Information

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Construction of 10 Towers of Flats and 20 Landed Houses for State Civil Apparatus in New Capital City

Location: New Capital City, East Kalimantan



Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital City Authority

Implementing Agency:
Nusantara Capital City Authority

Initiator:
PT Ciputra Nusantara

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: New Capital City Housing

Description

The PPP project aims to build 10 flats towers and 20 landed houses in New Capital City with the Unsolicited PPP scheme, located in WP 1B (flats) and WP1C (landed house). This PPP project is part of the efforts to support the relocation of the capital of the Republic of Indonesia to the New Capital City in East Kalimantan.

Financial Feasibility

FIRR: 11.2%
EIRR: 17%
NPV: USD 8.5 Million

Capital Expenditure:
USD 283.1 Million

Operational Expenditure:
USD 79.0 Million

Estimated Concession Period:

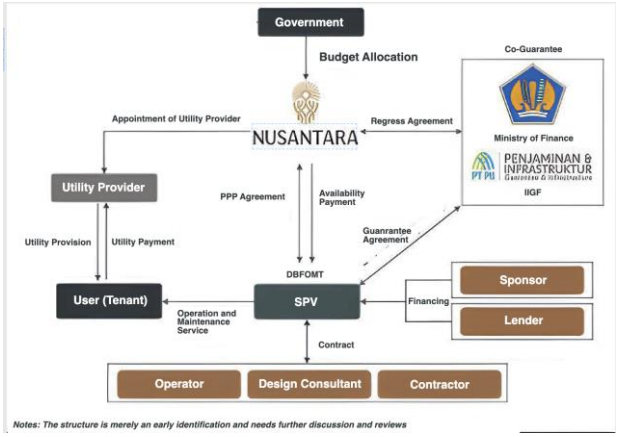
13 years (3 Years construction, 10 years operation)

