3rd Steering Committee

JABODETABEK Metropolitan Priority Area (MPA)

October 2012
## Chronology of MPA Master Plan

<table>
<thead>
<tr>
<th>MPA Committees</th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Steering Committee (SC)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1st SC (Approval of 17 FTPs) : held prior to the Study</td>
<td></td>
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</tr>
<tr>
<td>2nd SC (Approval of VISION 2030)</td>
<td></td>
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<tr>
<td>3rd SC (Approval of Masterplan)</td>
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</tbody>
</table>

**Today**

<table>
<thead>
<tr>
<th><strong>Technical Committee (TC)</strong></th>
<th>2011</th>
<th>2012</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st TC (Kick-off)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd TC (Inception Report)</td>
<td></td>
<td></td>
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<tr>
<td>3rd TC (VISION 2030/List of PPs)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>4th TC (MP 2020/Progress of FTPs)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5th TC (List of PPs)</td>
<td></td>
<td></td>
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<tr>
<td>6th TC (Finalization)</td>
<td></td>
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</tr>
</tbody>
</table>

| Monitoring of Progress of FTPs                   |      |      |

Note: FTPs: Fast Track Projects, PPs: Priority Projects

- Prior to the committees, sub-technical committees/sector meetings have been held as appropriate.
I. MPA Master Plan toward 2020:

(T/C’s Recommendation(1)): to consent MPA Masterplan.

II. Fast-Track Projects and Priority Projects

(T/C’s Recommendation(2)): to continue to monitor the implementation; and to agree 5 flagship projects.

III. The Further Way Forward

(T/C’s Recommendation(3)): to set up the mechanism and framework to accelerate the implementation.
I. MPA Master Plan toward 2020

(Summary)

1. Background of the Study
2. Current situation of JABODETABEK MPA
3. Current condition of Infrastructure
4. Vision toward 2030
5. Strategies for M/P toward 2020
6. Masterplan (M/P) toward 2020 by Sectors
1. Background of the Study - Position of MPA Master Plan -

How will MPA Master Plan be integrated into MP3EI?

Financial & Planning System

- National Long-Term Development Plan (RPJPN 2005-2025)
- National Medium-Term Development Plan (RPJMN 2010-2014)
- Government Work Plan and Draft Budget Revenue Expenditure (RKP/RAPBN)

Spatial Planning System

- Master Plan of Acceleration and Expansion of Indonesia Economic Development (MP3EI)
- National Spatial Plan (RTRWN)
- Regional Spatial Plan Jabodetabek-punjur
  (Presidential Decree No.54/2008)
- Spatial Plan for Province/District

Master Plan for Establishing Metropolitan Priority Area (MPA) for Investment and Industry

Source: MPA Study Team, based on MP3EI document
1. Background of the Study – Future GDP Growth in MP3EI

Plains for Indonesia’s GDP Growth in MP3EI

- **2010**
  - GDP: USD 700 Billion
  - Income/Capita: USD 3,000

- **2025**
  - GDP: ~ USD 4.0 – 4.5 Trillion
  - Income/Capita: ~ USD 14,250 – 15,500 (country with high income)

- **2045**
  - GDP: ~ USD 15.0 – 17.5 Trillion
  - Income/Capita: ~ USD 44,500 – 49,000

Source: MP3EI
1. Background of the Study - Economic Corridors in MP3EI -

Six economic corridors were formulated in MP3EI.

Source: MP3EI
1. Background of the Study - MPA’s Contribution to MP3EI -

How will MPA contribute to Economic Corridor in MP3EI?

Hubs and Nodes in Java and Sumatra Economic Corridors

Source: MP3EI
1. Background of the Study - Current Position of Indonesia -

Indonesia needs to be more attractive destination for investors than other countries to catch more FDI.

