REPUBLIC OF INDONESIA

List of Medium-Term Planned External Loans (DRPLN-JM) 2011-2014

- 2nd Book -

Ministry of National Development Planning/
National Development Planning Agency

List of Project and Technical Assistance

Government Internal Control Agency

(Badan Pengawas Keuangan dan Pembangunan / BPKP)

1. Project Title	**:**	State Accountability Revitalization (STAR)
2. Duration	**:**	60 months
3. Location	**:**	DKI Jakarta
4. Executing Agency	**:**	Government Internal Control Agency
5. Implementing Agency	**:**	Government Internal Control Agency

6. Background and Justification

One of sector priorities in the National Medium-Term Development Plan 2010-2014 is the implementation of good governance which is aimed to establish a clean government that is free from corruption, collusion, and nepotism. The focus of this sector priority includes numerous national issues/policies, such as (i) implementation of government internal audit institution system, , (ii) accountability of government financial management, (iii) handling of public complaint.

Accordingly, the government has initiated various programs to realize the section priorities, among others, through the State Audit Reform Sector Development Project (STAR-SDP) which has brought about significant result, in implementation of state audit reform.

Based on the evaluation of the results of STAR-SDP, continuous improvement of Government financial management and accountability is highly required. The proposed STAR, is expected to support the Government in the implementation of Government Internal Control System (GICS), improvement of capacity and accountability of government financial management and handling public complaint.

7. Scope of Work

a. Provision of scholarship programs (degree/non-degree) for government external and internal auditors, and finance officials of central and local government institutions;
b. Establishment of public complaint unit in local inspectorates.

8. Priority

Law and State Apparatus

9. Output and Outcome

a. Output
    1) Availability of adequate number and qualified accountants majoring in Government Audit and Accounting at central and local governments institutions;
    2) Availability of Government Internal Auditors with Functional Auditor/*Jabatan Fungsional* Auditor (JFA) certifications to be located in central and local government;
    3) Availability of public complaint units in selected provinces.
b. Outcome
    1) Improving the quality in handling public complaint;
    2) Improving the quality of Government Internal Auditors at central and local governments institutions.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	90,000,000	- Central Government	: US$	9,500,000
- Grant	: US$	5,000,000	- Regional Government	: US$	0
Sub Total	: US$	95,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	9,500,000
TOTAL	**: US$**	**104,500,000**			

Batam Indonesian Free Zone Authority

(Badan Pengusahaan Kawasan Perdagangan Bebas dan Pelabuhan Bebas Batam)

1.	**Project Title**	**:**	Batu Ampar Transshipment Port Development Project
2.	**Duration**	**:**	24 months
3.	**Location**	**:**	Batam
4.	**Executing Agency**	**:**	Batam Indonesian Free Zone Authority
5.	**Implementing Agency**	**:**	Batam Indonesian Free Zone Authority

6. Background and Justification

Rapid industrial growth in Batam has been significantly increasing the number of cargo containers to enter and exit from Batam. To serve the increasing number of cargo, Batu Ampar port as one of the main ports in Batam, has reached its maximum capacity of service. As the consequence, the ships have to wait long enough for docking due to the limited number of dockyard and loading equipment.

To anticipate this situation, in early 2000 the Batam Authority decided to develop and expand Batu Ampar port for a container port but remain serving a non-container cargo. In addition, the strategic position of Batam island in the Malacca strait shipping lane has given the opportunity to take a business advantage of 55 million TEUs per year of container traffic. Similarly, 4million TEUs per year container from Indonesia, which currently utilizes Singapore port for transshipment, is expected to be utilized to conduct transshipment in Batam.

Development plan of Batu Ampar transshipment seaport is a manifestation of one of the functions of Batam island as a transshipment port, as indicated in article 4 (1) of the Presidential Regulation Number 41/1973 regarding the industrial area of Batam island.

7. Scope of Work

a. Renovation of the existing berth;
b. Construction of new berth;
c. Dredging of shipping lane and turning basin;
d. Reclamation for a backyard;
e. Construction of North Breakwater;
f. Procurement of equipment.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of new container loading dock with a capacity of 900,000 TEUs per year
   2) Improvement of infrastructure and facilities of the port of Batu Ampar.

b. Outcome
   1) Increasing the efficiency ratio of loading/unloading of containers to and return from Batam;
   2) Supporting the status of Batam island as a Free Trade Zone.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	110,000,000	- Central Government	: US$	16,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	110,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	16,500,000
TOTAL	**: US$**	**126,500,000**			

1.	**Project Title**	**:**	The Development of Sewerage System in Batam Island
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Batam
4.	**Executing Agency**	**:**	Batam Indonesian Free Zone Authority
5.	**Implementing Agency**	**:**	Batam Indonesian Free Zone Authority

6. Background and Justification

In Batam, there has not been established any sewerage services yet. Batam Indonesian Free Zone Authority considers that this position is not suitable and it poses a threat to public health, environment, water resources, and to Batam attractiveness as a foreign direct investment location.

Besides that, now Batam has portable water supplies throughout the island which is developed and operated by a private sector under concession agreement with Batam Indonesian Free Zone Authority. However, there is an increasing concern over the rising pollution levels resulted from disposal of untreated domestic sewage and to a lesser extent industrial effluent.

In recent years, Batam Indonesian Free Zone Authority has prepared plans for financing and constructing a sewerage system for Batam. Technical solutions have been identified for constructing a collector sewerage system and central treatment facilities to service the established urban areas of Nagoya and Jodoh as well as the most recent rapidly developing urban areas of Batam Centre. This project is aimed to reduce reservoir and coastal water pollution levels and to identify the need of working capital to collect and treat the effluent from the above target urban centers.

7. Scope of Work

a. Updating the existing plan;
b. Land site preparation and office building construction;
c. Installation of piping network and pumping stations;
d. Establishment of centralized sewage treatment plant;
e. Procurement of sludge collector vehicles;
f. Procurement of sludge treatment facility for receiving septic sludge located in centralized sewage treatment plant;
g. Provision of sludge disposal facilities (landfill site or other method);
h. Operations and management of the facilities;
i. Public education program.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
    1) Availability of adequate infrastructure of sewerage system;
    2) Reduced reservoir and coastal water pollution levels.
b. Outcome
    1) Increasing foreign investment by providing a better sewerage service;
    2) Developing a healthy and hygienic environment.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	5,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	5,000,000
TOTAL	**: US$**	**55,000,000**			

Ministry of Religious Affair

(Kementerian Agama)

BB-ID: BB-1114-R0-004-0

1. Project Title	:	The Development of Four State Institute of Islamic Studies (IAIN) Project
2. Duration	:	48 months
3. Location	:	Medan, Palembang, Semarang, Mataram
4. Executing Agency	:	Ministry of Religious Affairs
5. Implementing Agency	:	1) The State Institute of Islamic Studies (IAIN) North Sumatera 2) The State Institute of Islamic Studies (IAIN) Raden Fatah 3) The State Institute of Islamic Studies (IAIN) Semarang 4) The State Institute of Islamic Studies (IAIN) Mataram

6. Background and Justification

The IAINs are responsible for providing university level and research, mainly in the areas of Islamic studies including training for teachers for primary schools to university level institutions. Recently, some of the IAINs have started offering courses in non-religious subjects based on Islamic approach, such as psychology, economics, and communication. This is depicting the significant value of those Four IAINs in term of Higher Education Accessibility in certain region.

In facing the challenges of the globalization, IAINs should transform themselves into modern institutions in the future. Hence, the present effort of transformation is needed to give more flexibility in modernizing and offering academic programs which include: religious field of studies, social, humanism, science and technology. The project will contribute for the advancement of national education which in line with Indonesian national policy. It is also in line with the GOI policies in the development of human resources in Indonesia. Developing 4 IAINs will provide necessary scientific knowledge and basic skills to the IAINs students in Islamic studies along with international languages, business, communication, computer skills, etc.

7. Scope of Work

a. Development of infrastructure and facilities;
b. Development of curriculum.
c. Increasing and strengthening learning facilities such as laboratories, libraries, and study centers;
d. Development of information and communication technology network and facilities;

8. Priority

Social, Cultural, and Religious Affair

9. Output and Outcome

a. Output
   1) Competence and qualified human resources in teaching-learning and research;
   2) Availability of new faculties, laboratories, libraries, training centers, study centers, and offices.

b. Outcome
   1) Qualified and competence alumni in respective field of studies of 4 IAINs;
   2) Better quality of research, teaching learning and community services;
   3) Good university leadership and management will be well-implemented;
   4) Better academic environment for more productive teaching-learning and innovative research.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	123,800,000	- Central Government	: US$	20,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	123,800,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000,000
TOTAL	**: US$**	**143,800,000**			

Ministry of Home Affairs

(Kementerian Dalam Negeri)

BB-ID: BB-1114-R0-005-0

1.	**Project Title**	**:**	National Program for Self-Reliant Rural Community Empowerment
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Home Affairs
5.	**Implementing Agency**	**:**	Ministry of Home Affairs

6. Background and Justification

The Government of Indonesia supports the National Program for Community Empowerment which was started in 2007 initially noted by scaling up the Sub-district/*Kecamatan* Development Program (KDP) and Urban Poverty Program (UPP) as the lead of the program. National Program on Community Empowerment through KDP provides a new "approach" in fighting against poverty. The community-based planning process provides a powerful and efficient way to build large amounts of simple productive infrastructure using mechanisms that mobilize and develop the capacities of rural communities themselves. In addition to community capacities development, they can also take a more active role in improving the quality of other social services.

KDP and its urban counterpart UPP now form a main pillar of the government's national poverty reduction strategy and both projects will eventually cover all of the rural and urban villages in Indonesia. KDP's scaling-up takes place in the context of institutional collapse, major economic crisis, and one of the world's largest decentralization programs.

7. Scope of Work

a. Providing grants for sub-district community;
b. Technical assistance/community facilitators in provinces, districts, and villages target;
c. Providing revolving funds and credit for economic activities;
d. Providing basic productive infrastructure and social infrastructure;
e. Strengthening the capacity of community and local government in participatory development;
f. Strengthening the participatory development and women participation on planning and development decision making.

8. Priority

Mainstreaming and cross-sector

9. Output and Outcome

a. Output
   1) Availability of goods and services attainable by the community employment opportunities development through neighborhood infrastructure development (community procurement or self-managing), local economic development, human resource development, internalizing of pro-poor development program;
   2) Improved community participation as a foundation of rural-based democratic process;

3) Building community's self-belonging of asset and the product development output;
4) Improved capacity of communities local government officials and government officials;
5) Increased pro-poor planning and budgeting effectiveness;
6) Improved employment opportunity.

b. Outcome
1) Improving the services for the rural poor through democratic and participatory processes;
2) Providing funds transparently to community based organization and local government to provide services to the rural poor;
3) Reducing the poverty.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	946,300,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	946,300,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**946,300,000**			

1. Project Title	:	Simeuleu Physical Infrastructure - Phase II
2. Duration	:	36 months
3. Location	:	Simeuleu District
4. Executing Agency	:	Ministry of Home Affairs
5. Implementing Agency	:	Directorate General of Regional Planning, Ministry of Home Affairs

6. Background and Justification

Poverty is overwhelmingly a problem in Indonesia. The causes of rural poverty include the lack of access to health, education, safe water, sanitation services, and an absence of economic opportunities compounded by the poor rural connectivity - lack of infrastructure in isolated areas with difficult geography and inadequate market linkages. The government has issued a poverty reduction action plan around the theme of "increasing employment opportunities and accelerating poverty reduction". During the development implementation, it is also learned that capacity of the poor people and community itself to engage on poverty reduction program is key to ensure sustainability of poverty alleviation efforts.

This poverty alleviation program has been conducted in all provinces in Indonesia, including in Nanggroe Aceh Darussalam (NAD). Simeuleu District is one of districts in NAD which has been undertaking several programs in order to combat the poverty. In line with this program, Simeulue District has been implementing Integrated Regional Development Project, comprising 2 phases, phase I: post tsunami reconstruction of facilities and infrastructure and phase II: Improvement of community and regional community capacity of Simeuleu District. Phase II is a project in order to contribute to poverty alleviation for the rural population and farmers through the creation of employment opportunities and the increase of households' income.

Referring to the Integrated Regional Development Program implementation in Simeuleu District which covers several sector activities, thus the program will be implemented in 2 (two) phases:

a. Phase I consists of construction and reconstruction of facilities and infrastructure.
b. Phase II consists of activities program, in the framework of community and regional economic capacity of the Simeuleu District.

7. Scope of Work

a. Establishment of infrastructure for Palm Plantation and Palm Oil Factory;
b. Procurement of equipment for palm oil factory;
c. Providing consultancy services.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
    1) Rehabilitation and reconstruction of facilities and infrastructure in the structure of improving regional capacity particularly in regional economic sector;

2) Improved capability of human resources, particularly in technology for plantation farmer community.

b. Outcome

1) Strengthening the structure of plantation/agriculture and trading sector in order to boost the economic growth;
2) Creating a conducive business atmosphere in the development of plantation/ agriculture and trading sector.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	20,000,000	- Central Government	: US$	3,070,970
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	20,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,070,970
TOTAL	**: US$**	**23,070,970**			

Ministry of Marine Affairs and Fisheries

(Kementerian Kelautan dan Perikanan)

BB-ID: BB-1114-R0-007-0

1.	**Project Title**	**:**	Coastal Community Development
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Marine Affairs and Fisheries
5.	**Implementing Agency**	**:**	Ministry of Marine Affairs and Fisheries

6. Background and Justification

One form of strategic activities of the domestic market access expansion of micro-business activities of marine and fishery support "Minapolitan", in the form of the establishment of *Solar Packed Dealer untuk Nelayan* (SPDN), Coastal Store, Microfinance Institutions, Salt-Business People , and their diversification. These activities have been initiated by the Ministry of Marine Affairs and Fisheries (MMAF) since 2001 through the Coastal Community Economic Empowerment/*Pemberdayaan Ekonomi Masyarakat Pesisir* (PEMP) Program. Many positive lessons have been obtained. The program has been shifted to the National Program of Self-Reliant Community Empowerment for Marine and Fisheries.

For the activity of coastal community empowerment then, MMAF is trying to find sources of other funding for the development of micro businesses that already exist. The project is intended to continue the positive outcomes of the PEMP program, Marine and Coastal Resources Management Project (MCRMP), Coral Reef Rehabilitation and Management Program (COREMAP), Community-based Environmental Empowerment Program, Empowerment of Small islands, and National Program of Self-Reliant Community Empowerment/*Program Nasional Pemberdayaan Masyarakat Mandiri* (PNPM Mandiri) on Marine and Fisheries (MF) focusing to support the development of Minapolitan in achieving the strategic goals of MMAF. Thus, it is a combination of the implementation of the PNPM-MF plus the positive success of PEMP programs and other projects in the scope of Directorate General of Marine, Coasts, and Small Islands Affairs.

In this project MMAF proposes 27 districts/cities scattered throughout 22 provinces of the Republic of Indonesia, but the number of districts/cities that will receive the project may be reduced depending on the (i) seriousness, (ii) ability, and (iii) readiness of each district / city. Site selection is based on the potential of marine and fisheries appropriate to support the concept Minapolitan, review the results of the coastal community empowerment activities in previous years, the possibility of supporting the PNPM-MF, and the support of the relevant office.

7. Scope of Work

a. Institutional strengthening capacity;
b. Community based coastal resource management;
c. Small scale infrastructure and facilities for minapolitan;
d. Capacity building and community facilitation.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Increased standard of living of coastal communities, institutions management of coastal resources and small islands, and the existence of small-scale infrastructure that can be used by coastal communities.

b. Outcome

Increasing the prosperity of coastal communities and strengthening the institutional capacity in managing coastal resources and small islands.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	4,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	4,000,000
TOTAL	**: US$**	**54,000,000**			

BB-ID: BB-1114-R0-008-0

1.	**Project Title**	**:**	Infrastructure Development of Space Oceanography (INDESO Project)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	DKI Jakarta, Bali
4.	**Executing Agency**	**:**	Ministry of Marine Affairs and Fisheries
5.	**Implementing Agency**	**:**	Ministry of Marine Affairs and Fisheries

6. Background and Justification

Marine resources are a key factor for state's economy so they need to be managed wisely to avoid being endangered progressively by intensive fishing or by the impact of climate change. To enable a sustainable management of resources that respect both economic constraints and ecological imperatives, it is necessary to identify the evolution and trends in marine ecosystems as well as the migration of fish and fluctuation of their stocks. It is also necessary to control and assess observation technology to monitor coral reef as ocean natural ecosystem.

Integrated solutions based on observation networks, scientific modeling techniques and decision support systems are emerging to support governmental decision making, fisheries and environmental planning, and associated control policies.

Oceanographic marine resources management needs to be supported by three (3) essential components; space based observation, in-situ observation, and ocean biochemical and physical modeling. Those three elements are needed to understand the ocean dynamic and then use it to forecast natural phenomenon. By understanding the ocean dynamic and being able to forecast future event, the Government will be able to manage marine resources in a wise and sustainable way.

The importance of space oceanography data for the government in supporting the marine and fisheries programs make it vital to develop a ground receiving station which will enhance collaboration and international partnership in the future.

7. Scope of Work

a. Development of oceanic and biologic monitoring infrastructure and services;
b. Analysis on coral reefs condition, thus planning of conservation and protection of coral reef area could be done properly;
c. Developing surveillance system of illegal fishing activities;
d. Integrated management of coastal zones in the marine conservation area;
e. Development of satellite reception infrastructure and data processing facilities;
f. Development of a special physics and biochemistry sea model configuration;
g. Capacity building;
h. Dissemination.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

1) Availability of satellite data receiver station, database systems, applications and hardware/software, data backup systems, and data communications system;
2) Availability of satellite imagery in accordance with the needs of the application of Infrastructure Development of Space Oceanography (INDESO);
3) Availability of integrated satellite image and in-situ data for the following applications;
4) Integrated coastal zone management for marine conservation area;
5) Availability of illegal fisheries monitoring system;
6) Availability of satellite radar to develop oil spill monitoring model;
7) Availability of model development of coastal discharge monitoring (Total Suspended Matters);
8) Improved quality of human resources.

b. Outcome

1) Enhancing the development of science and technology, increasing the rehabilitation, conservation, control, and monitoring of marine resources exploitation and utilization and governance of marine resources;
2) Improving the management of marine resources.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	30,000,000	- Central Government	: US$	1,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	30,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	1,500,000
TOTAL	**: US$**	**31,500,000**			

1.	**Project Title**	**:**	Outer Ring Fishing Ports Development - Stage I
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Bitung City, Kupang City, Nunukan District, Ternate City, Central Lombok District, Tual City, Merauke District
4.	**Executing Agency**	**:**	Ministry of Marine Affairs and Fisheries
5.	**Implementing Agency**	**:**	Directorate General of Capture Fisheries, Ministry of Marine Affairs and Fisheries

6. Background and Justification

Indonesia is a marine country in which three-fourths of its area (5.8 million km) consists of islands and territorial waters covering 3.1 million km^2. The Exclusive Economic Zone of Indonesia covers 2.7 million km^2 and more than 17,500 islands are strewn on it bound together by coast line of 95,181 km long. It is the second longest coast line in the world after Canada sea territory. Coastal region of the archipelago surrounding Indonesia are abundant and have diverse economic potential. People all over the world know Indonesia as the largest marine and archipelagic country in the world.

Ministry of Marine Affairs and Fisheries (MMAF), has already set a strategic plan that emphasis on developing marine affairs and fisheries with management of sustainable natural resources and simultaneously keeping up its sustainability with the operational policy on the development of marine affairs and fisheries, inter alia, as follows:

a. Strengthening and developing national efficient and sustainable capture fishery effort;
b. Developing or solidifying the handling and processing industries and marketing of products;
c. Keeping up the sustainability of marine and fishery resources and the ecosystem of coastal zone and sea;
d. Strengthening the supervision and control of the exploitation of marine and fishery resources.

Up to now, the government of Indonesia has built 968 fishing Ports comprising 6 Ocean Fishing Ports, 13 Archipelago Fishing Ports, 45 Coastal Fishing Ports, 902 Fish Landing Bases, and 2 Private Fishing Ports. For this, the role of fishing ports as infrastructures that can accommodate activities in fishing business, i.e. as the centre for fishery community development, a place to anchor, a fish landing place, a centre for marketing fish products and fishery products quality control, a centre for fishery instruction and data collection, a centre for implementation of supervising fish resources, and a centre for fishery information, has to be optimized. One of the exertions is to perform the activities in The Outer Ring Fishing Ports Development.

7. Scope of Work

a. Consultation works which consist of development studies and detailed design and supervision;
b. Construction works which consist of basic facilities, functional facilities, and supporting facilities development;
c. Supply of goods and equipment;
d. Training and education include fishing port overseas training and human resource capacity development.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Availability of fishing ports facilities in 8 (eight) locations with international service standard.

b. Outcome

1) Creating job opportunities;
2) Improving economy growth;
3) Minimizing the potential economic losses caused by illegal, unreported, and unregulated (IUU) fishing and using foreign fishing ports;
4) Improving the security for fishermen in running their business.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	107,000,000	- Central Government	: US$	4,261,000
- Grant	: US$	2,160,000	- Regional Government	: US$	0
Sub Total	: US$	109,160,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	4,261,000
TOTAL	**: US$**	**113,421,000**			

Ministry of Communication and Information Technology

(Kementerian Komunikasi dan Informatika)

BB-ID: BB-1114-R0-010-0

1. Project Title	**:**	The Improvement on Television Transmitting Stations (ITTS) - Phase II
2. Duration	**:**	36 months
3. Location	**:**	Nationwide
4. Executing Agency	**:**	Ministry of Communication and Information Technology
5. Implementing Agency	**:**	Ministry of Communication and Information Technology

6. Background and Justification

In the globalization era, whereby State boundaries have become irrelevant, information becomes a powerful weapon in influencing public and electronic media to be a vehicle to disseminate information. It means that the enhancement of quality and equipment in disseminating information becomes very important and needs to be intensified in order to balance the utilization of delivering appropriate information to the public. *Lembaga Penyiaran Publik* (LPP)-TVRI as a government broadcast media, is now facing a dilemma, due to the limited infrastructure availability resulting in dilemma on the capacity of disseminating information to support national development planning. The coverage is still under 42.5% of state area at present, eventhough population coverage is almost 80%. Based on this, the availability of infrastructure (TV transmitters system) is absolutely requiring rehabilitation, upgrading, and in some areas even needs new installation. The implementation of the phase I, now under finishing process, would provide improvement on additional coverage 27% of the region and this is around 50% of the population. Further implementation of the phase II will cover additional 42% of the region and 88% of the population. Therefore, the success of the implementation of the phase I and approval of the financing and implementation for phase II would be a mean for Ministry of Communication and Information Technology to broadcast throughout the nation in achieving TVRI's vision and mission.

7. Scope of Work

a. Designing, Procurement, and Installation of Television Transmitting Station (ITTS) - Phase II in the following locations: Telanaipura, Mt. Betung, Mt. Gompong, Pekan Baru, Prabumulih, Mt. Depok, Cemorosewu, Pontianak, Palangkaraya , Mt. Gantungan, Oben, Wungurejo, Tuban, Mt. Banon, Mt. Doek, Seganteng, Mataram, Bukit Greser, Palu, Kendari, Gorontalo, Cikurai, Sorong, Biak, Bukit Nyampai, Bayah, Baribis, Wonogondo, Poso, Majene, Sibolga, Mt. Sitoli, Kijang, Natuna, Ipuh, Tungkal Ilir, Tahuna, Mt. Mangkol, Dabo Singkep, Tarempa, Kuala Tungkal, Soe, Painan, Liwa, Kota Bumi, Pager Gedog, Semanggi, Garung, Eromoko, Parang Tritis, Mt. Gending, Mt. Brengos, Pujut, KotaBaru, Donggala, Adonara, Riung, Namlea, Morotai, Sanana;
b. Procurement and installation of equipment and remote supervision;
c. Procurement of 5 sets of van for Digital Satellite News Gathering (DSNG);
d. Procurement of digital studio equipment and supporting services;
e. Conducting trainings and implementation services;
f. Improvement of project management;
g. Provision of technical support and maintenance.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Improvement of infrastructure of TV transmission;
   2) Improvement of reception (signal) quality, coverage area, and broadcast program system of LPP-TVRI;
   3) Increased coverage area of information dissemination on national development program and policy.

b. Outcome
   1) Educating people by dissemination of educative information;
   2) Encouraging the involvement of community on development by close relationship with the government;
   3) Achieving social, cultural, economic, and political stability in Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	74,865,000	- Central Government	: US$	7,486,500
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	74,865,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,486,500
TOTAL	**: US$**	**82,351,500**			

Ministry of Environment

(Kementerian Lingkungan Hidup)

BB-ID: BB-1114-R0-011-0

1.	**Project Title**	**:**	Financing Scheme for Emission Reduction Investment
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Environment
5.	**Implementing Agency**	**:**	Ministry of Environment

6. Background and Justification

The Government of Indonesia (GoI) has committed to reduce green house gases by 26% in 2025 compared to business as usual. It has been demonstrated by some programs in reducing emission significantly i.e. Blue Sky Program, Energy efficiency, Energy Audit, Integrated Crops and Resource Management, Program for Pollution Control Evaluation and Rating (PROPER), Cleaner Production Programs, Ozone Depletion Program, and Waste to Energy Program. Those programs have showed their contribution in the achievement of emission reduction by producing numbers of good practices. It is important to bring the pilot project scale of impact into the full scale projects with a greater positive impact to the environment. Moreover, the current climate change conference has raised the awareness of entrepreneurs and industries to environment, generating the demand of environmental friendly investment. Thus, Emission Reduction Investment (ERI) program is a timely program to replicate the above mentioned successful program and pilot projects to the full scale project that produce more significant emission reduction. In addition, the ERI program is intended to meet demand of industries for having environmental friendly investment.

7. Scope of Work

a. Feasibility study on funding need, institutional, and distribution mechanism;
b. Establishing legal framework for institutional and mechanism;
c. Establishing standard operating procedure;
d. Project implementation: financing to business player, environmental technology provider, and local government.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Availability of legal framework for financing scheme for reduction emission investment.

b. Outcome

1) Reducing emission and improving environmental quality;
2) Encouraging the growth of environmental measures in reaching a minimum critical mass.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	30,600,000	- Central Government	: US$	270,000
- Grant	: US$	4,600,000	- Regional Government	: US$	0
Sub Total	: US$	35,200,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	270,000
TOTAL	**: US$**	**35,470,000**			

Ministry of Public Works

(Kementerian Pekerjaan Umum)

Directorate General of Highways

(Direktorat Jenderal Bina Marga)

BB-ID: BB-1114-R0-012-0

1. Project Title	**:**	Additional Loan for Tanjung Priok Access
2. Duration	**:**	60 months
3. Location	**:**	DKI Jakarta
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

The terrible traffic congestion in Jabotabek area is a significant issue on major arterial roads as well as on toll roads resulting from rapid expansion of social and economic activities which stimulates motorization in urban area. Currently, there is no direct toll roads access to the port of Tanjung Priok, despite the fact that the port, which is ranked 24th among the world container ports, is the most multifunctional primary port in Indonesia. Therefore, a high standard road access is required in order to cater to these needs.

Thus, the Government of Indonesia has developed Tanjung Priok Access Road Construction Project (TgPA) which is part of Jakarta Outer Ring Road (JORR) and is connected to Jakarta Inter Urban Toll Road (JIUT) and JORR 2. Considering the raising price and additional scope of works which results in the increase of project cost, in order to complete the current TgPA section, the government is proposing new loan resources.

Based on 2004 Feasibility Study, volume of traffic was assumed to be 72,900 vehicles/day in the early 2011 and the Economic Internal Rate of Return (EIRR) indicates that the project was economically feasible, with a value of 47.5%.

7. Scope of Work

a. Construction of Tanjung Priok access toll road;
b. Construction supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Development of Tanjung Priok access toll road.
b. Outcome
   1) Avoiding serious traffic congestion, thereby contributing to sustainable urban activities;
   2) Supplementing the function of radial toll roads and Cengkareng access;
   3) Enhancing the physical distribution originally from Tanjung Priok international port.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	120,000,000	- Central Government	: US$	18,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	120,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	18,000,000
TOTAL	**: US$**	**138,000,000**			

BB-ID: BB-1114-R0-013-0

1. Project Title	**:**	Asset Management for National Road and Bridge in Urban Area
2. Duration	:	60 months
3. Location	**:**	Nationwide
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Indonesia has a very large asset of road and bridge network. In order to keep these networks in good condition, these assets need to be maintained. Directorate General of Highways, Ministry of Public Works in accordance with its main mission and functions to execute the planning and management of the assets requires a comprehensive and sustainable system.

One of the solutions is to use better asset management for national road and bridge. Improvement of this asset management system is very important to build more effective and efficient road and bridge system as well as to optimize output and outcome in constrained budget. As a policy supporting tool, all asset managements ideally have the ability to provide more accurate information of existing asset conditions and also its future condition prediction.

7. Scope of Work

a. Development of asset management system;
b. Road and bridge rehabilitation;
c. Capacity building.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of asset management system;
   2) Rehabilitation of roads and bridges;
   3) Improved capacity of human resource.

b. Outcome
   1) Establishing a strategy of asset management system;
   2) Rehabilitating the current assets;
   3) Improving the economic activities in urban area.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	86,000,000	- Central Government	: US$	12,900,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	86,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	12,900,000
TOTAL	**: US$**	**98,900,000**			

BB-ID: BB-1114-R0-014-0

1.	**Project Title**	:	Bandung Intra Urban Toll Road Project (BIUTR) Development Project - Phase I
2.	**Duration**	:	48 months
3.	**Location**	:	West Java
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Most of metropolitan cities in Indonesia have been suffering from a terrible congestion leading to decrease mobility and economic efficiency. The movement of people and goods from suburb areas, settlements, and centers of production of goods toward city increases the traffic volume as well as decreases the road capacity that the congestion has occurred. Bandung, one of the metropolitan cities located in West Java province, experiences severe traffic congestion as a result of economic and social activities within the city and its surrounding areas.