Indicative Project Schedule

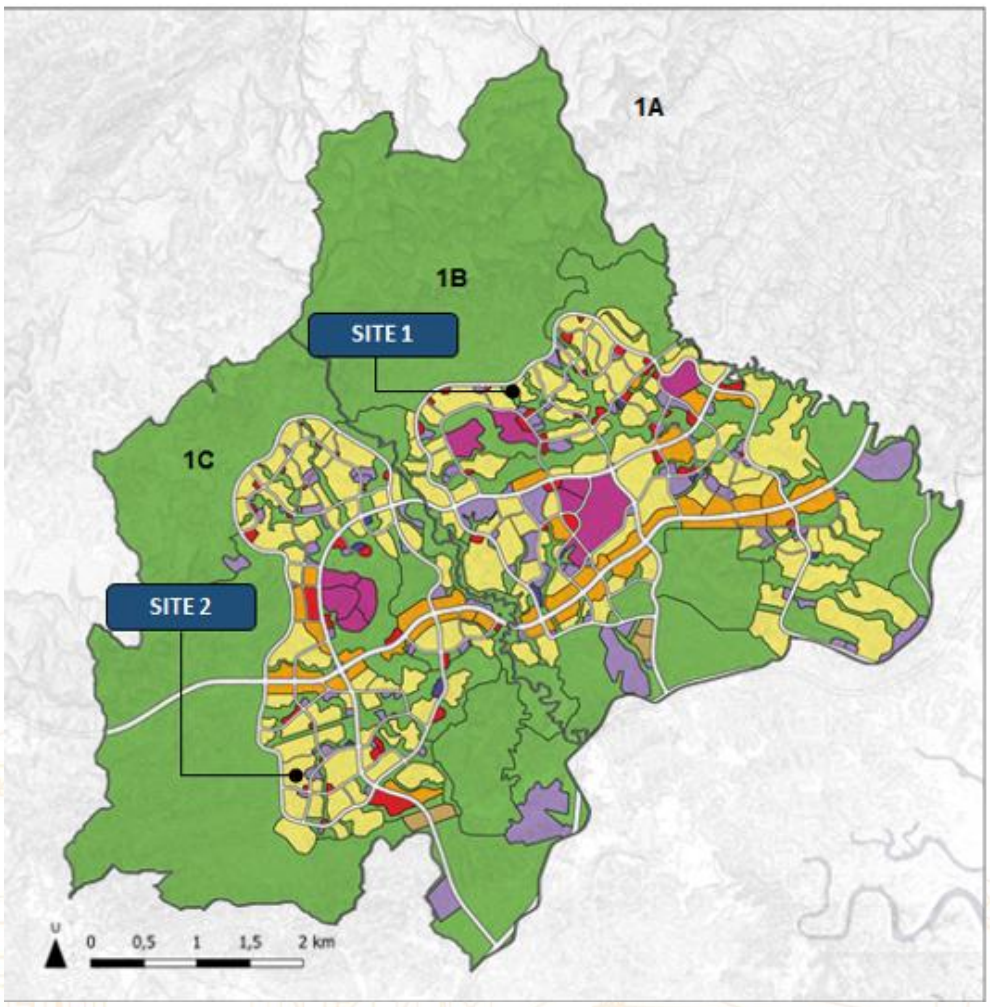
Project Status: Feasibility Study



Indicative Project Structure



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



2. The Opportunity

2.1. Project Background

As stated in the RPJMN 2025-2029, the relocation of the New Capital City (IKN) from Java Island to Kalimantan Island is expected to help encourage economic diversification and increase the output of non-traditional economic sectors such as services, government, transportation, trade, processing will be stimulated to support the economic growth of Kalimantan Island. In addition, it is also expected to increaseinter-regional trade, increase employment opportunities, and reduce income inequality, as Indicative project structure well as create new investment opportunities and increase the contribution of Kalimantan Island investment to the national economy.

Law Number 3 of 2022 concerning the National Capital City, states that the use of the PPP scheme is very important in maintaining fiscal sustainability in the implementation of the IKN development considering the many infrastructure needs for the preparation and development of IKN.

The implementation of the PPP scheme can be implemented based on the government's initiative/Solicited PPP or PPP on the initiative of business entities/Unsolicited PPP.

Based on this, PT Ciputra Nusantara, a company engaged in the property sector, is interested in initiating PPP for the Construction of State Civil Apparatus Housing and the Construction of Tread Houses for OIKN Officials in the Capital City of the Archipelago with the Unsolicited PPP Scheme and preparing a study or study in accordance with applicable regulations.

2.2. Project Description

The PPP project aims to build 10 flats towers and 20 landed houses in New Capital City with the Unsolicited PPP scheme, located in WP 1B (flats) and WP1C (landed house). This PPP project is a preparation for the transfer of the capital of the Republic of Indonesia to New Capital City in East Kalimantan.

2.3. Project Objectives

The objective of this PPP project is to construct 10 apartment towers and 20 landed houses for State Civil Apparatus in the New Capital City.

3. Business Entity's Scope of Work

The scope of work of the IBE in this PPP project is design, build, operate, finance, maintain and transfer (D-B-F-O-M-T). The Business Entity will design and build, manage and maintain the facilities that have been built. At the end of the project, IBE will transfer the entire facilities to GCA in accordance with the Cooperation Agreement.

4. Technical Specification

1	Location	:	WP 1B and WP 1C
2	Number of Tower	:	10 Towers
3	Number of Landed House	:	20 Units
4	Residential unit area (tower)	:	98 m2
5	Residential unit area (landed)	:	400 m2
6	Total Number of Residential unit area (tower)	:	780 units

7	Supporting Facilities	:	Security, Lift, Safety Facilities, Hot Desk, Parking Area, Public Area, Prayer Facilities

5. Environmental Impact Assessment (EIA/AMDAL) Findings

Explanation of the EIA has been submitted in the feasibility study document, where in this PPP project the EIA will refer to the previously established EIA of New National Capital City.

6. Land Acquisition and Resettlement Action Plan

Matters related to land acquisition, development, and resettlement are handled by the Capital City Authority (OIKN).

7. Project Cost Structure

Estimated Project Value	
Capital Expenditure	USD 283.1 Million
Operational Expenditure	USD 79.0 Million
FIRR	11.2%
EIRR	17%
NPV	USD 8.5 Million

8. Government Support and Guarantee

It is indicated that this project will require Government Guarantee.