**a) Rank of Competitiveness-related Index**

<table>
<thead>
<tr>
<th></th>
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<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Singapore</td>
<td>2</td>
<td>1</td>
<td>3</td>
<td>9</td>
<td>3</td>
<td>4</td>
<td>1</td>
<td>2</td>
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<tr>
<td>Malaysia</td>
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<td>China</td>
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<tr>
<td>Thailand</td>
<td>39</td>
<td>67</td>
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<td>28</td>
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<td>42</td>
<td>30</td>
<td>50</td>
<td>84</td>
<td>22</td>
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<tr>
<td><strong>Indonesia</strong></td>
<td>46</td>
<td>71</td>
<td><strong>23</strong></td>
<td><strong>64</strong></td>
<td><strong>69</strong></td>
<td><strong>67</strong></td>
<td><strong>94</strong></td>
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<td><strong>15</strong></td>
<td><strong>45</strong></td>
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<td>India</td>
<td>56</td>
<td>69</td>
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<td>105</td>
<td>101</td>
<td>87</td>
<td>70</td>
<td>81</td>
<td>21</td>
<td>93</td>
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<td>South Africa</td>
<td>50</td>
<td>46</td>
<td>62</td>
<td>55</td>
<td>131</td>
<td>73</td>
<td>32</td>
<td>95</td>
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<td>Brazil</td>
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<td>113</td>
<td>83</td>
<td>43</td>
<td>54</td>
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<tr>
<td>Vietnam</td>
<td>65</td>
<td>87</td>
<td>90</td>
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<td>73</td>
<td>103</td>
<td>75</td>
<td>46</td>
<td>73</td>
<td>79</td>
<td>33</td>
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<tr>
<td>Russian Federation</td>
<td>66</td>
<td>128</td>
<td>48</td>
<td>44</td>
<td>68</td>
<td>52</td>
<td>128</td>
<td>65</td>
<td>127</td>
<td>68</td>
<td>8</td>
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<tr>
<td>Philippines</td>
<td>75</td>
<td>117</td>
<td>105</td>
<td>54</td>
<td>92</td>
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<td>36</td>
</tr>
</tbody>
</table>

**b) Annual Change of FDI/GDP Ratio**

2. Current Situation of JABODETABEK MPA

2.1 Social Situation

Population density is the highest in DKI Jakarta, but population growth in other MPA areas is larger than that in DKI Jakarta.

**a) Population Density (2010)**

<table>
<thead>
<tr>
<th>Area (km²)</th>
<th>DKI Jakarta</th>
<th>MPA East</th>
<th>MPA South</th>
<th>MPA West</th>
</tr>
</thead>
<tbody>
<tr>
<td>6,400.71</td>
<td>21,232,069</td>
<td>27,951,404</td>
<td>20.79%</td>
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</tr>
<tr>
<td>664.01</td>
<td>8,389,443</td>
<td>9,588,198</td>
<td>1.34%</td>
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</tr>
<tr>
<td>1,480.00</td>
<td>3,332,296</td>
<td>4,966,040</td>
<td>4.07%</td>
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</tr>
<tr>
<td>2,981.77</td>
<td>5,403,048</td>
<td>7,456,375</td>
<td>3.27%</td>
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</tr>
<tr>
<td>1,274.93</td>
<td>4,107,282</td>
<td>4,900,771</td>
<td>3.76%</td>
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</tr>
</tbody>
</table>

**b) Population Growth Rate (2000-2010)**

<table>
<thead>
<tr>
<th>City / Regency</th>
<th>Area (km²)</th>
<th>Population 2000</th>
<th>Population 2010</th>
<th>Annual growth rate 2000-2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>JABODETABEK MPA</td>
<td>6,400.71</td>
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<td>3.76%</td>
</tr>
</tbody>
</table>

Source: Central Statistical Bureau
2. Current Situation of JABODETABEK MPA

2.2 Economic Situation

a) Share of GRDP by Area

- MPA South: 8%
- MPA East: 12%
- MPA West: 9%
- DKI Jakarta: 71%

Source: Compiled from BPS documents

Majority of the economic activities concentrate in DKI Jakarta.

b) Sectorial Composition of GRDP in the Cities/Regencies

- Agriculture, Forestry, Fisheries
- Mining and Quarrying
- Manufacturing
- Construction
- Utilities
- Transport and communications
- Finance, Ownership and Businesses
- Services
- Trading, hotels and restaurants

Source: Compiled from BPS documents

The production of MPA East is heavily dependent on the manufacturing sector.
3. Current Condition of Infrastructure

3.1 View from Transportation

a) Increment of Commuter Traffic Trip

Traffic congestion is very serious especially in the peak hours by commuter traffic.

b) Commuter Satisfaction of Public Transport in Major Asian Cities

Commuters in Jakarta are reported to be least satisfied travelers among major cities in Asia.