Many various activities are served by the existing road network without any intra-city toll road and appropriate public transport system. The road network is mostly radial with narrow lane width, one way direction, short distance intersection, and highly side friction.

Meanwhile, the increasing of economic capacity has led to the number of movement that is mostly served by private transport/car. In addition, the generated traffic from Jakarta and other cities surrounding the Metropolitan Bandung increases the number of traffic on the roads. Nowadays, the average travel speed on roads within the city is less than 20 km per hour. Without any additional capacity extension, in the future, Bandung would become more crowded and traffic congestion occurs anywhere. Toll road is an alternative solution to cope with the problem since the government budget for road development and its maintenance is limited.

7. Scope of Work

a. Project pre-development (detailed engineering design, tender assistance);
b. Construction of toll road from Pasteur (city) to Cileunyi; Corridor: Pasteur-Pasupati-Surapati-Cicaheum-Ujung Berung-Gedebage-Cileunyi;
c. Construction supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of toll road from Pasteur (city) to Cileunyi.
b. Outcome
   1) Improving access and capacity of road networks and good distribution leading to improve the link of Bandung Metropolitan Area to Jakarta and its surrounding cities as well as other cities in Southern East part of West Java.

2) Enhancing the city development and its suburb areas in order to enhance the economic development and alleviate the poverty especially along the corridor.
3) Accelerating the development of Eastern Bandung area to include its surrounding within Bandung metropolitan area through the accessibility improvement directly toward the city by developing toll road network.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	150,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	150,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**165,000,000**			

BB-ID: BB-1114-R0-015-0

1. Project Title	:	Bridge Material Supply for Bridge Replacement Program - Phase II
2. Duration	:	60 months
3. Location	:	Sumatera
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

There are more than 300,000 bridges listed in database in the entire Indonesia. Bridge construction was commenced in Netherland colonial eras. There are few very old bridges but majorities are quite new before the termination of their life span.

It is certain that the bridges will gradually get old and deteriorated by year. Age is highly related to its deterioration degree and if deterioration degree proceeds, it will produce damages. The Government of Indonesia has set "degree of damage" from 0 to 5 and evaluated the current condition of the bridges and their elements. The degree of damages will increase from 0 to 5 gradually with progress of deterioration.

Based on the recent survey, almost 6,750 m long of bridges in Java and Sumatera need to be replaced due to the condition of the bridges (degree of damage more than 4).

7. Scope of Work

Construction and rehabilitation of bridges in Sumatera island.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of new and rehabilitated bridges in Sumatera.

b. Outcome

Providing the basic transport facilities to support the regional development and social economic activity.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	45,000,000	- Central Government	: US$	4,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	45,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	4,500,000
TOTAL	**: US$**	**49,500,000**			

BB-ID: BB-1114-R0-016-0

1. Project Title	**:**	Construction of Arterial Road to Support Belang-Belang International Port
2. Duration	**:**	60 months
3. Location	**:**	West Sulawesi
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

West Sulawesi Province was established under the Law Number 25/2004 as a fractional area of South Sulawesi Province and the youngest province in Indonesia. The implication of such expansion is the need to improve basic infrastructure in order to keep the pace with other areas, especially in road and bridge transportation infrastructure. Construction of arterial road access to support Belang-Belang international port is a systematic effort to achieve it.

7. Scope of Work

Construction of arterial road access to and from Belang-Belang port - Tampa Padang airport - Mamuju City – Tappalang of approximately 100km.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of arterial road access to and from Belang-Belang port - Tampa Padang airport - Mamuju city - Tapalang of approximately 100 km.

b. Outcome

Establishing national road network to an acceptable standard of services and accessibility and capable in supporting local and regional economy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	60,000,000	- Central Government	: US$	9,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	60,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	9,000,000
TOTAL	**: US$**	**69,000,000**			

BB-ID: BB-1114-R0-017-0

1. Project Title	**:**	Construction of Galala - Poka Bridge
2. Duration	**:**	20 months
3. Location	**:**	Ambon
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

In order to develop better transportation infrastructure in Maluku and to improve access from Ambon city to Pattimura airport, construction of Galala-Poka bridge is an alternative solution. With the existence of the bridge, it will shorten the distance between Ambon city and Pattimura airport along 13 km. In addition, the construction of this bridge is intended to anticipate traffic congestion which is estimated to occur in Paso area on rush hours.

7. Scope of Work

a. Construction of a bridge from Galala area to Poka area across Ambon bay;
b. Construction of access roads with length of 60 m (south side) and 390 m (north side).

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of Galala Poka bridge from Galala area to Poka area across Ambon bay;
   2) Availability of access roads with length of 60 m (south side) and 390 m (north side).

b. Outcome
   1) Improving transportation system in Maluku province;
   2) Accelerating community economic growth.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,032,000	- Central Government	: US$	7,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,032,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,500,000
TOTAL	**: US$**	**57,532,000**			

1. Project Title	**:**	Construction of Kendari Bridge
2. Duration	**:**	36 months
3. Location	**:**	Kendari
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Kendari, the provincial capital of Southeast Sulawesi, Indonesia, is the center of service, trade, tourism, and regional transport for the province. To increase the function of Kendari as the center of service needs to increase the accessibility to Kendari port. Construction of Kendari bridge will enable convenient access from the old city of Kendari sub-district to Poasia. This Kendari Bridge will across Kendari bay.

7. Scope of Work

a. Construction of bridge across Kendari bay.
b. Construction of access roads with the length of approximately 1.46 km.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of bridge across Kendari bay;
   2) Availability of access roads in the length of approximately 1.46 km.

b. Outcome
   1) Improving transportation system in Southeast Sulawesi province;
   2) Accelerating community economic growth.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	60,000,000	- Central Government	: US$	6,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	60,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	6,000,000
TOTAL	**: US$**	**66,000,000**			

BB-ID: BB-1114-R0-019-0

1. Project Title	**:**	Construction of Panajam Bridge (Pulau Balang)
2. Duration	**:**	45 months
3. Location	**:**	East Kalimantan
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Balikpapan is the second largest city in East Kalimantan and holds important role in economy due to its position in national oil and gas industry. In order to develop transportation infrastructure in East Kalimantan, especially to improve accessibility from Panajam to Balikpapan which is a part of Southern Trans Kalimantan highway, it is needed to construct a bridge crossing Balikpapan bay to shorten travel time and anticipate traffic congestion due to poor ferry service.

7. Scope of Work

a. Construction of a bridge from Panajam to Balikpapan across Balikpapan bay;
b. Construction of access roads.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of Pasir Panajam Bridge from Panajam to Balikpapan across Balikpapan bay;
   2) Availability of road access in the length of 15 km.

b. Outcome
   1) Improving transportation system in East Kalimantan province;
   2) Accelerating community economic growth.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	150,433,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	150,433,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**165,433,000**			

BB-ID: BB-1114-R0-020-0

1. Project Title	**:**	Development of Cileunyi-Sumedang-Dawuan Toll Road - Phase I
2. Duration	**:**	36 months
3. Location	**:**	West Java
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Bandung, the capital city of West Java province, is one of the biggest emerging metropolitan cities which attracts and generates socio-economic activities. The Government of Indonesia (GoI) intends to build a new international airport in Majalengka and new port in Cirebon as main inlet/outlet for West Java and secondary inlet/outlet of Jakarta which need a high standard road access. Accordingly the GoI will develop Cileunyi is one of the b toll road along ± 58.5 km connecting trans-Java toll road, new airport, and other cities such as Bandung and Cirebon.

7. Scope of Work

a. Civil works for 58.5 km toll road;
b. Consulting services for Detailed Engineering Design and construction supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Detailed Engineering Design;
   2) Development of Cileunyient of ering Des toll road.

b. Outcome
   1) Improving the accessibility and capacity of road network connecting Bandung and Cirebon and the proposed new airport and seaport;
   2) Promoting national and regional development in corridor impacted area and cities along the road in the eastern part of West Java;
   3) Increasing the productivity of the area and improving access to regional and international market.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	200,000,000	- Central Government	: US$	34,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	200,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	34,000,000
TOTAL	**: US$**	**234,000,000**			

BB-ID: BB-1114-R0-021-0

1. Project Title	**:**	Gorontalo - Djalaludin Airport Road Construction Project
2. Duration	**:**	24 months
3. Location	**:**	Gorontalo
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Gorontalo is one of the new provinces in Sulawesi island established in 2001 when policies for regional autonomy were implemented. As a new province, Gorontalo has developed its potential resources in agricultural and tourism. The Government of Gorontalo Province is in the process of improving Djalaludin airport. However the existing road connecting Gorontalo and Djalaludin airport is not sufficient to attract investors and tourism to come to Gorontalo. Accordingly, it is necessarily to improve that road in order to attract people from outside of the province.

7. Scope of Work

Development (Detailed Engineering Design, construction, and supervision) of new road.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Detailed Engineering Design;
   2) Availability of road from Gorontalo to Djalaludin airport of approximately 34 km.

b. Outcome
   1) Alleviating the traffic congestion between Gorontalo City urban areas and Djalaludin Airport;
   2) Accelerating the regional development of Gorontalo Province and stimulating local economic activity;
   3) Strengthening the transportation network of Sulawesi Island and Eastern Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	17,900,000	- Central Government	: US$	1,790,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	17,900,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	1,790,000
TOTAL	**: US$**	**19,690,000**			

BB-ID: BB-1114-R0-022-0

1. Project Title	**:**	Musi Bridge III Construction - Phase I
2. Duration	**:**	48 months
3. Location	**:**	South Sumatera
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

Palembang, the provincial capital of South Sumatera, Indonesia, is cut through by Musi River running form the west to the east. The only connections between the south and north sides of the city are Ampera Bridge (Musi I) and Musi II Bridge. Being located on the outer ring road of the city and far from the center, Musi II bridge in the southwest of Palembang is mainly undertaking the transit traffic.

Ampera Bridge which was built in Central Palembang and joints the two parts of Jenderal Sudirman road (central corridor) has been the main corridor for road traffic from the two sides. Since Ampera Bridge can no longer satisfy the needs of Palembang transport, Musi III bridge has been planned to be built at 3.5 km away downstream from Ampera Bridge.

7. Scope of Work

Development (detailed engineering design, construction, and supervision) of bridge designed to a dual 2-Lane carriageway structure with a motorcycle lane on each side of the roadway.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of Musi Bridge III with dual 2-Lane carriageway structure and a motorcycle lane on each side of the roadway.

b. Outcome

Providing an efficient road transport network in Sumatera island as well as Palembang Metropolitan City and promoting its rapid socio-economic and industrial area development.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	5,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	5,000,000
TOTAL	**: US$**	**55,000,000**			

BB-ID: BB-1114-R0-023-0

1. Project Title	**:**	Regional Road Development Project – Phase I
2. Duration	**:**	60 months
3. Location	**:**	Kalimantan and Southern Corridor of Java
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

The regional development needs sufficient road infrastructure network, especially in disadvantaged regions and border areas. Directorate General of Highways has been prioritizing the northern corridor of Kalimantan island as a strategic option of development. Besides that, south corridor of Java Island also needs equal attention. Therefore, it needs a comprehensive measure in those areas in the form of Regional Road Development Project (RRDP).

7. Scope of Work

Development and improvement of road in Northern corridor of Kalimantan island and Southern corridor of Java.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of adequate roads in Northern corridor of Kalimantan and Southern corridor of Java.

b. Outcome

Accelerating social and economic activity in Northern corridor of Kalimantan island and Southern corridor of Java.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	250,000,000	- Central Government	: US$	50,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	250,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	50,000,000
TOTAL	**: US$**	**300,000,000**			

1. Project Title	**:**	Road Development in Mamminasata Project
2. Duration	**:**	48 months
3. Location	**:**	South Sulawesi
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

South Sulawesi Province is the most developed province in Sulawesi island even in Eastern Indonesia regions. The growing economic activities in the province, mostly in Makassar Metropolitan and its surrounding area, needs a sufficient support of road infrastructure. The development road infrastructure in this area is expected to be a strong impetus for economy growth in this region, will even spread to other provinces in Eastern Indonesia.

7. Scope of Work

a. Construction of Arterial Roads
   1) Construction of 16 km of urban roads;
   2) Construction of 820 m of bridges, including Tallo River Bridge (136 m in length) and Jeneberang River Bridge;
   3) Construction of one fly over bridge of 50 m in length.

b. Implementation Support
   1) Environmental management, project performance monitoring, and financial management;
   2) Detailed engineering design work, assisting in pre-construction activities and construction supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of urban roads of 16 km in length;
   2) Availability of bridges of 820 m in length;
   3) Availability of fly over bridge of 50 m in length.

b. Outcome
   1) Providing basic infrastructure to support various regional development plans in Maminasata Metropolitan Area;
   2) Supporting the logistic flow and environment for inducing industrial and commercial service sector on development investments.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	85,400,000	- Central Government	: US$	12,800,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	85,400,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	12,800,000
TOTAL	**: US$**	**98,200,000**			

BB-ID: BB-1114-R0-025-0

1. Project Title	**:**	Tayan Bridge Construction
2. Duration	**:**	24 months
3. Location	**:**	West Kalimantan
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

The development of Kalimantan island is greatly influenced by the function of the Southern corridor which is part of ASEAN (Association of Southeast Asian Nations) Highway. South corridor of Kalimantan is a primary arterial road as well as main road of economic sector in Kalimantan. The existing transportation mode crossing Kapuas River is by Ferry boat which will no more satisfy the future traffic demand.

The improvement of the South corridor in West Kalimantan including construction of Tayan Bridge will enable convenient access from the island to the core business center. Specifically, numerous resources provided from hinterland can be transported not only to Pontianak but also to Malaysia and Brunei which induce the activation of regional economy.

7. Scope of Work

Construction and supervision of Tayan bridges at 112 km away from Pontianak in the South corridor of Kalimantan which connects West Kalimantan and Central Kalimantan. The bridge is designed to a single 2-landed carriageway structure with description as follows: toll bridge, main bridge, approach road, and access road.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of Tayan bridge with its approach road and access road in West Kalimantan.

b. Outcome

1) Improving the accessibility and connectivity from Pontianak to Palangkaraya;
2) Promoting the regional development along South corridor of Kalimantan island.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	87,000,000	- Central Government	: US$	8,700,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	87,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	8,700,000
TOTAL	**: US$**	**95,700,000**			

BB-ID: BB-1114-R0-026-0

1. Project Title	**:**	Toll Road Development of Medan-Kualanamu Project
2. Duration	**:**	36 months
3. Location	**:**	North Sumatera
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

The economic growth of Nothern part of Sumatera has led Medan city become important inlet/outlet for socio-economic activities resulting in the airport overcapacity. The Government of Indonesia (GoI) intends to build a new international airport in Kualanamu which needs a high standard road access from surrounding cities to the planned air port, i.e toll road. Therefore, the GoI will develop Medan - Kualanamu - Tebingtinggi toll road along +/- 60 km connecting Medan, the new airport, and the other cities such as Tebing Tinggi, Lubuk Pakan, and Tanjung Morawa. However, due to its marginal financial viability, the GoI intends to construct part of the corridor and the rest will be offered to the private sector.

7. Scope of Work

Development (detailed engineering design, tender, contruction, and supervision) of toll road section that is estimated to become Government undertaking (44.5 km instead of 60 km).

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Development of toll road section of 44.5 km in Medan - Kualanamu.

b. Outcome

1) Improving accessibility and capacity of road network for the movement of people and freight to/from Medan/Tebing Tinggi as well as to/from the new airport;
2) Promoting national and regional socio-economic development in corridor-impact areas and cities along the road in northern part of Sumatera;
3) Increasing the productivity with repression of distributional cost and giving access to regional and international market.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	137,000,000	- Central Government	: US$	37,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	137,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	37,000,000
TOTAL	**: US$**	**174,000,000**			

BB-ID: BB-1114-R0-027-0

1. Project Title	:	Toll Road Development of Solo - Kertosono
2. Duration	:	36 months
3. Location	:	Central Java
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

The flourish economic and regional growth in the southern part of Java island has increased the demand for better trasportation facility, including road infrastructure, as it is known that the southern part of Java varies in term of regional capacity and potency. Yogyakarta is known as tourism area and center of education as well as Solo. Meanwhile, the other cities along the corridor have potencies as centers of agriculture and some tourism projects. The corridor is known also as part of Trans-Java main trunk, connecting East Java and Central Java heading to Jakarta. The distribution of goods and the movement of people need higher travel speed and less travel time without any ignorance to the safety and comfort factors. The government is now undertaking the capacity extension by widening the existing roads, since some sections are not adequate anymore to hedge the traffic problem. The development of freeway/toll road will overcome the existing, as well as to cope with the future, problem in regard to the traffic growth resulted from regional and economic development growth. This project has been cited as a 'model project' at Indonesia Infrastructure Conference and Exhibition (IIEC: 2006), thus it must be supported and implemented soon. This section has been included in the Ministry Regulation Number 369/Kms/M/2005 jo Number 280/KPTS/M/2006 on Master Plan of National Road Network.

7. Scope of Work

a. Project of pre-development (detailed engineering design, tender assistance);
b. Construction of toll road at Solo – Ketosono at approximately 218 km;
c. Construction supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of toll road at Solo – Ketosono.
b. Outcome
   1) Improving the access and capacity of road networks and good distribution leading to improve the link of Jogja-Surabaya and surrounding cities as well as to other cities in eastern part of Java in complience with economic and regional development;
   2) Enhancing the development of the city and its suburb areas in order to enhance the economic development and poverty alleviation especially along the corridor;
   3) Increasing the efficiency of production with repression of distributional cost and giving access to national and international market.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	300,000,000	- Central Government	: US$	30,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	300,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	30,000,000
TOTAL	**: US$**	**330,000,000**			

BB-ID: BB-1114-R0-028-0

1. Project Title	**:**	Western Indonesia National Road Improvement Project (WINRIP)
2. Duration	**:**	60 months
3. Location	**:**	Nationwide
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Highways, Ministry of Public Works

6. Background and Justification

The Government of Indonesia wishes to continue the strengthening of the national road system in Indonesia. To realize it, a new Ministerial Regulation added approximately 8,000 km to the national road network, increasing its length by 30%.

7. Scope of Work

a. Improvement of road;
b. Improvement of bridge.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Improvement of national road network of approximately 8,000 km long in Western Indonesia.

b. Outcome

1) Improving national road network to an acceptable standard of service;
2) Supporting local and regional economic development.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	250,000,000	- Central Government	: US$	50,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	250,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	50,000,000
TOTAL	**: US$**	**300,000,000**			

Directorate General of Human Settlements

(Direktorat Jenderal Cipta Karya)

BB-ID: BB-1114-R0-029-0

1.	**Project Title**	**:**	Community Based Water Supply and Sanitation Project - Phase I
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Based on Data of Indonesian Statistics (2007), community access into basic sanitation facilities in Indonesia has reached 77.15%, passed over the Millennium Development Goals (MDGs) 2015 target. On the other hand, there is only about 49.13% of household using proper on-site system (septic tank).

Community access into domestic wastewater infrastructure is closely related to health, environment, education, socio-culture, and wealth aspects. Many researches have proven that higher community access into domestic wastewater infrastructure (including people knowledge about hygiene) could decrease the level of waterborne diseases. Community Based Sanitation or known as SANIMAS (*sanitasi masyarakat*) in Indonesia is one of the solutions to provide domestic wastewater infrastructure for the poor community living in slum area.

SANIMAS is a program that promotes the provision of community based sanitation infrastructure by demand responsive approach. Its focus is on handling domestic wastewater treatment, especially for human feces, and also home industrial wastewater that can be degraded naturally. In SANIMAS process, community is fully involved in selecting appropriate technology to local conditions and actively participating to develop action plan, forming communities, building sanitation facilities, and also managing the operation and maintenance.

7. Scope of Work

a. Development of SANIMAS ;
b. Capacity building;
c. Community empowerment.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of community based water supply and sanitation in 2,232 urban villages in East Indonesia, 2,591 urban villages in Kalimantan and Sulawesi, 3,188 urban villages in Java, and 2,989 urban villages in Sumatera.

b. Outcome

Decreasing the waterborne diseases in Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

BB-ID: BB-1114-R0-030-0

1.	**Project Title**	**:**	Development of Jatiluhur Water Supply Project - Stage I
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	DKI Jakarta, Bekasi, Karawang District
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

The increasing population and economic activities increase water demand, especially in the areas of Jakarta, Bekasi, and Karawang. Meanwhile, water supply infrastructure, especially in Jakarta is incapable to provide and cover current and future demand. To meet this requirement is necessary to construct water supply system from the reservoir of Jatiluhur.

Development of Jatiluhur Water Supply System is an advantage for regional development for the area of Jakarta, Karawang, and Bekasi. Water supply system in terms of regional development with a more economical scale will make system management more efficient and environmentally friendly. Development of Jatiluhur water supply system can also support the availability of drinking water for a long time and assured of quality, quantity, and continuity.

7. Scope of Work

a. Preparation of detailed engineering design and feasibility study;
b. Construction of water pump 5,000 lps;
c. Construction of transmission pipe;
d. Construction of booster pump and reservoir.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Improved water supply service coverage for 400,000 house connections or 2 million people in DKI Jakarta, Bekasi, and Karawang.

b. Outcome

Improving the productivity and quality of community life through the adoption of healthy behavior in DKI Jakarta, Bekasi, and Karawang.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	7,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,500,000
TOTAL	**: US$**	**57,500,000**			

1. Project Title	**:**	Drainage Improvement Support Project for Metropolitan Cities
2. Duration	**:**	60 months
3. Location	**:**	Nationwide
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Along with the rapid population growth, especially in urban area, drainage is becoming challenging also. Most of metropolitan cities in Indonesia do not have proper drainage system, hence most of them are inundated with floodwater during rainy season. The flood causes massive outbreaks of dengue fever and diarrhea. Thus, immediate action to solve complete drainage problem in these cities should be done.

7. Scope of Work

a. Review on the existing engineering design and field survey for internal and external drainage system including micro and macro drainage condition;
b. Preparing physical construction steps;
c. Socialization to the affected population and preparation construction action plan;
d. Construction of drainage system infrastructure along with other supporting facilities.
e. Supervision of the infrastructure construction;
f. Preparing operation and maintenance manual.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Improvement of infrastructure for drainage system in metropolitan cities.

b. Outcome

Solving flood and inundation problems that appear in prioritized areas around Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	30,000,000	- Central Government	: US$	4,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	30,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	4,500,000
TOTAL	**: US$**	**34,500,000**			

BB-ID: BB-1114-R0-032-0

1.	**Project Title**	**:**	Emission Reduction in Cities - Solid Waste Management
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Final Disposal Sites (FDS) in Indonesia still uses old system, which is open dumping. The consequence of the application of open dumping is that this type of solid waste management emits methane gas that creates environmental problems such as local air pollution and increases the risk of fires and explosions at the landfill site. Landfill gas contributes to global warming as it emits methane gas that is one of green house gases. Its global warming potential that is twenty one times larger than that of carbon dioxide leads to the importance of this gas to be mitigated in such a way that could give not only environmental benefit but also economic as well as social benefit.

7. Scope of Work

a. Rehabilitation of the existing FDS and development of new FDS according to feasibility study and detailed engineering design;
b. Improvement of urban solid management.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of new Final Disposal Site and improvement of the existing ones;
   2) Improved urban solid management.

b. Outcome

   Optimizing the performance of final disposal site for achieving clean development management.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	35,000,000	- Central Government	: US$	20,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	35,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000,000
TOTAL	**: US$**	**55,000,000**			

1. Project Title	**:**	Greater Bandung Water Supply and Sanitation Project - Phase I
2. Duration	**:**	60 months
3. Location	**:**	Bandung District
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Greater Bandung Area is a center of national activities. It becomes the center of national strategic locations with the rapid population growth. Total population in 2010 is 42 million people with the growth rate of 1.7% per year. The estimation for the population is 52 million people in 2025. The increasing population growth is parallels with the increasing environmental problem as an effect of infrastructures quality instability in that area. Hence, the integrated planning system between areas and sectors become an urgent issue to be done in Greater Bandung area.

7. Scope of Work

a. Construction of water supply system with the water resources alternatives as follows:
   1) Saguling Dam (4,000 lps) in West - East Bandung district;
   2) Cisangkuy/Cikalong River (1,400 lps) in South Bandung district.

b. Construction of regional final disposal site of solid waste:
   1) Leuwi Gajah regional final disposal site of solid waste (2,328 ton/day);
   2) Legok Nagka regional final disposal site of solid waste (1,909 ton/day).

c. Master plan review and development of sewerage system to optimize Bojongsoang waste water treatment plant management as the priority.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Development of multi-sector infrastructures in Greater Bandung;
   2) Fulfillment of the need for water supply.

b. Outcome

   Increasing the productivity and community lives by the construction of sanitation infrastructure.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	7,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,500,000
TOTAL	**: US$**	**57,500,000**			

BB-ID: BB-1114-R0-034-0

1.	**Project Title**	**:**	Greater Surabaya - Umbulan Water Supply Project - Stage I
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Surabaya
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Umbulan spring is located between Kedungrejo and Umbulan, Pasuruan, East Java Province. It has a capacity of 4,000 liters per second (lps) but only 10% of water can be used by the community, which is to supply Pasuruan only with approximately 170 lps and the rest is just wasted into the sea. On the other hand, the areas around the district of Pasuruan, Gresik, and Surabaya for example, have difficulties in obtaining high quality raw water sources. Raw water sources in Gresik and Surabaya during this time rely on water from Surabaya, which is no longer feasible to be used as raw drinking water materials. Umbulan Water Supply Project aims to accelerate the fulfillment of drinking water services in Surabaya and surrounding areas (Gresik, Sidoarjo, Pasuruan District, and Pasuruan City). This project is a government investment to support the Public Private Partnership schemes in water supply infrastructure with good quality and quantity for communities.

7. Scope of Work

a. Preparation of detailed engineering design and feasibility study;
b. Constructions of Broncaptering intake with 4,000 lps capacity;
c. Construction of pump shelter;
d. Development of water transmission pipe network with total pipe length of 92 km.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Improvement of water supply service coverage for 320,000 house connections or 1.6 million people in Surabaya city, Gresik district, Sidoarjo district, Pasuruan district, and Pasuruan city.

b. Outcome

Improving the productivity and quality of community life through the adoption of healthy behavior in Surabaya city, Gresik district, Sidoarjo district, Pasuruan district, and Pasuruan city

10. Project Cost

• *Foreign Funding*				• *Counterpart Funding*			
- Loan	: US$	50,000,000		- Central Government	: US$	7,500,000
- Grant	: US$	0		- Regional Government	: US$	0
Sub Total	: US$	50,000,000		- State-Owned Enterprise	: US$	0
				- Others	: US$	0
				Sub Total	: US$	7,500,000
TOTAL	**: US$**	**57,500,000**				

BB-ID: BB-1114-R0-035-0

1. Project Title	:	IKK Water Supply Program and Small Water Treatment Plant for Water Scarcity Area
2. Duration	:	60 months
3. Location	:	Nationwide
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Government of Indonesia is committed to achieve the target of water supply and sanitation of Millennium Development Goals - to halve the number of population without access to water supply sanitation in year 2015. However, 2008 data shows that service coverage in urban areas only reach 47% and 12% in rural areas. Therefore, *Ibukota Kecamatan* (IKK) Water Supply Program and Small Treatment Plant for water scarcity area are expected to be able to provide access to water supply to communities living in water scarcity area.

7. Scope of Work

a. Construction of water treatment plant;
b. Construction of raw water transmission pipeline;
c. Construction of distribution pipeline.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of water treatment plants in 350 sub-district capital locations;
   2) Improved access to water supply in 350 sub-district capital locations.

b. Outcome
   Increasing the access to water supply for communities in water scarcity area.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	80,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	80,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**95,000,000**			

BB-ID: BB-1114-R0-036-0

1. Project Title	**:**	Makassar Water Supply Development Project - Stage II
2. Duration	**:**	60 months
3. Location	**:**	Makassar
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Somba Opu Water Treatment Plant (WTP) has been facing an unexpected turbidity problem of raw water from Bili-Bili dam caused by the collapse of Bawakaraeng mountain. This problem will reduce the service period of Bili-Bili dam and the production capacity of WTPs, increase the production cost, and disturb the reliability of raw water resource. Therefore, an emergency project is necessary. In addition, an extension of water supply service is necessary to satisfy the Millennium Development Goals.

7. Scope of Work

a. Construction of Somba Opu WTP - stage II, with the capacity of 1,000 lps;
b. Extension of distribution pipeline with diameter of 50 mm to 1,100 mm, 272.5 km;
c. Installing additional house connection.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
Availability of water supply system that is able to serve the community of Makassar city with water that fulfills the standard.

b. Outcome
Improving the community well-being in Makassar city.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	20,000,000	- Central Government	: US$	3,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	20,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,0000,000
TOTAL	**: US$**	**23,000,000**			

BB-ID: BB-1114-R0-037-0

1. Project Title	**:**	Metropolitan Sanitation Management and Health Project
2. Duration	**:**	60 months
3. Location	**:**	Medan, Yogyakarta
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Indonesia is urbanizing rapidly, with the urban population projected to increase from the current 45% of total population to 60% by 2025 or reaching 160 million people by then. Basic urban services, including water supply and sanitation, are in crisis. Poor sanitation services are the cause of severe urban pollution, with impact on public health and well-being of the population. The condition of water supply services in Yogyakarta city and Medan city are better than their sanitation. Almost all of Medan communities get their clean water from unprotected wells (no wall nor waterproof floor), whereas water closets or septic tanks are placed about 10 m from them. Therefore, the wells often got polluted by seepage from septic tanks nearby. Meanwhile, the result of water analysis from wells in Yogyakarta city shows that 50% from all wells have high pollution level.

