

**LIST OF FAST-TRACK PROJECTS (FTPs) AND PRIORITY PROJECTS**

(for 3rd Steering Committee on 9 October 2012)

*Project cost is provisional.*

GOALS AND PROGRAM	PROJECT DESCRIPTION	POSSIBLE FUNDING SCHEME(*1)	COST(*2) (Billion IDR)	CHALLENGES & ACTION TO BE TAKEN
<b>A. BETTER URBAN ENVIRONMENT</b>				
A.1 都市高速鉄道(MRT)を中核とした新都市交通システム	(1) ジャカルタ都市高速鉄道(MRT) <早期実施事業 3.1> This project is to introduce a rail-based mass rapid transit (MRT) System in Jakarta. The first priority was given to the Jakarta Mass Rapid Transit North – South Line and the second priority corridor is East – West Line. The North –South Line is divided into two sections, Phase I (Lebak Bulus – Bundaran HI) and Phase II (Bundaran HI – Kampung Bandan).	<b>Public</b>	<b>Total (*3) :</b> Public : 33,300 - Government of Indonesia: 5,000 - Foreign Assistance: 28,300	<b>For N-S Line</b> (1) N-S I : Completion of Land Acquisition (2) N-S I : Contract signing of construction works, rolling stocks and E&M (3) N-S II: Listing on Blue Book and Finance Request for construction (4) N-S II: Approval of LARAP and Land Acquisition (5) Commencement of Operation N-S I (2016) and N-S II (2018) <b>For E-W Line</b> (6) Listing on Blue Book and Finance Request for ES and Construction for E-W (7) Coordination among Relevant Government Entities regarding Implementation Structure (8) Commencement of Operation (2020)
	(2) ジャカルタ首都圏鉄道輸送能力増強 <早期実施事業 3.2> + 第2フェーズ This project is to improve present commuter railway system in JABODETABEK. Procurement of rolling stock and improvement of railway facilities to remove bottlenecks regarding the railway operation for short-term plan of capacity enhancement as Phase I (FTP3.2). Further improvement would be implemented as Phase II.	<b>Public</b>	<b>Total (*3) :</b> Public : 8,300 - Government of Indonesia: 1,400 - Foreign Assistance: 6,900	(1) Listing on Blue Book and Finance Request (2) Acceleration of Land Acquisition for Depok Workshop Area (3) Commencement of Construction
	(3) ジャカルタ モノレールの整備 Construction of the planned circular monorail has been suspended and recently DKI Jakarta has determined to cancel the project. The feasibility of the remaining section from Kuningan to Ragunan should be examined.			This project will be excluded when the GOI approves the termination of monorail plan.
	(4) 駅前広場整備、パーク&ライドシステムの強化 The project is to improve accessibility of the citizens to the amenities located in the stations by solving congestion and to introduce multi-modal facility at the railway and MRT stations. The first priority of the development has been given to Dukuh Atas Station.	<b>PPP</b>	<b>Total</b> : 4,400 Private : 2,200 Public : 2,200 - Government of Indonesia: 1,100 - Foreign Assistance: 1,100	(1) Formulation of Implementation Plan, including EIA/LARAP (2) Selection of Investment Scheme (3) Listing on PPP Book by GoI
	(5) 共通チケットシステム(スマートカード)の導入 Smart cards and integrated ticketing have become widely used by public transit operators around the world. Card users may use their cards for other purposes than for transit, such as small purchases.	<b>Private</b>	<b>Total :</b> 500 Private: 500	(1) Coordination among Key Transportation Companies for the Operation of Smart Card, including Distribution of Card and Card-Readers. (2) Unification of Integrating Ticketing System
A.2 都市内および周辺道路網の整備	(1) ジャカルタ首都圏道路ネットワーク改善 <早期実施事業 4.1> This project aims to alleviate the traffic congestion at heavily congested intersections and railway crossings on major road networks in JABODETABEK, through the realization of construction of grade separated intersections and other at-grade countermeasures.	<b>Public</b>	<b>Total (*3) :</b> Public : 1,900 - Government of Indonesia: 600 - Foreign Assistance: 1,300	(1) Approval of EIA (2) Listing on Blue Book and Finance Request (3) Commencement of Construction

Note : (\*1) "Possible Funding Scheme" is tentatively set. The scheme would be modified with the progress of further studies. The project categorized under Private might require Public funding if necessary depending on the results of further studies  
 (\*2) "Cost" is provisional estimation. In particular, the costs for the projects under on-going M/P or F/S are still preliminary. The allocation of cost by funding source is also provisional. "Private" indicates the funding from private sectors including the project costs under the management of SOE.  
 (\*3) Marked "Total (\*3) " in the column of "COST" indicates that the project cost includes price escalation and contingency.