9. Contact Information

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109 State Civil Apparatus Landed Houses in WP1B KIPP IKN

Location: IKN, East Kalimantan



Sector: Housing

Government Contracting Agency:
Head of Nusantara Capital City Authority

Implementing Agency:
Nusantara Capital City Authority (assisted by PT SMI through PDF from MoF)

Initiator:
PT Intiland Development Tbk

Type of PPP:
Unsolicited

Return of Investment:
Availability Payment (AP)

Sub-Sector: New Capital City Housing

Description

Provision of 109 State Civil Apparatus Landed Houses located in WP 1B of the Nusantara Capital City (IKN) using unsolicited PPP scheme. This project will be developed on 2 sites with a total of 9.2 Ha. The project will provide 109 units of green and smart-living townhouses for the public officials.

Financial Feasibility

FIRR: 28.27%
EIRR: 14.05%
NPV: USD 6.62 Million

Capital Expenditure:
USD 180.24 Million

Operational Expenditure:
USD 90.21 Million

Estimated Concession Period:

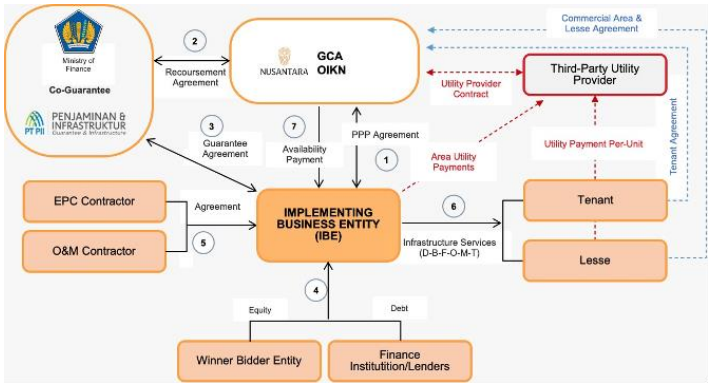
10 years (include 2 years construction period).

Indicative Project Schedule

Project Status: Feasibility Study



Indicative Project Structure



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

TOWNHOUSE @ SITE 1

Site Area : 66.910 m2
Developable area : 20.889 m2 ~ 32%
Total Houses = 79 Unit



TOWNHOUSE @ SITE 2

Site Area : 24.734 m2
Developable area : 8.246 m2 ~ 34%
Total Houses = 30 Unit



TOTAL
Site Area : 91.644 m2
Developable area : 29.135 m2 ~ 32%
Total Houses = 109 Unit





Picture 1 - Parcels Used for the Project

2. The Opportunity

2.1. Project Background

The 2025-2029 National Medium-Term Development Plan (RPJMN 2025-2029) outlines the use of PPP schemes in the development of IKN, aiming to encourage economic diversification, increase inter-regional trade, create employment opportunities, reduce income inequality, and create new investment opportunities.

One of the priority infrastructure needs in the development of IKN is the provision of ASN housing to accommodate and ease the transition of government operations in IKN while maintaining optimum productivity. Accordingly, PT Intiland Development Tbk, a property developer, initiated cooperation with the government in PPP scheme for public officials housing provision in IKN.

2.2. Project Description

The 109 State Civil Apparatus (ASN) Townhouses Project in Planning Area WP 1B KIPP IKN is being developed as an unsolicited PPP initiative. The project will be developed on 2 sites with a total area of 9.2 Ha. The project will provide 109 units of green and smart-living townhouses for the public officials.

2.3. Project Objectives

The project aims to provide a green and smart-living housings for ASN.

3. Business Entity's Scope of Work

Design-Build-Finance-Operate-Maintenance-Transfer (DBFOMT)

The business entity shall be responsible for building the public housing project, including financing, operation, maintenance during the concession period, and transfer to the GCA after the end of the concession.