7. Scope of Work

a. Rehabilitation of the system that currently serves the city, involving:
   1) Pipe replacement;
   2) Upgrading of pumping stations;
   3) Replacement of pumps;
   4) Installation of new sewer connections.

b. Expansion of the sewerage system, involving:
   1) Construction of pipe;
   2) Construction pumping stations;
   3) Installation of new sewer connections;
   4) Rehabilitation of wastewater treatment plant.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

   Improvement of sewerage system services for 13,250 SR in Medan city and 14,640 SR in Yogyakarta.

b. Outcome
   1) Decreasing the number of diseases caused by wastewater;
   2) Increasing the health level of the communities.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	35,000,000	- Central Government	: US$	20,000,000
- Grant	: US$	1,500,000	- Regional Government	: US$	0
Sub Total	: US$	36,500,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000,000
TOTAL	**: US$**	**56,500,000**			

1. Project Title	:	National Community Empowerment Program - Urban Areas in Middle and Eastern Indonesia
2. Duration	:	60 months
3. Location	:	Central Java, DI Yogyakarta, East Java, Sulawesi, West Nusa Tenggara, Bali, East Nusa Tenggara, East Kalimantan, South Kalimantan, Central Kalimantan, Maluku, Papua, and West Papua
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

The Government of Indonesia (GoI) is committed to achieve the Millennium Development Goals (MDGs). One such target within the MDGs is to reduce the poverty level by 50% in 2015. As a mean of achieving this, the GoI has established the National Program of Community Empowerment/*Program Nasional Pemberdayaan Masyarakat* (PNPM) as an 'umbrella policy' to create synergy amongst the various community empowerment programs. PNPM has been implemented by expanding the coverage area of various on-going community empowerment programs, so by the end of 2009, PNPM covers a total of more than 6,000 sub-districts of which about 1,144 will be urban.

The expansion of coverage area is urgent and relevant considering the financial assistance to the beneficiary communities from current programs is relatively small (at $2/person) compared to the desired minimum ($5/person). In addition, the availability of assistance to the community can only cover 10-15% of the needs. Therefore, the GoI plans to implement PNPM at least until 2015 in two phases. The current phase, 2007-2009, is increasing entire national coverage of more than 70,000 villages. PNPM is now shifting into a more sustainable mode in the second phase, 2010-2014, whereby the local governments and sectoral programs will take on greater responsibility for financing. Over time, other Community Driven Development (CDD) - poverty reduction initiatives (e.g. housing improvement project) will be folded into the PNPM umbrella in order to make programming at community level in more streamlined, coordinated, and responsive to beneficiaries needs.

President Regulation Number 13/2009 was issued to underline the important of PNPM to coordinate, consolidate, and integrate the poverty reduction agenda of the government. The Ministry of Finance Regulation Number 168/2009 gives the local government higher contribution. Subsequently in 2010, the GoI will establish a policy for implementation of PNPM in the entire sub-districts through PNPM-Urban and in rural sub-districts through sub-district development program, Support for Poor and Disadvantaged Areas (SPADA), Regional Infrastructure for Sosial Economic Development (RISE)/(PNPM-Rural), and other programs. In this context, the PNPM-Urban covers 1,094 urban sub-districts in 265 cities and 9,556 urban villages/villages in 2010. In addition to the expansion of the PNPM-Urban in 2010, the implementation mechanism will incorporate the improved concepts from evaluations of the ongoing PNPM.

7. Scope of Work

a. Providing supplemental block grants to the existing PNPM-Urban wards in 19 provinces;
b. Financing a channeling program by community organization in about 1,402 villages;
c. Institutional enhancements to the more sustainable revolving funds component.

8. Priority

Mainstreaming and cross-sector

9. Output and Outcome

a. Output
   1) Achievement of an "Empowered and Independent" community that is capable in overcoming local poverty problems;
   2) Increased capacity of local governments to incorporate the participative development model as a basis of partnership with the community and local interest groups;
   3) Harmonization and synergy amongst the various community empowerment programs;
   4) Increased benefits towards the poverty affected communities.

b. Outcome
   1) Strengthening the community leadership through community self-reliant organization that is inspirational, representative, and accountable;
   2) Preparing and integrating a medium-term plan for comprehensive poverty alleviation by creating synergy between the various poverty alleviation initiatives in accordance with the aspirations as well as the needs of the community in the context of improving their living environment in a sustainable way;
   3) Improving the access of the poor to basic services within the community as part of the objective of increasing Human Development Index and achieving the MDGs.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	150,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	150,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**150,000,000**			

1. Project Title	**:**	National Community Empowerment Program - Urban Areas in Western Indonesia
2. Duration	**:**	60 months
3. Location	**:**	Sumatera, West Java, Banten, DKI Jakarta, and West Kalimantan
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

The Government of Indonesia (GoI) is committed to achieve the Millennium Development Goals (MDGs). One such target within the MDGs is to reduce the poverty level by 50% in the year 2015. As a mean of achieving this, the GoI has established the National Community Empowerment Program/*Program Nasional Pemberdayaan Masyarakat* (PNPM) as an 'umbrella policy' to create synergy amongst the various community empowerment programs. PNPM has been implemented by expanding the coverage area of various on-going community empowerment programs so in the end of 2009, PNPM covers a total of more than 6,000 sub-districts of which about 1,144 will be urban.

The expansion of coverage area is urgent and relevant considering the financial assistance to the beneficiary communities from current programs is relatively small (at $2/person) compared to the desired minimum ($5/person). In addition, the availability of assistance to the community can only cover 10-15% of the needs. Therefore, the GoI plans to implement PNPM at least until 2015 in two phases. The current phase, 2007-2009, is increasing entire national coverage of more than 70,000 villages. PNPM is now shifting into a more sustainable mode in the second phase, 2010-2014, whereby the local governments and sectoral programs will take on greater responsibility for financing. Over time, other Community Driven Development (CDD) - poverty reduction initiatives (e.g. housing improvement project) will be folded into the PNPM umbrella in order to make programming at community level in more streamlined, coordinated, and responsive to beneficiaries needs.

President Regulation Number 13/2009 was issued to underline the important of PNPM to coordinate, consolidate, and integrate the poverty reduction agenda of the government. The Ministry of Finance Regulation Number 168/2009 gives the local government higher contribution. Subsequently in 2010, the GoI will establish a policy for implementation of PNPM in the entire sub-districts through PNPM-Urban and in rural sub-districts through sub-district development program, Support for Poor and Disadvantaged Areas (SPADA), Regional Infrastructure for Sosial Economic Development (RISE)/(PNPM-Rural), and other programs. In this context, the PNPM-Urban covers 1.094 urban sub-districts in 265 cities and 9,556 urban villages/villages in 2010. In addition to the expansion of the urban PNPM in 2010, the implementation mechanism will incorporate the improved concepts from evaluations of the ongoing PNPM.

7. Scope of Work

a. Providing supplemental block grants to the existing PNPM-Urban wards in 14 provinces;
b. Financing a channeling program by community self-reliant organization in about 1,402 villages;
c. Institutional enhancements to the more sustainable revolving funds component.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Achievement of an "Empowered and Independent" community that is capable in overcoming local poverty problems;
   2) Increased capacity of local governments to incorporate the participative development model as a basis of partnership with the community and local interest groups;
   3) Harmonization and synergy amongst the various community empowerment programs;
   4) Increased benefits towards the poverty affected communities.

b. Outcome
   1) Strengthening the community leadership through Community Self-Reliant Organization that is inspirational, representative, and accountable;
   2) Preparing and integrating a medium-term plan for comprehensive poverty alleviation by creating synergy between the various poverty alleviation initiatives in accordance with the aspirations as well as the needs of the community in the context of improving their living environment in a sustainable way;
   3) Improving the access of the poor to basic services within the community as part of the objective of increasing Human Development Index and achieving the MDGs.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	77,603,697	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	77,603,697	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**77,603,697**			

BB-ID: BB-1114-R0-040-0

1. Project Title	:	National Community Empowerment Program - Urban Areas Nationwide
2. Duration	:	36 months
3. Location	:	Nationwide
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

The Government of Indonesia (GoI) is committed to achieve the Millennium Development Goals (MDGs). One such target within the MDGs is to reduce the poverty level by 50% in the year 2015. As a mean of achieving this, the GoI has established the National Community Empowerment Program/*Program Nasional Pemberdayaan Masyarakat* (PNPM) as an 'umbrella policy' to create synergy amongst the various community empowerment programs. PNPM has been implemented by expanding the coverage area of various on-going community empowerment programs so in the end of 2009, PNPM covers a total of more than 6,000 sub-districts of which about 1,144 will be urban.

The expansion of coverage area is urgent and relevant considering the financial assistance to the beneficiary communities from current programs is relatively small (at $2/person) compared to the desired minimum ($5/person). In addition, the availability of assistance to the community can only cover 10-15% of the needs. Therefore, the GoI plans to implement PNPM at least until 2015 in two phases. The current phase, 2007-2009, is increasing entire national coverage of more than 70,000 villages. PNPM is now shifting into a more sustainable mode in the second phase, 2010-2014, whereby the local governments and sectoral programs will take on greater responsibility for financing. Over time, other Community Driven Development (CDD) - poverty reduction initiatives (e.g. housing improvement project) will be folded into the PNPM umbrella in order to make programming at community level in more streamlined, coordinated, and responsive to beneficiaries needs.

President Regulation Number 13/2009 was issued to underline the important of PNPM to coordinate, consolidate, and integrate the poverty reduction agenda of the government. The Ministry of Finance Regulation Number 168/2009 gives the local government higher contribution. Subsequently in 2010, the GoI will establish a policy for implementation of PNPM in the entire sub-districts through PNPM-Urban and in rural sub-districts through sub-district development program, Support for Poor and Disadvantaged Areas (SPADA), Regional Infrastructure for Sosial Economic Development (RISE)/(PNPM-Rural), and other programs. In this context, the PNPM-Urban covers 1,094 urban sub-districts in 265 cities and 9,556 urban villages/villages in 2010. In addition to the expansion of the urban PNPM in 2010, the implementation mechanism will incorporate the improved concepts from evaluations of the ongoing PNPM.

7. Scope of Work

a. Providing supplemental block grants to the existing PNPM-Urban wards;
b. Financing a channeling program by community self-reliant organization in about 1,402 villages;
c. Institutional enhancements to the more sustainable revolving funds component.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Achievement of an "Empowered and Independent" community that is capable in overcoming local poverty problems;
   2) Increased capacity of local governments to incorporate the participative development model as a basis of partnership with the community and local interest groups;
   3) Harmonization and synergy amongst the various community empowerment programs;
   4) Increased benefits towards the poverty affected communities.

b. Outcome
   1) Strengthening the community leadership through Community Self-Reliant Organization that is inspirational, representative, and accountable;
   2) Preparing and integrating a medium-term plan for comprehensive poverty alleviation by creating synergy between the various poverty alleviation initiatives in accordance with the aspirations as well as the needs of the community in the context of improving their living environment in a sustainable way;
   3) Improving the access of the poor to basic services within the community as part of the objective of increasing Human Development Index and achieving the MDGs.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	409,603,490	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	409,603,490	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**409,603,490**			

BB-ID: BB-1114-R0-041-0

1. Project Title	**:**	Neighborhood Upgrading and Shelter Sector Project - Phase II
2. Duration	**:**	36 months
3. Location	**:**	Nationwide
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

The slum settlement environment growth is quite significant, i.e. 1.37% per year (Indonesia Statistics Agency). It is estimated that the total area of slum settlement will reach 71,860 ha in 2025. The spread of slums in cities has led to various impacts such as the increased frequency of floods and fires, the increased social conflicts and vulnerability, and the declining public health, basic facilities, and housing services. This project is intended to improve planning and management of urban slum settlement through the preparation of area development strategy. In addition, this project is necessary to satisfy the Millennium Development Goals.

7. Scope of Work

a. Preparation of area development strategy;
b. Development of cities scale slum area settlement facilities;
c. Development of new settlement area for low-income communities in the cities;
d. Strengthening institutional capacity of local government and community.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Improvement on planning and management of urban region slum settlement;
   2) Improvement of cities scale slum area settlement facilities;
   3) Improvement of institutional capacity of local government and community.

b. Outcome

   Establishing the sustainable human settlements through a synergy planning and handling between the central government, local government, community, and other related stakeholders.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	40,000,000	- Central Government	: US$	4,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	40,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	4,000,000
TOTAL	**: US$**	**44,000,000**			

BB-ID: BB-1114-R0-042-0

1.	**Project Title**	**:**	Regional Infrastructure for Social and Economic Development Project - Phase II (RISE II)
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	a. Directorate General of Human Settlements, Ministry of Public Works b. Directorate General of Community and Village Empowerment, Ministry of Home Affairs c. Directorate General of Regional Development, Ministry of Home Affairs

6. Background and Justification

To support National Community Empowerment Program/*Program Nasional Pemberdayaan Masyarakat* (PNPM), the Government of Indonesia has implemented the Regional Infrastructure for Social and Economic Development Project (RISE) which was initiated in 2008 and scheduled to be completed by the end of 2011 fiscal year. The RISE project supports the infrastructure development in 237 sub-districts in 34 districts and in 9 provinces. In addition, 34 strategic areas of District for Social Economic Development/*Kawasan Strategis Kabupaten* (KSK) have been defined and supported by infrastructure development based on integrated medium-term social economic development plan prepared by the project together with local government authorities.

As the recent Five Year Medium-Term Development Plan/*Rencana Pembangunan Jangka Menengah Nasional* (RPJMN 2010-2014) has decided to extend the PNPM program until 2014, all the RISE project locations shall be covered by additional three years PNPM program from 2012 till 2014.

So the proposed Phase II project is an extension of apparent success of the on-going Phase I project and will cover approximately 250 sub-districts in 40 districts located outside of Java and Bali, which will include the same project locations of Phase I and some additional where other PNPM project cannot cover, for the period of 2012 - 2014 fiscal year. The project will provide basic infrastructures by 2014 whose target is to reduce the number of population living below the poverty line from 14.1% (2009) to 8-10% by 2014.

7. Scope of Work

a. Construction/improvement of transportation infrastructure;
b. Construction/improvement of supporting facilities for production;
c. Construction/improvement of marketing support facilities;
d. Construction/improvement of village water supply and sanitation facilities;
e. Construction/improvement of primary health care facilities ;
f. Construction/improvement of primary and junior high school buildings;
g. Preparing Mid-term Social Economic Development Plan of Areas Strategic Development of District;
h. Adoptation of appropriate technology for supporting agribusiness sector of Strategic Development Areas of District;
i. Consulting services.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

1) Improvement of rural socio-economic infrastructure;
2) Structured dissemination and training programs for district and sub-district administrations;
3) Availability of development planning documents:
   - Medium-term Strategic Plan of Sub-district Development (*Renstra Kecamantan*);
   - Annual Investment Program for sub-district (*Program Investasi Kecamatan*/PIK);
   - Medium-term Social Economic Development Plan of KSK;
   - Annual Memorandum of Coordinated Development Plan.

b. Outcome

1) Supporting the poverty alleviation by the provision of basic social and economic infrastructure services and increasing economic opportunities in rural areas;
2) Supporting the decentralization and Local Governance;
3) Supporting social development, strengthening of capacities, and institutionalizing community empowerment and self-reliance through participatory approach.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	40,000,000	- Central Government	: US$	6,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	40,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	6,000,000
TOTAL	**: US$**	**46,000,000**			

BB-ID: BB-1114-R0-043-0

1.	**Project Title**	**:**	Small Scale Water Treatment Plants for Emergency Relief
2.	**Duration**	**:**	24 months
3.	**Location**	**:**	Bekasi, Makassar, Medan, Surabaya Cities
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Several large cities and areas in Indonesia have suffered from various types of disaster including drought, floods, earth quakes, landslides, volcanic eruptions, and whirl winds with varying frequencies, damages, and loss of life. Due to its geographical conditions, some areas frequently suffer from drought which in turn will cause water shortage. Ministry of Public Works takes initiation to prepare this project as emergency relief in order to be able to assist the victims of tragedies through providing and distributing drinking water as well as to provide small water treatment plant for disaster victims.

7. Scope of Work

a. Providing small scale water treatment plants, along with their supporting equipments, truck, and communication system for emergency relief (including operational vehicle) in four locations (Medan, Bekasi, Makassar, and Surabaya)
b. Construction of Location Open Storage in four locations (Medan, Bekasi, Makassar, and Surabaya)

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of small scale water treatment plants in Medan, Bekasi, Makassar, and Surabaya that can be used effectively in case of emergency.

b. Outcome

Overcoming the difficulties to get safe drinking water in emergency situation.

10. Project Cost

• *Foreign Funding*				• *Counterpart Funding*			
- Loan	: US$	25,000,000		- Central Government	: US$	15,000,000
- Grant	: US$	0		- Regional Government	: US$	0
Sub Total	: US$	25,000,000		- State-Owned Enterprise	: US$	0
				- Others	: US$	0
				Sub Total	: US$	15,000,000
TOTAL	**: US$**	**40,000,000**				

1. Project Title	**:**	Solid Waste Management Improvement Support Project for Regional and Metropolitan Cities
2. Duration	**:**	60 months
3. Location	**:**	Nationwide
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Metropolitan cities with population of more than a million inhabitants are facing massive solid waste problems including final disposal site. Currently, these cities operate landfills, which most of them are about to finish their operating time in the near future. The need of opening new landfills in these cities is very critical, thus studies regarding opening new landfills, preferably regional landfill is needed to be done as soon as possible.

7. Scope of Work

a. Construction of sorting plant and composting plant;
b. Construction of landfill site;
c. Preparation of heavy equipment;
d. Construction of transfer station and transportation vehicles;
e. Supervision;
f. Preparation of landfill operation manual and training.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of sanitary landfill;
   2) Availability of supporting facilities;
   3) Availability of capable human resources involved in managing and operating the facility.

b. Outcome
   Improving the infrastructure and services of solid waste.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

BB-ID: BB-1114-R0-045-0

1.	**Project Title**	**:**	Water Supply System Development for Banten - Jakarta from Karian Dam
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Banten
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General of Human Settlements, Ministry of Public Works

6. Background and Justification

Construction of Karian Dam is for water supply and irrigation. For water supply, it needs a construction of water conveyance from Karian to Serpong to deliver water to the locations that need water. For stage I, water demand is about 518,000 m3/day and for the stage II is about 346,000 m3/day. This is a government investment to support the Public Private Partnership (PPP) scheme in the provision of water supply infrastructure.

7. Scope of Work

a. Construction of Water Treatment Plant (WTP);
b. Construction of transmission pipe;
c. Construction of distribution pipe from Serpong to Serang.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of WTP and distribution pipes in Serpong and surounding areas.
b. Outcome
   1) Improving the coverage of water supply service;
   2) Increase of water supply service in Banten and Jakarta;
   3) Improving the productivity and quality of communities life through the adoption of healthy behavior.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	40,000,000	- Central Government	: US$	6,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	40,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	6,000,000
TOTAL	**: US$**	**46,000,000**			

Directorate General of Water Resources

(Direktorat Jenderal Sumber Daya Air)

BB-ID: BB-1114-R0-046-0

1.	**Project Title**	:	Construction of Dams in East Nusa Tenggara: Including Raknamo Dam, Kolhua Dam, and Mbay Dam
2.	**Duration**	:	60 months
3.	**Location**	:	Kupang District, Nagekeo District, Kupang City
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

East Nusa Tenggara province is one of the poorest provinces in Indonesia with approximately 28% of its population living below the poverty line, far above national average of 16.66%. Moreover, Gross Regional Domestic Product per capita is Rp3.1 million which is one third of the national average. One of the causes of underdeveloped economy in this area is lack of basic infrastructure such as irrigation system, flood control, and water conservation facilities to meet the needs for economic activities. The shortage of irrigation water in West Timor, especially in the long dry season, limits the agricultural production resulting in poor nourished status and low income of residents. It is projected that irrigation water supply during dry season will dramatically improve the crop productivity of the area. Insufficient safe water supply is a cause of waterborne diseases. Recurrent flood damages are critical roadblock for sustainable development and discourage people's motivation for steady progress.

Main sources of water supply in Kupang district/city are spring water and ground water. However, they are not reliable water source throughout the year. Especially, spring water supply in dry season is reduced by more than a half of the capacity that of in the rainy season. To address the problem, Kolhua Dam is currently under feasibility study by local consultant. Also, "The Bananain River Basin Water Resources Development and Management Study in West Timor Island, in East Nusa Tenggara Province" was completed in 2002 to prioritize dam projects from 21 potential dams including Temef Dam, Kinumina Dam, and Halikatuas Dam which were proposed as priority projects in the basin.

7. Scope of Work

a. Integrated Water Development Plan for West Timor
   1) Review on the existing development projects and project identification in West Timor;
   2) Prioritization of the projects;
   3) Establishment of implementing plan of water development plan in West Timor;

b. Kupang District Water Resource Development (Construction of Raknamo Dam)
   1) Review of the detailed design;
   2) Review and support of the environmental impact analysis (EIA);
   3) Support of land acquisition and resettlement action plan (LARAP);
   4) Construction of Raknamo Dam;
   5) Development of irrigation system;
   6) Development of water supply system.

c. Kupang City Water Supply
   1) Review of feasibility studies;
   2) Detailed design of Kolhua Dam and Mbay Dam;
   3) Construction of Kolhua Dam and Mbay Dam;

4) Development of water supply system;
5) Water resources development and flood control of the East of West Timor;
6) Review of the existing studies and survey on current condition;
7) Preparation of water resources development plan;
8) Preparation of flood control plan;
9) Selection of priority project.

d. Community Capacity Development Program
1) Development/empowerment of water users' associations for effective Operation and Maintenance (O&M) of the facilities and water, which could lead to productivity improvement in agricultural sector, and for creation of new employment such as freshwater fishery industries;
2) Capacity development of dam operators on O&M.
3) Capacity development of local authorities on dam operation, maintenance and management;
4) Capacity development of the communities on effective use of water.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
1) Development of water resources and disaster management (Raknamo dam, Mbay dam, and Kolhua dam);
2) Availability of irrigation water to irrigate Nageko district;
3) Availability of raw water in Nageko district;
4) Availability of raw water in Kupang.

b. Outcome
1) Promoting the business opportunities in East Nusatenggara;
2) Reducing the negative impacts of flash floods and draughts.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	125,900,000	- Central Government	: US$	12,900,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	125,900,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	12,900,000
TOTAL	**: US$**	**138,800,000**			

BB-ID: BB-1114-R0-047-0

1.	**Project Title**	:	Construction of Karian Multipurpose Dam
2.	**Duration**	:	48 months
3.	**Location**	:	Lebak District
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

The probable drought discharges with a return period of ten years of Ciujung river and Cidurian river of 3.6 m^3/s and the major water sources of the project area are 1.1 m^3/s. They cannot meet the projected water demands in 2012 in the project area (5.8 m^3/s in Serang, 12.7m^3/s in Tangerang, and 36 m^3/s in DKI Jakarta). Furthermore, it is anticipated that the availability of private wells as an alternative water resources will be decreased due to the exhaustion of groundwater. Considering these conditions, it is urgent to implement the first step of development consisting of Karian dam schemes and Karian-Serpong Conveyance System (KSCS) with a length of 36.5 km from Ciuyah tunnel to envisaged Parung Panjang water treatment plant.

7. Scope of Work

a. Construction of dam and the entire appurtenant structure;
b. Construction of waterways.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of dam with 207.5 million cubics storage;
   2) Availability of raw water supply to Serang and Cilegon city and to Tangerang district;
   3) Availability of irrigation water supply to Ciujung irrigation area.

b. Outcome
   1) Reducing the flood discharge in Rangkasbitung city;
   2) Improving Baduy ecotourism.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	99,000,000	- Central Government	: US$	9,900,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	99,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	9,900,000
TOTAL	**: US$**	**108,900,000**			

1.	**Project Title**	:	Construction of Kelara - Karalloe Dam
2.	**Duration**	:	50 months
3.	**Location**	:	Jeneponto District
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

The Kelara-Karalloe weir irrigation system of 7,004 ha had been completed in 1974 located in the center of Jeneponto which is the poorest and driest district of South Sulawesi province. Agriculture dominates the economy of the area. The scheme is very significant and valuable to the local economy. However the function of the scheme has steadily deteriorated over the past 30 years. A dramatic improvement in crop production is resulted from Small Scale Irrigation Management Project (SSIMP)-III being implemented from 1998 to 2003. This was achieved through simultaneous improvement by: (i) rehabilitation of deteriorated infrastructure, (ii) strengthening of Water User Associations and farmer groups for participation in water management, and (iii) guidance on agricultural techniques by demonstrations and training. However, the lack of water limits the extent of this improvement, being only sufficient for irrigation of around 45% of the area in dry season. Further improvement of the scheme can only be effected by creation of a storage dam on Kelara-Karalloe river system.

The project area is located at about 105 km of southeast of Makassar, the capital city of South Sulawesi, and intended to create a total irrigation potential of 9,700 ha of land which includes the area of irrigation in the existing Kelara-Karalloe irrigation system and increase the cropping intensity to 250% with a cropping pattern meeting the real site conditions and aspirations of the farmers.

In order to enhance agricultural production, improvement of main canal and secondary system for 7,004 ha and construction of new secondary and tertiary system of 2,700 ha including farm and inspection roads and drainage system will be provided with Kelara-Karalloe dam project.

7. Scope of Work

a. Construction of Kelara-Karalloe dam and reservoir (Concrete Faced Rockfill dam);
b. Rehabilitation of irrigation facilities (7,000 ha);
c. Construction of new irrigation facilities (2,700 ha).

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of a new dam (29 mcm storage capacities to serve 9,700 ha) with an irrigation-based rural development approach emphasizing on empowerment of beneficiary farmers;
   2) Establishment of profitable and sustainable irrigated agriculture.

b. Outcome
   1) Increasing rice production, income, living standard, and national food security;
   2) Supporting the poverty alleviation in South Sulawesi.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	53,261,000	- Central Government	: US$	27,174,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	53,261,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	27,174,000
TOTAL	**: US$**	**80,435,000**			

BB-ID: BB-1114-R0-049-0

1. Project Title	**:**	Construction of Pandanduri Dam
2. Duration	**:**	60 months
3. Location	**:**	East Lombok District
4. Executing Agency	**:**	Ministry of Public Works
5. Implementing Agency	**:**	a. Directorate General of Water Resources, Ministry of Public Works b. *Balai Wilayah Sungai*/River Basin Organization Nusa Tenggara I

6. Background and Justification

South Lombok region covering the southern part of Central Lombok and southern part of East Lombok is a critical water area with 1,065,379 populations. It requires an integrated development to overcome the problem through High Level Diversion suplesi system that has 50,564 ha potential area with semi-technical conditions of irrigation and rain-fed land.

7. Scope of Work

a. Construction work includes:
   1) Construction and development of dam;
   2) Rehabilitation and improvement of irrigation network;
   3) Relocation of road.

b. Provision of consultant services

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of Pandanduri dam.

b. Outcome
   1) Providing water for sustainable irrigation for 5,168 ha of rice cultivation in Trench river systems.
   2) Enabling the availability of watershed flood control in trench river;
   3) Supporting the development of tourism sector;

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	52,740,000	- Central Government	: US$	7,800,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	52,740,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,800,000
TOTAL	**: US$**	**60,540,000**			

BB-ID: BB-1114-R0-050-0

1.	**Project Title**	:	Flood Management in Selected River Basins
2.	**Duration**	:	60 months
3.	**Location**	:	Banten, DI Yogyakarta, Central Java, East Java
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

Frequent flooding is a major constraint to socio-economic development in the four basin units, while the river regime with erratic scouring and sedimentation is a major hazard for stability of structures in Ciujung Ciliman, Jratun Seluna, Sampean, and Progo Opak Oyo rivers. Past measures to overcome floods, emphasizing structural approaches, had limited success and the proposals were frequently not feasible. Lesson learned from the international experience suggests that floods are more effectively addressed through an optimal combination of structural and non-structural measures, addressing both causes and impacts of flooding, and based on agreements with all stakeholders for comprehensive basin management.

Surface flow which tends to getting bigger at shorter duration and larger amount of sediment flows into the river caused by higher and higher ground erosion is dominating the flood problems these day. Flood problems will affect life quality degradation, poverty damage, economic activity, and soil and environment balance. In reducing these effects, flood management approach is proposed in selected river basins.

7. Scope of Work

Improvement of flood management in Ciujung Ciliman, Jratun Seluna, Sampean, and Progo Opak Oyo rivers, covering:

a. River capacity enhancement;
b. River normalization;
c. Drainage improvement;
d. River barrier improvement.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Improved flood management of Ciujung Ciliman, Jratun Seluna, Sampean, and Progo Opak Oyo rivers.

b. Outcome

Reducing the effect of flood in Ciujung Ciliman, Jratun Seluna, Sampean, and Progo Opak Oyo rivers.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	108,700,000	- Central Government	: US$	27,170,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	108,700,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	27,170,000
TOTAL	**: US$**	**135,870,000**			

BB-ID: BB-1114-R0-051-0

1. Project Title	:	Integrated Participatory Development and Management of Irrigation Project for Eastern Region of Indonesia - Phase I
2. Duration	:	60 months
3. Location	:	Gorontalo, South Kalimantan, East Kalimantan, East Nusa Tenggara, Papua, South Sulawesi,, North Sulawesi
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	a. Directorate General of Water Resources, Ministry of Public Works b. Directorate General of Land and Water Management, Ministry of Agriculture, c. Directorate General of Land Rehabilitation and Social Forestry, Ministry of Forestry d. Directorate General of Regional Development, Ministry of Home Affairs

6. Background and Justification

The Government of Indonesia (GoI) has indicated the revitalization of agriculture is one of the national priorities to sustain national economic growth and to achieve food self-sufficiency in terms of food security. The expected target of agricultural revitalization during the period of 2010-2014 is to attain growth rate in average of 3.22% in agriculture sector and to increase income and welfare of farmers.

As one of the measures to revitalize agriculture sector, diminishing water–resources, and reduction of rice field due to the land conversion on the over populated island of Java, the GoI has a strategy to implement a program for developing and managing irrigation system through (i) new development and upgrading, (ii) rehabilitation, (iii) empowerment of Water User Associations (WUAs), (iv) implementation of irrigation asset management and strengthening the Operation & Maintenance (O&M), (v) improvement of farming irrigation, (vi) conservation improvement and (vii) enhancing the participation of farmers.

