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REPUBLIC OF INDONESIA



MINISTRY OF PUBLIC  
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REPUBLIC OF INDONESIA



MINISTRY OF NATIONAL  
DEVELOPMENT PLANNING/  
BAPPENAS



MINISTRY OF INVESTMENT/  
INDONESIA INVESTMENT  
COORDINATING BOARD

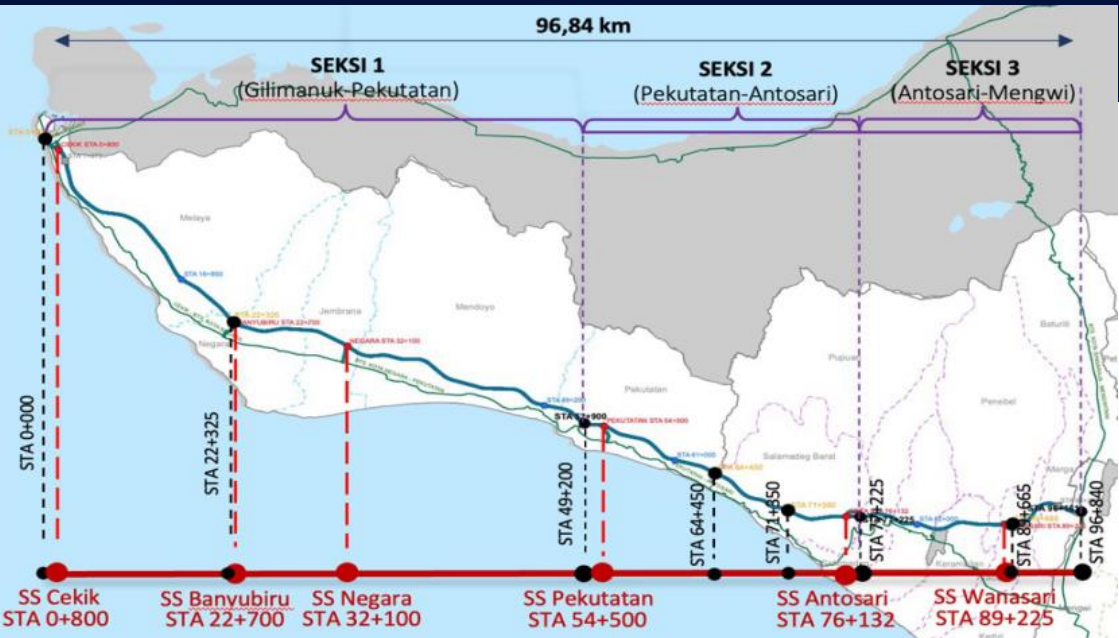


PENJAMINAN & INFRASTRUKTUR  
Guarantee & Infrastructure



# PROJECT INFORMATION BRIEF

Proyek Kerja Sama Pemerintah dengan Badan Usaha / *PPP Project*  
**Ruas Jalan Tol Gilimanuk-Mengwi /**  
***Gilimanuk-Mengwi Toll Road***



## Latar Belakang

Jalan Tol Gilimanuk – Mengwi merupakan salah satu upaya untuk membuka akses jalan di wilayah selatan Provinsi Bali dan memperlancar angkutan barang dan jasa yang menggerakkan roda perekonomian. Proyek ini dirancang untuk mengurangi waktu tempuh dari Pelabuhan Gilimanuk ke Mengwi dan arah ibu kota Provinsi Bali yaitu Denpasar. Jalan Tol Gilimanuk-Mengwi termasuk salah satu proyek PSN.

## Background

*The Gilimanuk – Mengwi Toll Road is an effort to open road access in the southern region of Bali Province and to facilitate the transportation of goods and services that drive the wheels of the economy. This project is designed to reduce travel time from Gilimanuk Harbor to the heart of the island of Bali. The Gilimanuk-Mengwi Toll Road is one of the PSN projects.*