(Source: JUTPI)

(Source: Frost & Sullivan, Journey Experience Index, May 2011)
3. Current Condition of Infrastructure

3.2 View from Disaster Prevention

a) Flood Inundation Area in 2007

Source: Balai Besar Wilayah Sungai Chiliwung- Cisadane

Jakarta is seriously affected by flood disaster periodically.

b) Vulnerability against Natural Catastrophe in Major Asian Cities

Disaster prevention facilities against flood, earthquake and other natural disaster are insufficient.

(Source: Munich RE (2005), Megacities – Megarisks Trends and challenges for insurance and risk Management)
### 4. Vision toward 2030 - SWOT Analysis Results -

<table>
<thead>
<tr>
<th>Internal</th>
<th>Favorable</th>
<th>Unfavorable</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STRENGTH</strong></td>
<td>• Political and economic capital&lt;br&gt; • 28 million population&lt;br&gt; • Six cities/urban centers</td>
<td><strong>WEAKNESS</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>External</th>
<th>Favorable</th>
<th>Unfavorable</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OPPORTUNITY</strong></td>
<td>• Large population&lt;br&gt; • Robust economy&lt;br&gt; • Abundant natural resources&lt;br&gt; • Huge market of ASEAN&lt;br&gt; • Acceleration of market integration and economic partnership</td>
<td><strong>THREAT</strong></td>
</tr>
</tbody>
</table>

**Needs based on SWOT**
- Switch to Multi-Core urban structure
- Resilient capital with multiple gateways
- Promote high-tech high value industry
- Need to adapt to low-carbon society

**Development Concept**
- Growth
- High quality of Life
- Eco-friendliness
4. Vision toward 2030 - Concepts, Goals, Programs -

**Development Concept**

- High Quality of Life
  - Clean
  - Safe
  - Smart

- Growth
  - Inclusive
  - Balanced
  - High value-added

- Eco-Friendliness
  - Low Carbon
  - Energy Saving

**Goals**

- A. Better Urban Environment
  - Efficient
  - Synergetic
  - Resilient

- B. New Growth Sub-Corridor for Jabodetabek MPA
  - Efficient
  - Synergetic
  - Resilient

- C. Multiple Gateway
  - Efficient
  - Synergetic
  - Resilient

- D. Low-Carbon Energy Development
  - Efficient
  - Synergetic
  - Resilient

**Programs**

- A2. Development of Road Network in and around Jakarta
- A3. Promotion of Urban Re-Development
- A4. Improvement of Water Supply and Sewerage System
- A5. Solid Waste Treatment
- A6. Flood Management
- B1. Development of New Growth Sub-Corridor for Jabodetabek MPA
- B3. Development of Road/Railway along New Growth Sub-Corridor for Jabodetabek MPA
- C1. Development of Cilamaya Port
- C2. Improvement of Tanjung Priok Port
- C3. Development of New International Airport
- C4. Improvement of Soekarno-Hatta International Airport
- D1. Low-Carbon Power Supply Development
- D2. Development of Smart Grid

*Source: MPA Development VISION approved by Steering Committee on 22 September 2011*
4. Vision toward 2030 - Regional Characteristics and Constraints -

- National Capital
- Government
- Center of Commerce and Business
- International Gateway
- New Towns
- Gateway to Banten/Sumatra
- Industrial Estate
- Gateway to Central & East Java
- Environment conservation area
- New Towns
- Hill Area
- Botanical Garden
- Water Source of Jakarta
- Agriculture Univ.

Source: MPA Study Team based on Regional Spatial Plan Jabodetabek-punjur (Presidential Decree No.54/2008)
4. Vision toward 2030 - Future Spatial Structure -

Transformation from Single-Core Structure to Multi-Core Structure

Single-Core Structure
- Heavy concentration in the central city
- Need extensive mass transit systems to support (e.g. Tokyo)
- Difficult to protect nature
- Vulnerable to disasters

Multi-Core Structure
- Less traffic concentration
- Easier to protect nature
- More resistant to disasters

Source: MPA Study Team

Central City

Sub-Center

Adopted
4. Vision toward 2030 - MPA Development Vision 2030 -

JABODETABEK MPA Development Vision 2030

Source: MPA Development Vision 2030 approved by Steering Committee on 22 September 2011
5. Strategies for M/P toward 2020