According to the Strategic Planning 2010-2014 of the Directorate of Irrigation, Directorate General of Water Resources, the program consists of new development of irrigation about 500,000 ha, rehabilitation and upgrading of about 1,342,870 ha and operation and maintenance of about 2,341,363 ha. Thus, it is urgently required to increase rice production in Indonesia for sustainable food security. The target is the new development, upgrading, and rehabilitation of irrigation scheme in eastern region of Indonesia which is one of the major rice producing region and this would significantly contribute to increase rice production. The eastern region consists of many irrigation schemes that cover more than 3,000 ha per irrigation scheme in Kalimantan, Sulawesi, Bali, Nusa Tenggara, Maluku, and Papua.

7. Scope of Work

a. Sustainable and integrated development of irrigation infrastructure with participatory approach of Survey Investigation and Design (SID), construction, and O&M;
b. Planning and implementation of participatory rehabilitation of irrigation system;
c. Establishment and empowerment of WUAs;
d. Capacity building of operation and maintenance office and staffs;
e. Implementation of irrigation asset management;

f. Improvement of on-farm irrigation;
g. Improvement of water catchment area for conservation through public consultation, socialization, and dissemination.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Participatory development of about 106,765 ha irrigation project for eastern Indonesia.

b. Outcome

1) Increasing the rice production;
2) Accelerating the poverty alleviation in eastern region of Indonesia;
3) Establishing a sustainable irrigated agriculture development in participatory manner emphasizing the empowerment of the beneficiary farmers and water user's organization.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

BB-ID: BB-1114-R0-052-0

1.	**Project Title**	:	Integrated Participatory Development and Management of Irrigation Project for Western Region of Indonesia - Phase I
2.	**Duration**	:	60 months
3.	**Location**	:	Bengkulu, Jambi, Nanggroe Aceh Darussalam, West Sumatera, South Sumatera, North Sumatera
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	a. Directorate General of Water Resources, Ministry of Public Works b. Directorate General of Land and Water Management, Ministry of Agriculture c. Directorate General of Land Rehabilitation and Social Forestry, Ministry of Forestry d. Directorate General of Regional Development, Ministry of Home Affairs

6. Background and Justification

The Government of Indonesia (GoI) has indicated the revitalization of agriculture is one of the national priorities to sustain national economic growth and to achieve food self-sufficiency in terms of food security. The expected target of agricultural revitalization during the period of 2010–2014 is to attain growth rate in average of 3.22 % in agriculture sector and to increase income and welfare of farmers.

As one of the measures to revitalize agriculture sector, diminishing water – resources, and reduction of rice field due to the land conversion on the over populated island of Java, the GoI has a strategy to implement a program for developing and managing irrigation system through (i) new development and upgrading, (ii) rehabilitation, (iii) empowerment of Water User Associations (WUAs), (iv) implementation of irrigation asset management and strengthening the Operation & Maintenance (O&M), (v) improvement of farming irrigation, (vi) conservation improvement, and (vii) enhancing the participation of farmers.

According to the Strategic Planning 2010-2014 of the Directorate of Irrigation, Directorate General of Water Resources, the program consists of new development of irrigation about 500,000 ha, rehabilitation and upgrading of about 1,342,870 ha and operation and maintenance of about 2,341,363 ha. Thus, it is urgently required to increase rice production in Indonesia for sustainable food security. The target is the new development, upgrading, and rehabilitation of irrigation scheme in eastern region of Indonesia which is one of the major rice producing region and this would significantly contribute to increase rice production. The western region consists of many irrigation schemes that cover more than 3,000 ha per irrigation scheme in Java Island and Sumatera

7. Scope of Work

a. Sustainable and integrated development of irrigation infrastructure with participatory approach of Survey Investigation and Design (SID), construction, and O&M;
b. Planning and implementation of participatory rehabilitation of irrigation system;
c. Establishment and empowerment of WUAs;

d. Capacity building of operation and maintenance office and staffs;
e. Implementation of irrigation asset management;
f. Improvement of on-farm irrigation;
g. Improvement of water catchment area for conservation through public consultation, socialization, and dissemination.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Development of irrigation of more than 3,000 ha in Sumatra.

b. Outcome

1) Increasing the rice production;
2) Accelerating the poverty alleviation in western region of Indonesia;
3) Establishing a sustainable irrigated agriculture development in participatory manner emphasizing the empowerment of the beneficiary farmers and water user's organization.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

BB-ID: BB-1114-R0-053-0

1.	**Project Title**	:	Integrated Participatory Development and Management of Irrigation Small Scale Project for Eastern Region of Indonesia - Phase I
2.	**Duration**	:	60 months
3.	**Location**	:	Gorontalo, Central Kalimantan, East Kalimantan, Maluku, North Maluku, West Nusa Tenggara, East Nusa Tenggara, Central Sulawesi, South East Sulawesi, North Sulawesi
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

The Government of Indonesia (GoI) has indicated the revitalization of agriculture is one of the national priorities to sustain national economic growth and to achieve food self-sufficiency in terms of food security. The expected target of agricultural revitalization during the period of 2010-2014 is to attain growth rate in average of 3.22 % in agriculture sector and to increase income and welfare of farmers.

As one of the measures to revitalize agriculture sector, diminishing water – resources, and reduction of rice field due to the land conversion on the over populated island of Java, the GoI has a strategy to implement a program for developing and managing irrigation system through (i) new development and up grading, (ii) rehabilitation, (iii) empowerment of Water User Associations (WUAs), (iv) implementation of irrigation asset management and strengthening the Operation & Maintenance (O&M), (v) improvement of farming irrigation, (vi) conservation improvement, and (vii) enhancing the participation of farmers.

According to the Strategic Planning 2010-2014 of the Directorate of Irrigation, Directorate General of Water Resources, the program consists of new development of irrigation about 500,000 ha, rehabilitation and upgrading of about 1,342,870 ha and operation and maintenance of about 2,341,363 ha. Out of 500,000 ha, 60% is categorized as large scale irrigation and the rest should be contributed by small scale irrigation. Thus, it is urgently required to develop and to upgrade small scale irrigation to enhance rice production and this would significantly contribute to maintain food security.

7. Scope of Work

a. Sustainable and integrated development of irrigation infrastructure with participatory approach of Survey Investigation and Design (SID), construction, and O&M;
b. Planning and implementation of participatory rehabilitation of irrigation system;
c. Establishment and empowerment of WUAs;
d. Capacity building of operation and maintenance office and staffs;
e. Implementation of irrigation asset management;
f. Improvement of on-farm irrigation;
g. Improvement of water catchment area for conservation through public consultation, socialization, and dissemination.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Rehabilitated and upgraded small-scale irrigation infrastructure, system, and management.

b. Outcome

1) Increasing rice production and maintaining food security;
2) Accelerating the poverty alleviation in eastern region of Indonesia;
3) Establishing a sustainable irrigated agriculture development in participatory manner emphasizing the empowerment of the beneficiary farmers and water user's organization.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	1,000,000	- Regional Government	: US$	0
Sub Total	: US$	101,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**116,000,000**			

BB-ID: BB-1114-R0-054-0

1.	**Project Title**	:	Jakarta Urgent Flood Mitigation Project (JUFMP)
2.	**Duration**	:	36 months
3.	**Location**	:	North Jakarta
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

Storm drainage of central Jakarta whose basin is approximately 42.1 km is carried out by three jump stations placed in the basin, namely Pluit, Cideng, Melati pump stations. Of those, Pluit pump station is located at the most downstream in the basin and is the essential facility for drainage. Facilities of Pluit pump station comprises three pump houses, East, Central and West, which total drainage capacity is 48.4m^3/s. The drainage capacity of East Pump Station is 13.6m^3/s, Central pump Station is 16.8m^3/s, and West Pump Station is 18.0m^3/s. East Pump Station started operating in 1963 and has passed more than 45 years from construction.

So far, maintenance works such as replacement of the pump units have been carried out, however the aging of the facilities has seriously been making progress. On the other hand, Central and West Pump Stations are relatively new due to their operation from 1986 and 2002 respectively. A large scale of the piping collapse occurred in the East Pump Station and bulk of sea water intruded in Pluit Reservoir through the East Pump House. It becomes a worry if there is no countermeasure undertaken, reservoir of Pluit will be soon full, resulting in ceasing to function of the whole Pluit Pump Station.

As the result of the emergency investigation, it was found that piping collapse was not generated from the sea but mainly caused by the cracks appeared on the wall and base plate of the discharge sump. At present, as an emergency countermeasure, clogging the outlet of the discharge sump by putting the sand bag was taken to cut off sea water into the sump and empty of it to prevent progress of piping collapse. At present, East Pump House is ceased its operation.

7. Scope of Work

a. Re-construction of East Pump Station;
b. Re-furnishing of pump units;
c. Construction of high tide dike;
d. Consulting services: (including technical transfer of operation and maintenance of the pump stations).

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Improved pump units and East Pump Station of Pluit.

b. Outcome

Mitigating and avoiding flood damage in Central Jakarta in order to maintain its function as a capital city and improvement of public welfare, including poverty reduction.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	150,500,000	- Central Government	: US$	12,600,000
- Grant	: US$	6,000,000	- Regional Government	: US$	0
Sub Total	: US$	156,500,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	12,600,000
TOTAL	**: US$**	**169,100,000**			

BB-ID: BB-1114-R0-055-0

1.	**Project Title**	:	Jambo Aye Multi - Purpose Reservoir Project
2.	**Duration**	:	72 months
3.	**Location**	:	Nanggroe Aceh Darussalam
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	a. Directorate General of Water Resources, Ministry of Public Works b. River Basin Organization Sumatera I Nanggroe Aceh Darussalam Province

6. Background and Justification

Jambo Aye Multi-Purpose Reservoir is located in the upstream of Krueng Jambo Aye which is proposed to supply water for Pase, Arakundo, and Jambo Aye irrigation scheme and also for flood control in Lhokseumawe city and North Aceh region and to generate electric hydro power. The topography is dominated by central mountain range dropping down through an undulating zone. Social activities are agriculture as yet mainly rain-fed and small irrigation scheme and sugar estate. Today, energy supply in Nanggroe Aceh Darussalam (NAD) province is supplied from Diesel Electrical Power Station of other province. As the increase of water demand for people and industry activities in project area, the implementation of this project will also provide raw water.

7. Scope of Work

a. Construction of dams and spillway;
b. Embankment of dams;
c. Construction of spillway and intake dams;
d. Construction of diversion canal;
e. Construction of power station (civil works);
f. Procurement of equipments for power station (turbines and generators).

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of Jambo Aye dam and spillway;
   2) Availability of irrigation water supply management;
   3) Availability of hydro electric power plant.
b. Outcome
   1) Supporting national food security;
   2) Providing electricity supply to NAD province;
   3) Fulfilling the needs of raw/clean water to the public.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	36,000,000	- Central Government	: US$	8,600,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	36,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	8,600,000
TOTAL	**: US$**	**44,600,000**			

1. Project Title	:	Rehabilitation of Upper Citarum
2. Duration	:	72 months
3. Location	:	West Java
4. Executing Agency	:	Ministry of Public Works
5. Implementing Agency	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

A serious flooding had occurred in the Upper Citarum Basin, inundating an area of 4,500 ha with flood depths of 0.5 to 2.0 m. It caused the extensive damages to many houses as well as large areas of rice fields, along the stretches of Citarum main river and its tributaries. About 14,000 people were forced to be evacuated.

The most serious flood damage was reported along the major tributaries of the Citarum river (such as Cikeruh, Cimande, Citarik upstream, Citarum upstream, Cirasea, Cisangkuy upstream rivers, etc.) which has recently been suffering from recurrent seasonal floods. Therefore, it is desirable to extend flood control works to such tributaries urgently, so they can be free from inundation damages.

7. Scope of Work

a. Land acquisition;
b. Rehabilitation of 9 (nine) Citarum tributaries.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Rehabilitated upper citarum basin area.
b. Outcome
   Controlling of flooding caused by overflow of Citarum river.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	40,000,000	- Central Government	: US$	25,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	40,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	25,000,000
TOTAL	**: US$**	**65,000,000**			

BB-ID: BB-1114-R0-057-0

1.	**Project Title**	:	Rentang Modernization Strategic Irrigation - Phase I
2.	**Duration**	:	96 months
3.	**Location**	:	West Java
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

The governement of Indonesia has emphasized on irrigation development in rice fields to achieve the self-sufficiency in rice and to secure the food security of the country since 1960's. Although the government realized the irrigation area of 7.2 million ha in 2009, continuous efforts to increase rice production are prerequisite to meet the increasing demand. The government sets the target to realize the extension of irrigation for 0.5 million ha and rehabilitation of the existing irrigation facilities for 1.34 million ha under Medium-Term Development Plan 2010-2014.

However, the main beneficial area, namely Rentang irrigation area, is not ready to receive the main supplemental water from the newly created reservoir. At present, irrigated wet season paddy in Rentang irrigation area is 87,800 ha, but one of dry season paddy is 39,800 ha only. Modernization work of the Rentang irrigation area is urgently needed to increase the irrigated dry season paddy area of about 47,000 ha through the effective and efficient use of the valuable and expensive water resulted by Jatigede dam. The Jatigede dam with effective reservoir volume of 877 million cubic meters (MCM) and investment cost of US$ 240 million has been started in 2008 and scheduled to be completed in 2013.

Comprehensive study on irrigated agricultural development with Jatigede reservoir is required based on the above conditions assumed for dam planning and proposed cropping pattern of Paddy-Paddy-Palawija (CI=277%). Present irrigation efficiency is estimated at lower than 50% considering canal lining, condition of gated structures and water management activities. To meet the planned irrigation efficiency of 65%, it is needed to formulate the required modernization works for.

7. Scope of Work

a. Rehabilitation of Rentang irrigation area;
b. Strengthening of operation and maintenance;
c. Empowerment of Water User Associations (WUAs);
d. Implementation of irrigation asset management;
e. Review of system planning;
f. Improvement of irrigated farming;
g. Conservation improvement.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Modernized irrigation system of about 87,400 ha;
   2) Strengthened operational and maintenance office as well as empowered WUAs and realization of asset management procedure.

b. Outcome
   1) Increasing rice production, especially during dry season by utilizing supplemental water resulted by Jatigede reservoir;
   2) Increasing the income level of farmers.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	200,000,000	- Central Government	: US$	20,000,000
- Grant	: US$	1,000,000	- Regional Government	: US$	0
Sub Total	: US$	201,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000,000
TOTAL	**: US$**	**221,000,000**			

BB-ID: BB-1114-R0-058-0

1.	**Project Title**	**:**	The Construction of Transfer Water Interbasin Cibutarua-Cilaki Project-West Java
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	West Java
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	**:**	Directorate General Water Resources, Ministry of Public Works

6. Background and Justification

The population and industrial growth in Bandung has caused the shortage of clean water supply. One way of gratifying the clean water supply is by enhancing clean water potential resources in and around Bandung city/regency.

The decree of West Java Governor Number 610/Kep.305-Bapedda/2002 dated 1 April, 2002 is regarding clean water resources management in 3 (three) watersheds/*Daerah Aliran Sungai* (DAS), namely DAS Cibutarua, DAS Cilaki, and DAS Cisangkuy. It is recited there that in endeavor of fulfilling clean water demand in Bandung city, particularly clean water supply for Bandung city/regency. One of the alternative is by obtaining water from Cisangkuy river.

Several studies have been conducted to increase dominant debit of Cisangkuy river by rerouting flow from DAS Cibutarua to DAS Cilaki through a ± 4,000 m tunnel and then to Cisangkuy river utilizing the existing waterway, and will produce a gush of 800 lps.

There is a possibility that a dam will be constructed in DAS Cilaki (Santoso dam). Water from Cibutarua and Cilaki rivers will be preserved in the Santoso dam before being routed to Cisangkuy river. The utilization of this system will result the gush of 1,400 lps.

In filtering water from Cibutarua river needs a dam construction in the upstream of Cibutarua river which flows to Garut with a dimension of 65.9 km^2 and rainfall of 250 mm/year. One of the dams will be capable to preserve 990,000 m^3 of water and is expected to secure clean water supply for Garut district.

7. Scope of Work

a. Phase 1, construction of Cibutarua dam and tunnel of transfer inter basin;
b. Phase 2, construction of Santosa dam.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of Cibutarua dam and tunnel of transfer inter basin;
   2) Availability of Santosa dam.

b. Outcome
   Utilizing water resources in DAS Cibutarua to increase raw water supply for Bandung city and guarantee the irrigation water supply in Garut district.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	63,750,000	- Central Government	: US$	11,250,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	63,750,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	11,250,000
TOTAL	**: US$**	**75,000,000**			

BB-ID: BB-1114-R0-059-0

1.	**Project Title**	**:**	Urgent Disaster Reduction Project for Mount Merapi and Lower Progo River Area - Phase II
2.	**Duration**	**:**	72 months
3.	**Location**	**:**	Bantul District, Boyolali District, Klaten District, Sleman District, Magelang City
4.	**Executing Agency**	**:**	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

Indonesia is characterized as a volcanic country, having 129 volcanoes equivalent to sixteen percent of the world total. Among them, Mount Merapi is one of the most active volcanoes. Frequent eruptions have induced pyroclastic flows resulting in tremendous amount of volcanic loose deposit on the slope, and concequently the debris flows occur with the intensive rainfall.

The project is intended to protect the assets and people living in the downstream region of Mount Merapi, with a population of approximately three milion from the threat of natural disasters due to flood lava eruption of Mount Merapi with Progo degradation of the downstream. In general, the project is aimed to increase security level of regional and national againts natural disaster of debris flow due to Mt. Merapi eruptions and degradation in downstream of Kali Progo. Therefore, social activity and regional/national economic growth can be sustained.

The Government of Indonesia (GoI) has made efforts to mitigate sediment disasters in Mt. Merapi area since 1980s. Considering the regional development in Mt. Merapi area and high frequency of recent eruption of Mt. Merapi, the Urgent Disaster Reduction Project for Mt. Merapi and Progo River Basin has been implemented since 2006 and projected to be finished in 2011. To achieve the overall targets, further implementation is necessary, so that the regional development through volcanic disaster mitigation can be achieved.

7. Scope of Work

a. Consulting services include: (a) review on the current conditions, (b) public consultation meetings, (c) detailed design studies, (d) procurement of goods/services, and (e) construction supervision;
b. Civil works and equipment including:
    1) implementation of construction and;
    2) procurement of heavy equipment.
c. Empowerment of the institutional strengthening of Public Services Agency/*Badan Layanan Umum* (BLU) of Central River Basin of Serayu Opak.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
    1) Availability of Sabo facilities on slope of Mount Merapi;

2) Availability of primary irrigation canal with inspection road on the slope area of Mount Merapi;
3) Availability of groundsill in Progo River at Kamijoro irrigation intake in downstream area of Mount Merapi;
4) Strengthened capacity of BLU concerning sand mining management related to sediment control, avoiding debris flows disaster caused by Mount Merapi.

b. Outcome
Reducing the damage caused by disasters of Mount Merapi eruption.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	53,160,000	- Central Government	: US$	7,900,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	53,160,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,900,000
TOTAL	**: US$**	**61,060,000**			

BB-ID: BB-1114-R0-060-0

1.	**Project Title**	:	Urgent Rehabilitation of Strategic Irrigation Project for Eastern Region of Indonesia
2.	**Duration**	:	72 months
3.	**Location**	:	Bali, West Nusa Tenggara
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

During the past years, Indonesia has made remarkable progress in improving food security in which the increasing food production during the last five years development plan was dominated by the effort of achieving self-sufficiency of rice. The successful achievement of rice self-sufficiency in 2008 has improved the status of food availability. The domination of rice in agricultural development was quite understandable, since rice contributed about eighteen percent to Indonesia's GDP in 2008 and spent more than thirty percent of consumer budget in urban area. Rice became a dominant factor in influencing the inflation and became prime attention in maintaining economic stability. Rice also played a strategic role in employment generation for rural sector.

Moreover, the Government of Indonesia declared to increase the amount of domestic rice production from the current 55,000,000 tons up to 73.64 million tons by 2014. However, those are less likely to be achieved in a sustainable manner without adequate rehabilitation and improvement of the irrigation systems. Thus, it is urgent to rehabilitate and improve the existing irrigation scheme to support the sustainability of food security in Indonesia.

7. Scope of Work

a. Reviewing and updating the existing plan and design with participation of beneficiaries;
b. Execution of construction work;
c. Strengthening of operational and maintenance office and staff for formulating the implementation of irrigation asset management;
d. Empowerment of Water User Associations (WUAs) and introduction of asset management through water management activities;
e. Improvement of water supply and distribution at farm level (*Jaringan Irigasi Tingkat Usaha Tani*/JITUT and *Jaringan Irigasi Desa*/JIDES) and Tertiary Development Unit;
f. Dissemination of reforestation in catchment area.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Rehabilitated urgent irrigation in eastern region of Indonesia.
b. Outcome
   1) Increasing the rice production;
   2) Alleviating regional disparity between rural and urban areas;
   3) Improving the income level of the community by the irrigation development.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	39,076,000	- Central Government	: US$	5,749,000
- Grant	: US$	1,000,000	- Regional Government	: US$	0
Sub Total	: US$	40,076,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	5,749,000
TOTAL	**: US$**	**45,825,000**			

BB-ID: BB-1114-R0-061-0

1.	**Project Title**	:	Urgent Rehabilitation of Strategic Irrigation Project for Western Region of Indonesia
2.	**Duration**	:	72 months
3.	**Location**	:	Lampung, Riau, West Sumatera, North Sumatera
4.	**Executing Agency**	:	Ministry of Public Works
5.	**Implementing Agency**	:	Directorate General of Water Resources, Ministry of Public Works

6. Background and Justification

During the past years, Indonesia has made remarkable progress in improving food security in which the increasing food production during the last five years development plan was dominated by the effort of achieving self-sufficiency of rice. The successful achievement of rice self-sufficiency in 2008 has improved the status of food availability. The domination of rice in agricultural development was quite understood, since rice was contributed about eighteen percent to Indonesia's Gross Domestic Product in 2008 and shared more than thirty percent of consumer budget in urban area. Rice became a dominant factor to the formation of inflation and placed the prime attention in the maintenance of economic stability. Rice was also poses a strategic role in employment generation for the rural sector.

Moreover, Government of Indonesia declared to increase the amount of domestic rice production from the current 55,000,000 tons up to 73,64 million tons by 2014. However, those are less likely to be achieved in a sustainable manner without adequate rehabilitation and improvement of the existing irrigation systems. Thus, it is urgent to rehabilitate and improve the existing irrigation scheme to support the sustainability of food security in Indonesia.

7. Scope of Work

a. Reviewing and updating the existing plan and design with participation of beneficiaries;
b. Execution of construction work;
c. Strengthening of operational and maintenance office and staff for formulating the implementation of Irrigation Asset Management;
d. Empowerment of Water User Associations (WUAs) and introduction of asset management through water management activities;
e. Improvement of water supply and distribution at farm level (*Jaringan Irigasi Tingkat Usaha Tani*/JITUT and *Jaringan Irigasi Desa*/ JIDES) and Tertiary Development Unit;
f. Dissemination of reforestation in catchment areas.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Rehabilitated urgent irrigation in western region of Indonesia.

b. Outcome

1) Increasing rice production;
2) Improving the income level of the community by the irrigation development;
3) Alleviating regional disparity between rural and urban areas.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	73,975,000	- Central Government	: US$	9,781,000
- Grant	: US$	1,000,000	- Regional Government	: US$	0
Sub Total	: US$	74,975,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	9,781,000
TOTAL	**: US$**	**84,756,000**			

Ministry for Development of Disadvantaged Regions

(Kementerian Pembangunan Daerah Tertinggal)

BB-ID: BB-1114-R0-062-0

1.	**Project Title**	:	Program for Development of Integrated Transportation Infrastructure in Disadvantaged Areas
2.	**Duration**	:	48 months
3.	**Location**	:	Nationwide
4.	**Executing Agency**	:	Ministry for Development of Disadvantaged Regions
5.	**Implementing Agency**	:	Ministry for Development of Disadvantaged Regions

6. Background and Justification

The issue of rural development is ultimately rooted in the disparities and linkages between urban and rural areas. As rural areas are positioned as sources of cheap labor and suppliers of raw materials for productive activities, typically, citizens in these areas are poor and having no access to public services. The lack of accessibility is caused by the scarcity of infrastructure. The availability and improvement of transportation infrastructure is the most important factors in order to encourage and speed up economic development in rural areas. It is imperative that transportation policy prioritize improving citizens' access to markets and production centers as well as social services. The development of transportation infrastructure can facilitate and guarantee the availability and supply of agricultural commodities, the stability of input and output prices, a fall in costs which will strengthen competitiveness, a rise in production value, the development of advantageous links between large and Small and Medium Enterprises and specialization among different areas, enterprises, and workers.

Development of integrated sea, river, and lake-based water transportation infrastructure in both near and remote disadvantaged regions consists of:

a. Pioneer transportation, that is, transportation which serves localities or areas which have not yet been served by water transportation because they have not yet been commercially viable;
b. Marine transportation, which would be operated by businesses owned people and would support pioneer transportation;
c. Crossing transport or transport which functions as a bridge, linking networks between ports and/or terminals, and also supports optimization and integration among different modes of transportation.

7. Scope of Work

a. Procurement of water transportation infrastructure (sea, river, and lake-based);
b. Assistance in operational management and utilization of transportation infrastructure; and
c. Strengthening of institutions and human resources for management of water transportation infrastructure.

8. Priority

Regional and Spatial Planning

9. Output and Outcome

a. Output

1) Availability of sea, river, and lake-based water transportation infrastructure and supporting of pioneering, community, and ferry services in disadvantaged regions in 75 districts;
2) Establishment of institutional management of water transportation infrastructure at each target disadvantaged area in an inclusive manner, with reference to relevant rules and provisions in 75 districts;
3) Strengthened capacity of institutional and human resources for management of water transportation infrastructure.

b. Outcome

1) Improving the flow of goods and people among residents of rural disadvantaged regions to and from centers of economic activity in other areas;
2) Increasing the public services and economic activity among different areas, resulting in increased investment activity, production, and direct and indirect job creation.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	58,000,000	- Central Government	: US$	5,800,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	58,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	5,800,000
TOTAL	**: US$**	**63,800,000**			

BB-ID: BB-1114-R0-063-0

1. Project Title	:	Solar Energy Utilization for Basic Infrastructure Improvement in Disadvantaged Areas
2. Duration	:	36 months
3. Location	:	Nationwide
4. Executing Agency	:	Ministry for Development of Disadvantaged Regions
5. Implementing Agency	:	a. Ministry for Development of Disadvantaged Regions b. Ministry of National Development Planning / National Development Planning Agency

6. Background and Justification

Ministry for Development of Disadvantaged Regions of the Republic of Indonesia in 2005 revealed that 199 districts were categorized as less-developed regions. The criteria for less developed regions are: local economic level, financial capacity, local characteristic, human resources, accessibility, and infrastructure. The provision of basic electricity needs can be independently conducted by utilizing local energy source, that is solar energy which can improve the development of human resources, accessibility, and infrastructure. The electricity will be used for rural home lighting and public facility, including rural school to support education, improvement of rural healthcare centre, improvement of rural clean/drinking water supply, and rural information centre. For the last 5 years, the ministry has initiated improvement of less developed regions by providing solar cell system for rural home lighting. Nevertheless, the improvement needs to be accelerated to shorten the development gap with developed regions.

7. Scope of Work

a. Improving the electricity infrastructure for disadvantaged area by considering the local energy potential: 100 Wp Photovoltaic (PV/Solar Home) system combined with Rural Telecommunication PV, Wind Power Electricity, Solar Water Pumping, and also Hybrid System in Indonesia.
b. Accelerating electricity program in disadvantaged area, including: i) defining the problem in application of PV system, regarding the disadvantaged area, ii) setting up the system design and evaluation of the appropriate technology, iii) procurement of hardware for various Photovoltaic or Hybrid systems applications, iv) system transportation installation, testing & commissioning, v) monitoring and evaluation of system performance, financial, social, and economical aspects on PV technology and applications, vi) dissemination of project results to other parties or areas;
c. Reducing the gap between the disadvantaged areas and the developed areas with regard to some aspects below: i) improvement of people income level in the disadvantaged area, ii) human resources development through non-degree education and training, iii) establishment of the rural institutional management, iv) society transformation through training or exchange experience for certain people between the less-developed area and/or developed area.

8. Priority

Regional and Spatial Planning

9. Output and Outcome

a. Output
   1) Availability of solar energy in Indonesia;
   2) Availability of human resource in the operation and maintenance of solar energy;
   3) Implementation of institutional strengthening for rural organization for program sustainability and developing self-help ability.

b. Outcome
   1) Decreasing the gap between developed area and disadvantaged area by providing electricity infrastructures;
   2) Improving national capacity building through additional various accesses, such as solar PV electrification, wind power rural electrification, and hybrid system electrification;
   3) Reducing the oil consumptions in the disadvantaged area;
   4) Developing national human resources through various technical trainings both degree and non-degree training, such as Solar PV engineering design, Solar PV rural electrification operation and maintenance.
   5) Improving local technical capability in order to provide long-term support for the Solar PV user.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	30,000,000	- Central Government	: US$	3,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	30,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,000,000
TOTAL	**: US$**	**33,000,000**			

Ministry of Education and Culture

(Kementerian Pendidikan Nasional)

BB-ID: BB-1114-R0-064-0

1.	**Project Title**	:	Polytechnics Development Project
2.	**Duration**	:	60 months
3.	**Location**	:	DKI Jakarta
4.	**Executing Agency**	:	Ministry of Education and Culture
5.	**Implementing Agency**	:	Directorate General of Higher Education, Ministry of Education and Culture

6. Background and Justification

The main economic policy of the government of Indonesia is to increase domestic production of goods and services, leaving from the lowest level of production of goods. This will require power supply, skilled manpower, and larger technicians. To maintain the current level of economic growth into the future, productivity must be increased based on the improvement of labor's skill. As the government expanded the training system to produce skilled manpower, then it also needs to expand opportunities to the next level, especially at the technician level.

