



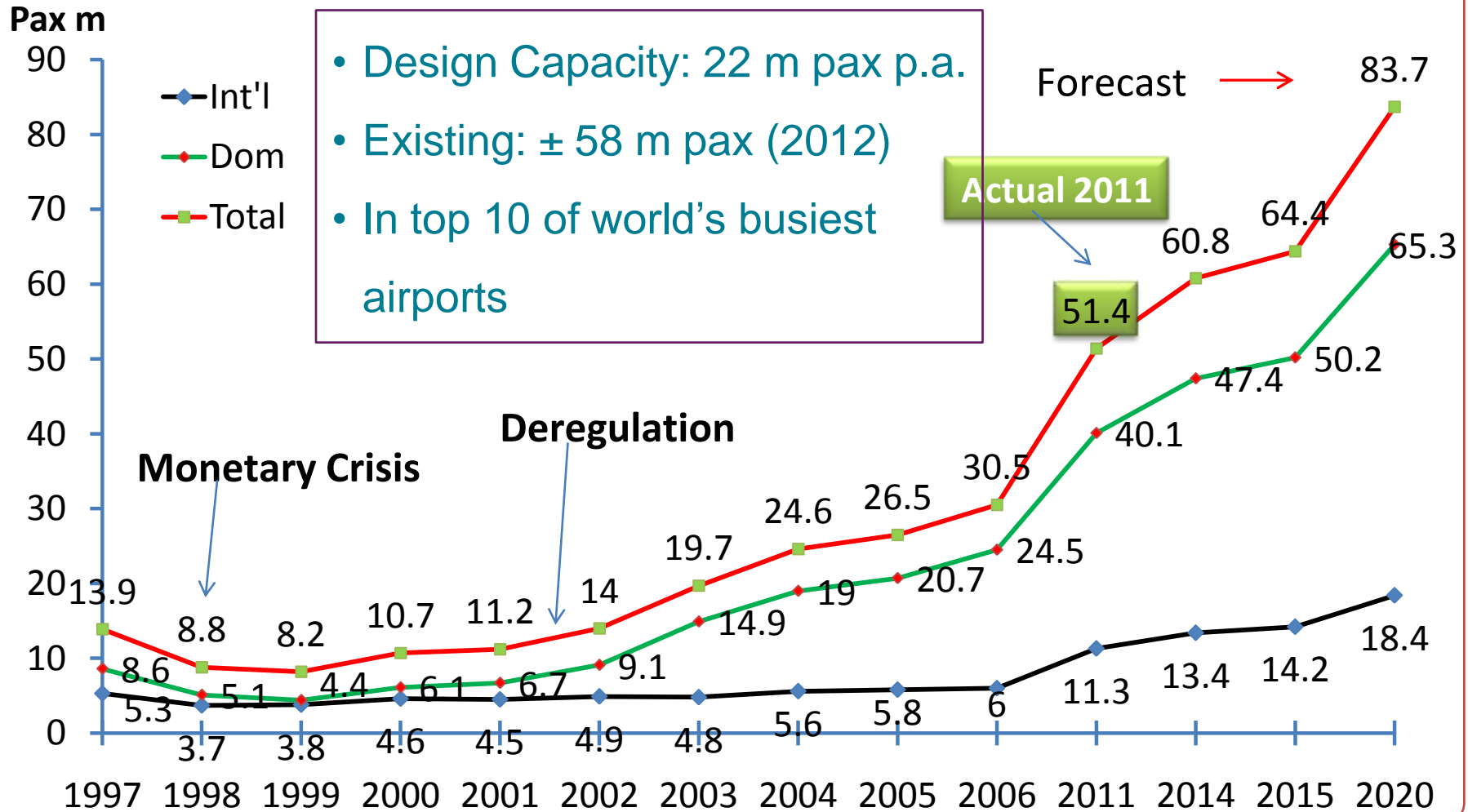
cutting through complexity

SHIA Rail Link: a showcase PPP project

**EU–Indonesia Business
Dialogue 2013