## Lokasi Simpang Susun

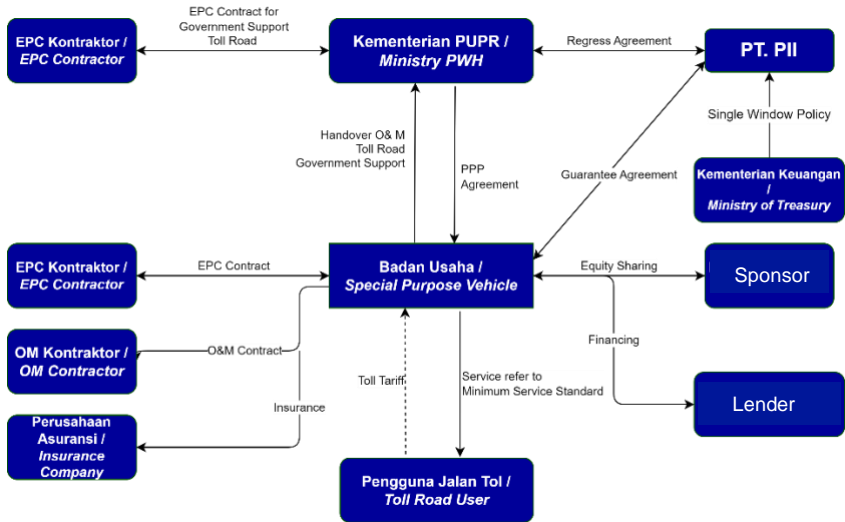
1. SS Cekik
2. SS Banyubiru
3. SS Negara
4. SS Perkutatan
5. SS Soka
6. SS Wanasari

## DATA TEKNIS / TECHNICAL DATA GILIMANUK-MENGWI

Uraian Proyek		<i>Project Description</i>
<b>Panjang</b> , kilometer	96,84 km	<b>Length</b> , kilometer
<b>Kecepatan Rencana</b> , km/jam	80 km/jam	<b>Design Speed</b> , km/hour
<b>Jumlah Lajur</b> , lajur	Start: 2 x 2 Lane End: 2 x 3 Lane	<b>Number of Lane</b> , lane
<b>Lebar Lajur</b> , meter	3,6 m	<b>Lane Width</b> , meter
<b>Lebar Bahu Luar</b> , meter	3,0 m	<b>Outer Shoulder Width</b>
<b>Lebar Median</b> , meter (Termasuk Bahu Dalam)	5,5 m	<b>Median Width</b> , meter (Included Inner Shoulder Width)
<b>Jalur Sepeda Motor (SS Pekutatan-SS Mengwi)</b>		<b>Motorcycle Lane (IC Perkutatan-IC Mengwi)</b>
a. <b>Panjang</b> , kilometer	±40 km	<b>Length</b> , kilometer a.
b. <b>Kecepatan Rencana</b> , km/jam	40 km/jam	<b>Design Speed</b> , km/hour b.
c. <b>Jumlah Lajur</b> , lajur	2 x 1 Lane	<b>Number of Lane</b> , lane c.
d. <b>Lebar Bahu Luar</b> , meter	0,25 m	<b>Outer Shoulder Width</b> d.
<b>Biaya Investasi</b> , Rp. (Harga satuan dasar pada Desember 2022)*	IDR 22,839 Trillion	<b>Investment Cost</b> , IDR (Unit Price in December 2022)
<b>Biaya Konstruksi</b> , Rp. (Bertahap)	IDR 16,412 Trillion (2021)	<b>Construction Cost</b> , IDR (Gradual)
<b>Masa Konsesi</b> , tahun	50 years	<b>Concession Period</b> , year
<b>LHR tahun awal operasi</b> , kendaraan/hari (Gol. I-V) (Gol. VI)	28.671 vehicles/day 24.435 vehicles/day	<b>Estimate Traffic Volume at First Operational Year</b> , vehicle/day (Vehicle Type of I-V) (Vehicle Type of VI)
<b>Skema KPBU</b>		<b>PPP Scheme</b>
<b>Bangun Guna Serah</b>		<b>Build-Operate-Transfer (BOT)</b>
<b>Skema Pengembalian Investasi</b>	<i>User Based Payment</i>	<b>Return of Investment</b>

Keterangan: \*Tidak termasuk biaya pengadaan tanah / Note: \*Excluding land procurement costs

# SKEMA KPBU / PPP SCHEME



## LINIMASA INDIKATIF / INDICATIVE TIMELINE

Q4 2023

Q1 2024 – Q4 2024

Q2 2024-2028

2026-2029

- FBC Q2 2023
- Readiness Criteria Q3 2023
- Procurement Q3 2023
- PQ Stage Q3 2023
- RFP Q4 2023

- Bid Award Q1 2024
- Contract Signing Q2 2024
- Financial Close Q4 2024

- *Konstruksi / Construction* Q3 2024-Q2 2026 (Stage 1)
- Q1 2027-Q4 2028 (Stage 2)

- *Operasi / Operation* Q3 2026 (Stage 1)
- Q1 2029 (Stage 2)

## Kontak / Contact

### Address :

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