7. Scope of Work

a. Development of courses in specialized fields of science corresponding with local or regional potential;
b. Increasing the levels of education up to diploma 4 (D4) and the pilot implementation of the program of master of applied science;
c. Capacity building of teachers and educational staff, including technicians;
d. Development and assessment of curriculum, study and training programs;
e. Providing qualified and relevant workshop equipment, including accessories and lab building;
f. Improvement of generic skills, including communication, basic sciences, creativity and problem solving, information and communication technology and its applications;
g. Supporting the achievement of accreditation from National Accreditation Agency for Higher Education/*Badan Akreditasi Nasional - Perguruan Tinggi* (BAN PT);
h. Implementation of Quality Assurance System/*Sistem Penjaminan Mutu* on Polytechnics to improve the management capability programs of international cooperation or the implementation of programs that encourage an international character.

8. Priority

Social, Cultural, and Religious Affair.

9. Output and Outcome

a. Output
Availability of qualified and applicable programs, infrastructure, and potential human resources in polytechnics.

b. Outcome
Improving competitiveness of well-educated workforce to increase national production

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	75,000,000	- Central Government	: US$	11,250,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	75,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	11,250,000
TOTAL	**: US$**	**86,250,000**			

BB-ID: BB-1114-R0-065-0

1.	**Project Title**	**:**	Sustainable Economic Development through Technical and Vocational Education and Training (SED-TVET)
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Yogyakarta, Central Java, West Java, Bali, South Sulawesi, East Kalimantan, West Nusa Tenggara, South Sumatera
4.	**Executing Agency**	**:**	Ministry of Education and Culture
5.	**Implementing Agency**	**:**	Directorate General for the Management of Primary and Secondary Education, Ministry of Education and Culture

6. Background and Justification

The vision of national industrial development is to set up Indonesia as new advanced country in 2020. It requires a competency-based training and the importance of flexibility between academic and professional education, especially the concept of skills by the year 2020 for the global era. Indonesian labor market study stated that vocational graduates have a high labor force participation rate compared to the equivalent high school graduates. Accordingly, vocational school is able to respond to labor market needs and reduce the unemployment rate, as well as strategic role in supporting efforts to achieve the vision of national industrial development. Therefore, a new training program is needed in order to improve the Technical and Vocational Education and Training (TVET) System.

7. Scope of Work

a. Developing coherent strategies to improve the quality of TVET;
b. Improving labor market information for TVET planning and implementation;
c. Broadening access to (self) employment in relevant competencies as part of lifelong learning;
d. Enhancing and recognizing the standard based national assessment and certification system.

8. Priority

Social, Cultural, and Religious Affair.

9. Output and Outcome

a. Output

Skillful TVET graduates that are competitive to meet the labor market work in industry sector.

b. Outcome

Responding to labor market needs and contributing to national economy to reduce unemployment index.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	25,387,000	- Central Government	: US$	10,500,000
- Grant	: US$	12,960,000	- Regional Government	: US$	0
Sub Total	: US$	38,347,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	10,500,000
TOTAL	**: US$**	**48,847,000**			

BB-ID: BB-1114-R0-066-0

1.	**Project Title**	:	The Development and Upgrading of Seven Universities in Improving the Quality and Relevance of Education in Indonesia
2.	**Duration**	:	48 months
3.	**Location**	:	Yogyakarta, Gorontalo, East Java, North Sulawesi, West Kalimantan, South Kalimantan, Nanggroe Aceh Darussalam
4.	**Executing Agency**	:	Ministry of Education and Culture
5.	**Implementing Agency**	:	1) Yogyakarta State University (UNY), Yogyakarta 2) Gorontalo State University (UNG), Gorontalo 3) Surabaya State University (UNESA), East Java 4) Sam Ratulangi University (UNSRAT), North Sulawesi 5) Tanjung Pura University (UNTAN), West Kalimantan 6) Lambung Mangkurat University (UNLAM), South Kalimantan 7) Syiah Kuala University (UNSYIAH), Nanggroe Aceh Darussalam

6. Background and Justification

The rapid development of science and technology in this highly competitive global era influences education in Indonesia, particularly the higher education. In order to contribute to the certainty of obtaining a qualified education services in Indonesia, seven universities--namely UNY, UNG, UNESA, UNSRAT, UNTAN, UNLAM, UNSYIAH, are committed to work together to generate the development of education and the development of relevance and quality of higher education. The seven universities project is needed based on the conditions to meet the ideal classrooms with growing number of students, qualified laboratories and libraries, as well as research and curriculum development. The project is to support and contribute to strategic programs 2005-2025 of the Ministry of Education and Culture since it will improve the capacity and modernization, services, national and international competitiveness, and development of human resources.

7. Scope of Work

a. Civil Works
b. Procurement of Equipment
c. Curriculum Development
d. Detailed Engineering Design Consultant
e. Project Management and Supervision Consultant
f. Procurement of Equipment Consultant
g. Project Management Unit (PMU) and Project Implementation Unit (PIU)
h. Fellowship and Training Development
i. Research Grant
j. Financial Auditing
k. Start – up Workshop, Mid-term review, and Familiarization

8. Priority

Social, Cultural, and Religious Affair.

9. Output and Outcome

a. Output
   1) Availability of infrastructure and facilities;
   2) Curriculum development.
   3) Development of learning facilities such as laboratories, libraries, and study centers;
   4) Availabilty of information and communication technology network and facilities;

b. Outcome
   1) Improving the access and chance for the communities to get higher education;
   2) Improving the modern management quality in higher education process;
   3) Improving the human resources of Indonesia;
   4) Improving the national development in Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	209,100,000	- Central Government	: US$	47,122,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	209,100,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	47,122,000
TOTAL	**: US$**	**256,222,000**			

Ministry of Transportation

(Kementerian Perhubungan)

Directorate General of Land Transportation

(*Direktorat Jenderal Perhubungan Darat*)

BB-ID: BB-1114-R0-067-0

1.	**Project Title**	:	Intelligent Transport System for Jabodetabek Area - Phase I
2.	**Duration**	:	48 months
3.	**Location**	:	DKI Jakarta, Bogor (City and District), Tangerang (City and District), Bekasi (City and District), and Depok
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Land Transportations, Ministry of Transportation

6. Background and Justification

Jabodetabek, a large-scale metropolitan area with population of 21 millions, consists of DKI Jakarta, the capital city of Indonesia and seven local governments (Bogor city and district, Tangerang city and district, Depok city, and Bekasi city and district). Its gross regional domestic product is estimated at Rp351,000 billion in 2002, or 22% of the national gross domestic product, showing that Jabodetabek is strategically the most important region of the nation.

At present, the annual economic loss caused by traffic congestion in the region could be as much as Rp3,000 billion for vehicle operating costs and Rp2,500 billion for travel time. Furthermore, if there is no improvement undertaken in the period up to the year 2020, compared to the case of the proposed Master Plan of Transportation System Development, the accumulation of economic loss would be up to Rp65,000 billion, consisting of Rp28,100 billion for additional vehicle operating costs and Rp36,900 billion for longer travel time at present value discounted by 12%.

The fundamental solution against these traffic problems is either to construct more roads to absorb the increased number of vehicles or alternatively to develop different mode of transport such as Light Rail Transit (LRT). These measures are, however, long-term policy and require substantial investment in the construction of infrastructure, which is not possible under the current economic condition of the country.

More practical countermeasure is to make efficient use of the existing facilities by implementing various traffic engineering and management measures, which have been proven effective in other cities and countries. One of measures is implementing Intelligent Transport System (ITS). As currently old-fashioned inefficient signals are used, only several cities are implementing Area Traffic Control System (ATCS), but this cannot cope with all countries with traffic congestion problem. This system does not only control the ATCS but also real-time Variable Message Signs (VMS) system, Public Transport Information System (PTIS), route guidance, emergency assistance, traffic management, accident assistance and analysis.

7. Scope of Work

a. Technical Assistance
   1) Developing the standardization of ITS in Indonesia;
   2) Formulating the basic design of ITS Jabodetabek.

b. Construction and Supervision
   1) Building a new ATCS center in Indonesia, including:
      - Sub-systems;
      - Installation or changing of traffic signals, construction of related ITS;
      - Installation of variable message signs at major roads in golden triangle and toll roads;
      - Installation of data acquisition systems at major roads in golden triangle and toll roads;
      - Installation of lane change control systems at toll road gateways;
      - Installation of electric toll collection systems at toll road gateways;
   2) Supporting the operation and maintenance system;
   3) Supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of economic evaluation and implementation of the project;
   2) Availability of standardization of ITS Jabodetabek;
   3) Availability of basic design of ITS Jabodetabek;
   4) Availability of new ATCS center in Indonesia.

b. Outcome
   1) Developing a comprehensive traffic management plan centered at ITS;
   2) Transferring the technology and "know-how" in the traffic engineering and management to the Government of Indonesia (central and local government).

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	5,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	5,000,000
TOTAL	**: US$**	**55,000,000**			

Directorate of Sea Transportation

(*Direktorat Jenderal Perhubungan Laut*)

BB-ID: BB-1114-R0-068-0

1. Project Title	:	Improvement and Development of Indonesian Aids to Navigation
2. Duration	:	36 months
3. Location	:	Nationwide
4. Executing Agency	:	Ministry of Transportation
5. Implementing Agency	:	Directorate General of Sea Transportation, Ministry of Transportation

6. Background and Justification

According to the monthly report of Navigation District on the availability and reliability of Aids to Navigation (AtN), a great number of Indonesian AtN is in a poor technical condition as the result of most AtN have surpassed the ideal lifetime. The low availability 58.60% and reliability 92.96% of AtN have caused Indonesia cannot meet the minimum requirement of the International Association of Lighthouse Authorities (IALA). The low contribution of Indonesian AtN to the safety of navigation in Indonesian waters, in which today 230 AtNs are damaged, 131 AtNs are missing.

The necessity to implement the policies in order to increase navigational services in Indonesia, namely:

a. Replacement of the collapsed AtN to be able to be properly re-operated;
b. Replacement of damaged/old AtN equipment to increase its reliability;
c. Selectively establishing new AtN in order to increase its availability.

7. Scope of Work

a. Capacity building in technical AtN and management services;
b. Procurement of AtN equipment;
c. Construction of AtN towers.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of adequate AtN equipment;
   2) Improvement of AtN services.
b. Outcome
   1) Supporting the marine safety throughout Indonesian waters;
   2) Increasing the regional access throughout the archipelago to support the regional economic development of Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	78,000,000	- Central Government	: US$	7,800,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	78,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,800,000
TOTAL	**: US$**	**85,800,000**			

BB-ID: BB-1114-R0-069-0

1.	**Project Title**	:	Procurement of Fast Boat for Maritime Safety Law Enforcement
2.	**Duration**	:	24 months
3.	**Location**	:	Nationwide
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Sea Transportation, Ministry of Transportation

6. Background and Justification

In order to improve the operational tasks in the enforcement of law in the sea, patrol ships are needed as a supporting facility. One of the ship type to cover all Indonesian territorial waters is class II patrol boat. All of the class II patrol boats are operated in the Navy and Coast Guard Base/*Pangkalan Penjagaan Laut dan Pantai* (PLP). At present, the number of the boats is 9 (nine) units, while the need is 21 (twenty one) units. Therefore, the procurement of new patrol boats is necessary to support the Ministry of Transportation in implementing maritime safety law enforcement.

7. Scope of Work

Procurement of 12 (twelve) units of class II patrol boats.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Fulfillment of the needs of class-II patrol boats;
   2) Enforcement of maritime safety monitoring and control operation.

b. Outcome
   1) Improving the surveillance of safety and security at sea;
   2) Supporting the law enforcement at sea.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	60,000,000	- Central Government	: US$	9,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	60,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	9,000,000
TOTAL	**: US$**	**69,000,000**			

BB-ID: BB-1114-R0-070-0

1.	**Project Title**	**:**	Procurement of New Generation Passenger Vessel
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Sea Transportation, Ministry of Transportation

6. Background and Justification

Indonesia is an archipelagic country with more than 18,000 islands and 80,000 km coastal lines. The main national eccessibility problems such as inter-island, inter-region, and inter-zone accessibilities are the very important and strategic needs which will influence the stability of the nation.

PT PELNI as one of Indonesia's leading public service provider which also serves passenger and cargo transport in disadvanted and remote areas has played role in stimulating the local economic growth (*ship promote the trade*). On the other hand, PT PELNl as commercial entity attempts to continuesly gain profit for the company itself and for the state by means of following the economic principles (*ship follow the trade*). In order to support its operation, such accessibilities need to be reliable and sustainable particularly for inter-island and inter-zone passenger and cargo movement.

The current emergence of some external factors – such as fluctuating of the current exchange, increasing of fuel oil and maintenance cost as well as the introduction of Low Cost Carriers (LCC) in air transport inflict farce competition among various modes of transport – has challenged PT PELNl to properly manage its increasingly higher cost of operation. Such situation has brought about some direct implications on the sustainability of sea passenger transport as a whole.

Therefore, the procurement of a new generation passenger vessel is necessity to maintain sea passenger transport capacity, considering some passenger vessels have reached the limit of capacity operation, and to increase the profits of PT PELNl by changing it as business transport becomes passenger-container transport. This is also by the consideration that the situation of Indonesian sea transport shows decreasing in long distance passenger transport, but over demand for container and car/truck transport instead, especially to the eastern of Indonesia.

Based on the consideration of the above need, the design of the new generation passenger vessel will be provided by changing the lay out of the vessels into the combination of passenger-container-car/truck and, due to the global warming, it should be environmentally friendly.

7. Scope of Work

a. Study on engineering estimation;
b. Supervision of vessels construction;
c. Procurement of 1 (one) unit of passenger-container type vessel;
d. Training.

8. Priority

Infrastructure

9. Output and Outcome

d. Output

Fulfillment of the need for adequate sea transportation of passenger vessels and cargo transport, particularly in eastern Indonesia.

e. Outcome

1) Improving the sea transportation services to create traffic safety of sea transportation;
2) Maintaining the installed carrying capacity of national fleet to meet the needs of transportation for passengers, goods, and vehicles, particularly in eastern Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	135,000,000	- Central Government	: US$	20,250,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	135,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,250,000
TOTAL	**: US$**	**155,250,000**			

BB-ID: BB-1114-R0-071-0

1.	**Project Title**	**:**	Vessel Traffic Service (VTS) System for Northern Part of Malacca Strait
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Sea Transportation, Ministry of Transportation

6. Background and Justification

Indonesia has been recognized as an archipelagic state by the United Nation Convention of the Law of the Sea (UNCLOS). With thousands of islands under its territory, the recognition means that Indonesia has been given the right and responsibility to monitor maritime traffic in its territorial water. To support the above-mentioned objective, the Ministry of Transportation proposes to establish Vessel Traffic Service (VTS) system in strategic and important areas in the northern part of Malacca Strait. The majority of Malacca traffic is between coast and 20 Nautical Miles (NM) offshore and generally moves along the line of the International Maritime Organization (IMO) that is designated as Traffic Separation Schemes (TSS) in the Malacca Strait concerned.

A VTS system covering the Bangka Strait (northern part of Malacca Strait) should be monitored due to a narrow lane and numerous sharp curves. The VTS will ensure that vessels navigating in this channel and its vicinity are safe. Many passenger-ferries navigating in the channel and entering the port of Palembang from other islands support the plan of the Ministry of Transportation to minimize accidents in the areas.

7. Scope of Work

Establishment of VTS system in strategic and important areas in the northern part of Malacca Strait (Ie Muelu, Weh island, Tg Tamiang, Sigli, Tg Nipah - Krueng Geukueh, Berhala, Tg Jambuaye, Jemur island, Tg Peureulak) comprises radar system, Automatic Identification System (AIS) base station, Closed-Circuit Television (CCTV), Very High Frequency (VHF) radio system and meteorological sensor with the VTS center in Belawan and a sub-center in Sabang.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of VTS system in northern part of Malacca strait;
   2) Improvement of vessels services and operation.

b. Outcome
   1) Providing surveillance, detection, and tracking of vessels;
   2) Providing general and specific information to vessels in navigation;
   3) Monitoring and analyzing the risks of collision and grounding;

4) Improving the efficiency of vessel movements;
5) Improving the safety of navigation and environmental protection from pollution due to accident.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	14,048,000	- Central Government	: US$	1,092,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	14,048,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	1,092,000
TOTAL	**: US$**	**15,140,000**			

BB-ID: BB-1114-R0-072-0

1.	**Project Title**	**:**	Vessel Traffic Service (VTS) System for Southern Part of Malacca Strait
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Sea Transportation, Ministry of Transportation

6. Background and Justification

Indonesia has been recognized as an archipelagic state by the United Nation Convention of the Law of the Sea (UNCLOS). With thousands of islands under its territory, the recognition means that Indonesia has been given the right and responsibility to monitor maritime traffic in its territorial water. To support the above-mentioned objective, the Ministry of Transportation proposes to establish Vessel Traffic Services (VTS) system in strategic and important areas in the southern part of Malacca Strait as well as Port of Jakarta. The majority of Malacca traffic is between coast and 20 Nautical Miles (NM) offshore and generally moves along the line of the International Maritime Organization (IMO) that is designated as Traffic Separation Schemes (TSS) in the Malacca Strait concerned. A VTS system covering the Bangka Strait (southern part of Malacca Strait) should be monitored due to a narrow lane and numerous sharp curves. The VTS will ensure that vessels navigating in this channel and its vicinity are safe. Many passenger-ferries navigating in the channel and entering the Port of Palembang from other islands support the plan of the Ministry of Transportation to minimize accidents in the areas.

Being an international port with high density of maritime traffic, the Port of Jakarta is considerably urgent to be monitored. The statistic mentioned that the Port of Jakarta recorded a traffic increase up to 18,110 vessels in 2008. A thorough monitoring should be available to ensure that the coming in-and-out vessels are well-arranged.

7. Scope of Work

Establishment of Vessel Traffic Service (VTS) system in strategic and important areas in the southern part of Malacca Strait comprises radar system, Automatic Identification System (AIS) base station, Closed-Circuit Television (CCTV), Very High Frequency (VHF) radio system and meteorological sensor.

The locations involved in this project are the port of Palembang (VTS centre), Muntok (VTS sub-centre), Muci island (sensor site), Mendanao island (sensor site), Dapur island (sensor site), Nangka island (sensor site), Tanjung Kelian (sensor site), Berhala island (sensor site), Toboali (VTS sub-centre), Jakarta (VTS centre), Edam island (sensor site), Sunda Kelapa (sensor site), Pohon Asem (sensor site).

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of VTS system in southern part of Malacca strait and Port of Jakarta;
   2) Improvement of vessels services and operation.

b. Outcome
   1) Providing surveillance, detection, and tracking of vessels;
   2) Providing general and specific information to vessels in navigation;
   3) Monitoring and analyzing the risks of collision and grounding;
   4) Improving the efficiency of vessel movements;
   5) Improving the safety of navigation and environmental protection from pollution due to accident.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	26,000,000	- Central Government	: US$	3,900,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	26,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,900,000
TOTAL	**: US$**	**29,900,000**			

Directorate General of Civil Aviation

(Direktorat Jenderal Perhubungan Udara)

BB-ID: BB-1114-R0-073-0

1.	**Project Title**	**:**	Airport Development for Disaster Measure and Border Region Development
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Bengkulu, East Kalimantan, Maluku, East Nusa Tenggara, Papua, West Papua, Riau, North Sulawesi, West Sumatera, North Sumatera
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Civil Aviation, Ministry of Transportation

6. Background and Justification

Most areas of Indonesia are prone to natural disaster (earthquake, volcano eruption, lava flood, and tsunami) caused by the fault and collision of lithosphere slab and active volcanoes. Meanwhile, some areas in border region are sensitive, remote, and undeveloped, thus air transportation infrastructure is necessary for improving the accessibility of people and goods from and to the areas. On the contrary, the airport infrastructure in disaster prone area is, in general, inadequate to support the evacuation process and aid distribution referring to disaster accrued in recent times. Therefore, the development of airports infrastructure in disaster prone areas and border regions is aimed to support the disaster measure and also the ability of border regions to be equal with the neighboring countries.

7. Scope of Work

a. Consulting services;
b. Civil work and construction;
c. Procurement of goods and equipment.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of airport facilities and infrastructure in disaster prone and border areas.

b. Outcome

1) Improving the air trasportation services, for disaster measure and commercial purpose;
2) Improving the economy in disaster prone and border areas.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	9,100,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	9,100,000
TOTAL	**: US$**	**59,100,000**			

BB-ID: BB-1114-R0-074-0

1.	**Project Title**	**:**	Enhancement of Safety for Air Link to Eastern Indonesia
2.	**Duration**	**:**	18 months
3.	**Location**	**:**	Jayawijaya District, Southeast Maluku District, West Manggarai District, Merauke District, Sikka District, Sorong District, Palu City, Ternate City
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Civil Aviation, Ministry of Transportation

6. Background and Justification

The responsibility of Directorate General of Civil Aviation (DGCA) is to ensure the safety of the entire Indonesian Airspace, thus contributing to economic development of the country by allowing safe and reliable air link across the overall archipelago. Western (Sumatera) and Central Indonesia (Java, South Sulawesi, South Kalimantan, and Bali) have beneficiated of permanent investment in the fields of air transport means and infrastructure (airlines, Airport, Air Traffic control, and surveillance facilities). The eastern part of our country has been left aside as not economically attractive. Airports exist in most of eastern populated areas, however the limitation of means of traffic control, surveillance and communications doesn't allow the increase of the existing traffic, therefore slowing down dramatically the development of these regions.

DGCA has performed several studies at identifying plans to develop gradually Eastern part of Indonesia, based on which hubs have been identified as the most prioritized location development. This project has been defined which objective is the opening up of these region by enhancement of safety means of surveillance, communication, and navigation for the air links.

7. Scope of Work

a. Specification and design:
   1) Site survey, surveillance, and communication analysis coverage of very high frequency (VHF)/high frequency (HF);
   2) System specification;
   3) Construction works design and specification.

b. Manufacturing and procurement
   - System manufacturing

c. Construction works
   - Site preparation at each site

d. Services
   1) Factory site test and trainings;
   2) Installation and configuration of the equipment;
   3) Integration of national networks system;
   4) Commissioning and certification.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Procurement and installation on a turn-key of the following systems:

1) Enhanced mode of collocated Primary Surveillance Radar (PSR) and Monopulse Secondary Surveillance Radar (MSSR);
2) Terminal Control Unit (TCU);
3) Voice Communication Switching System (VCSS);
4) UHF/VHF Communication System.

b. Outcome

Ensuring the safe and reliable air link.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	42,000,000	- Central Government	: US$	8,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	42,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	8,000,000
TOTAL	**: US$**	**50,000,000**			

BB-ID: BB-1114-R0-075-0

1.	**Project Title**	**:**	New Communication, Navigation, Surveillance, and Air Traffic Management (CNS/ATM) System Development in Indonesia
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	DKI Jakarta
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Civil Aviation, Ministry of Transportation

6. Background and Justification

In order to improve the situation, Directorate General of Civil Aviation (DGCA) established a master plan for Communication, Navigation, Surveillance, and Air Traffic Management (CNS/ATM) systems, which satisfies the standards and recommended practices of International Civil Aviation Organization (ICAO). This project is justified since the implementation of the new CNS/ATM systems in an international obligation of ICAO member countries and it will have significant positive impact on aviation safety, flight efficiency, natural environment, and national economy.

7. Scope of Work

a. Design, procurement, and construction of CNS/ATM systems,

b. Human resource development.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of new CNS/ATM systems;
   2) Availability of competent human resource.

b. Outcome
   1) Reducing the aircraft accidents and air traffic services (ATS) incidents;
   2) Improving the air navigation services for the entire Indonesian air spaces.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*			
- Loan	: US$	100,000,000	- Central Government	: US$	10,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	10,000,000
TOTAL	**: US$**	**110,000,000**			

BB-ID: BB-1114-R0-076-0

1.	**Project Title**	**:**	The Development of Airport in Papua
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Jayapura District, Jayawijaya District, Merauke District, Manokwari District, Sorong District
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Civil Aviation, Ministry of Transportation

6. Background and Justification

Papua topographical condition is mostly mountainous and hard to be reached by ground transportation. The drawback in air transportation infrastructure in Papua and West Papua provinces is a major nuisance for the development. The availability of transportation infrastructure that covers all areas in Papua and West Papua provinces is needed. It is due to the fact that those areas are essential in extending natural resources and tourism potencies in both provinces, as they are strategic places in eastern part of Indonesia. Since Papua has a big tourism potency, it is necessary to be supported by well transportation facilities.

7. Scope of Work

a. Consulting services;
b. Civil work and construction;
c. Procurement of goods and equipment.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Establishment/installation of air transport network and service system;
   2) Utilization of the airport as the center of distribution control in Papua and West Papua Provinces.

b. Outcome
   1) Building an air transportation network and services system and also optimizing both citizens and private companies potential role in opening the isolated areas;
   2) Opening and tiding-up international aviation paths;
   3) Supporting the development of tourism potency.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	20,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000,000
TOTAL	**: US$**	**70,000,000**			

Directorate General of Railways

(Direktorat Jenderal Perkeretaapian)

BB-ID: BB-1114-R0-077-0

1.	**Project Title**	:	Bandung Urban Railway Transport Development, Electrification Padalarang-Cicalengka Line
2.	**Duration**	:	36 months
3.	**Location**	:	Bandung City
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

The partial double-track sections of Jakarta - Bandung railway corridor, i.e. Cikampek-Purwakarta (19 km), Plered-Cisomang (6,2 km), and Ciganea-Sukatani (7,2 km) have been operated since 2005. Nevertheless, the passenger transport volume in the corridor has been decreased up to 40% until now due to the increasing competition against road transport since the beginning operation of Cipularang toll-road in 2005.

To recover this declining trend, the railway needs to improve its product competitiveness in the corridor, inter-alia, by improving the accessibility to its related services at both ends (origin and destination) of its current route. This needs to be supported by a relevant study to provide a justification for necessary improvement measures, which may include improvement of transport connectivity or access from/to the station in Bandung city and the surrounding by improving the track layout, adding new stopping points and line electrification of the trunk line between Padalarang-Cicalengka. The commuter rail lines in Jabodetabek area has practically been fully electrified, but in Bandung area-there has not been any electrified rail line until now and, therefore, diesel rail cars are normally operated for commuter services and sometimes train rakes are also used for the same, but mainly for local/regional train services.

7. Scope of Work

a. Procurement of materials, equipment, and installations facilities, including - but not limited to those required for:
   1) Improvements of track and re-layout of some railway stations;
   2) Additional stopping points intermediate stations with the related signaling and telecommunications systems;
   3) Electrification of Padalarang-Cicalengka rail line, including sub-stations and catenaries, and/or structures of electrical distribution system;
   4) Improvement of signaling system;
   5) Establishment of depot and workshop for maintenance facilities.

b. Construction

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of electrification on Padalarang - Cicalengka line;
   2) Availability of equipment and installation facilities to support function of Padalarang-Cicalengka line.

b. Outcome

1) Enhancing the quality of urban/commuter railway services in Padalarang-Cicalengka line, while improving the connectivity/accessibility of intercity train services from/to Bandung;
2) Reducing the environmental impacts or pollution due to emissions from the roads as well as current operation of rail-vehicles through electrification of Padalarang-Cicalengka line;
3) Supporting the conservation/saving the use of non-renewable energy by the use of electricity in Bandung urban/commuter railway operation;
4) Reducing the urban road traffic congestion in Bandung and those economic inefficiencies and negative environmental impacts.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	157,000,000	- Central Government	: US$	18,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	157,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	18,000,000
TOTAL	**: US$**	**175,000,000**			

BB-ID: BB-1114-R0-078-0

1.	**Project Title**	:	Construction of Railway Double Track Kroya-Kutoarjo - Phase II
2.	**Duration**	:	84 months
3.	**Location**	:	Central Java
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

Railway network in Java is approximately 4,700 km of route length forming main line for intercity passenger and freight transport. Among others, Java South Line connects Jakarta and Surabaya through Cirebon, Kroya, Yoygakarta, Solo for major intercity passengers transport.

To cope with the transport demand, double tracking for line capacity increase is implemented by staging execution for total route on South Line and railway Double Tracking for Yogyakarta-Kroya that is scheduled by two phases of implementation, consisting of Yogyakarta -Kutoarjo (Phase I) and Kroya-Kutoarjo (Phase II).

While Yogyakarta-Kutoarjo (Phase I) has already been completed by double tracking construction as the half part of Yogyakarta-Kroya section, this project is implemented to extend Kutoarjo-Kroya (Phase II). On completion of full section double track between Yogyakarta and Kroya by the projects (Phase I and II), intercity train traffic for passenger and freight transport will increase along Java South Line.

7. Scope of Work

a. Construction of double track infrastructure on Kroya-Kutoarjo;
b. Construction of double track facility on Kroya-Kutoarjo;
c. Construction of double track station on Kroya-Kutoarjo;
d. Installation of double track electrical system on Kroya-Kutoarjo.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of double track infrastructure on Kroya-Kutoarjo;
   2) Availability of double track facility on Kroya-Kutoarjo;
   3) Availability of double track station on Kroya-Kutoarjo;
   4) Availability of electrical system on double track of Kroya-Kutoarjo.

b. Outcome
   1) Expanding the transport capacity fully for South Line;
   2) Increasing the operation of intercity railway on Java South Line;
   3) Increasing the contribution for public transport services and social economic development enhancement to the regional cities and areas along Java South Line.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	226,000,000	- Central Government	: US$	40,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	226,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	40,000,000
TOTAL	**: US$**	**266,000,000**			

BB-ID: BB-1114-R0-079-0

1.	**Project Title**	:	Procurement of Diesel Electric Locomotive
2.	**Duration**	:	48 months
3.	**Location**	:	Banten, DKI Jakarta, West Java, Central Java, DI Yogyakarta, East Java (Java Island)
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

Indonesia Railway Company/*PT Kereta Api Indonesia* (PT KAI) has four railway networks separated in Java, North Sumatera, West Sumatera, and South Sumatera. The network on Java island has total route length of 4,726 km, out of which 3,672 km is in operational condition by 1,067 mm gauge system and connects all the major cities across Java island.