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A.2 都市内および周辺道路網の整備	(2) <b>ジャカルタ外環道路の整備</b> Jakarta Outer-Outer Ring Road is a planned toll road running in the outskirts of DKI Jakarta to provide detour when existing roads are congested and to contribute sub-center development in BODETABEK.	<p><b>PPP</b></p> <p>Contract under PPP scheme for six road stretches were awarded to six concessionaires. Three possible funding schemes were prepared.</p> <table border="1"> <thead> <tr> <th rowspan="2">Item</th> <th colspan="2">Case 1</th> <th colspan="2">Case 2</th> <th colspan="2">Case 3</th> </tr> <tr> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land Acquisition</td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Design/Const.</td> <td>✓</td> <td></td> <td>✓</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>O&amp;M</td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table>	Item	Case 1		Case 2		Case 3		Public	Private	Public	Private	Public	Private	Land Acquisition	✓		✓		✓		Design/Const.	✓		✓	✓	✓		O&M		✓		✓		✓	<p><b>Total : 25,400</b></p> <p>Private: 19,900 Public: 5,500 - Government of Indonesia: 5,500 - Foreign Assistance: 0 (for Case 2)</p>	Land Acquisition for the Route of the Road with the Enforcement of New Appropriation of Land Law.
	Item	Case 1		Case 2		Case 3																																
Public		Private	Public	Private	Public	Private																																
Land Acquisition	✓		✓		✓																																	
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	(3) <b>ジャカルタ首都圏への高度道路交通システム(ITS)の導入</b> Intelligent Transport System (ITS) aims to support a safe, smooth and pleasant transport with information technology. This includes variety of transport systems such as Electric Road Pricing (ERP), Traffic Information System (TIS) and Bus Fleet Management System (BFMS) /Bus Location System (BLS).	<p><b>PPP</b></p> <p>The following PPP schemes are considered.</p> <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> <th>Remarks</th> </tr> </thead> <tbody> <tr> <td>ERP</td> <td>✓</td> <td>✓</td> <td>PPP scheme : DBO and BOT</td> </tr> <tr> <td>TIS</td> <td>✓</td> <td>✓</td> <td>Charges from user, advertisement, subsidy from the public sector.</td> </tr> <tr> <td>BFMS/BLS</td> <td>✓</td> <td>✓</td> <td>BRT is maintained by TransJakarta or later TransJabodetabek as operator.</td> </tr> </tbody> </table>		Public	Private	Remarks	ERP	✓	✓	PPP scheme : DBO and BOT	TIS	✓	✓	Charges from user, advertisement, subsidy from the public sector.	BFMS/BLS	✓	✓	BRT is maintained by TransJakarta or later TransJabodetabek as operator.	<p><b>Total : 1,000</b></p> <p>Private: 500 Public: 500 - Government of Indonesia: 500 - Foreign Assistance: 0</p>	<p>(1) Revision of the Local Retribution Law and the Regional Regulation of DKI Jakarta Province on ERP</p> <p>(2) Establishment of JABODETABEK Transportation Authority (JTA)</p> <p>(3) Formulation of ITS Master Plan since all the relevant agencies have to coordinate to develop an integrated system.</p> <p>(4) Issuance of the Local Government Regulation on ERP</p>																		
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A.3 都市再開発の推進	(1) <b>都市開発/都市再開発モデル事業</b> Urban re-development is crucial at the city center so as to harmonize between green open spaces and active urban functions such as business, commercial, and residential spaces. A pilot project is in the form of multi-purpose development consisting of land re-adjustment, creation of green-field and housing. Development plan of Maja area is proposed to be prioritized by concerned ministries/authorities of GoJ.	<p><b>PPP</b></p> <p>The public sector acquires land and builds basic infrastructure and public facilities, while the private sector builds, own and operate building for business, commerce and residence. The details of the demarcations have not been elaborated yet.</p>	<p><b>Total : 2,100</b></p> <p>Private: 900 Public: 1,200 - Government of Indonesia: 1,200 - Foreign Assistance: 0</p>	<p><b>Urban Re-development</b></p> <p>(1) Listing on PPP Book by GoJ</p> <p>(2) Formulation of Master Plan by MoPH</p> <p>(3) Land Acquisition by MoPH</p> <p>(4) Establishment of Funding Scheme with GOJ's Support</p> <p><b>Urban Development (Maja)</b></p> <p>(1) Elaboration of Funding Scheme by MoPH</p> <p>(2) Establishment of Development Coordination Committee among MoPH and Other Concerned Ministries</p>																																		
		<p><b>PPP</b></p> <p>The private sector establishes a SPC and the SPC will build, transfer and operates the some parts of the project facilities. A bulk supply contract will be concluded between the SPC and GCA (Government Contracting Agency) established by the GOJ. It is also assumed that a government subsidy and guarantee will be provided to the SPC by the GOJ in accordance with the presidential regulations on PPP.</p>	<p><b>Total : 4,400</b></p> <p>Private: 4,400</p>	<p>(1) Land Acquisition for Pipeline Alignment</p> <p>(2) Agreement between GOI and Local Government regarding: a) Implementation Framework b) Bulk Water Purchasing Price for Off-Taker (PDAMs)</p> <p>(3) Financial Arrangement</p>																																		