4. Technical Specification

Nusantara Capital City Public Private Partnership Project for 109 State Civil Apparatus Landed House in Planning Area 1B KIPP IKN

Allocation	Occupancy	Public Housings for civil servants
	Non-occupanncy	Club house
		Public Area
Number of houses	109 Units	

5. Environmental Impact Assessment (EIA/AMDAL) Findings

In the case of the Project in IKN, the Environmental Approval refers to the environmental impact assessment of Ibu Kota Nusantara or the AMDAL of the IKN Region which is prepared by Nusantara Capital City Authority.

6. Land Acquisition and Resettlement Action Plan

The project does not require the Land Acquisition and Resettlement Action Plans as the status of the land is State-Owned Property (BMN).

7. Project Cost Structure

Estimated Project Cost	
Capital Expenditure	USD 180.24 Million
Operational Expenditure	USD 90.21 Million
Equity IRR	28.27%
IRR	14.05%
NPV	USD 6.62 Million

8. Government Support and Guarantee

The project needs a government guarantee to cover the project Availability Payment and agreement termination.

9. Contact Information

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Glossary

Abbreviation	Definition
EIA	Environmental Impact Assessment
	Analisis Mengenai Dampak Lingkungan (AMDAL)
AP	Availability Payment
	Pembayaran Ketersediaan Layanan
BAPPENAS	Badan Perencanaan Pembangunan Nasional
	National Development Planning Agency
BKPM	Badan Koordinasi Penanaman Modal
	Indonesia's Investment Coordinating Board
BLU	Badan Layanan Umum
	Public Service Agency
BOT	Build-Operate-Transfer
	Bangun-Guna-Serah
BPJT	Badan Pengelola Jalan Tol
	Indonesia Toll Road Authority
SPC/SPV	Special Purpose Company / Special Purpose Vehicle
	Badan Usaha Pelaksana (BUP)
FBC	Final Business Case
	Kajian Akhir Prastudi Kelayakan
FIRR	Financial Internal Rate of Return
	Tingkat Pengembalian Investasi Keuangan
FS	Feasibility Study
	Studi Kelayakan
GCA	Government Contracting Agency
	Penanggung Jawab Proyek Kerjasama (PJPK)

Abbreviation	Definition
GDP	Gross Domestic Product
	Produk Domestik Bruto (PDB)
LARAP	Land Acquisition and Resettlement Action Plan
	Rencana Pembebasan Lahan dan Pemukiman Kembali
LKPP	Lembaga Kebijakan Pengadaan Barang dan Jasa Pemerintah
	National Public Procurement Agency
MoF	Ministry of Finance
	Kementerian Keuangan
NPV	Net Present Value
	Nilai Uang Sekarang
OBC	Outline Business Case
	Kajian Awal Prastudi Kelayakan
O&M	Operation & Maintenance
	Operasional dan Pemeliharaan
PDAM	Perusahaan Daerah Air Minum
	Regional Water Utility Company
PDF	Project Development Facility
	Fasilitas Penyiapan Proyek
PT. PLN (Persero)	Perusahaan Listrik Negara
	State Electricity Company
PQ	Pre Qualifcation
	Pra Kualifkasi
PPP	Public Private Partnership
	Kerja Sama Pemerintah dan Badan Usaha (KPBU)

Abbreviation	Definition
Pre-FS	Pre-Feasibility Study
	Pra Studi Kelayakan
PT SMI (Persero)	PT Sarana Multi Infrastruktur (Persero)
PT PII	PT Penjaminan Infrastruktur Indonesia (Persero)
	Indonesia Infrastructure Guarantee Fund (IIGF)
RFP	Request for Proposal
	Permintaan untuk Proposal
RKL	Rencana Pengelolaan Lingkungan
	Environmental Management Plan
RPL	Rencana Pemantauan Lingkungan
	Environmental Monitoring Plan
RPJMN	Rencana Pembangunan Jangka Menengah Nasional
	The National Medium-Term Development Plan
ROE	Regional Owned Enterprise
	Badan Usaha Milik Daerah
SOE	State Owned Enterprise
	Badan Usaha Milik Negara
VGF	Viability Gap Funding
	Dukungan Kelayakan
Lps	Liters per second *Liter per detik*

Ministry of National
Development Planning/Bappenas
Republic of Indonesia

2025

Public Private Partnership

Infrastructure Projects Plan in Indonesia

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