PT KAI handles a substantial proportion of passenger traffic and freight traffic. The main power for carrying out the above traffic is provided by hydraulic diesel locomotives and electric diesel. The other power for carrying the sub-urban passenger traffic is provided by hydraulic diesel railcar and electric multiple unit systems. The major portion of the passenger and freight traffic on Java island is carried out by diesel electric locomotives.

Among 421 units of diesel registered in PT KAI, the total numbers of medium locomotives operationally ready are 347 units, out of which 74 units are aged above 30 years with 24 units in condition more than 50% and 50 units in a condition less than 50%. Operational rate of these locomotives shall be maintained at desired label to secure reliability of the transportation service. However, spare part of aged and depreciated units are no longer available and need special order which requires costs and leads time. It is, therefore, urgently required to replace these locomotives with new units.

7. Scope of Work

Procurement of diesel electric locomotive.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of diesel electric locomotive in Java island.

b. Outcome

Enhancing the transport system to meet the demand of passengers and freight railway, especially during holiday seasons, and for coal transportation.

10. Project Cost

• *Foreign Funding*				• *Counterpart Funding*			
- Loan	: US$	51,000,000		- Central Government	: US$	7,650,000
- Grant	: US$	0		- Regional Government	: US$	0
Sub Total	: US$	51,000,000		- State-Owned Enterprise	: US$	0
				- Others	: US$	0
				Sub Total	: US$	7,650,000
TOTAL	**: US$**	**58,650,000**				

1. Project Title	:	Procurement of Electric Rail Cars for Jabodetabek
2. Duration	:	48 months
3. Location	:	DKI Jakarta, Bekasi City and District, Bogor City and District, Depok City, Tangerang City and District
4. Executing Agency	:	Ministry of Transportation
5. Implementing Agency	:	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

An improvement in the public rail transport system will greatly improve the urban environment in Jakarta-Bogor-Depok-Tangerang-Bekasi (Jabodetabek). To meet the demand on urban transportation, the passenger capacity has to be increased from 400,000 pax/day up to 12,100,000 pax/day within the next five years. For this target the electric railcars of Jabodetabek Commuter System has to be increased up to 1,000 units.

Therefore, the government has implemented the first stage of procurement of 40 electric multiple units (EMU) as part of a total of 200 new EMU program. The second stage shall consist of procurement of EMU and further improvement of the railway infrastructure to meet the urgently demand on more capacity by increasing the headway and workshop capacity.

7. Scope of Work

a. Consulting services for international tender process and procurement control;
b. Procurement of Electric Rail Cars in Jabodetabek;
c. Capacity building.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of electric rail cars in Jabodetabek.
b. Outcome
   Increasing the mobility of people in Jabodetabek.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	67,680,000	- Central Government	: US$	20,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	67,680,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000
TOTAL	**: US$**	**67,700,000**			

BB-ID: BB-1114-R0-081-0

1.	**Project Title**	**:**	Railway Double Tracking Cirebon-Kroya - Segment I & III
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	East Java, Central Java
4.	**Executing Agency**	**:**	Ministry of Transportation
5.	**Implementing Agency**	**:**	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

Railway network in Java is approximately 4,700 km of route length forming main line for intercity passenger and freight transport. Among others, Java South line connects Jakarta and Surabaya through Cirebon, Kroya, Yogyakarta, Solo for major intercity passenger transport.

To cope with the transport demand, double tracking for line capacity increase is implemented by staging execution. Railway Double Tracking Cirebon - Kroya is scheduled in three segments of implementation, Cirebon-Prupuk (segment I), Prupuk-Purwokerto (segment II), and Purwokerto-Kroya (segment III). While Prupuk-Purwokerto (segment II) is already under double tracking construction as the middle part of Cirebon-Kroya section, this project is implemented for remaining parts of Cirebon-Prupuk (segment I) and Purwokerto-Kroya (segment III) to complete full section of double track between Cirebon and Kroya. On completion of the project, intercity train traffic will increase on Java South Line.

7. Scope of Work

a. Construction of double track infrastructure on Cirebon-Prupuk and Purwokerto- Kroya;
b. Construction of double track supporting facility on Cirebon- Prupuk and Purwokerto-Kroya;
c. Construction of double track station on Cirebon-Prupuk and Purwokerto-Kroya;
d. Installation of double track electrical system on Cirebon-Prupuk-Purwokerto-Kroya;
e. Installation of train operational system on Cirebon-Prupuk-Purwokerto-Kroya.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of railway double tracking Cirebon – Kroya.

b. Outcome

1) Expanding the transport capacity for entire route of Java South Line;
2) Increasing contribution for public transport services and social economy development enhancement to the regional cities and areas along Java South Line.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	136,000,000	- Central Government	: US$	20,400,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	136,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,400,000
TOTAL	**: US$**	**156,400,000**			

BB-ID: BB-1114-R0-082-0

1.	**Project Title**	:	Surabaya Regional Railway Line - Phase I
2.	**Duration**	:	24 months
3.	**Location**	:	Surabaya and its surrounding area
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

In the recent years, there have been many changes and development in Surabaya and its vicinity areas. Living standard has significantly improved and, as the ownership of car and motorbike has tremendously grown, there has been a boom in the number of vehicles on the roads. The resulting difficulties have prompted the national authorities turn their attention to the potential solutions offered by the rail mode.

Since the start of decade, a variety of study has been conducted into regional intercity transport system in the introduction of the first trail of suburban commuter service on Surabaya-Sidoarjo Line. An additional segment has been introduced with Surabaya-Lamongan Line. As this was proven to be right solution, the Ministry of Transportation has requested a complete study, conducted in 2006-2007, for the development of comprehensive regional rail transport system to be the backbone of Surabaya Metropolitan Area (SMA) Commuter Transport.

7. Scope of Work

a. Construction of double tracking and electrification for Lamongan - Pasar Turi - Surabaya Kota route
b. Construction of track elevation and electrification for Surabaya Kota - Wonokromo - Sidoarjo route
c. Procurement of electric railcar for Lamongan - Surabaya - Sidoarjo route
d. Construction of electric railcar depot and workshop facility in Surabaya Kota area

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of double tracking and electrification for Lamongan-Pasar Turi-Surabaya Kota route;
   2) Availability of track elevation and electrification for Surabaya Kota-Wonokromo-Sidoarjo route;
   3) Availability of electric railcar for Lamongan-Surabaya-Sidoarjo route;
   4) Availability of electric railcar depot and workshop facility in Surabaya Kota area.

b. Outcome
   1) Improving the public transportation in Surabaya and its surrounding areas;
   2) Enhancing the social-economy in Surabaya and its surrounding areas.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

BB-ID: BB-1114-R0-083-0

1.	**Project Title**	:	Mass Rapid Transit (MRT) East-West and Extension North-South: Engineering Services
2.	**Duration**	:	12 months
3.	**Location**	:	DKI Jakarta
4.	**Executing Agency**	:	Ministry of Transportation
5.	**Implementing Agency**	:	Directorate General of Railways, Ministry of Transportation

6. Background and Justification

Jakarta Mass Rapid Transit (MRT) System was commenced in 2006 by the finance arrangement for service program to prepare the infrastructure construction and facility procurement for MRT System on the route between Lebak Bulus and Dukuh Atas (North-South Line) which is currently under progress. Farther route between Dukuh Atas and Jakarta Kota (North-South Line Extension) is to cross the center of Jakarta city along Thamrin street with the maximum passenger volume expected in North-South Line.

Actual implementation of construction and procurement for MRT System is required to program the total staging plans within North-South line and its extension line (Lebak Bulus, Dukuh Atas, Jakarta Kota). For preparing the total implementation of MRT system program, Engineering Services is initiated urgently after completion of the ongoing Feasibility Study for MRT System on North-South line Extension.

Engineering services are to prepare the construction and procurement programs for MRT System within the same standards and operation concepts for entire system in North-South Line and its extension line. Finance arrangement for execution of construction and procurement for MRT System is to be scheduled by the comprehensive result of engineering services for both North-South Line and its extension line.

7. Scope of Work

a. Conducting analysis on MRT system in term of operation, maintenance, facility, construction, and procurement plans;
b. Conducting analysis on MRT system in term of route alignment, infrastructure, and station facility design;
c. Preparation of program planning, project funding analysis, and tender document.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Establishment of MRT system on North-South Line extension;
   2) Integrated system for North-South Line (Lebak Bulus, Dukuh Atas, Jakarta Kota).

b. Outcome
   1) Maximizing services on the existing railway as well as the planned MRT system;
   2) Contributing to the enhancement of public transport system and social-economy in Jakarta city.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	20,000,000	- Central Government	: US$	3,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	20,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,000,000
TOTAL	**: US$**	**23,000,000**			

Ministry of Defense

(*Kementerian Pertahanan*)

BB-ID: BB-1114-R0-084-0

1.	**Project Title**	:	Improvement of Aeromedical Hospital - Phase II
2.	**Duration**	:	24 months
3.	**Location**	:	DKI Jakarta
4.	**Executing Agency**	:	Ministry of Defense
5.	**Implementing Agency**	:	Ministry of Defense

6. Background and Justification

Constituted with the spirit of Indonesian military devotion to the people, especially the Air Force, as well as guardians of national sovereignty, the hospital also has a role in supporting the health service for Indonesian society. Air Force Hospitals/*Rumah Sakit Angkatan Udara* (RSAU) spread across Indonesia are not only serving members of the Air Force and their families, but also as a function of public hospital serving the communities living in the vicinity.

Since a few years ago, the Air Force Health Department has launched a program to improve environmental health services at hospital and healthcare union in its ranks.

By the recent earthquake that struck Yogyakarta and Central Java Provinces in 2006, RSAU Dr. Hardjolukito must be rehabilitated due to the damage. Its performance can be further enhanced maximally like level II hospitals in general compliance as well as upgraded equipment of medical services.

7. Scope of Work

a. Procurement of aero-medical hospitals medical equipment;
b. Installation and trials of medical equipments;
c. Training for using and maintenance of equipments.

8. Priority

Defense and Security

9. Output and Outcome

a. Output
   1) Availability of aero-medical hospitals medical equipment;
   2) Availability of competent human resources.

b. Outcome

   Increasing the capability and capacity of the aero-medical hospital in providing health services and treatment for patients.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	13,200,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	13,200,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**13,200,000**			

BB-ID: BB-1114-R0-085-0

1. Project Title	:	Procurement of Maritime Medical Facilities Program
2. Duration	:	24 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Ministry of Defense
5. Implementing Agency	:	Ministry of Defense

6. Background and Justification

Currently, the existing medical equipment is inadequate in providing services for patients. Therefore, there is a need to specifically propose enhancement for the quality of hospital service. This proposal also includes the training for the management of logistics.

7. Scope of Work

a. Analysis of the existing medical equipment within the hospital;
b. Analysis of the beneficiary of the medical equipment procurement;
c. Procurement of medical equipment, pre-installation and final installation;
d. Training for medical equipment users;
e. Provision of training material and logistic management arrange manual maintenance.

8. Priority

Defense and Security

9. Output and Outcome

a. Output
   1) Improvement on diagnostic and treatment for hospital patients;
   2) Improvement of human resource capacity in diagnosis, therapy, rehabilitation, and maintenance/logistic management;
   3) Increasing the supporting services for the hospital care.

b. Outcome
   1) Meeting medical needs to carry out optimum services for military personnels, public servants, and communities;
   2) Improving navy professionalism, dentist institutions, and other navy medical facilities.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	20,000,000	- Central Government	: US$	2,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	20,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	2,500,000
TOTAL	**: US$**	**22,500,000**			

1. Project Title	:	Procurement of Medical Equipment for Army Hospital
2. Duration	:	24 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Ministry of Defense
5. Implementing Agency	:	Ministry of Defense

6. Background and Justification

The ability of Army Hospitals is conceived by the Indonesian military and government officials for treating patients that cannot be handled by the public hospitals. So it is very much expected that the availability of Army Hospitals will increase the capability to fully serve not only military and government officials, but also the society in general.

The army hospital, *Rumah Sakit Pusat Angkatan Darat* (RSPAD) Gatot Subroto, needs to urgently upgrade its medical equipment and health care facility, considering most of the existing medical equipment that is no longer meeting medical standard requirement. Meanwhile, the number of personnel and public to be served by the hospital in general has been increasing significantly.

The procurement of medical equipment for RSPAD Gatot Subroto is critically needed to support its operating function, besides to replace the absolute equipment, the additional medical equipment is also needed to cope with the increasing number of patients

7. Scope of Work

Procurement of hospital equipments for below needs:

a. Central surgery;
b. Psychiatric;
c. Radiology;
d. Urology operation;
e. Anestology;
f. Teeth and mouth care;
g. Electrocardiogram (EKG 3) channel;
h. Antroscopy set;
i. Computed tomography (CT) scan, Electroencephalography (EEG), and brain mapping;
j. Enchocardiografy and other equipments.

8. Priority

Defense and Security

9. Output and Outcome

a. Output
   Availability of adequate medical equipments in RSPAD Gatot Subroto.
b. Outcome
   Improving health services for the communities

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	22,000,000	- Central Government	: US$	3,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	22,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,000,000
TOTAL	**: US$**	**25,000,000**			

BB-ID: BB-1114-R0-087-0

1. Project Title	:	Provision of Mobile Clean and Drinking Water Treatment System for Emergency
2. Duration	:	24 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Ministry of Defense
5. Implementing Agency	:	Ministry of Defense

6. Background and Justification

Indonesian Army/*Tentara Nasional Indonesia* (TNI) has a duty to assist in natural disaster relief and provide humanitarian aid as stated within Law Number 34/2004 on TNI. In performing this duty, TNI has many times suffered from the lack of basic equipment and facilities. One of this facilities is the provision of clean water and drinking water facility in disaster location.

7. Scope of Work

a. Procurement of clean and drinking water treatment system in a modular (containerized) form, including spare parts, special treatment equipment, disposable equipment;
b. Training for operating and maintaining the equipment system.

8. Priority

Defense and Security

9. Output and Outcome

a. Output
   1) Availability of clean water treatment system mobilized to disaster location with sufficient capacity for qualified water to support health;
   2) Availability of trained human resources to operate and maintain the clean water treatment system.

b. Outcome
   Supporting TNI in assisting the natural disaster relief and other humanitarian aids.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	11,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	11,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**11,000,000**			

Ministry of Agriculture

(*Kementerian Pertanian*)

BB-ID: BB-1114-R0-088-0

1.	**Project Title**	**:**	Sustainable Management of Agricultural Research and Technology Dissemination (SMART-D)
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Agriculture
5.	**Implementing Agency**	**:**	Indonesian Agency for Agricultural Research and Development

6. Background and Justification

In the foreseeable future, agricultural development will be directed as the main actor of sustainable economic development that can guarantee the growth, equity, and its sustainability. In this case, research and development on agriculture will play an important role in accelerating an intensive knowledge and innovative agribusiness. To cope with the rapid change, agricultural sector in Indonesia requires significant upgrading of the current research and development system. An empirical study indicated that the capacity of Assessment Institute for Agriculture Technology (AIATs) to conduct decentralized adaptive research and National Resources Institute (NRI's) capabilities to generate up-stream technology strategic research still need substantial improvement.

Indonesian Agency for Agricultural Research and Development (IAARD) nowadays leads in increasing the capacity and professionalism of human resources through training activities, ranging from formal academic degree programs to short courses and on-the-job training.

In order to continue and maintain the institutional development of Agricultural Research Agency in all areas, it is important for Indonesia to increase and strengthen institutional development in terms of accreditation of laboratories and equipment capacity as well as professionalism of human resources.

7. Scope of Work

a. Capacity building;
b. Provision of facilities and infrastructure that supports research and development activities of agriculture;
c. Implementation of action programs on specific agricultural commodities to support agricultural development;
d. Implementation of strategic research activities;
e. Development and strengthening of linkages/relationships between farmers-researchers, private sector and farmers;
f. Implementation of collaborative research program.

8. Priority

Economy

9. Output and Outcome

a. Output
    1) Availability of qualified human resources for research and development of agricultural technology;

2) Availability of research support infrastructure that comply with international standard;
3) Availability of accredited laboratories and research/experiment station with international qualification;
4) Availability of research result and dissemination of agricultural technology.

b. Outcome
Improving and strengthening institutional development for agriculture research.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	80,000,000	- Central Government	: US$	20,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	80,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	20,000,000
TOTAL	**: US$**	**100,000,000**			

BB-ID: BB-1114-R0-089-0

1. Project Title	:	The Post Tsunami Rehabilitation of Agricultural Infrastructure in Nanggroe Aceh Darussalam Province - Phase II
2. Duration	:	48 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Ministry of Agriculture
5. Implementing Agency	:	Directorate General of Land and Water Management, Ministry of Agriculture

6. Background and Justification

The earthquake immediately followed by giant tsunami wave of December 26th 2004 brought about a devastating impact on coastal community of one of the western Indonesian provinces of Nanggroe Aceh Darussalam (NAD). Within the province, approximately 24,968 ha of productive irrigated agricultural areas and 40,550 of productive rain fed areas were destroyed by massive mud sea and debris burial on the surface of growing cultivated crops. This caused severe impacts to the social and economic aspects of the community in affected rural areas where the majority of the population was farmers (80%). The catastrophic tsunami affected almost 70,984 farmers and killed 17,632 of them.

The negative effects of the tsunami and earthquake to agricultural areas were particularly including the loss of crop yield, vanishing job opportunity, loss of rice-field/farm holding plot boundaries, destruction of main and tertiary irrigation facilities, drastic change in physical and chemical condition of soil due to overlaid saline soil (high content of salt or sodium element on the new surface). The Post Tsunami Project Phase II in Aceh Province is designed as a continuation of phase I, and concentrated in the same district where the remaining civil work such as agricultural infrastructure still needs to be rehabilitated and improved.

7. Scope of Work

a. Construction of infrastructure;
b. Institutional strengthening and farmer training;
c. Dissemination/counseling;
d. Extension and field trials;
e. Procurement of farm machinery and equipment;
f. Project management, design and supervision consultants, and project financial auditing.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Rehabilitation and establishment of irrigation, on-farm irrigation, on-farm drainage, farm road, farm ponds;
   2) Field trial and demonstration, including field school, farmer training, farming demonstration;
   3) Availability of capable human resources in agricultural;

4) Availability of farm machinery and equipment;
5) Establishment of project data management system.

b. Outcome
1) Improving agriculture production;
2) Enhancing farmer institution management;
3) Improving farmers' perception and skills in agriculture.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	18,000,000	- Central Government	: US$	1,800,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	18,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	1,800,000
TOTAL	**: US$**	**19,800,000**			

Ministry of Public Housing

(Kementerian Perumahan Rakyat)

BB-ID: BB-1114-R0-090-0

1.	**Project Title**	**:**	Infrastructure Development for Large Scale Housing
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Bantul District, Gresik District, Luwu Timur District, Balikpapan City, Banjarmasin City, Bontang City, Kendari City, Palembang City, Pangkal Pinang City, Pekanbaru
4.	**Executing Agency**	**:**	Ministry of Public Housing
5.	**Implementing Agency**	**:**	Ministry of Public Housing

6. Background and Justification

One of the main aspects required to support the success of housing provision program for the low income people is through the increasing access to the land for housing and settlements by large scale housing settlements development. The approach of developing the large scale housing through the Self-help Ready to Build Area/Environment Scheme or *Kawasan/Lingkungan Siap Bangun Berdiri Sendiri* (*Kasiba/Lisiba BS*) has been regulated in Law Number 4/1992 regarding Housing and Settlements, in which the details can be found in Government Regulation Number 80/1999 on *Kasiba/Lisiba BS*.

One of the most frequent problems faced in terms of the development of *Kasiba/Lisiba BS* or large-scale settlements in general is the scarce and expensive infrastructure, such as road (area scale), drainage, clean water, electricity, and waste water, etc. This condition makes a planned *Kasiba/Lisiba BS* faces some difficulties to develop. It is actually understandable because generally the cheap land locations selected as *Kasiba/Lisiba BS* are usually located in urban fringe areas and relatively isolated, with little supporting infrastructure. It is expected, through this infrastructure provision project assistance, the development of *Kasiba/Lisiba BS* can be maintained based on the plan made and in turn will be able to increase the availability of affordable housing for low and medium income people.

The importance of infrastructure provision in the development of *Kasiba/Lisiba BS* can be explained as follow:

a. The infrastructure can direct the development of Kasiba/Lisiba BS based on the plan and development stages - Spatial Detailed Plan / *Rencana Rinci Tata Ruang* (RRTR) and Development Plan Documents;
b. The infrastructure can reduce the housing end-price;
c. The infrastructure development can integrate and synergize the regions within Kasiba/Lisiba BS.

7. Scope of Work

a. Preparing DED (detailed engineering design) for each infrastructure in the proposed Kasiba/Lisiba BS locations, based on the recommendation of RRTR, both in building new infrastructure and improving quality of the existing ones;
b. Building the new infrastructure and improving the quality of the existing infrastructure in each proposed location.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of adequate housing infrastructure such as roads, drainage, clean water, electricity, waste water, etc in each proposed location.

b. Outcome

Increasing adequate and affordable housing for low income people in large scale areas.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	15,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

1.	**Project Title**	**:**	Infrastructure Development for Slum Area Upgrading
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	Ministry of Public Housing
5.	**Implementing Agency**	**:**	Ministry of Public Housing

6. Background and Justification

Since the colonial times,slum environmental management effort, especially in urban areas, has had a long phase of development, either held by the government and the community itself. Some of these efforts are Kampong Improvement (Kampoong Verbetering), MH. Thamrin and WR. Supratman program, Kampong Improvement Program (KIP), Comprehensive KIP, Environmental Management Program for Slum Settlement, Program of Integrated Urban Infrastructure Development, Environmental Quality Improvement Program, Urban Poverty Program, Community Based Housing and Local Development Initiative (CoBILD), owning and rental Simple Flats, Ready to Build Area/Environment/*Kawasan Siap Bangun* (*Kasiba*) and *Lingkungan Siap Bangun* (*Lisiba*), and Procurement of House Building Loan (mortgage) for subsidized Simple House and Very Simple House.

During the period of 2004-2009, the Ministry of Public Housing had implemented several programs and activities to improve the environmental quality of housing, especially for low income people. These activities include Self-help Housing Development Stimulants Assistance, Improvement of Housing Quality, Development of Owning and Rental Simple Flats, Utilities Stimulant Assistance for Housing and Settlement and Distribution of Simple-House Ownership Credit/*Kredit Pemilikan Rumah Sederhana* (KPRS)/Micro-Subsidized KPRS. These programs need to be integrated into multisectoral and sustainable regional development scenarios.

7. Scope of Work

a. Formulation of Infrastructure Development for Slum Area Upgrading/*Penanganan Lingkungan Perumahan dan Permukiman Kumuh Berbasis Kawasan* (PLP2K-BK)
   1) Implementation of a series of activities for planning analysis PLP2K-BK;
   2) Formation of community activator;
   3) Analysis of community action plan.

b. Detailed engineering design document and supervision
   1) Implementation on field;
   2) Technical planning which includes: planning, geometric, pavement, drawing/ design, calculating the quantity of work, and the calculation of the cost of implementation.

c. Infrastructure Development
   Implementation of housing and settlement development technically referring to the regulations and technical standards governing the construction of housing and settlements in force.

The proposed locations: Yogyakarta City, Palembang, Makassar, Kendari, Singkawang, Pontianak, Banjarmasin, Medan, Jambi, West Java, Batam, Central Jakarta, Donggala District, Palu, Blitar, Probolinggo, Rembang District, Semarang District, Sumbawa District, Denpasar, East Belitung District, Pangkal Pinang, and Serang District.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Provision of regional scale infrastructure, including roads, drainage, clean water, electricity, waste water, as well as the existing infrastructure

b. Outcome

1) Increasing the quality of environment with system and network activities in the surrounding areas
2) Improving the quality of life and welfare of the community in slum area.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	50,000,000	- Central Government	: US$	7,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	50,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,500,000
TOTAL	**: US$**	**57,500,000**			

Ministry of Manpower and Transmigration

(Kementerian Tenaga Kerja dan Transmigrasi)

BB-ID: BB-1114-R0-092-0

1. Project Title	:	Revitalization of Vocational Training Centers (VTCs)
2. Duration	:	36 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Ministry of Manpower and Transmigration
5. Implementing Agency	:	Ministry of Manpower and Transmigration

6. Background and Justification

Vocational training in simple meaning refers to a specifically technical learning process to perform one or many tasks or jobs for work or position. Hence, it deals with competencies applicable to arrange labor situation and occupational areas, as part of a life-long process of training together with other forms of education with something broader understanding not only technicalities of job but also of working environments and other aspects related to working life. In general, the training is in fact oriented to provide qualifications for wage employment or contract work and also too many matters related to work that can be found in modern societies.

Vocational training should not only train people for all types of work and skills but also the ability to understand social and working relations. Within this understanding, vocational training is defined as an activity directed to identify and develop human capabilities for a productive and satisfying working life.

Accordingly, it involves such activities like:

a. Learning and educational activities offer necessary knowledge and skills to perform a particular job post, an occupation, or a professional activity in the labor market, including supplementary form of other types by training people not only as workers but also as good citizens.
b. An activity involves the processes of not only transfer technology, innovation, and development, but also as a strategic tool that becomes essential for the fundamental basis of technological innovation and development itself.
c. An elaboration and understanding on labor key issue within labor relations and the relationship with all concerned institutions, such as Government, industry, and workers themselves, and awareness on the importance of its contributions to distribution of employment opportunities in general, to the rise in productivity and the improvement of quality and competitiveness, to the achievement of appropriate and healthy working conditions as well as the possibility for social dialogue at various levels.

7. Scope of Work

a. Formulation of program and activity planning;
b. Capacity building for vocational training center instructors;
c. Renovating the training centers, namely:
    1) Nanggroe Aceh Darussalam province, Industrial Training Center/Balai Besar Latihan Kerja Industri (BBLKI) Banda Aceh;
    2) North Sumatera Province, BBLKI Medan;
    3) Banten Province, BBLKI Serang;
    4) West Java Province, BBPLKLN Bekasi and BBPLKDN Bandung;
    5) Central Java Province, BBLKI Solo and BBLKI Semarang;
    6) East Kalimantan Province, BBLKI Samarinda.

8. Priority

Economy

9. Output and Outcome

a. Output

1) Improved quality of vocational training centers;
2) Improved quality and quantity of vocational training center instructors;
3) Establishment of mobile training unit for prioritized vocational training centers.

b. Outcome

1) Improving the competency of Indonesian work force;
2) Improving the competitiveness of Vocational Training Center;
3) Developing the Vocational Training Center as self-financing institution.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	32,500,000	- Central Government	: US$	8,125,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	32,500,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	8,125,000
TOTAL	**: US$**	**40,625,000**			

Indonesian National Police

(Kepolisian Negara Republik Indonesia)

BB-ID: BB-1114-R0-093-0

1. Project Title	:	Fast Patrol Boat for the Indonesian National Police
2. Duration	:	24 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Indonesian National Police
5. Implementing Agency	:	Indonesian National Police

6. Background and Justification

The increasing law violations in Indonesian territorial waters in such forms of piracy, smuggling, illegal labor exporting, robbery, illegal fishing, as well as sea accidents very much endanger sea safety. Thereby it endangers the security in Indonesian territorial waters. Thus, the sea police is resposible for law enforcement in Indonesian waters. To answer this challenge, the Indonesian National Police needs to be supported by fast patrol boats.

The purpose the police patrol boats is to complement the main sea police equipment whose function is to increase the effectiveness of the sea police operations based on the operation system and logistic support as well as Indonesian geographical condition. It is also to keep, prevent, and take action against smuggling and handle disturbance in law violation in Indonesian territorial waters as well as to increase the sea police profesionalism.

7. Scope of Work

a. Procurement of class A or B fast patrol boats;
b. Procurement of fast patrol boat spare parts;
c. Maintenance.

8. Priority

Defense and Security

9. Output and Outcome

a. Output
Availability of adequate fast patrol boats.

b. Outcome
Increasing the professionalism of the Indonesian National Police operations.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	35,000,000	- Central Government	: US$	7,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	35,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	7,000,000
TOTAL	**: US$**	**42,000,000**			

BB-ID: BB-1114-R0-094-0

1. Project Title	:	Integrated Trunking Radio Communication for Indonesian National Police - Phase I
2. Duration	:	12 months
3. Location	:	West Kalimantan and East Kalimantan
4. Executing Agency	:	Indonesian National Police
5. Implementing Agency	:	Indonesian National Police

6. Background and Justification

Due to the increasing criminal trend in several areas, to support its duties, the Indonesian National Police needs specific equipment, including adequate communication equipment. The prototype of radio communication should comply with the operational needs of the Indonesian National Police. It will provide an integrated communication system for the Indonesian National Police in Kalimantan area.

The main priority is to strengthen the Indonesian National Police long-distance communication network by enhancing its command, coordination, communication, and information. By providing the communication system, it is expected that the system will be able to support the regional and central operation

7. Scope of Work

Providing radio communication network equipment in West Kalimantan and East Kalimantan.

8. Priority

Defense and Security

9. Output and Outcome

a. Output

Availability of integrated trunking radio communication network in West Kalimantan and East Kalimantan.

b. Outcome

Increasing the performance of Indonesian National Police in West Kalimantan and East Kalimantan.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	40,000,000	- Central Government	: US$	16,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	40,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	16,000,000
TOTAL	**: US$**	**56,000,000**			

BB-ID: BB-1114-R0-095-0

1. Project Title	:	National Criminal Information Center for Indonesian National Police - Phase II
2. Duration	:	36 months
3. Location	:	Nationwide
4. Executing Agency	:	Indonesian National Police
5. Implementing Agency	:	Indonesian National Police

6. Background and Justification

In order to process crime information as fast and accurate as possible, an information technology composed of modern on-line computerized system is required. Therefore, to obtain reliable criminal data, a center of criminal information is needed to support the Indonesian National Police in cooperation with other related departments and institutions in the criminal justice system.