5.1 Comparison with Other Metropolitan Cities

a) Modal Shares

Modal share ratio of Jakarta is quite lower level than other countries.

b) Container Throughput

Indonesia is lagging compared with neighbor countries.
## 5. Strategies for M/P toward 2020

### 5.1 Comparison with Other Metropolitan Cities

#### c) Water Supply/Sewerage Facilities

<table>
<thead>
<tr>
<th>City</th>
<th>Piped Water Coverage</th>
<th>Access to Sewerage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jakarta</td>
<td>95%</td>
<td>60%</td>
</tr>
<tr>
<td>Manila</td>
<td>80%</td>
<td>45%</td>
</tr>
<tr>
<td>Delhi</td>
<td>75%</td>
<td>30%</td>
</tr>
<tr>
<td>Ho Chi Minh</td>
<td>70%</td>
<td>25%</td>
</tr>
<tr>
<td>Bangkok</td>
<td>65%</td>
<td>20%</td>
</tr>
<tr>
<td>Shanghai</td>
<td>60%</td>
<td>15%</td>
</tr>
<tr>
<td>Seoul</td>
<td>55%</td>
<td>10%</td>
</tr>
<tr>
<td>Tokyo</td>
<td>50%</td>
<td>5%</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>45%</td>
<td>0%</td>
</tr>
<tr>
<td>Singapore</td>
<td>40%</td>
<td>0%</td>
</tr>
</tbody>
</table>

Source: Water Knowledge Center, ADB

#### d) Waste Collection Ratio

- **Hanoi**
- **Deli**
- **DKI Jakarta**
- **Shanghai**

Waste collection ratio of DKI Jakarta is relatively high. But the ratio of outside Jakarta varies from 23% to 72%.

Ratios of piped water coverage and access to sewerage are among the lowest in the major Asian cities.
5. Strategies for M/P toward 2020

5.2 Infrastructure Needs of Industries (Investors)

<table>
<thead>
<tr>
<th>Infrastructure Sectors</th>
<th>Needs of 4 Major Industries to Infrastructure Development</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Automobile</td>
</tr>
<tr>
<td>Road</td>
<td></td>
</tr>
<tr>
<td>Highway</td>
<td>***</td>
</tr>
<tr>
<td>Local Road</td>
<td>******</td>
</tr>
<tr>
<td>Seaport</td>
<td>***</td>
</tr>
<tr>
<td>Airport</td>
<td>*</td>
</tr>
<tr>
<td>Power Supply</td>
<td>***</td>
</tr>
<tr>
<td>Water Supply / Sewerage</td>
<td>***</td>
</tr>
</tbody>
</table>

Note: ******: Very important, ***: Important, *: Less important

Source: Compiled based on Private Sector Perceptions of Challenges and Opportunities by Japanese Infrastructure Users by JBIC and NRI
5.3 Infrastructure Development in MPA VISION

GOALS in VISION 2030

A. Better Urban Environment
   - Mitigation of traffic congestion
   - Urban greening
   - Stable water supply
   - Prevention of environmental pollutions
   - Mitigation of flood disaster

B. New Growth Sub-Corridor for JABODETABEK MPA
   - Transformation to multi-core urban structure
   - Promotion of high-tech and value-added industries
   - Formulation of structure for the sub-corridor

C. Multiple Gateways
   - Improvement of existing logistic hubs
   - Development of new logistic hubs

D. Low-carbon Energy Development
   - Energy saving

MEASURES to achieve GOALS

- Mitigation of traffic congestion
- Urban greening
- Stable water supply
- Prevention of environmental pollutions
- Mitigation of flood disaster
- Transformation to multi-core urban structure
- Promotion of high-tech and value-added industries
- Formulation of structure for the sub-corridor
- Improvement of existing logistic hubs
- Development of new logistic hubs
- Energy saving

9 Infrastructure Sectors corresponding to MEASURES

1. Public Transportation
2. Road
3. Seaport
4. Airport
5. Urban Development /Industrial Estate
6. Water Supply and Sewerage
7. Solid Waste Treatment
8. Flood Control
9. Power Supply