Infrastructure Sector**

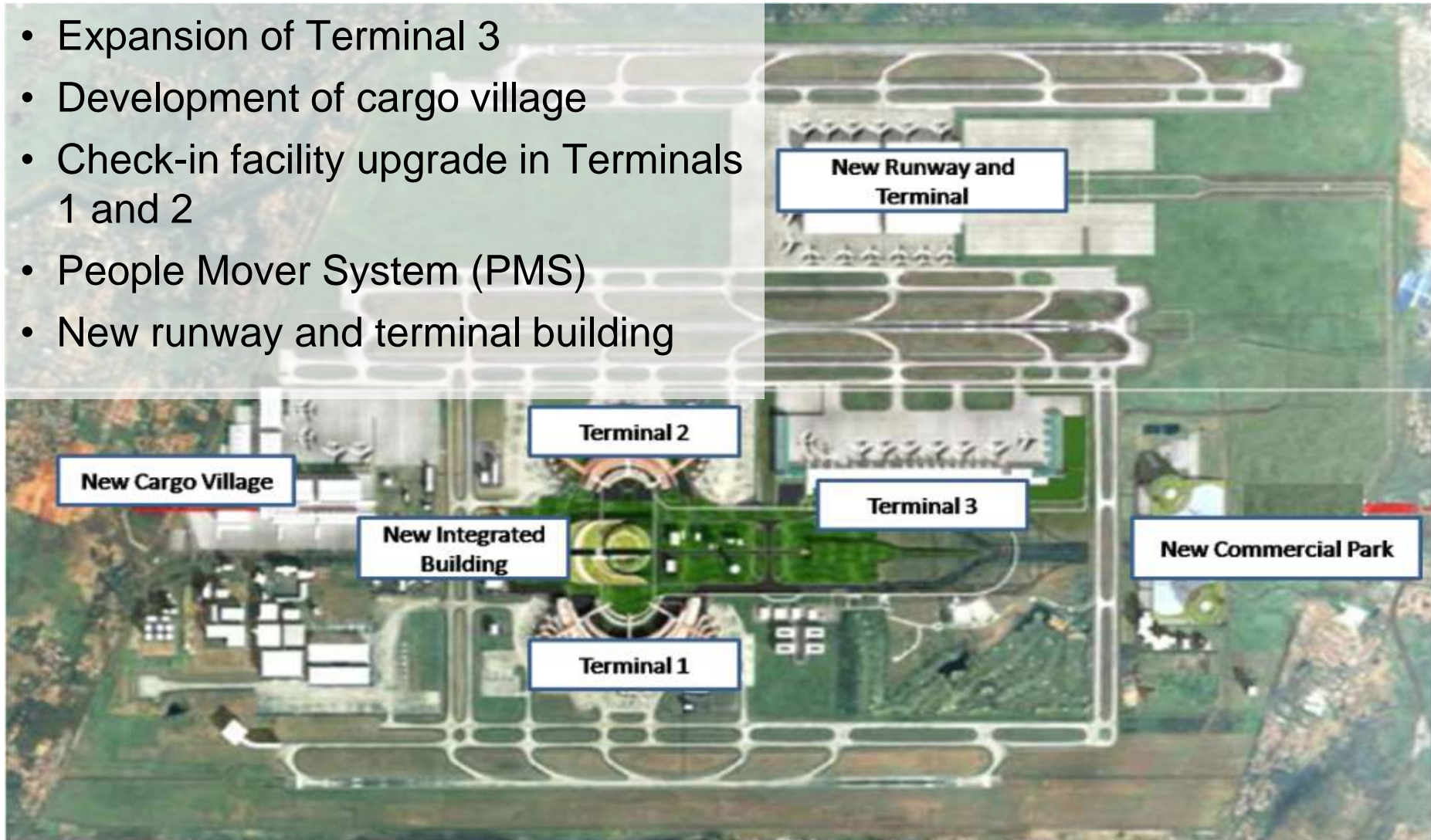


High growth at SHIA



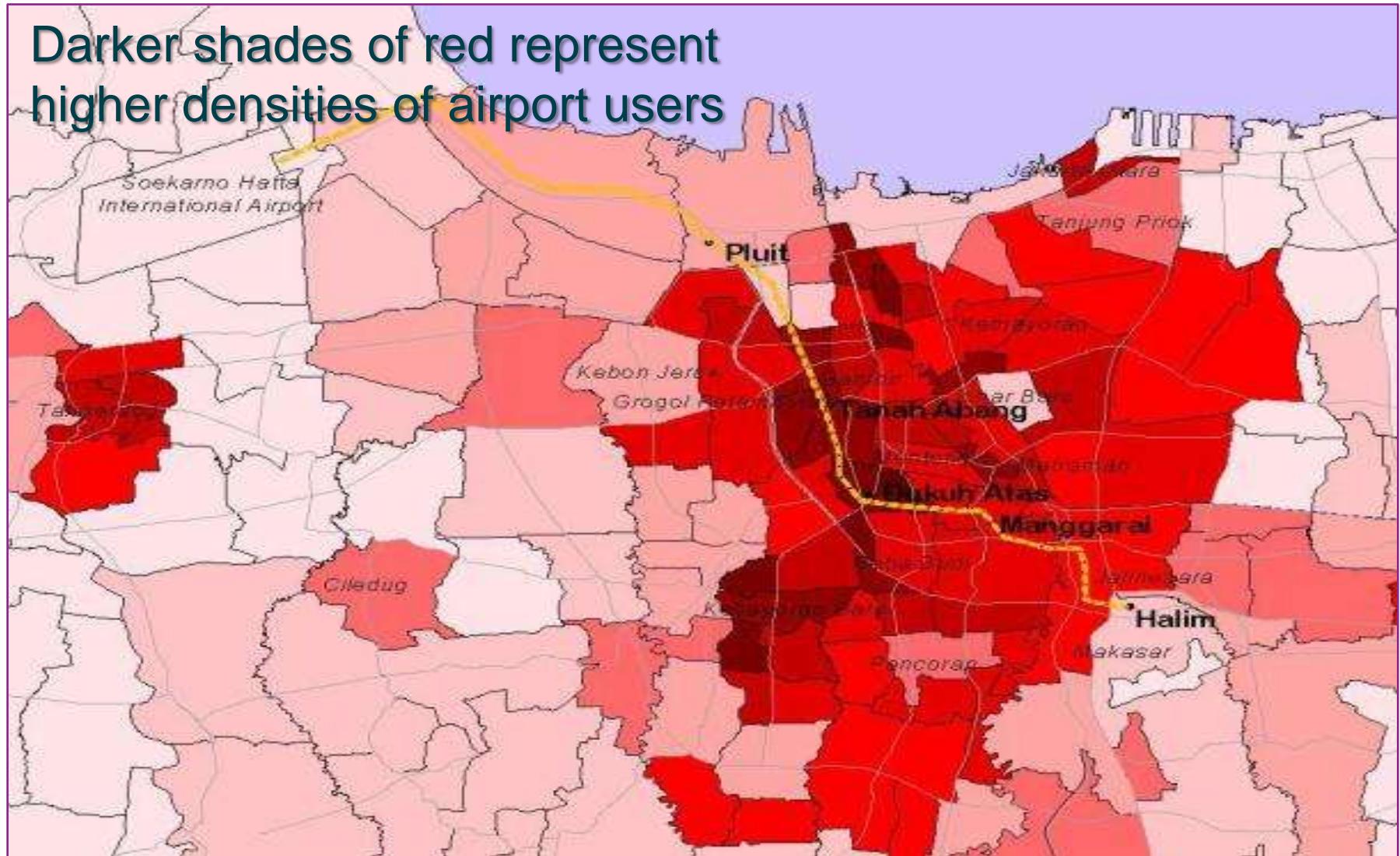
SHIA Development Plans

- Expansion of Terminal 3
- Development of cargo village
- Check-in facility upgrade in Terminals 1 and 2
- People Mover System (PMS)
- New runway and terminal building