7. Scope of Work

a. Providing brainware and software program;
b. Developing network system.

8. Priority

Defense and Security

9. Output and Outcome

a. Output
   1) Provision of National Crime Information System;
   2) Supply of fast, reliable, and accurate criminal data;
   3) Support for Indonesian National police in its cooperation with other related departments and institutions, including international police organization.

b. Outcome
   Enhancing the National Crime Information Center for Indonesian National Police.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	20,000,000	- Central Government	: US$	3,500,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	20,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,500,000
TOTAL	**: US$**	**23,500,000**			

Local Government of Makassar City

(Pemerintah Daerah Kota Makassar)

BB-ID: BB-1114-R0-096-0

1.	**Project Title**	**:**	Regional Information and Communication Technology Center for Human Resources Development and Public Administration Services (RICT Makassar)
2.	**Duration**	**:**	26 months
3.	**Location**	**:**	Makassar
4.	**Executing Agency**	**:**	Local Government of Makassar City
5.	**Implementing Agency**	**:**	Local Government of Makassar City

6. Background and Justification

The Development of National Information and Communication Technology (ICT) Center for Human Resources is not merely the construction of ICT-equipped buildings but also it implies the transfer and transformation of skill, technology, and knowledge. Government of Indonesia through the Ministry of Communication and Information Technology in adopting the international commitment of Millennium Development Goals and referring to World Summit on the Information Society (WSIS) Communiqué, agrees that information and communication technology hold significant role in poverty alleviation as ICT is a tool to reach better life quality. The global commitment also signifies the creation of Information Society in 2015 and Knowledge-based Society in 2025.

As stated by the Ministry of National Development Planning / National Development Planning Agency or *Kementerian Perencanaan Pembangunan Nasional / Badan Perencanaan Pembangunan Nasional* (*Bappenas*), priorities of Indonesian development are 1) poverty reduction by improving the basic services for society and rural development; 2) economic growth acceleration by strengthening economic power through the development of agriculture, infrastructure, and energy; 3) improvement of institutional quality through anti-corruption efforts, bureaucracy reform, and democracy enforcement. The commitment is transferred by Ministry of Communication and Information Technology in arranging its strategic goals of 2007-2009 periods, namely the creation of knowledge based-society and the competitive advantage. The achievement of National Information and Communication Technology-Human Resource Development Project shall be continued to eastern part of Indonesia, in which, South Sulawesi leads the development.

7. Scope of Work

a. Consulting services in implementing the development of regional ICT center;
b. Construction of building for Training Center, Data Center, Service Center;
c. Procurement of ICT equipment by constructing broadband network in all city organizations;
d. Land acquisition;
e. Human resources development through training and certification, experts dispatch, course and learning program;
f. Application Development and Integration of Makassar City government officials, citizens, companies, and other governmental organizations.

8. Priority

Science and Technology

9. Output and Outcome

a. Output
   1) Availability of ICT center in eastern Indonesia;
   2) Implementation of ICT in Makassar City governance;
   3) Availability of reliable and professional human resources of the local government of Makassar to comply the needs for domestic or foreign market and industry.

b. Outcome
   1) Realizing the more effective and efficient Makassar City goverment by using ICT;
   2) Saving times of giving services to community;
   3) Accelerating the economy potential development in Eastern of Indonesia;
   4) Increasing Gross Domestics Regional Product (GDRP).

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	12,510,079	- Central Government	: US$	3,131,600
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	12,510,079	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	3,131,600
TOTAL	**: US$**	**15,641,679**			

Local Government of DKI Jakarta Province

(Pemerintah Daerah Propinsi DKI Jakarta)

1. Project Title	:	Construction of Jakarta Mass Rapid Transit Project
2. Duration	:	60 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Local Government of DKI Jakarta Province
5. Implementing Agency	:	a. Local Government of DKI Jakarta Province b. PT Mass Rapid Transit Jakarta

6. Background and Justification

Jabotabek, a large scale metropolitan with a population of 24 million (2005), consists of DKI Jakarta Province and 7 local governments. Its gross regional domestic product is estimated at 23.7% (2005) of the national domestic product showing that Jabotabek is the most important area in terms of economy and politics. The population of Jabotabek has increased 1.4 times in these 15 years. Population in the suburb is especially significant. However, business area is still concentrated in DKI Jakarta Province and daily commuters to DKI Jakarta Province are about 700,000 per/day. According to a Study in Transportation Master Plan for Jabotabek (SITRAMP 1 & 2), it is predicted that the total number of trips made in Jabotabek will increase by 40% in 2020 compared to that of 2002.

Today, significant economic loss is caused due to traffic congestion. Moreover, the traffic congestion as well as pollution is predicted to get worse with the increasing traffic volumes and automobile numbers. To deal with these tasks, road expansion, traffic demand management, and public transportation enhancement are needed.

DKI is now struggling with these issues by adopted "3 in 1" policy in Sudirman Street, charging car drivers with less than 3 passengers for penalty, and by introducing Mass Rapid Transit (Bus Way) networks. However, to accommodate the increasing passenger volume, it is necessary to build a new mass rapid transit system in the region.

7. Scope of Work

a. Civil and track works (elevated and depot):
   1) 8 elevated Stations (Lebak Bulus, Fatmawati, Cipete Raya, Haji Nawi, Blok A, Blok M, Sisingamangaraja, Senayan)
   2) Elevated guide way (10.5 km)
   3) Track works (10.5 km)
   4) Depot and connecting guide way
   5) Traffic management & utilities diversion

b. Civil and Track Works (Underground):
   1) 4 underground stations (Istora, Bendungan Hilir, Setiabudi, Dukuh Atas)
   2) Underground guideway (4.0 km)
   3) Track works (4.0 km)
   4) Traffic management & utilities diversion

c. Mechanical and Electrical:
   1) Station facilities
   2) Depot facilities
   3) Environmental control system (station ventilation & air conditioning, tunnel ventilation)

4) Power supply & distribution system
5) Signaling & train control system
6) Supervisory Control and Data Acquisition (SCADA) system
7) System Integration

d. Rolling Stocks: 17 train sets (102 cars)
e. Management and Operation Consultant:
   1) Assistance for business planning
   2) Assistance for financial planning
   3) Assistance for efficient operation
   4) Assistance for organization start up
   5) Assistance for organization capability building
   6) Assistance for Plan-Do-Check-Act (PDCA) cycle design and its implementation
f. Supervision Consultant
   1) Assistance for environmental social issues
   2) Assistance for construction arrangement
   3) Assistance for checking, evaluating, and approving the contractor's detailed design, drawings, work plans, the progress schedule and work execution
   4) Carrying out safety inspection
   5) Assistance for negotiations with contractors in changing contracts, etc.
   6) Inspection of materials, machinery, and rolling stocks.
   7) Submission of reports: progress report, and completion report
g. Procurement Assistance Consultant (for mechanical and electrical)
   1) Assistance for pre-qualification and its evaluation
   2) Assistance for pre-bid orientation for tender process
   3) Assistance for evaluation of bids
   4) Assistance for clarification / negotiation with bidders
   5) Preparation of contract agreement for prospective contractor(s)

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of mass rapid public transportation in Jakarta area;
b. Outcome
   1) Increasing the transportation infrastructure and facilities capacity to reduce backlog and bottleneck of transportation infrastructure capacity;
   2) Increasing the accessibility of community towards transportation infrastructure and facilities service;
   3) Improving the adaptation and mitigation for climate change by the use of mass transportation;
   4) Reducing personal vehicle use in big cities resulting in reducing motor vehicles emissions.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	500,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	75,000,000
Sub Total	: US$	500,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	75,000,000
TOTAL	**: US$**	**575,000,000**			

Local Government of Kepulauan Riau Province

(Permerintah Daerah Propinsi Kepulauan Riau)

BB-ID: BB-1114-R0-098-0

1.	**Project Title**	:	Kepulauan Riau Sea Transportation Project
2.	**Duration**	:	36 months
3.	**Location**	:	Kepulauan Riau
4.	**Executing Agency**	:	Local Government of Kepulauan Riau Province
5.	**Implementing Agency**	:	1) Local Government of Kepulauan Riau Province 2) PT. Pembangunan Kepulauan Riau

6. Background and Justification

Geographically Kepulauan Riau Province borders with neighboring countries, namely Singapore, Malaysia, and Vietnam. Having an area of 251,810.71 km² with 96% of it is water with 1,350 large and small islands, the province has shown progress in the implementation of the activities of government, development, and community. This province lies in the maritime transport traffic and the strategic air and densest at the international level as well as on the lips of the world market which has a market opportunity. Due to this condition, the mobility of the community relies on the sea transportation. Therfore, the support of adequate sea transportation is deemed necessary.

In some areas of Kepulauan Riau Province, like Bintan, Batam, and Lingga islands, the weather remains calm for most of the year with sea wave below one meter. During the monsoon season, the islands are also well protected from the northern winds. Meanwhile, in the islands of Natuna and those adjoining islands within Kepulauan Riau Province and the territorial waters of the Republic of Indonesia, the route for six months of the year is subject to the monsoon winds prevailing from the north. The winds during this time can produce waves to a height of four meters that makes it impossible for small to medium craft to reach islands by sea.

In order to mitigate this problem, Kepulauan Riau Province needs to improve its sea transportation facilities among others through the procurement of various vessels based on the need of each proposed area. The vessels are expected to support the province in coordinating the activities of its community within the region and with Riau Province.

7. Scope of Work

Procurement of vessels in Kepulauan Riau province:

a. Small fast monohull passenger ferry for operation in Bintan, Batam, and Lingga islands;
b. Large fast passenger ferry (95 meters in overall length), equipped with a sophisticated ride control system with a capacity for 500 passengers and up to 400 tons of cargo either by way of goods, truck, cars, or fuel for operation in Natuna and those adjoining islands..

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of small and large passenger vessels in Kepulauan Riau.

b. Outcome

Improving the sea transportation to support the province in coordinating the activities of its community within the region and with Riau Province.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	87,142,000	- Central Government	: US$	13,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	87,142,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	13,000,000
TOTAL	**: US$**	**100,142,000**			

Local Government of Nanggroe Aceh Darussalam Province

(Pemerintah Daerah Propinsi Nanggroe Aceh Darussalam)

BB-ID: BB-1114-R0-099-0

1.	**Project Title**	**:**	Development of Seulawah Agam Geothermal Becoming Geothermal Power Plant (GeoPP) 40 MW in NAD Province
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nanggroe Aceh Darussalam
4.	**Executing Agency**	**:**	Local Government of Nanggroe Aceh Darussalam Province
5.	**Implementing Agency**	**:**	Local Government of Nanggroe Aceh Darussalam Province

6. Background and Justification

Nanggroe Aceh Darussalam (NAD) Province has a high demand for electricity due to the loss of generation capacity in 2004 tsunami and on going growth in demand. Over the next decade, the current peak load demand of 185 MW within NAD is expected to increase by 260 %. Seulawah Agam geothermal prospect area that is located in Aceh Besar district has a potential of probable resources of 282 MW and its distance about 20 km from 150 kV of the transmission of State Electricity Company. A pre-feasibility study for Seulawah Agam Geothermal (2 x 20 MW) was completed at the end of 2005.

7. Scope of Work

a. Exploration drilling;
b. Feasibility study;
c. Exploitation;
d. Utilization and power plant construction;
e. Other related activities, e.g.: building a transmission until the interconnection point of electricity infrastructures, etc.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Utilization and construction of power plant in Seulawah Agam
   2) Improvement of electricity supply in Aceh Province

b. Outcome
   1) Accelerating geothermal potential development for geothermal power plant in Seulawah Agam, Nanggroe Aceh Darussalam Province;
   2) Increasing the electricity supply in Nanggroe Aceh Darussalam Province by using the available renewable energy in Nanggroe Aceh Darussalam Province;
   3) Reducing the dependency on fossil fuel based energy resources;
   4) Reducing the environmental disturbance by the use of flow or no emission renewable energy;
   5) Supporting the implementation of government geothermal road map program;
   6) Increasing the prosperity of Indonesian people in general and especially for Nanggroe Aceh Darussalam people.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	72,800,000	- Central Government	: US$	0
- Grant	: US$	9,100,000	- Regional Government	: US$	76,500,000
Sub Total	: US$	81.9000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	76,500,000
TOTAL	**: US$**	**158,400,000**			

Local Government of Riau Province

(Pemerintah Daerah Propinsi Riau)

BB-ID: BB-1114-R0-100-0

1. Project Title	**:**	Southern Pekanbaru Water Supply Project
2. Duration	**:**	60 months
3. Location	**:**	Pekanbaru
4. Executing Agency	**:**	Local Government of Riau Province
5. Implementing Agency	**:**	Local Government of Riau Province

6. Background and Justification

The increasing population of Pekanbaru City at 4,5% annually has resulted in the increasing demand for safe water. In 2008, the Regional Water Supply Enterprise or *Perusahaan Daerah Air Minum (*PDAM*)* Tirta Siak was only able to serve 12% of the population (from 390.399) inhabitants. The water quality provided by PDAM Tirta Siak was far from adequate water, among other color of the water due to different type of soil.

7. Scope of Work

a. Construction of Water Treatment Plant (WTP), including transmission pipeline, main distribution pipe, reservoir, booster pump, laboratorium, and supporting consultation;
b. Consultancy of planning and supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of water supply services for communities in Pekanbaru City and Kampar District

b. Outcome

1) Building of WTP
2) Building transmission, disribution network, reticulation and house connection to cover Southern Pekanbaru area.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	20,000,000	- Central Government	: US$	5,000,000
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	20,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	5,000,000
TOTAL	**: US$**	**25,000,000**			

Local Government of North Sulawesi Province

(Pemerintah Daerah Propinsi Sulawesi Utara)

BB-ID: BB-1114-R0-101-0

1. Project Title	**:**	North Sulawesi e-Government Implementation Project
2. Duration	**:**	32 months
3. Location	**:**	North Sulawesi
4. Executing Agency	**:**	Local Government of North Sulawesi Province
5. Implementing Agency	**:**	Local Government of North Sulawesi Province

6. Background and Justification

North Sulawesi represents one of the more politically stable provinces in Indonesia thanks to its strong history of religious and ethnic tolerance. North Sulawesi has shown great potential in economic growth of about 6% over the last couple of years. Its overall investment climate has always been positive towards foreign investment.

In addition to its strong economic growth, North Sulawesi has been formulating a development strategy and implementing it proactively to take a quantum leap.

To achieve its strategy and objectives for a more prosperous province, e-Government implementation can play a key role to support the strategy in terms of government innovation in delivering services to its customers - citizens, business, other government agencies.

7. Scope of Work

a. Construct ICT infrastructure for the Provincial Government and Council
   1) Provision of office automation equipments
   2) Enhancement of networks infrastructure
   3) ICT center construction (ICT Service Center, Data Center, ICT Training Center)
   4) ICT Human Resources development
b. Streamlining government business processes and developing application support systems to provide customers (citizen, business, and other governmental agencies) with more convenient and efficient services.
c. Providing government administration portal (government service portal respectively) for government employees and citizens

8. Priority

Science and Technology

9. Output and Outcome

a. Output
   1) Availability of ICT infrastructure for the provincial government and council
   2) Availability of business processes and supporting application systems to provide customers (citizens, businesses, and other governmental agencies) with more convenient and efficient services
   3) Availability of government employees and citizens with government administration portal, government service portal respectively

b. Outcome

1) Improving and enhancing Government services delivery;
2) Empowering citizens through greater access to government information and ability to interact and participate in the decision making process of the government;
3) Enhancing transparency and increasing accountability of the government;
4) Increasing the internal efficiency and revenue generation by the government;
5) Improving the relationship between the government and the citizens.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	40,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	10,000,000
Sub Total	: US$	40,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	10,000,000
TOTAL	**: US$**	**50,000,000**			

Indonesia Infrastructure Guarantee Fund

(PT. Penjaminan Infrastruktur Indonesia)

BB-ID: BB-1114-R0-102-0

1. Project Title	:	Indonesia Infrastructure Guarantee Fund
2. Duration	:	12 months
3. Location	:	DKI Jakarta
4. Executing Agency	:	Indonesia Infrastructure Guarantee Fund (IIGF)
5. Implementing Agency	:	Indonesia Infrastructure Guarantee Fund (IIGF)

6. Background and Justification

With regard to the infrastructure development to support the economic growth, the Government of Indonesia (GoI) is fully aware that private sector participation is important due to limited fiscal capacity of the government and the better skills offered by private sector. Based on that, GoI has developed the framework of doing Public Private Partnerships (PPP) as stipulated in the Presidential Regulation number 13/2010.

As part of support to this policy, it is necessary to give some certain levels of comfort and certainty to private sectors to attract their investment for infrastructure development. The establishment of the Indonesia Infrastructure Guarantee Fund is part of the Government's effort to provide guarantees to PPP infrastructure projects in which the guarantees are well and professionally managed to improve the creditworthiness of the projects. On the other hand, it will improve the management of contingent liabilities from guarantees to avoid sudden impact to the budget by providing ring fencing from claims.

As a guarantee agency, capacity and credibility of fund are the central issues to gain trust from the markets. In that regard, the involvement of multilateral agencies will be the key issue to maintain the credibility of the fund in the sense that the capacity to manage guarantees and payment of claims are assured by triple "A" agencies.

7. Scope of Work

a. Providing guarantees on government obligation in PPP contracts between the involved agencies and private sectors.
b. Partnership with other agencies in arranging credible guarantees.
c. Providing consultancy and information services to improve the quality of risk allocation of infrastructure projects.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
    1) Increasing creditworthiness of PPP infrastructure projects to attract more private investment.
    2) Better management of contingent liabilities by establishing ring fencing for State Budget Revenue and Expenditure or *Anggaran Pendapatan Belanja Negara (APBN)* from sudden impact caused by claims from government guarantees.

b. Outcome

1) Being a reputable company which supports the government to develop trustworthy relationships with business entities involved in PPP infrastructure projects by providing guarantee products to protect their investments from certain risk as defined in the regulation and to help the government in its management of contingent liabilities;
2) Maintaining fiscal sustainability.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	30,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	30,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**30,000,000**			

PT Pertamina

BB-ID: BB-1114-R0-103-0

1. Project Title	**:**	Geothermal Total Project Development in Karaha, Unit 1 (30 MW)
2. Duration	**:**	60 months
3. Location	**:**	West Java
4. Executing Agency	**:**	PT. Pertamina
5. Implementing Agency	**:**	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential within Karaha, West Java of >250 MW which is a renewable and environmental friendly, the project is deemed necessary. It is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is developed for unit 1 with capacity of 30 MW based on resources and in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy, Indonesia will develop geothermal as its main energy sources.

7. Scope of Work

a. Land acquisition for roads and drill;
b. Provision of facilities and steam/brine pipelines;
c. Exploration and development of drilling;
d. Assessment of the reserve capacity;
e. Engineering, design, and procurement preparation;
f. Construction of power plants

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output
Geothermal energy supply for Karaha power plant, unit 1 (30 MW).

b. Outcome
Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	89,056,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	89,056,000	- State-Owned Enterprise	: US$	30,124,000
			- Others	: US$	0
			Sub Total	: US$	30,142,000
TOTAL	**: US$**	**119,180,000**			

BB-ID: BB-1114-R0-104-0

1. Project Title	**:**	Geothermal Total Project Development in Lahendong, Unit 5&6 (2x20 MW).
2. Duration	**:**	60 months
3. Location	**:**	North Sulawesi
4. Executing Agency	**:**	PT. Pertamina
5. Implementing Agency	**:**	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential within Lahendong, North Sulawesi of ~200 MW which is renewable and environmental friendly, the project is deemed necessary. It is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy, Indonesia will develop geothermal as its main energy sources.

7. Scope of Work

a. Preparation of well pad, road, and cellar;
b. Drilling production of well and re-injection wells;
c. Well testing;
d. Provision of steam gathering system (Production Facility) and Power Plant Facility
   1) Engineering;
   2) Procurement;
   3) Construction;
e. Power plant commissioning.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Geothermal energy supply for Lahendong, unit 5&6 of 40 MW.

b. Outcome

Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	95,150,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	95,150,000	- State-Owned Enterprise	: US$	56,844,000
			- Others	: US$	0
			Sub Total	: US$	56,844,000
TOTAL	**: US$**	**151,994,000**			

BB-ID: BB-1114-R0-105-0

1. Project Title	:	Geothermal Total Project Development in Lumut Balai, Unit 3&4 (2x55 MW)
2. Duration	:	60 months
3. Location	:	South Sumatera
4. Executing Agency	:	PT. Pertamina
5. Implementing Agency	:	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential within Lumut Balai, South Sumatra of ~600 MW which is renewable and environmental friendly, the project is deemed necessary. It is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy, Indonesia will develop geothermal as its main energy sources.

7. Scope of Work

a. Land acquisition;
b. Preparation of well pad, road, and cellar;
c. Exploration and production of well, and re-injection of wells drillings;
d. Well testing;
e. Construction of steam gathering system (production facility) and power plant facility;
   1) Engineering;
   2) Procurement;
   3) Construction;
f. Power plant commissioning.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Geothermal energy supply for Lumut Balai power plant, at the capacity of 2x55 MW equal to 5,203 BOPD (Barrels of Oil per Day).

b. Outcome

Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	320,610,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	320,610,000	- State-Owned Enterprise	: US$	55,784,000
			- Others	: US$	0
			Sub Total	: US$	55,784,000
TOTAL	**: US$**	**376,394,000**			

BB-ID: BB-1114-R0-106-0

1. Project Title	**:**	Geothermal Total Project Development in Ulu Belu, Unit 3&4 (2x55 MW).
2. Duration	**:**	60 months
3. Location	**:**	Lampung
4. Executing Agency	**:**	PT. Pertamina
5. Implementing Agency	**:**	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential of > 300MW which is renewable and environmental friendly within Lampung Province, the project is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is developed for Unit 3&4 capacity 2x55MW based on the resources and in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy (~27 GW, 40% from global resource and reserve), geothermal will be developed as the main energy sources.

7. Scope of Work

a. Land acquisition for roads and drill;
b. Production facilities and the steam/brine pipelines;
c. Exploration and development drillings;
d. Assessment of the reserve capacity;
e. Engineering, design, and procurement preparation;
f. Construction of power plants.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Geothermal energy supply for Ulu Belu power plant, unit 3&4 (2x55 MW).

b. Outcome

Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	255,310,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	255,310,000	- State-Owned Enterprise	: US$	123,487,000
			- Others	: US$	0
			Sub Total	: US$	123,487,000
TOTAL	**: US$**	**378,797,000**			

BB-ID: BB-1114-R0-107-0

1. Project Title	:	Geothermal Upstream Project Development in Hululais, Unit 1&2 (2x55 MW).
2. Duration	:	60 months
3. Location	:	Bengkulu
4. Executing Agency	:	PT. Pertamina
5. Implementing Agency	:	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential within Bengkulu Province of >250 MW which is a renewable and environmental friendly, the project is deemed necessary. It is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is developed for unit 1&2 with capacity of 2x55 MW based on resources and in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy, Indonesia will develop geothermal as its main energy sources.

7. Scope of Work

a. Land acquisition for roads and drill;
b. Production facilities, and the steam/brine pipelines;
c. Exploration and development drillings;
d. Assessment of the reserve capacity;
e. Engineering, design, procurement preparation;
f. Construction of power plants.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Geothermal energy supply for Hululais power plant, unit 1&2 GeoPP (Geothermal Power Plant) of 110 MW capacity.

b. Outcome

Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	135,449,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	135,449,000	- State-Owned Enterprise	: US$	42,607,000
			- Others	: US$	0
			Sub Total	: US$	42,607,000
TOTAL	**: US$**	**178,056,000**			

BB-ID: BB-1114-R0-108-0

1. Project Title	**:**	Geothermal Upstream Project Development in Kotamobagu, Unit 1,2,3,4 (4x20 MW).
2. Duration	**:**	60 months
3. Location	**:**	North Sulawesi
4. Executing Agency	**:**	PT. Pertamina
5. Implementing Agency	**:**	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential of >250MW which is renewable and environmental friendly within Kotamobagu, North Sulawesi, the project is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy (~27 GW, 40% from global resource and reserve), geothermal will be developed as the main energy sources. The project also increases the geothermal contribution within national scale with the additional target of 530MW in 2012.

7. Scope of Work

a. Land acquisition;
b. Preparation of well pad, road and cellar;
c. Exploration, production well and re-injection of wells drillings;
d. Well testing;
e. Construction of steam gathering system (production facility)
   1) Engineering;
   2) Procurement;
   3) Construction;
f. Commissioning.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

Geothermal energy supply for Kotamobagu power plant, unit 1, 2, 3, 4 (4x20 MW).

b. Outcome

Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	117,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	117,000,000	- State-Owned Enterprise	: US$	16,325,000
			- Others	: US$	0
			Sub Total	: US$	16,325,000
TOTAL	**: US$**	**133,325,000**			

BB-ID: BB-1114-R0-109-0

1. Project Title	:	Geothermal Upstream Project Development in Sungai Penuh, Unit 1&2 (2x55 MW).
2. Duration	:	60 months
3. Location	:	Jambi
4. Executing Agency	:	PT. Pertamina
5. Implementing Agency	:	1) PT. Pertamina 2) PT. Pertamina Geothermal Energy

6. Background and Justification

To optimize the local geothermal potential of >250MW which is renewable and environmental friendly within Sungai Penuh, Jambi, the project is directed to fulfill the electricity needs due to consumption increment of 9-10% annually and at the same time to reduce oil dependencies whose reserve is being depleted and raising its price. The project is in accordance with the government geothermal development road map up to 2020 and the oil subsidized withdrawal policy. As a richest country in geothermal energy (~27 GW, 40% from global resource and reserve), geothermal will be developed as the main energy sources. The project also increases the geothermal contribution within national scale with the additional target of 530MW in 2012.

7. Scope of Work

a. Land acquisition;
b. Preparation of well pad, road and cellar;
c. Exploration, production well and re-injection of wells drillings;
d. Well testing;
e. Construction of steam gathering system (production facility) and power plant facility:
   1) Engineering;
   2) Procurement;
   3) Construction;
f. Power plant commissioning.

8. Priority

Natural Resources and Environment

9. Output and Outcome

a. Output

   Geothermal energy supply for Sungai Penuh power plant, unit 1&2 (2x55 MW).

b. Outcome

   Increasing the utilization of geothermal energy to support the renewable and environmental friendly electricity supply by utilizing the local potency in accordance with the "sustainable development" policy.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	176,400,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	176,400,000	- State-Owned Enterprise	: US$	22,802,000
			- Others	: US$	0
			Sub Total	: US$	22,802,000
TOTAL	**: US$**	**199,202,000**			

State Electricity Company

(PT Perusahaan Listrik Negara / PT PLN)

BB-ID: BB-1114-R0-110-0

1.	**Project Title**	**:**	500 kV Java - Bali Crossing
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Bali
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

Demand growth for electricity in Bali is quite high with the average growth of 12.2% per year. The Peak load in 2008 was 470 MW and will increase to 1,270 MW in 2018. At present, Bali is supplied by oil fired gas turbine and diesel power plants and power transfer from Java through submarine cables with the capacity of 200 MW. It has been planned that some Independent Power Producer (IPP) projects will be built in Bali, however their progress is quite slow due to financial and environment issues. Java-Bali Crossing 500 kV project is a long term solution for providing the electricity in Bali because it is capable of transferring power up to 1,500 MW.

7. Scope of Work

a. Construction of overhead lines across Bali strait, 2 circuits, 2.4 km route;
b. Construction of overhead lines of 500 kV in Paiton - Kapal area, 2 circuits, 212 km route;
c. Extension of Paiton Gas Insulated Switchgear (GIS) substation, 2 diameters;
d. Extension of Kapal 500 kV GIS substation, 3 diameters, 1 interbus transformer 500/150 kV.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
Increased access for services in electricity supply for the community in Bali.

b. Outcome
Fulfilling the electricity demand in Bali in long term

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	300,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	300,000,000	- State-Owned Enterprise	: US$	50,000,000
			- Others	: US$	0
			Sub Total	: US$	50,000,000
TOTAL	**: US$**	**350,000,000**			

BB-ID: BB-1114-R0-111-0

1.	**Project Title**	**:**	Bakaru II Hydro Electrical Power Plant (2x63 MW)
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	South Sulawesi
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

To meet the requirement of power demand growth in Sulawesi, State Electricity Company / *Perusahaan Listrik Negara* (PT PLN) has a plan to develop some thermal power plants as well as hydro power plants, including extension of Bakaru I power station, which was commissioned in 1990. During operation, the hydro power plant suffers from sedimentation problem and in the last few years its energy production has been declining.

The extension of Bakaru I is termed Bakaru II project which will share the same reservoir, therefore the construction of this project will not be feasible without solving the sedimentation problem of Bakaru I. Apart from the sedimentation problem, rehabilitation of Bakaru dam and the existing turbines will also need to be made to reclaim its original productivity.

7. Scope of Work

a. Stage I:
   1) Sedimentation Countermeasure;
   2) Rehabilitation of Dam and Turbin of Bakaru I Hydro Electrical Power Plant (HEPP);
   3) Engineering services for Bakaru II HEPP.

b. Stage II:
   1) Construction of Bakaru II HEPP;
   2) Engineering services for Construction Supervision.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of Bakaru II Hydro Electrical Power Plant (2x63 MW)

b. Outcome
   1) Fulfillment of 126 MW peaker power plant
   2) Optimized use of Bakaru Hidropower
   3) Improving electricity services in South Sulawesi area.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	133,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	133,000,000	- State-Owned Enterprise	: US$	37,000,000
			- Others	: US$	0
			Sub Total	: US$	37,000,000
TOTAL	**: US$**	**170,000,000**			

BB-ID: BB-1114-R0-112-0

1.	**Project Title**	**:**	Containerized Diesel Power Plant
2.	**Duration**	**:**	12 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

Kuala Enok in Riau province, Tobelo, Bacan, and Sofifi in North Maluku province, Timika and Manokwari in West Papua province are the isolated systems mostly supplied by High Speed Diesel (HSD) oil fired plants, therefore the generation cost is very high. In order to reduce the generation cost and meet the growing demand, it is planned to develop diesel using Marine Fuel Oil (MFO) in Manokwari, Timika, and Tobelo that is cheaper than HSD with the total capacity of 9.6 MW. While in Tobelo, Bacan, and Sofifi, it is planned to develop diesel using High Speed Diesel oil with the total capacity of 5.2 MW.