A.4 上水および下水の改善	(1) <b>ジャカルタ首都圏水供給 &lt;早期実施事業 6.1&gt;</b> This project is to supply bulk water to DKI Jakarta, Bekasi city/regency and Karawang regency. Treated bulk water will be supplied from a water treatment plant to be constructed at downstream of Jatiluhur dam.	<p><b>PPP</b></p> <p>The private sector establishes a SPC and the SPC will build, transfer and operates the some parts of the project facilities. A bulk supply contract will be concluded between the SPC and GCA (Government Contracting Agency) established by the GOJ. It is also assumed that a government subsidy and guarantee will be provided to the SPC by the GOJ in accordance with the presidential regulations on PPP.</p>	<p><b>Total : 4,400</b></p> <p>Private: 4,400</p>	<p>(1) Land Acquisition for Pipeline Alignment</p> <p>(2) Agreement between GOI and Local Government regarding: a) Implementation Framework b) Bulk Water Purchasing Price for Off-Taker (PDAMs)</p> <p>(3) Financial Arrangement</p>																																		
	(2) <b>ジャカルタ特別州・プカシ県・カラワン県における上水設備のリハビリ</b> Rehabilitation/expansion of the facilities of the municipal water supply corporations(PDAMs) will be executed with the aim to increase sufficient water supply capacity to distribute the additional water purchased from the "DKI Jakarta – Bekasi – Karawang Water Supply (Jatiluhur)".	<p><b>PPP (PPP2011)</b></p> <p>The private sector establishes a SPC and the SPC will build, transfer and operate the project facility. The SPC will be paid for the facility from each municipality by installments.</p>	<p><b>Total : 1,000</b></p> <p>Private : 1,000</p>	Review of the Business Plan of Each PDAMs in terms of Service Expansion																																		
	(3) <b>ジャカルタ下水道整備</b> The construction of sewerage facilities for collection and treatment of wastewater in DKI Jakarta will be conducted in line with "Wastewater Management Master Plan in DKI Jakarta" which is being formulated.	<p><b>PPP (Zone 1)</b></p> <p>The project will be implemented through PPP scheme. Sewer pipelines will be funded by ODA, while the treatment plant will be co-funded by public and private sectors. The house connection works will be provided under the scheme of burden-sharing by beneficiaries.</p> <p><b>Public (Zone 6)</b></p> <p>The project will be implemented under a public fund scheme. Majority of facilities for construction will be funded by ODA, while the house connection works will be provided under the scheme of burden-sharing by beneficiaries.</p>	<p><b>Total : 14,300</b></p> <p>Private : 1,800 Public : 12,500 - Government of Indonesia: 1,800 - Foreign Assistance: 10,700</p>	<p>(1) Listing on Blue Book and Financial Request</p> <p>(2) Finalization of F/S and Project Scope</p> <p>(3) Confirmation of the Usable Land Area for Waste Water Treatment Plant</p> <p>(4) Formulation of Waste Water Tariff Structure to make the Project Feasible</p> <p><b>ZONE-1</b> Determination of Financial Source</p>																																		

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B.1 新港湾・新空港周辺地域の開発	(2) <b>新空港周辺の新工業団地開発</b> New industrial estate will promote location of high-tech, high value and export-oriented industry with advanced logistic management systems in Karawang area.	<b>PPP</b> It is assumed that PPP scheme is applied for this project. In this scheme, the private sector establishes a SPC and the SPC will build and operates facilities in the site. The SPC will recover its investment from the rent from the users. The demarcation between public and private is as shown in below. <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition</td> <td>✓</td> <td></td> </tr> <tr> <td>Development of Utilities</td> <td>✓</td> <td></td> </tr> <tr> <td>Site preparation</td> <td></td> <td>✓</td> </tr> <tr> <td>Infrastructure Development (inside)</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Introduction of ICT</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Sale of lots</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>O&amp;M</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Public	Private	Land acquisition	✓		Development of Utilities	✓		Site preparation		✓	Infrastructure Development (inside)	✓	✓	Introduction of ICT	✓	✓	Sale of lots	✓	✓	O&M	✓	✓	<b>Total</b> : 1,700 Private: 1,600 Public : 100 - Government of Indonesia: 100 - Foreign Assistance: 0	(1) Determination of Implementing Agency. (MOI is recommendable.) (2) Settlement of Demarcation between Public and Private Sectors (3) Listing on PPP Book (4) Formulation of Development Plan by MOI referring to the Master Plan for New Airport. (5) Acceleration of Land Acquisition by MOI (6) Coordination with Other Ministries by MOI for Development of Utilities										