PROGRAMS to achieve GOALS

A2. Development of Road Network in and around Jakarta
A3. Promotion of Urban Re-development
A4. Improvement of Water Supply and Sewerage Systems
A5. Solid Waste Treatment
A6. Flood Management
B1. Development of New Growth Sub-Corridor for Jabodetabek MPA
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C2. Improvement of Tanjung Priok Port
C3. Development of New International Airport
C4. Improvement of Soekarno-Hatta International Airport
D1. Low-carbon Power Supply Development
D2. Development of Smart Grid
### 6. Master Plan (M/P) toward 2020 by Sectors

<table>
<thead>
<tr>
<th>SECTORS</th>
<th>TARGET EFFECT INDICATOR BY M/P (from 2010 to 2020)</th>
<th>MAJOR PROJECTS LISTED IN M/P</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Transportation</td>
<td>Increase passenger movement by Railway/Bus 27% to 45%</td>
<td>Development of MRT-based new urban transport systems, development of railway along the new growth sub-corridor, and railway access to Soekarno-Hatta International Airport</td>
</tr>
<tr>
<td>Road</td>
<td>Average vehicle speed in the morning peak 7 km/hour to 15 km/hour</td>
<td>Development of road network in and around Jakarta, traffic flow improvement and transportation demand management, development of access road to seaport and airport, etc.</td>
</tr>
<tr>
<td>Urban Development</td>
<td>Accelerate multi-core urban development 4 million people in new urban at Suburban Areas</td>
<td>4 million people will live in new urban at suburban areas, mainly through new township development.</td>
</tr>
</tbody>
</table>

For more detail of the projects, see attached “List of Fast Track Projects (FTPs) and Priority Projects”
## 6. Master Plan (M/P) toward 2020 by Sectors

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<tr>
<td>Industrial Estate</td>
<td>Expedite the industrial estates development 6,800 ha at Suburban Areas</td>
<td>New industrial estate attracting high-value-added industries are to be developed, by taking the advantages of the agglomeration of the existing industrial estates and future gateway developments such as new airport and new seaport.</td>
</tr>
<tr>
<td>Water Supply</td>
<td>Improve piped water service coverage (DKI Jakarta) 54% to 77%</td>
<td>Development of water supply systems, such as Jatilufur Project (Phase I and Phase II) and their distribution system.</td>
</tr>
<tr>
<td>Sewerage</td>
<td>Improve sewerage coverage ratio 2% to 20%</td>
<td>Development of sewerage system in DKI Jakarta.</td>
</tr>
<tr>
<td>Solid Waste</td>
<td>Treated/disposed volume 4,500 ton/day to 9,000 ton/day</td>
<td>Developments of new landfill site and intermediate treatment facilities.</td>
</tr>
<tr>
<td>Flood Control</td>
<td>Capacity of discharging flood water to the sea Pumping capacity (60 m3/s to 126 m3/s)</td>
<td>Development of urban drainage systems, and reconstruction of East Pump Station at Pluit, etc</td>
</tr>
</tbody>
</table>

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<td>Seaport</td>
<td><strong>International/Domestic container cargo capacity</strong>&lt;br&gt;7.2 million TEUs to 11.6 million TEUs</td>
<td>Improvement and expansion of the existing facilities at Tanjung Priok and development of a new international port at Cilamaya.</td>
</tr>
<tr>
<td>Airport</td>
<td><strong>Annual passengers capacity</strong>&lt;br&gt;22 million to 90 million</td>
<td>Expansion of the facilities at Soekarno-Hatta International Airport and development of new airport.</td>
</tr>
<tr>
<td>Power Supply</td>
<td><strong>Secure Reserve Margin for Peak Demand</strong>&lt;br&gt;More than 30%</td>
<td>Development of coal-fired plants and improvement of voltage qualities, etc.</td>
</tr>
</tbody>
</table>

For more detail of the projects, see attached “List of Fast Track Projects (FTPs) and Priority Projects”
Technical Committee supports the Master Plan, which successfully provides a vision and strategy with a comprehensive approach in infrastructure development, thus recommending:

**Steering Committee to consent “the Master Plan for Establishing Metropolitan Priority Area for Investment and Industry in JABODETABEK.”**
## II. Fast-Track Projects and Priority Projects

### 1. Overview

**Fast Track Projects: to be commenced by 2013**

<table>
<thead>
<tr>
<th>Component</th>
<th>Total (billion IDR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>214,100 (100%)</td>
</tr>
<tr>
<td>Private</td>
<td>120,200 (56%)</td>
</tr>
<tr>
<td>Public</td>
<td>93,900 (44%)</td>
</tr>
<tr>
<td>Government of Indonesia</td>
<td>15,100 (7%)</td>
</tr>
<tr>
<td>Japan’s ODA and Other Foreign Assistance</td>
<td>78,800 (37%)</td>
</tr>
</tbody>
</table>