The development of these containerized diesel power plants is expected to meet the electricity power demand in each system.

7. Scope of Work

Procurement and Construction:

a. Kuala Enok Diesel Power Plant 2x1.2 MW
b. Tobelo Diesel Power Plant 1x3.2 MW
c. Bacan Diesel Power Plant 1x1.2 MW
d. Sofifi Diesel Power Plant 1x1.6 MW
e. Manokwari Diesel Power Plant 1x3.2 MW
f. Timika Diesel Power Plant 1x3.2 MW

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Increased capacity of services for electricity in the proposed areas.
b. Outcome
   Fulfilling the electricity power demand in the isolated systems.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	13,800,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	13,800,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**13,800,000**			

BB-ID: BB-1114-R0-113-0

1.	**Project Title**	**:**	Engineering Service of Tulehu 1,2 Geothermal Power Plant (2x10 MW)
2.	**Duration**	**:**	18 months
3.	**Location**	**:**	Central Maluku District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand of electricity in Ambon was 36 MW in 2008 and has grown by 9.4 % per year. The demand is mostly supplied by oil fired diesel plants in which the generation cost is very high. In order to meet the growing demand, it requires additional capacity by developing some thermal power plants as well as geothermal prospect of Tulehu.

Based on preliminary geosciences study, it has been found that the geothermal prospect of Tulehu located in Central Maluku District has a potential of probable reserve of 20 MW. At the moment, the reserve has been developed by 2x10 MW and the State Electricity Company/*PT Perusahaan Listrik Negara* (PT PLN) will develop Tulehu project.

7. Scope of Work

a. Engineering Services
b. Exploratory well drilling

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of Tulehu 1,2 Geothermal Power Plant (2x10 MW) engineering service.

b. Outcome
   1) Fulfilling the electricity power demand in Ambon system with annual growth of 9.4%;
   2) Utilizing renewable energy resources.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*			
- Loan	: US$	47,920,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	47,920,000	- State-Owned Enterprise	: US$	5,700,000
			- Others	: US$	0
			Sub Total	: US$	5,700,000
TOTAL	**: US$**	**53,620,000**			

BB-ID: BB-1114-R0-114-0

1.	**Project Title**	**:**	Hululais 1&2 Geothermal Power Plant (2x55 MW)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Lebong District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand in Southern Sumatera system was 1.797 MW in 2008 and has grown by 7.8% per year. The demand is mostly supplied by oil fired power plants in which the generation cost is very high. In order to meet the growing demand, it requires additional capacity by developing some thermal power plants as well as geothermal prospect of Hululais.

The geothermal prospect of Hululais in Bengkulu has a potential of probable reserve of 200 MW. At the moment, the reserve has been developed in 2x55 MW and the State Electricity Company / *Perusahaan Listrik Negara* (PT PLN) will develop generating facilities (downstream field). Meanwhile, the upstream field will be developed by Pertamina Geothermal Energy (PGE).

The development of Hululais geothermal power plant is expected to meet electricity power demand and will reduce the generation cost substantially.

7. Scope of Work

a. Engineering Services for generating facilities
   1) Detail design and preparation of tender document
   2) Construction supervision

b. Construction of generating facilities
   1) Procurement
   2) Construction

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of engineering service
   2) Availability of Hululais 1&2 Geothermal Power Plant (2x55 MW)

b. Outcome
   1) Fulfilling the electricity power demand in Southern Sumatera system
   2) Utilizing geothermal energy resources in Bengkulu island

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	147,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	147,000,000	- State-Owned Enterprise	: US$	16,000,000
			- Others	: US$	0
			Sub Total	: US$	16,000,000
TOTAL	**: US$**	**163,000,000**			

BB-ID: BB-1114-R0-115-0

1.	**Project Title**	**:**	Improvement of Java-Bali Electricity Distribution Performance
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Java Island, Bali island
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The recent growth of electricity demand in Indonesia after the crisis has been considerably high; meanwhile the State Electricity Company/*PT Perusahaan Listrik Negara* (PT PLN)'s investment in distribution network expansion and supply is limited. This condition leads to the overload of the existing network, increasing network losses, and reducing network reliability.

Most problem of reliability and power quality in Java-Bali distribution network is due to the overloaded network which in turn increases network losses. Additional feeders and distribution network reconfiguration are needed to provide additional network capacity. Numerous overloaded distribution transformers signal the need for new substation and additional low voltage feeders.

7. Scope of Work

a. System reconfiguration
b. Re-conducting 20 kV lines
c. Installation of capacitors
d. Monitoring, Supervisory Control and Data Acquisition (SCADA) and feeder management
e. Consulting services

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Improving the efficiency by reducing distribution network losses and network reliability improvement in West Java, Jakarta, Central Java, East Java and Bali Region by:

1) Loss Reduction by replacing transformers, building new substations, and constructing new feeders.
2) Improving reliability with Supervisory Control and Data Acquisition (SCADA) and reconfiguration network.

b. Outcome

1) Reducing the loss of energy in distribution network;
2) Improving the reliability and quality of power supply.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	15,000,000
			- Others	: US$	0
			Sub Total	: US$	15,000,000
TOTAL	**: US$**	**115,000,000**			

BB-ID: BB-1114-R0-116-0

1.	**Project Title**	**:**	Java-Bali Submarine Cable 150 kV Circuit 3&4
2.	**Duration**	**:**	24 months
3.	**Location**	**:**	Bali
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

As a tourism region that needs a reliable supply of electricity, the growth of demand for electricity in Bali is quite high with the average growth of 12.2% per year. At present, all the existing power plants in Bali use oil fuel in which the production cost is very high. Therefore, this project is deemed necessary as an interim solution for the electricity crisis in Bali.

7. Scope of Work

a. Construction of submarine cable of 150 kV 2 CCT @ 100 MW;
b. Rock dumping (to protect cable from the Seadrift);
c. Construction of overhead line 150 kV in Java and Bali 2 CCT.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of submarine cable 150 kV 2 CCT @ 100 MW.

b. Outcome
   1) Increasing the supply for electricity demand in Bali subsystem;
   2) Improving the reliability of Bali electricity system.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	56,000,000	- Central Government	: US$	0
- Grant	: US$		- Regional Government	: US$	0
Sub Total	: US$	56,000,000	- State-Owned Enterprise	: US$	6,000,000
			- Others	: US$	0
			Sub Total	: US$	6,000,000
TOTAL	**: US$**	**62,000,000**			

BB-ID: BB-1114-R0-117-0

1.	**Project Title**	**:**	Kotamobagu Geothermal Power Plant (4x20 MW)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	North Sulawesi
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand in Minahasa system was 140 MW in 2008 and has grown 7.8% per year up to 2018. The demand is mostly supplied by oil fired power plants in which the generation cost is high. In order to meet the growing demand, it requires additional capacity by developing some thermal power plants as well as geothermal prospect of Kotamobagu.

The geothermal prospect of Kotamobagu in North Sulawesi has a potential of probable reserve of 185 MW. At the moment, the reserve has been developed by 4x20 MW and the State Electricity Company/*PT Perusahaan Listrik Negara* (PT PLN) will develop generating facilities at downstream field. Meanwhile, the upstream field will be developed by Pertamina Geothermal Energy.

The development of Kotamobagu geothermal power plant is expected to meet the electricity power demand in North Sulawesi and will reduce the generation cost substantially.

7. Scope of Work

a. Engineering Services for generating facilities:
   1) Detail design and preparation of tender document;
   2) Construction supervision.

b. Construction of generating facilities:
   1) Procurement;
   2) Construction.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of engineering service
   2) Availability of Kotamobagu Geothermal Power Plant (4x20 MW)

b. Outcome
   1) Fulfilling the electricity power demand in North Sulawesi
   2) Increasing social economy in North Sulawesi
   3) Utilizing geothermal energy resources in North Sulawesi

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	110,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	110,000,000	- State-Owned Enterprise	: US$	12,000,000
			- Others	: US$	0
			Sub Total	: US$	12,000,000
TOTAL	**: US$**	**122,000,000**			

BB-ID: BB-1114-R0-118-0

1.	**Project Title**	**:**	Lombok Steam Coal Power Plant (2x25 MW)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	West Nusa Tenggara
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

Feasibility study conducted in 2000 concluded that development of coal fired power plant in Lombok with a capacity of 2 x 25 MW is feasible. The power plant will be located in Endok, northern part of Lombok.

The peak demand in Lombok was 100 MW in 2008 and has grown by 10.5% per year. The demand is mostly supplied by oil fired diesel plants in which the generation cost is very high.

The development of Lombok Steam Coal Power Plant (SCPP) will reduce the generation cost substantially.

7. Scope of Work

Procurement and construction of steam coal power plant.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of Lombok Steam Coal Power Plant (2x25 MW)

b. Outcome

Fulfilling the electricity demand in Lombok

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	86,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	86,000,000	- State-Owned Enterprise	: US$	10,000,000
			- Others	: US$	0
			Sub Total	: US$	10,000,000
TOTAL	**: US$**	**96,000,000**			

BB-ID: BB-1114-R0-119-0

1.	**Project Title**	**:**	Merangin Hydro Electrical Power Plant (2x175 MW)
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Kerinci Regency, Jambi Province
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

To meet the growing demand of electricity in Southern Sumatera, the State Electricity Company/*PT Perusahaan Listrik Nagara* (PT PLN) has a plan to develop some thermal power plants as well as hydro power plants, including Merangin hydro power plant which will be commissioned in 2016. The peak demand in Southern Sumatera system was 1,797 MW in 2008 with the growth of 7.8% per year. The peaking unit is mostly supplied by oil fired power plants so that the generation cost is relatively high. Therefore, the development of Merangin hydro power plant is aimed to reduce the generation cost substantially and to meet the peaking units demand.

7. Scope of Work

a. Engineering Services:
   1) Review of detailed design;
   2) Preparation of tender document;
   3) Construction supervision;

b. Procurement and construction.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   1) Availability of engineering service
   2) Availability of Merangin Hydro Electrical Power Plant (2x175 MW)

b. Outcome
   Reducing the fuel oil consumption by the utilization of renewable energy resources.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	476,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	476,000,000	- State-Owned Enterprise	: US$	53,000,000
			- Others	: US$	0
			Sub Total	: US$	53,000,000
TOTAL	**: US$**	**529,000,000**			

BB-ID: BB-1114-R0-120-0

1.	**Project Title**	**:**	Muara Tawar Add-on Block 2 Combined-Cycle Power Plant (500 MW)
2.	**Duration**	**:**	30 months
3.	**Location**	**:**	West Java
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The electricity demand in Java-Bali system is projected to grow at 9.3% per year for the period between 2008 and 2018. In order to meet the growing demand, it requires additional capacity of 3.500 MW per year.

The existing Muara Tawar Gas Turbine Power Plants (GTPP) Block 2, 3 and 4 are operated as an open cycle mode. This mode of operation is not efficient due to the heat is released to the atmosphere. Considering the high price of oil resulting in the high value of the heat, therefore the heat is economically viable to be captured and reused.

Muara Tawar Block 2, 3 and 4 Add-on Project will add the steam cycle process to the existing plant by recovering the heat from the exhausted gas and using it to produce steam. The steam will be used to drive the turbine generator and produce the additional power of 1200 MW. Thus, this mode will increase the plant efficiency.

This project is a strategic solution to obtain additional power capacity and to partially meet the growth of electricity demand, while increasing the operation efficiency of Muara Tawar plant.

7. Scope of Work

a. Basic Design
b. Preparation of tender document
c. Procurement of equipment
d. Engineering, design and supervision
e. Construction and Installation
f. Testing and commissioning.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Provision of additional 500 MW in Muara Tawar Power Plant.
b. Outcome
   1) Improving the efficiency, reliability, and availability of power supply.
   2) Utilizing the existing assets.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	400,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	400,000,000	- State-Owned Enterprise	: US$	60,000,000
			- Others	: US$	0
			Sub Total	: US$	60,000,000
TOTAL	**: US$**	**460,000,000**			

BB-ID: BB-1114-R0-121-0

1.	**Project Title**	**:**	Outside Java Bali Enterprise Resource Planning (ERP)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Outside Java-Bali
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

Government of Indonesia regulates the rights, responsibilities, and obligations of State Electricity Company / *Perusahaan Listrik Negara* (PT PLN) and its subsidiaries. It also provides challenge for electricity utility and related companies to become a better, more efficient and independent business unit and to be able to compete in local and foreign market.

In order to meet that challenge, PLN needs to become a Capital and Information Technology based company in the future. The change must be supported by Good Corporate Governance (GCG) in management and adaptive business culture, better strategy and business plan, and highly dependent on human resource capital.

7. Scope of Work

Implementation of Enterprise Resource Planning (ERP) in all business units outside Java, including:

a. PLN Nanggroe Aceh Darussalam area, PLN North Sumatera area, PLN West Sumatera area;
b. PLN Riau area, PLN Bangka Belitung area;
c. PLN area Lampung, PLN area South Sumatera-Jambi-Bengkulu;
d. PLN Northen Sumatera Generation and PLN Southern Sumatera Generation;
e. PLN Distributor and Center of Load Regulator/*Penyaluran dan Pusat Pengatur Beban* (P3B) of Sumatera.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Implemented ERP in all business units of PT PLN.
b. Outcome
   1) Performing standardization of business process, material codes, and information technology infrastructure;
   2) Achieving support of PLN GCG with transparency and control;
   3) Providing timely and accurate PLN financial reports;
   4) Increasing workforce efficiency and productivity;
   5) Supporting potential annual saving;
   6) Improving management in financial and decision making;
   7) Improving services on transactions.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	30,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	30,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**30,000,000**			

BB-ID: BB-1114-R0-122-0

1.	**Project Title**	**:**	Pangkalan Susu Steam Coal Power Plant (SCPP) 2x200 MW
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	North Sumatera
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand in Northern Sumatera system was 1,338 Mega Watt (MW) in 2008 and has grown by 8.5% per year. The demand is mostly supplied by oil fired power plants in which the generation cost is very high.

The development of Pangkalan Susu Steam Coal Power Plant (SCPP) will reduce the generation cost substantially.

7. Scope of Work

Engineering, procurement and construction (EPC)

8. Priority

Infrastructure

9. Output and Outcome

a. Output
Availability of Pangkalan Susu Steam Coal Power Plant (SCPP) 2x200 MW

b. Outcome
Increasing the electricity services in Northern Sumatera area.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	383,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	383,000,000	- State-Owned Enterprise	: US$	68,000,000
			- Others	: US$	0
			Sub Total	: US$	68,000,000
TOTAL	**: US$**	**451,000,000**			

BB-ID: BB-1114-R0-123-0

1.	**Project Title**	**:**	Parit Baru Steam Power Plant (2x50 MW)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	West Kalimantan
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand of electricity in West Kalimantan is 170 MW in 2008 and is growing by 12.6% per year. The demand is mostly supplied by oil fired diesel plants, therefore the generation cost is very high.

A feasibility study concluded that development of coal fired power plant in West Kalimantan with a capacity of 2 x 50 MW is feasible. The development of the power plant will be located in Parit Baru, Pontianak. It is aimed to fulfill the electric power demand in West Kalimantan area. It is also expected to reduce high operation cost and to anticipate delayed operation of Independent Power Producer (IPP) projects.

7. Scope of Work

Procurement and Construction.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of Parit Baru Steam Power Plant (2x50 MW)

b. Outcome

Increasing the electricity services in Pontianak and West Kalimantan area.

10. Project Cost

• *Foreign Funding*				• *Counterpart Funding*		
- Loan	: US$	133,000,000		- Central Government	: US$	0
- Grant	: US$	0		- Regional Government	: US$	0
Sub Total	: US$	133,000,000		- State-Owned Enterprise	: US$	23,000,000
				- Others	: US$	0
				Sub Total	: US$	23,000,000
TOTAL	**: US$**	**156,000,000**				

BB-ID: BB-1114-R0-124-0

1.	**Project Title**	**:**	Scattered Transmission Line and Substation in Indonesia
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The growth of electricity demand in Indonesia is very high, 9.2% per-year (8.97% in Java-Bali and 9.88% outside Java-Bali). Energy sales in 2009 was 138 TWh and estimated to increase to 334 TWh in 2019.

In order to improve the reliability of electricity supply and quality of service, transmission lines and substations are needed to transfer the energy from the power plants to the customers by increasing the transmission capacity. The development of transmission lines and substations in Indoensia will also contributes in reducing fuel consumption by replacing diesel power with the supply from the grid.

7. Scope of Work

Development of transmission lines and substations in Java-Bali and Sumatera.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of transmission line and substations in Java-Bali and Sumatera.

b. Outcome

Improving the reliability of electricity supply and quality of service and contributing in reducing fuel consumption in Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	525,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	525,000,000	- State-Owned Enterprise	: US$	30,000,000
			- Others	: US$	0
			Sub Total	: US$	30,000,000
TOTAL	**: US$**	**555,000,000**			

BB-ID: BB-1114-R0-125-0

1.	**Project Title**	**:**	Scattered Transmission Line and Substation in Indonesia - Phase II
2.	**Duration**	**:**	60 months
3.	**Location**	**:**	Nationwide
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The growth of electricity demand in Indonesia is very high, 9.2% per-year (8.97% in Java-Bali and 9.88% outside Java-Bali). Energy sales in 2009 was 138 TWh and estimated to increase to 334 TWh in 2019.

In order to improve the reliability of electricity supply and quality of service, transmission lines and substations are needed to transfer the energy from the power plants to the customers by increasing the transmission capacity. The development of transmission lines and substations in Indoensia will also contributes in reducing fuel consumption by replacing diesel power with the supply from the grid.

7. Scope of Work

Development of transmission lines and substations in Java-Bali and Outside Java-Bali

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of transmission line and substations in Java-Bali and Sumatera.

b. Outcome

Improving the reliability of electricity supply and quality of service and contributing in reducing fuel consumption in Indonesia.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*			
- Loan	: US$	375,000,000	- Central Government	: US$		0
- Grant	: US$	0	- Regional Government	: US$		0
Sub Total	: US$	375,000,000	- State-Owned Enterprise	: US$		37,500,000
			- Others	: US$		0
			Sub Total	: US$		37,500,000
TOTAL	**: US$**	**412,500,000**				

BB-ID: BB-1114-R0-126-0

1.	**Project Title**	**:**	Strengthening West Kalimantan Power Grid
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	West Kalimantan
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The low installed generation capacity in West Kalimantan is critical. Recently, the entire energy is generated by the State Electricity Company/*PT Perusahaan Listrik Negara* (PT PLN)'s own and rented diesel power plants in which the generation cost is very high. Due to the wide discrepancy between the generation cost and the tariff to end users, PT PLN suffers from huge operation losses.

The peak demand of electricity in West Kalimantan system was 170 MW in 2008 and has grown by 12.6 % per year. On the other hands, the additional supply capacity could not meet the demand growth. Within the frame of "Fast Track" program, two coal fire power plants with total capacity of 150 MW are planned to be constructed, however, the commencement of the projects has already been delayed by more than one year.

This project will be located in West Kalimantan connecting West Kalimantan system and Sarawak system to utilize the cheaper energy in Sarawak. For the first stage, in West Kalimantan, the transmission lines will be constructed from the border of West Kalimantan - Sarawak in Jagoibabang village to Bengkayang, then from Bengkayang to Singkawang ~~in 2012~~. It will be continued to the construction of Bengkayang-Ngabang-Tayan-Siantan line to complete the loop network in West Kalimantan system.

7. Scope of Work

Engineering, procurement, and construction (EPC)

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Constructed substations, and double circuit transmission line.

b. Outcome

Fulfilling the electricity power demand in West Kalimantan system in medium term.

10. Project Cost

• *Foreign Funding*				• *Counterpart Funding*			
- Loan	: US$	99,000,000		- Central Government	: US$	0
- Grant	: US$	0		- Regional Government	: US$	0
Sub Total	: US$	99,000,000		- State-Owned Enterprise	: US$	11,000,000
				- Others	: US$	0
				Sub Total	: US$	11,000,000
TOTAL	**: US$**	**110,000,000**				

BB-ID: BB-1114-R0-127-0

1.	**Project Title**	**:**	Sungai Penuh 1&2 Geothermal Power Plant (2x55 MW)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Kerinci District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand of electricity in Southern Sumatera system was 1,797 MW in 2008 and has grown by 7.8% per year. The demand is mostly supplied by oil fired power plants in which the generation cost is very high. In order to meet the growing demand, it requires additional capacity by developing some thermal power plants as well as geothermal prospect of Sungai Penuh.

The geothermal prospect of Sungai Penuh in Jambi has a potential of probable reserve of 200MW. At the moment, the reserve has been developed by 2x55 MW and the State Electricity Company/*PT Perusahaan Listrik Negara* (PT PLN) will develop the generating facilities (downstream field). Meanwhile, the upstream field will be developed by Pertamina Geothermal Energy.

7. Scope of Work

a. Engineering Services for generating facilities:
   1) Detail design and preparation of tender document;
   2) Construction supervision;

b. Procurement and construction of generating facilities.

8. Priority

Infrastructure

9. Output and Outcome

a. Output

Availability of Sungai Penuh 1&2 Geothermal Power Plant (2x55 MW)

b. Outcome
   1) Fulfilling the electricity power demand in Southern Sumatera system
   2) Utilizing geothermal energy resources in Jambi.

10. Project Cost

• *Foreign Funding*				• *Counterpart Funding*		
- Loan	: US$	140,000,000		- Central Government	: US$	0
- Grant	: US$	0		- Regional Government	: US$	0
Sub Total	: US$	140,000,000		- State-Owned Enterprise	: US$	16,000,000
				- Others	: US$	0
				Sub Total	: US$	16,000,000
TOTAL	**: US$**	**156,000,000**				

BB-ID: BB-1114-R0-128-0

1.	**Project Title**	**:**	Takalar Steam Coal Power Plant (2x100 MW) in South Sulawesi
2.	**Duration**	**:**	48 months
3.	**Location**	**:**	Takalar District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The feasibility study of Ujungpandang - Takalar Steam Coal Power Plant was started in 1994-1996. Based on the study, the ultimate capacity of the plant was 600 MW and will be developed by staging. The implementation of the three studies related to the Takalar Coal Fired Power Plant is expected to cater the increasing demand in Ujungpandang. The main purposed of the project is also to replace oil consumption.

7. Scope of Work

a. Preparation of detail design and tender document.
b. Construction

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of Takalar Steam Coal Power Plant (2x100 MW)

b. Outcome
   1) Replacing oil consumption Fulfilling the electricity power demand in South Sulawesi and surrounding area;
   2) Replacing oil consumption on Takalar power plant.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	250,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	250,000,000	- State-Owned Enterprise	: US$	44,100,000
			- Others	: US$	0
			Sub Total	: US$	44,100,000
TOTAL	**: US$**	**294,100,000**			

BB-ID: BB-1114-R0-129-0

1.	**Project Title**	**:**	Tulehu 1&2 Geothermal Power Plant (2x10 MW)
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Central Maluku District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand of electricity in Ambon was 36 MW in 2008 and has grown by 9.4 % per year. The demand is mostly supplied by oil fired diesel plants in which the generation cost is very high. In order to meet the growing demand, it requires additional capacity by developing some thermal power plants as well as geothermal prospect of Tulehu.

Based on preliminary geosciences study, it has been found that the geothermal prospect of Tulehu located in Central Maluku District has a potential of probable reserve of 20 MW. At the moment, the reserve has been developed by 2x10 MW and the State Electricity Company/*PT Perusahaan Listrik Negara* (PT PLN) will develop Tulehu project. This project will be performed in 2 (two) fields, upstream and downstream, and will be developed as total project basis.

7. Scope of Work

a. Production well drilling
b. Construction

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of Tulehu 1&2 Geothermal Power Plant (2x10 MW)

b. Outcome
   1) Fulfilling the electricity power demand in Ambon system with annual growth of 9.4%;
   2) Utilizing renewable energy resources.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	65,000,000	- Central Government	: US$	0
- Grant	: US$	10,500,000	- Regional Government	: US$	0
Sub Total	: US$	75,500,000	- State-Owned Enterprise	: US$	7,000,000
			- Others	: US$	0
			Sub Total	: US$	7,000,000
TOTAL	**: US$**	**82,500,000**			

BB-ID: BB-1114-R0-130-0

1.	**Project Title**	**:**	Upper Cisokan Pumped Storage Hydro Electrical Power Plant (1,000 MW)
2.	**Duration**	**:**	52 months
3.	**Location**	**:**	Bandung District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The growth of electricity demand in Java-Bali is quite high, 9.53% per year. The demand is mostly supplied by oil fired diesel plants in which the generation cost is very high. In order to meet the growing demand, it requires additional capacity by developing hydro electrical power plants.

Based on a feasibility study, the capacity of Upper Cisokan Pumped Storage is 1,000 MW. Therefore, the development of Upper Cisokan Pumped Storage Hydro Electrical Power Plant is considerably needed. The proposed project is aimed to increase the reserve margin in Java-Bali system, reduce oil fuel consumption during peak period, and improve the frequency and voltage control. The development of Upper Cisokan Pumped Storage Hydro Electrical Power Plant will also contributes in reducing fuel consumption.

7. Scope of Work

a. Land Acquisition and Resettlement Plant (LARAP);
b. Design review, project review panel, and construction supervision;
c. Construction of upper and lower dam;
d. Construction of waterways, underground power house, and spillway;
e. Provision of hydraulic pump-turbine and auxiliary equipment;
f. Provision of generator-motor and electrical equipment;
g. Construction of 500 kV transmission line;
h. Hydraulic metal works;
i. Building works;
j. Construction of access road, base camp, and facilities.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
   Availability of Upper Cisokan Pumped Storage Hydro Electrical Power Plant (1,000 MW)

b. Outcome
   1) Fulfillment of the electricity demand in Java-Bali system with the additional capacity of 1,000 MW ;
   2) Improving capacity factor base load power plant / steam-coal power plant

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	774,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	774,000,000	- State-Owned Enterprise	: US$	73,000,000
			- Others	: US$	0
			Sub Total	: US$	73,000,000
TOTAL	**: US$**	**847,000,000**			

BB-ID: BB-1114-R0-131-0

1.	**Project Title**	**:**	Indramayu Steam Coal Power Plant 2x1,000 MW - Phase I : Engineering Services
2.	**Duration**	**:**	12 months
3.	**Location**	**:**	Indramayu District
4.	**Executing Agency**	**:**	State Electricity Company
5.	**Implementing Agency**	**:**	State Electricity Company

6. Background and Justification

The peak demand in Java-Bali system in 2008 was 16.301 MW and is projected to be 28.800 MW in 2014 and 44.237 MW in 2019 with the growth rate of 8.97% per year. Fast track coal fired power plant of 7.490 MW in Java-Bali which is planned to be operated in 2009-2013 will be absorbed by system, so the new power plant is still needed to meet the electricity demand.

Feasibility study conducted in 2009 concluded that development of Indramayu coal fired power plant 2x1.000 MW is feasible to meet the electricity demand and reduce oil consumption, so the generation cost will decrease substantially.

Indramayu coal-fired power plant is planned to be environmental friendly because it is using supercritical technology which produces less carbon emission than subcritical power plant.

7. Scope of Work

a. Preparation of detail design and bid documents;
b. Construction Supevision;
c. Procurement of equipment and construction.

8. Priority

Infrastructure

9. Output and Outcome

a. Output
Engineering Services of Indramayu Steam Coal Power Plant of 2x1,000 MW.

b. Outcome
Fulfillment of electricity demand in Java Bali system.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	21,000,000	- Central Government	: US$	0
- Grant	: US$		- Regional Government	: US$	0
Sub Total	: US$	21,000,000	- State-Owned Enterprise	: US$	0
			- Others	: US$	0
			Sub Total	: US$	0
TOTAL	**: US$**	**21,000,000**			

PT. Semen Baturaja (Persero)

BB-ID: BB-1114-R0-132-0

1.	**Project Title**	**:**	Baturaja II Project
2.	**Duration**	**:**	36 months
3.	**Location**	**:**	Ogan Komering Ulu District
4.	**Executing Agency**	**:**	PT. Semen Baturaja (Persero)
5.	**Implementing Agency**	**:**	PT. Semen Baturaja (Persero)

6. Background and Justification

PT. Semen Baturaja is a State-Owned Enterprise (SOE) / *Badan Usaha Milik Negara* (BUMN) of cement producer in South Sumatra. It has the task to meet the needs of cement for communities in South Sumatera and surrounding areas. In fulfilling growing need of cement, the company plans to build a new cement plant with a capacity of 1.5 million tons a year. In other words, PT. Semen Baturaja will increase the cement production doubled from the current production capacity.

7. Scope of Work

a. Feasibility study
b. Quarry preparation
c. Land acquisition
d. Engineering, procurement, and construction

8. Priority

Economy

9. Output and Outcome

a. Output
   Availability of new cement plant with capacity of 1.5 million tons per year, so PT. Semen Baturaja total production capacity will be 3 million tons a year.
b. Outcome
   1) Stabilizing the supply and price of cement for development of infrastructure;
   2) Developing the production capacity due to the increased demand of cement in southern part of Sumatera;
   3) Increasing the market share, job opportunity, and income of the community and local government.

10. Project Cost

• *Foreign Funding*			• *Counterpart Funding*		
- Loan	: US$	100,000,000	- Central Government	: US$	0
- Grant	: US$	0	- Regional Government	: US$	0
Sub Total	: US$	100,000,000	- State-Owned Enterprise	: US$	80,000,000
			- Others	: US$	0
			Sub Total	: US$	80,000,000
TOTAL	**: US$**	**180,000,000**			