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Introduction of ICT	✓	✓																																				
Sale of lots	✓	✓																																				
O&M	✓	✓																																				
B.2 アカデミック・リサーチ・クラスター	(1) <b>アカデミック・リサーチ・クラスターの開発</b> A cluster will bring people together to enhance learning, advance research, and promote collaboration to take Indonesia to a new academic level. Engineering students, medical students and other undergraduate students will work along side engineering faculty, clinicians and researchers from across the campus and around the world. An exhibition center will be established as an annex. The candidate sites are Serpong, Bekasi and Bogor.	<b>PPP</b> The private and public sectors jointly establishes a SPC and the SPC will build and operates facilities on the site. The SPC will recover its investment from the rent from the users. The demarcation between public and private is as shown in below. <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition &amp; site improvement</td> <td>✓</td> <td></td> </tr> <tr> <td>Construction of Building/facilities</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>SMART Utilities</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Instrument for Analysis (Operation)</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>		Public	Private	Land acquisition & site improvement	✓		Construction of Building/facilities	✓	✓	SMART Utilities	✓	✓	Instrument for Analysis (Operation)	✓	✓	<b>Total</b> : 2,800 Private: 1,800 Public : 1,000 - Government of Indonesia: 1,000 - Foreign Assistance: 0	(1) Finalization of Pre-Feasibility Study supported by METI, Japan (2) Formulation of Attractive Business Plan for the Private Sectors (by BPPT) (3) Government Supports, such as Tax Holidays and/or Tax Reductions, Protection of Intellectual Properties, Priority Access to Biological Resources, and so on. (4) Listing on PPP Book																			
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B.3 新しいサブ成長回廊内の道路および鉄道網の整備	(1) <b>第二チカンベック有料道路の整備</b> To expand the capacity of Jakarta-Cikampek Toll Road, a second line will be developed in parallel with the existing line.	<b>PPP</b> Three possible funding schemes are applicable. <table border="1"> <thead> <tr> <th rowspan="2">Item</th> <th colspan="2">Case 1</th> <th colspan="2">Case 2</th> <th colspan="2">Case 3</th> </tr> <tr> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land Acquisition</td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓</td> </tr> <tr> <td>Design/Const.</td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td></td> <td>✓</td> </tr> <tr> <td>O&amp;M</td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table>	Item	Case 1		Case 2		Case 3		Public	Private	Public	Private	Public	Private	Land Acquisition	✓		✓			✓	Design/Const.	✓		✓			✓	O&M		✓		✓		✓	<b>Total (*3)</b> : 4,800 Private: 4,800 (for Case 3)	(1) Registration of the National Spatial Plan (2) Registration of the Road Master Plan by PU (3) Listing on PPP Book by GoI (4) Implementation of Feasibility Study (5) Execution of Land Acquisition (4) Execution of Land Acquisition (Tanjung Priok-Cikarang) (6) Determination Funding Source by Private Sector
Item	Case 1			Case 2		Case 3																																
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Land Acquisition	✓		✓			✓																																
Design/Const.	✓		✓			✓																																
O&M		✓		✓		✓																																
	(2) <b>ジャカルタ東部工業地域道路ネットワーク &lt;早期実施事業 2.2&gt;</b> This project aims to alleviate the traffic congestion in Cikarang area through the improvement of road network by constructing the new road and flyover, and widening and upgrading of the existing roads.	<b>Public</b> The project will be implemented under a public fund scheme.	<b>Total (*3)</b> : 200 Public : 200 - Government of Indonesia: 50 - Foreign Assistance: 150	(1) Approval of EIA (2) Listing on Blue Book and Finance Request (3) Commencement of Construction Work																																		
	(3) <b>チラマヤ新国際港整備・アクセス道路整備 &lt;早期実施事業 1.2&gt;</b> New access road will connect the existing Jakarta-Cikampek Toll Road and the New Cilamaya Seaport.	<b>PPP</b> Project scope and funding scheme are being scrutinized by on-going Feasibility Study.	<b>Total (*3)</b> : 5,900 Private: 5,800 Public : 100 - Government of Indonesia: 100 - Foreign Assistance: 0	(1) Determination of the Executing Agency (2) Determination of Funding Scheme (3) Confirmation of Alignment of Access Road (4) Registration of the National Spatial Plan (5) Execution of Land Acquisition and EIA (6) Listing on Blue Book (if necessary)																																		