**Priority Projects: to be completed by 2020**

<table>
<thead>
<tr>
<th>Component</th>
<th>Total (billion IDR)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>197,200 (100%)</td>
</tr>
<tr>
<td>Private</td>
<td>106,900 (54%)</td>
</tr>
<tr>
<td>Public</td>
<td>90,300 (46%)</td>
</tr>
<tr>
<td>Government of Indonesia</td>
<td>43,400 (22%)</td>
</tr>
<tr>
<td>Japan’s ODA and Other Foreign Assistance</td>
<td>46,900 (24%)</td>
</tr>
</tbody>
</table>

Note: This figure is provisional estimation.
2. **Fast Track Projects**

1. **Identified Projects: 18 projects in 9 sectors**

<table>
<thead>
<tr>
<th>Sector</th>
<th>Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>International port</td>
<td>North Kalibaru; Cilamaya</td>
</tr>
<tr>
<td>Industrial area</td>
<td>Smart community</td>
</tr>
<tr>
<td>Mass transportation network</td>
<td>Jakarta MRT; JABODETABEK Railway</td>
</tr>
<tr>
<td>Road network</td>
<td>Road network capacity enhancement; Improvement of road network within Industrial Area to the East of Jakarta</td>
</tr>
<tr>
<td>Airport and its related infrastructure</td>
<td>Access railway to Soekarno-Hatta Airport(SHA); Expansion of SHA</td>
</tr>
<tr>
<td>Water supply and sewage system</td>
<td>DKI-Bekasi-Karawang Water Supply (Jatiluhur)</td>
</tr>
<tr>
<td>Waste management</td>
<td>West Java regional solid waste Treatment</td>
</tr>
<tr>
<td>Flood management system</td>
<td>Reconstruction of East Pump Station at Pluit</td>
</tr>
<tr>
<td>Electric power infrastructure</td>
<td>Java-Sumatra transmission line; Indramayu coal-fired power plant; Banten coal-fired power plant; Gas-fired power plant and FSRU; Rajamandala Hydroelectric power plant; Central Java coal-fired plant</td>
</tr>
</tbody>
</table>

For more detail of the projects, see attached “List of Fast Track Projects (FTPs) and Priority Projects.”
2. Fast Track Projects

2. Major Progress as of Today

- **Commitment**

  4 FTPs out of 18 FTPs are already committed by GOJ

  - Japan ODA Loans: MRT N-S (Phase 1 & Phase 2 E/S), Indramayu Coal-fired Power Plant (E/S), and Jawa-Sumatra Interconnection Transmission Line
  - Japan Grant Aid: East Pump Station at Pluit

- **Preparation**

  - 16 FTPs’ Feasibility Study are completed and 2 FTPs’ on-going
  - 3 FTPs’ tendering process completed and 4 FTPs’ on-going
    - (Completed) Reconstruction of East Pump Station at Pluit etc.
    - (on-going) MRT N-S (Phase 1: Civil Works, Rolling Stocks, and E&M Systems), Java-Sumatra transmission line etc.
  - 5 FTPs’ Concessionaires are already selected
    - Access Railway to Soekarno-Hatta Airport, Central Java Coal-fired Power Plant etc.
Progress of Jakarta Mass Rapid Transport (MRT)

**Progress of North-South Line**
- **Phase I (Lebak Bulus-Bundaran HI)**
  - Bidding process on-going for Civil Works, Rolling Stocks and E&M System Packages
  - Contract signing for Underground Section is expected within this year
- **Phase II (Bundaran HI-Kampung Bandan)**
  - GOI submitted Finance Request for Engineering Services and approved by GOJ

**MP3EI Project**
- **Kampung Bandan St.**
  - N-S Phase II (Total 8.1 km)
- **Bundaran HI St.**
  - N-S Phase-1 (Total 15.7 km)
- **Lebak Bulus St.**

**Progress of East-West Line**
- Scope of Engineering Services, including Implementation Structure are under discussion

**Further acceleration**
- **N-S:**
  - Listing on Blue Book (Phase I and II)
  - Finance Request for Phase I and II Construction
- **E-W:**
  - Listing on Blue Book and Finance Request for Engineering Services
Progress of Cilamaya Seaport

