

EXPLANATION OF THE PPP PROJECT

PPP PROJECT OVERVIEW

GILIMANUK-MENGWI TOLL ROAD

JAKARTA, SEPT 2023

Director of Road and Bridge Infrastructure Financing Implementation
Director of Road and Bridge Infrastructure Financing Implementation

PROJECT DESCRIPTION OF GILIMANUK-MENGWI TOLL ROAD

The **Gilimanuk-Mengwi Toll Road** will be the **second** toll road after the Bali Mandara Toll Road in **Bali Province**.

This toll road will cover three regencies in Bali Province, namely Jembrana Regency, Tabanan Regency and Badung Regency.

The Gilimanuk-Mengwi Toll Road will **complete the Toll Road network**

concept: • To **accommodate** vehicles from West to East and vice versa and become an alternative route from **Gilimanuk port** to the capital of Bali Province, namely **Denpasar**. • To

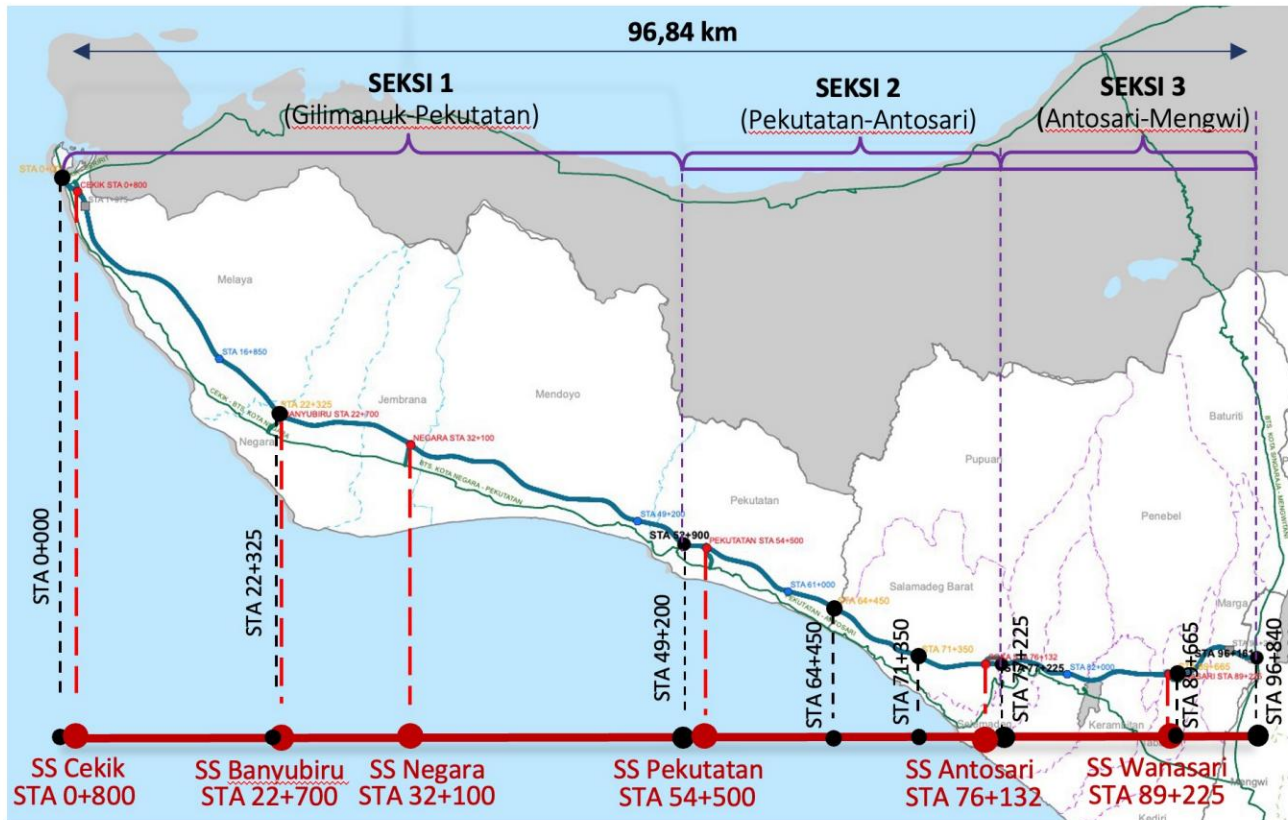
anticipate traffic volumes by connecting **strategic** development areas based on the 2009-2029 BALI RTRW into the Gilimanuk-Mengwi Toll Road network.

- **Accessibility** routes to and from **tourist areas** which are currently being developed by the Bali Provincial Government.