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B.3 新しいサブ成長回廊内の道路および鉄道網の整備	(4) <b>新チラマヤ港への貨物鉄道の整備</b> New freight railway will connect the existing railway line in Karawang and extended to the New Cilamaya Seaport.	<b>Public (SOE)</b> The capital investment of infrastructure, rolling stock, and land acquisition should be borne by the Directorate General of Railways (DGR) on behalf of the central government. The O&M costs of all railway facilities and equipment, and some capital investment costs such as station facilities, should be borne by a railway freight operator, such as PT KAI. <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition</td> <td>✓</td> <td></td> </tr> <tr> <td>Construction of Handling Facilities</td> <td></td> <td>✓</td> </tr> <tr> <td>Construction of Station Facilities</td> <td></td> <td>✓</td> </tr> <tr> <td>Construction of Dry Port Facilities</td> <td></td> <td>✓</td> </tr> <tr> <td>O&amp;M of Handling Facilities</td> <td></td> <td>✓</td> </tr> <tr> <td>O&amp;M of Station Facilities</td> <td></td> <td>✓</td> </tr> <tr> <td>O&amp;M of Dry Port Facilities</td> <td></td> <td>✓</td> </tr> </tbody> </table> The cost includes price escalation and contingency.		Public	Private	Land acquisition	✓		Construction of Handling Facilities		✓	Construction of Station Facilities		✓	Construction of Dry Port Facilities		✓	O&M of Handling Facilities		✓	O&M of Station Facilities		✓	O&M of Dry Port Facilities		✓	<b>Total (*3) :</b> <b>3,400</b> Private: 1,700 Public : 1,700 - Government of Indonesia: 1,700 - Foreign Assistance: 0	(1) Registration of the National Spacial Plan (2) Registration of the Railway Master Plan by MOT (3) Implementation of Feasibility Study (4) Land Acquisition for the Freight Railway									
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(5) <b>新国際空港へのアクセス道路の整備</b> New access road will connect the existing road network and the New Airport, branching off possibly from the existing Jakarta- Cikampek Toll Road.	<b>PPP</b> Three possible funding schemes are applicable. <table border="1"> <thead> <tr> <th rowspan="2">Item</th> <th colspan="2">Case 1</th> <th colspan="2">Case 2</th> <th colspan="2">Case 3</th> </tr> <tr> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land Acquisition</td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Design/Const.</td> <td>✓</td> <td></td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>O&amp;M</td> <td></td> <td>✓</td> <td></td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table>	Item	Case 1		Case 2		Case 3		Public	Private	Public	Private	Public	Private	Land Acquisition	✓		✓		✓		Design/Const.	✓		✓	✓	✓	✓	O&M		✓		✓		✓	<b>Total :</b> <b>2,200</b> Private: 2,100 Public : 100 - Government of Indonesia: 100 - Foreign Assistance: 0	(1) Registration of the National Spacial Plan (2) Registration of the Airport Master Plan by MOT (3) Implementation of Feasibility Study
Item	Case 1		Case 2		Case 3																																
	Public	Private	Public	Private	Public	Private																															
Land Acquisition	✓		✓		✓																																
Design/Const.	✓		✓	✓	✓	✓																															
O&M		✓		✓		✓																															
B.3 新しいサブ成長回廊内の道路および鉄道網の整備	(6) <b>新国際空港を経由するジャカルタ-バンドン高速鉄道の整備</b> Development of a high speed railway between Jakarta and Bandung that will connect with the new international airport. The section between Jakarta and Bandung is the first priority of the development. It can be extended to Cirebon via Kertajati.	<b>PPP</b> The following two schemes can be envisaged preliminarily. <table border="1"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Case 1</th> <th colspan="2">Case 2</th> </tr> <tr> <th>Public</th> <th>Private</th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition</td> <td>✓</td> <td></td> <td>✓</td> <td></td> </tr> <tr> <td>Design and Construction</td> <td></td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>Operation and Maintenance</td> <td></td> <td>✓</td> <td></td> <td>✓</td> </tr> </tbody> </table>		Case 1		Case 2		Public	Private	Public	Private	Land acquisition	✓		✓		Design and Construction		✓	✓		Operation and Maintenance		✓		✓	<b>Total :</b> <b>39,800</b> Private: 5,000 Public : 34,800 - Government of Indonesia: 17,400 - Foreign Assistance: 17,400 (Cost is estimated for the stretch from Jakarta to Karawang as Phase 1 under Case 2)	(1) Registration of the National Spacial Plan (2) Registration of the Railway Master Plan by MOT (3) Implementation of Feasibility Study									
				Case 1		Case 2																															
Public	Private		Public	Private																																	
Land acquisition	✓		✓																																		
Design and Construction		✓	✓																																		
Operation and Maintenance		✓		✓																																	
<b>C. MULTIPLE GATEWAYS</b>																																					
<b>&lt;SEAPORT&gt;</b>																																					