MP3EI Project

- JICA Masterplan completed in April, 2012
- JICA Feasibility Study started in January, 2012 and on-going

Necessity of Cilamaya Seaport

- To correspond to increasing demand for containers (19,360,000 TEUs in 2030=3.6 times as large as the actual amount of 2011)
- To mitigate the further traffic congestion in Jakarta caused by heavy land traffic flowing from eastern JABODETABEK industrial area to Tanjung Priok Port via Jakarta-Cikampek Toll Road
- To contribute to enhance the Connectivity as a new gateway and establish the Industry Cluster

Further acceleration

- Listing on Blue Book and Finance Request (Engineering Services)
- Assigning the responsible authority for Cilamaya access road
## 3. Priority Projects

### 1. Identified Projects: 45 projects in 15 programs (excluding FTPs)

<table>
<thead>
<tr>
<th>Programs</th>
<th>Major Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>MRT-based new urban transport system</td>
<td>• Station Plaza Development and Park &amp; Ride System Enhancement (Dukuh Atas) (*1)</td>
</tr>
<tr>
<td>Development of Road Network in and around Jakarta</td>
<td>• Development of Jakarta Outer Outer Ring Road&lt;br&gt;• Introduction of ITS in JABODETABEK</td>
</tr>
<tr>
<td>Promotion of Urban Re-development</td>
<td>• Pilot Project of Urban Development/Re-Development (including Maja (*2))</td>
</tr>
<tr>
<td>Improvement of Water Supply and Sewerage Systems</td>
<td>• Rehabilitation of Water Distribution Facilities in DKI Jakarta, Bekasi, and Karawang, with the integration of DKI Jakarta-Bekasi-Karawan Water Supply (Jatilfur)&lt;br&gt;• Development of Sewerage System in DKI Jakarta (*1)</td>
</tr>
<tr>
<td>Solid Waste Treatment</td>
<td>• Development of New Landfill Site at Tangerang (*2)</td>
</tr>
<tr>
<td>Flood Management</td>
<td>• Development of Urban Drainage System in DKI Jakarta</td>
</tr>
<tr>
<td>Development of New Growth Sub-Corridor for JABODETABEK MPA</td>
<td>• Development of New Township(Karawang) (*2)&lt;br&gt;• Development of New Industrial Estate in the Vicinity of the New Airport</td>
</tr>
</tbody>
</table>

For more detail, see attached “List of Fast Track Projects (FTPs) and Priority Projects.”

(*1) JICA PPP F/S<br>(*2) METI F/S<br>(*3) JICA M/P
### 3. Priority Projects

<table>
<thead>
<tr>
<th>Programs</th>
<th>Major Projects</th>
</tr>
</thead>
<tbody>
<tr>
<td>Development of New Academic Research Cluster</td>
<td>• Development of New Academic Research Center (Serpong, Bekasi, Bogor) (*2)</td>
</tr>
</tbody>
</table>
| Development of Road/Railway along New Growth Sub-Corridor for JABODETABEK MPA | • Construction of Second Jakarta-Cikampek Toll Road(*2)  
• Construction of Freight Railway to New Cilamaya Seaport  
• Construction of Access Road to the New International Airport  
• Construction of Jakarta-Bandung High Speed Railway via the New International Airport (*2) |
| Development of Cilamaya Port | • Development of Logistics Park (Supporting Facilities for the New Port) |
| Development of New International Airport | • Development of New International Airport (Karawang) (*3) |
| Improvement of Soekarno-Hatta International Airport (SHIA) | • Expansion of SHIA (Development of Third Runway)(*3) |
| Low Carbon Power Supply Development | • Other Renewable and Low-Carbon Emission Power Projects connecting to Java-Bali-Sumatra Power Network |
| Development of Smart Grid | • Improvement of JABODETABEK Power Supply Quality |

For more detail, see attached “List of Fast Track Projects (FTPs) and Priority Projects.”