PROJECT PROFILE OF GILIMANUK-MENGWI TOLL ROAD

PROJECT MAP / PROJECT MAP



PROJECT STATUS / PROJECT STATUS

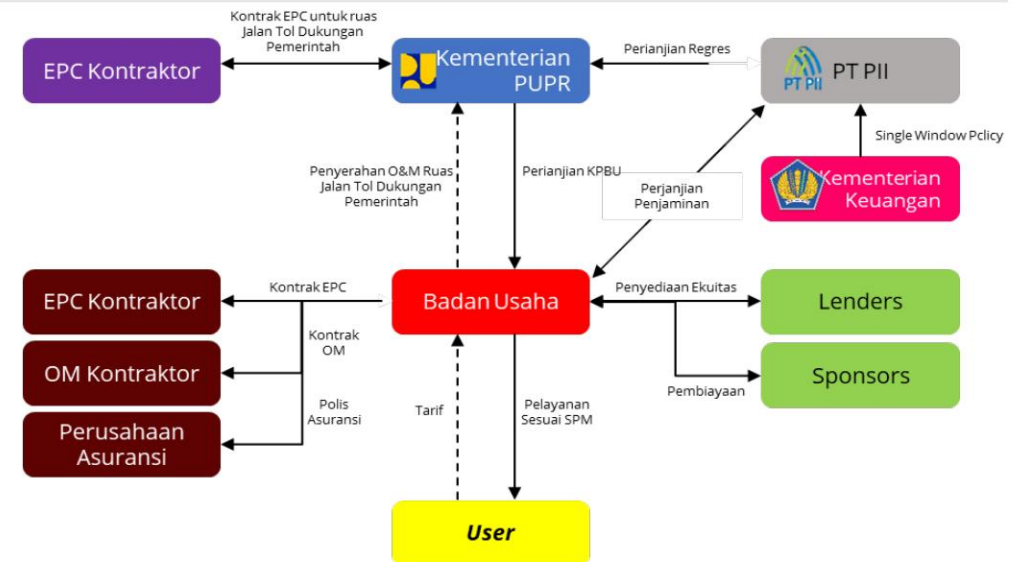
PPP Book	✓
Basic Design	✓
KA-Reliable	✓
DPPT	✓
Penlok	✓
Proposal Guarantee	On Progress

SIMPANG MIX LOCATION / INTERCHANGE LOCATION

- 6 Interchanges**
1. SS Choking
 2. SS Banyubiru
 3. State SS
 4. SS Reinforcement
 5. SS Soka
 6. SS Wanasari

The project is listed in the Coordinating Ministerial Decree Economic Sector No.9 Year 2022 regarding Changes to the PSN List

PROJECT STRUCTURE / PROJECT STRUCTURE



PROJECT PROFILE OF GILIMANUK-MENGWI TOLL ROAD

TECHNICAL DATA

Length, kilometers	96.84 km	<i>Length, kilometers</i>
	Stage 1: Mengwi-Strengthening (53.59 km)	
	Stage 2: Perkutatan-Gilimanuk (43.26 km)	
Design Speed, km/h	80	<i>Design Speed, km/hour</i>
Number of Lanes, lanes	2 x 2 2 x 3	<i>Number of Lanes, lanes</i>
Lane Width, meters	3.6m	<i>Lane Width, meters</i>
Median Width, meters (includes inner shoulder)	5.5m	<i>Median Width, meters (Inc. Inner Shoulder Width)</i>
Outer Shoulder, meters	3m	<i>Outer Shoulder Width, meters</i>
Motorcycle Track (SS Retrofitting-SS Mengwi)		<i>Motorcycle Lane (IC Mengwi IC Reinforcement)</i>
a. Length, kilometers	± 40 km	<i>Length, kilometers a.</i>
b. Design Speed, km/h	40 km/h	<i>Design Speed, km/hour b.</i>
c. Number of Lanes, lanes	2 x 1 Lane	<i>Number of Lanes, lane c.</i>
d. Outer Shoulder Width, meters	0.25m	<i>Outer Shoulder Width d.</i>

PPP SCHEME (PPP SCHEME)

Build for Handover (*Built-Operate-Transfer / BOT*)

Return Scheme Investment	<i>User Based Payments</i>	<i>Return of Investment</i>
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DEVELOPMENT SECTION

	SECTION 1	SECTION 2	SECTION 3
Appropriation Year	Car	Car + Motorbike	Car + Motorbike

FINANCIAL DATA

Investment Fee, Rp. (Basic unit price in December 2022)*	22,839 Trillion	<i>Investment Cost, IDR (Unit Price in December 2022)</i>
Construction Costs, Rp. (Gradually)	16,412 Trillion (2021)	<i>Construction Cost, IDR (Gradual)</i>
Concession Period, years	50	<i>Concession Period, year</i>
LHR Early Years Operations, vehicles/day	28,671 (Gol. IV / 2026) 24,435 (Gol. VI / 2026)	<i>Estimated Traffic Volume at First Operational Year, vehicle / day</i>

Note: *Does not include land acquisition costs

INDICATIVE PROJECT TIMELINE

FBC	READINESS CRITERIA	PQ	RfP	BID AWARD	CONTRACTS SIGNING	FINANCIAL CLOSE	CONSTRUCTION	OPERATIONS
Q2 2023	Q3 2023	Q3 2023	Q4 2023	Q1 2024	Q2 2024	Q4 2024	Stage 1: Q3 2024-Q2 2026 Stage 2: Q1 2027- Q4 2028	Stage 1: Q3 2026 Stage 2: Q1 2029