C.1 ジャカルタ首都圏第二港灣(チラマヤ新港)の開発	(1) <b>チラマヤ新国際港整備・アクセス道路整備 &lt;早期実施事業 1.2&gt;</b> This project is to develop a new international port at off Cilamaya Coast in West Java Province. The new international port is planned to develop off shore reclamation land located in Cilamaya. (See B.3 (3) and (4) )	<b>PPP</b> PPP scheme is to be introduced for construction, operations, and maintenance of the infrastructure portion. The following assortment is proposed in the Master Plan. Final scheme of PPP will be determined by the on-going feasibility study. <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition</td> <td>✓</td> <td></td> </tr> <tr> <td>Berthing facilities, pavement &amp; other facilities</td> <td></td> <td>✓</td> </tr> <tr> <td>Dredging Works</td> <td></td> <td>✓</td> </tr> <tr> <td>Breakwater/revetment/seawall and utilities</td> <td>✓</td> <td></td> </tr> </tbody> </table>		Public	Private	Land acquisition	✓		Berthing facilities, pavement & other facilities		✓	Dredging Works		✓	Breakwater/revetment/seawall and utilities	✓		<b>Total :</b> <b>14,900</b> Private: 6,500 Public : 8,400 - Government of Indonesia: 1,700 - Foreign Assistance: 6,700	(1) Feasibility Study and Preparation of EIA (2) Listing on Blue Book and Finance Request (Engineering Services) (3) Decision regarding the Executing Agencies of the Port and Toll Road (4) Settlement of Demarcation between Public and Private (5) Confirmation of Alignment of Access Road (6) Execution of Land Acquisition (7) Government Guarantee for Work Completion of Public Portion																		
		Public	Private																																		
	Land acquisition	✓																																			
Berthing facilities, pavement & other facilities		✓																																			
Dredging Works		✓																																			
Breakwater/revetment/seawall and utilities	✓																																				
(2) <b>チラマヤ新港の自動車ターミナル整備</b> Car terminal will be developed in Cilamaya Port to expand the capacity for export/import of finished automobiles.	<b>Private</b>	<b>Total</b> <b>400</b> Private: 400	The project will be implemented together with Cilamaya Port under C.1(1) as FTP 1.2 in this list.																																		
(3) <b>物流団地の開発(新港の周辺設備)</b> Logistics Park will be developed in New Cilamaya Port for efficient logistics in JABODETABEK.	<b>Private</b>	<b>Total</b> <b>5,800</b> Private: 5,800	(1) Establishment of the Logistic Master Plan (2) Arrangement of the Source of Finance for Land Acquisition (3) Land Acquisition																																		

Note : (\*1) "Possible Funding Scheme" is tentatively set. The scheme would be modified with the progress of further studies. The project categorized under Private might require Public funding if necessary depending on the results of further studies  
(\*2) "Cost" is provisional estimation. In particular, the costs for the projects under on-going M/P or F/S are still preliminary. The allocation of cost by funding source is also provisional. "Private" indicates the funding from private sectors including the project costs under the management of SOE.  
(\*3) Marked "Total (\*3) " in the column of "COST" indicates that the project cost includes price escalation and contingency.

GOALS AND PROGRAM	PROJECT DESCRIPTION	POSSIBLE FUNDING SCHEME(*1)	COST(*2) (Billion IDR)	CHALLENGES & ACTION TO BE TAKEN																					
C.2 ジャカルタ港の改善 (タンジュンプリオク地区・北カリバル地区開発など)	(1) 北カリバル改修及び拡張(タンジュン・プリオク港) <早期実施事業1.1> The project aims to increase the container handling capacity to meet with the increasing demands. The location for expanding the international container terminal at Tanjung Priok is in North Kalibaru.	Public (SOE) The project is managed by Perindo II.	Total : 24,000 Private: 24,000 Accumulated total of Phase 1	(1) Conduct DED and EIA Study by Perindo II (2) Commencement of Construction Work																					
	(2) 北カリバル港の自動車ターミナル拡張 The existing ship building yard is located in the western part of the Tanjung Priok Port. By re-developing the yard, including building a new berth and reclamation, a New 2-Berth Car Terminal will be developed.	Private The construction works has started under the management of Perindo II.	Total : 200 Private: 200	Monitoring of Construction Work																					
<AIRPORT>																									
C.3 新国際空港の開発	(1) 新国際空港の開発 A new international airport will fulfill its role as the gateway to JABODETABEK and also for Indonesia. The airport will be connected by efficient access roads/railways for better connectivity and enhancement of its capacity. Potentials for the development are particularly likely in the development of a New International Airport at Karawang. (See B.3 (5) and (6)), of which functions could be harmonized with the existing Soekarno-Hatta airport development plan and other airport beyond JABODETABEK.	