(*1) JICA PPP F/S  
(*2) METI F/S  
(*3) JICA M/P
### 3. Priority Projects

#### 2. Potential risks for investors in Priority Projects (including Fast-Track Projects)

<table>
<thead>
<tr>
<th>Planning Stage</th>
<th>Construction Stage</th>
<th>Operation Stage</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Consistency with spatial plans</td>
<td>• Issuance of Government guarantee</td>
<td>• Operation model (tariff setting, demand projection, etc.)</td>
</tr>
<tr>
<td>• Allocation of risks and responsibilities between public &amp; private sectors</td>
<td>• Land acquisition, resettlement &amp; forest area clearance</td>
<td></td>
</tr>
<tr>
<td>• Decision making by Government on selection procedure of concessionaire</td>
<td>• Permits on location/construction</td>
<td></td>
</tr>
<tr>
<td>(solicited/ unsolicited)</td>
<td>• Supplementary measures to reduce viability gap</td>
<td></td>
</tr>
<tr>
<td>• Start of selection process without enough readiness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Coordination among concerned ministries/SOEs</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Change in conditions of concession contract</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Change in financial laws &amp; regulations (subsidy, tariff, remittance, etc.)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• Environmental &amp; social monitoring</td>
<td></td>
</tr>
</tbody>
</table>
Expansion of Soekarno-Hatta International Airport (SHIA)

**Project Outline**

To construct third runway and improve other facilities of SHIA in order to cope with rapid increase of air traffic in accordance with master plan of Ministry of Transportation.

**Challenges & Actions to be Taken**

- Project preparation including land acquisition and resettlement

New Academic Research Cluster

**Project Outline**

With the aim of creating value-added industry, the cluster will intensify the link between existing industrial resources and scientific research achievements with business activities. The candidate sites are Serpong, Bekasi and Bogor.

**Challenges & Actions to be Taken**

- Finalization of Pre-Feasibility Study supported by METI by the end of November, 2012
- Based upon METI Pre-F/S, the further study will be considered
- Formulation of Attractive Business Plan for the Private Sectors (by BPPT)
- Listing on PPP Book
- Government Supports, such as Tax Holidays and/or Tax Reductions, Protection of Intellectual Properties, Priority Access to Biological Resources, etc.
Jakarta Sewerage Development

**Project Outline**

- Develop sewerage system in DKI based on the Revised Master Plan on Sewerage Development (dividing DKI into 15 zones and building sewerage in stages)
- Build wastewater treatment plants and sewerage networks for better urban environment in DKI Jakarta
- Two feasibility studies are on-going targeting Zone 1 and Zone 6

**Challenges & Actions to be Taken**

- Selection of the optimal sewerage system to Jakarta
- DKI’s policies on tariff level and tariff collection system
- Consideration of PPP
- Improvement of institutional framework and capacity development for wastewater management
Technical Committee endorses the remarkable progress of Fast-Track Projects and Priority Projects, thus recommending:

Steering Committee to continue to monitor the implementation of the MPA projects; and to agree to accelerate Jakarta MRT, Cilamaya seaport, Soekarno-Hatta International Airport, Academic Research Cluster, and Jakarta sewerage development as flagship projects of MPA.
Technical Committee confirms the necessity for further joint effort to accelerate the MPA projects, thus recommending Steering Committee that:

- MPA Steering Committee and Technical Committee should continue to be held regularly. “MPA Implementation Team” can be newly assigned to work for the project acceleration.

- Further study should be explored to serve for project formation including the integrated study of smooth logistics to assist the development of the surrounding infrastructure related to Cilamaya.

- MPA Masterplan and the future progress should be reported to the chairman of KP3EI, President of Republic of Indonesia.
Recommendation to Steering Committee

I. T/C’s Recommendation(1):
Steering Committee to consent “the Master Plan for Establishing Metropolitan Priority Area for Investment and Industry in JABODETABEK.”

II. T/C’s Recommendation(2):
Steering Committee to continue to monitor the implementation of the MPA projects; and to agree to accelerate Jakarta MRT, Cilamaya seaport, Soekarno-Hatta International Airport, Academic Research Cluster and Jakarta sewerage development as flagship projects of MPA.
III. T/C’s Recommendation(3):

- MPA Steering Committee and Technical Committee should continue to be held regularly. “MPA Implementation Team” can be newly assigned to work for the project acceleration.

- Further study should be explored to serve for project formation including the integrated study to assist the smooth logistics through development of the surrounding infrastructure related to Cilamaya.

- MPA Masterplan and the future progress should be reported to the chairman of KP3EI, President of Republic of Indonesia.
Terima kasih