PPP The public private partnership (PPP) scheme is applicable for construction, operations, and maintenance of the infrastructure portion. The Final Report was submitted to GoI. <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition</td> <td>✓</td> <td></td> </tr> <tr> <td>New Airport :</td> <td></td> <td></td> </tr> <tr> <td>- Runway</td> <td>✓</td> <td></td> </tr> <tr> <td>- Terminal</td> <td></td> <td>✓</td> </tr> <tr> <td>Access Facilities</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>O&amp;M</td> <td></td> <td>✓</td> </tr> </tbody> </table>		Public	Private	Land acquisition	✓		New Airport :			- Runway	✓		- Terminal		✓	Access Facilities	✓	✓	O&M		✓	Total : 35,300 Private: 14,100 Public : 21,200 - Government of Indonesia: 3,700 - Foreign Assistance: 17,500	(1) Registration of the National Spatial Plan (including regional and local government spatial plan) (2) Registration of the Airport Master Plan by MOT (3) Implementation of Feasibility Study and EIA (including assessment for national food security) (4) Governmental Guarantee for Work Completion of Public Portion (5) Settlement of Demarcation between Public and Private Sectors (6) Appointment of well-experienced Project Management Consultant (PMC)
		Public	Private																						
Land acquisition	✓																								
New Airport :																									
- Runway	✓																								
- Terminal		✓																							
Access Facilities	✓	✓																							
O&M		✓																							
C.4 スカルノ・ハッタ空港の改善	(1) スカルノ・ハッタ国際空港拡張 <早期実施事業5.2> (Revitalization of Soekarno-Hatta International Airport terminals) The project is to expand the present Soekarno-Hatta International Airport to solve the current constraint on airport operation such as limited capacity of passenger terminal buildings and other relevant facility.	Public (SOE)	Total 16,400 Private 16,400	Commencement of Tendering for Construction Work																					
	(Expansion of Soekarno-Hatta International Airport) The project is to develop the third runway to expand the Soekarno-Hatta International Airport.	Public (SOE)	Total : 1,000 Private: 1,000	Land Acquisition																					
	(2) スカルノ・ハッタ国際空港アクセス鉄道建設 <早期実施事業5.1> The project aims to improve access to the Soekarno-Hatta International Airport with reliable and fast railway system. It includes Express Service on dedicated elevated track and Commuter Service using the existing track.	PPP <u>Expressway Railway Service :</u> The investment for the project will be done under the PPP scheme. <table border="1"> <thead> <tr> <th></th> <th>Public</th> <th>Private</th> </tr> </thead> <tbody> <tr> <td>Land acquisition</td> <td>✓</td> <td></td> </tr> <tr> <td>Construction and E&amp;M installation</td> <td>✓</td> <td></td> </tr> <tr> <td>O&amp;M</td> <td></td> <td>✓</td> </tr> </tbody> </table> <u>Commuter Railway Services</u> Direct appointment was issued to National Consortium. Feasibility Study and Detailed Design are on-going.		Public	Private	Land acquisition	✓		Construction and E&M installation	✓		O&M		✓	Total : 12,500 Private: 6,300 Public : 6,200 - Government of Indonesia: 6,200 - Foreign Assistance: 0	<u>Express Line</u> (1) F/S, Basic Design, EIA and LARAP (2) Execution of Land Acquisition (3) Governmental Guarantee for Work Completion of Public Portion  <u>Commuter Line</u> FS, DED with EIA and LARAP									
	Public	Private																							
Land acquisition	✓																								
Construction and E&M installation	✓																								
O&M		✓																							
<b>D. LOW-CARBON ENERGY DEVELOPMENT</b>																									
D.1 低炭素型電力の開発	(1) 中部ジャワ石炭火力発電計画 <早期実施事業9.6> Coal-fired Power Plant will be installed in Central Java.	PPP (IPP) Power Purchase Agreement (PPA) for 25 years between PLN and SPC was guaranteed by Indonesia Infrastructure Guarantee Fund (IIGF).	Total : 30,100 Private: 30,100	(1) Oct. 2013 / Finance Close (1 year delay due to land acquisition and environmental assessment process) (2) Oct. 2017 / Unit 1 Commercial Operation (48months after Finance Close) (3) Oct. 2018 / Unit 2 Commercial Operation (54months after Finance Close)																					
	(2) インドラマユ石炭火力発電計画 <早期実施事業9.2> Transmission line from Indramayu to Cibatu and one unit of Coal-fired Power Plant will be installed in Indramayu.	Public (SOE)	Total : 20,400 Private: 3,000 Public : 17,400 - Government of Indonesia: 0 - Foreign Assistance: 17,400	(1) Listing on Blue Book and Finance Request (Construction) (2) Conclusion of Sub-Loan Agreement and L/A (Engineering Service) between GOI and JICA (3) Commencement of Construction Work (4) Commencement of Operation																					
	(3) バンテン石炭火力発電所 <早期実施事業9.3> One unit of Coal-fired Power Plant will be installed in Banten by Malaysian concessionaire.	IPP	Total : 8,600 Private: 8,600	Commencement of Operation																					

Note : (\*1) "Possible Funding Scheme" is tentatively set. The scheme would be modified with the progress of further studies. The project categorized under Private might require Public funding if necessary depending on the results of further studies  
(\*2) "Cost" is provisional estimation. In particular, the costs for the projects under on-going M/P or F/S are still preliminary. The allocation of cost by funding source is also provisional. "Private" indicates the funding from private sectors including the project costs under the management of SOE.  
(\*3) Marked "Total (\*3) " in the column of "COST" indicates that the project cost includes price escalation and contingency.

GOALS AND PROGRAM	PROJECT DESCRIPTION	POSSIBLE FUNDING SCHEME(*1)	COST(*2) (Billion IDR)	CHALLENGES & ACTION TO BE TAKEN
D.1 低炭素型電力の開発	(4) ガス火力発電所及び浮動式貯蔵設備開発 <早期実施事業9.4> Development of a new FSRU (Floating Storage Regasification Unit) or LNG receiving and re-gasification terminal as well as Combined Cycle Power Plants in Java in addition to the existing FSRU.	PPP or IPP	Total : 10,700 Private: 10,700	(1) Framework agreement between related parties(incl. State Owned Enterprise) (2) Government support (3) Government approval
	(5) ラジャマンダラ水力発電計画 <早期実施事業9.5> Hydroelectric Power Station will be installed in Rajamandala.	IPP The project is listed on Second Fast Track Program (FTP2).	Total : 1,300 Private: 1,300	(1) Business Viability Guarantee Letter from MOF (2) Power Purchase Agreement with PLN
	(6) ジャワスマトラ連系送電線計画 <早期実施事業9.1> Transmission Line connecting Bangko Tengah substation in South Sumatra and X-Bogor substation crossing Sunda Strait including 2-AC/DC Converter Station and Substations.	Public (SOE)	Total : 19,700 Private: 2,800 Public : 16,900 - Government of Indonesia: 0 - Foreign Assistance: 16,900	(1) Listing on Blue Book and additional Finance Request (2) Completion of Land Acquisition before starting Construction Work (3) Approval of Sub-loan Agreement for Construction (4) Commencement of Construction Work (5) Completion of Construction (3 months prior to the COD of related IPP)
	(7) 代替可能及び低炭素型発電事業(地熱発電など)の推進 Geothermal Power Plants will be installed in West Java and Central Java Province.	PPP (SOE and Private) Among the geothermal power schemes, the priority is given to the development of Patuha No.2, Patuha No.3 and Dieng geothermal power plants under the management of PT GEODIPA.	Total : 7,100 Private: 7,100	Finalization of Financial Scheme by PT GEODIPA
	(8) クリーンコールテクノロジーによる西ジャワ石炭火力発電所の開発 Coal-fired Power Plant with clean coal technology will be installed in West Java Province.	PPP or IPP The large-scale CCT power plant located around JABODETABEK can contribute to a stable and sustainable power supply without drops of voltage.	Total : 20,300 Private: 20,300	(1) Implementation of Feasibility Study (2) Confirmation of funding scheme
D.2 スマートグリッドの開発	(1) スマートコミュニティ(東ジャカルタ工業団地パイロットプロジェクト) <早期実施事業2.1> This project aims at the spread of technologies of clean energy, so-called "Smart Community". Main targets are stabilization of the whole industrial estate power system independent of individual factories, reduction of CO2 by energy conservation and peak shift by energy management system.	Private The budget of pilot project will be financed by NEDO, Japan.	Total : 300 Private: 300	After reaching agreement on MOU, demonstration project will be launched.
	(2) ジャカルタ首都圏における電力供給改善 Frequent drops of voltage due to fluctuating current within the distribution network causes an obstacle in optimal operation of the power system. Improvement of transmission network and distribution system will enable the stable and high-quality power supply in the Central and West Java Region.	Public (SOE) Central and West Java 500kV transmission is one of the candidate projects. This project will be managed by PLN.	Total : 4,700 Private : 4,700	(1) Commencement of Construction Work (2) Commencement of Operation

	TOTAL	FTP	PP	
	411,300	214,100	197,200	100%
-Private	227,100	120,200	106,900	54%
-Public	184,200	93,900	90,300	46%
- Government of Indonesia	58,450	15,050	43,400	22%
- Foreign Assistance	125,750	78,850	46,900	24%

- Note : (\*1) "Possible Funding Scheme" is tentatively set. The scheme would be modified with the progress of further studies. The project categorized under Private might require Public funding if necessary depending on the results of further studies  
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