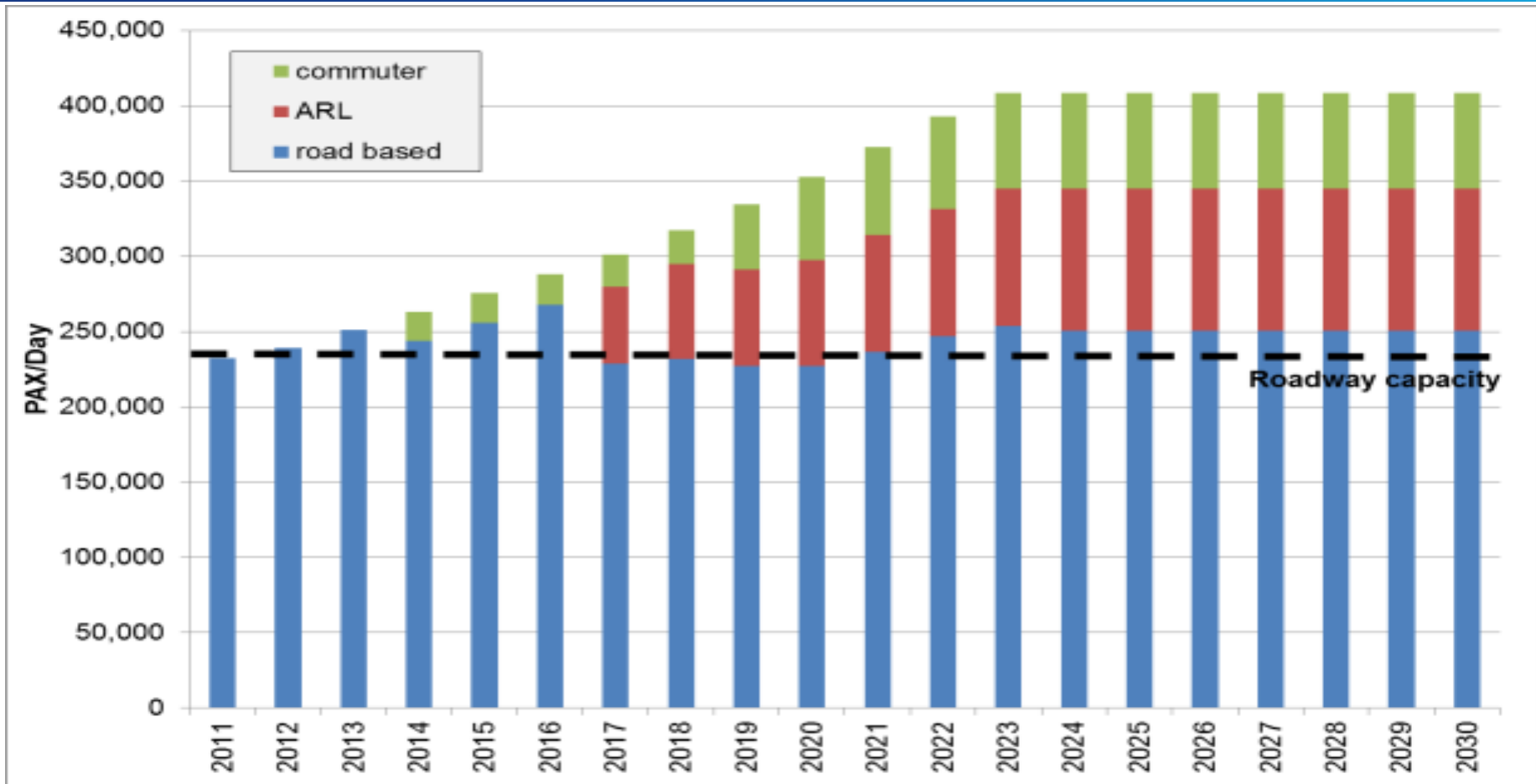


Distribution of SHIA passengers

Darker shades of red represent higher densities of airport users



What can SHIA Rail Link achieve?

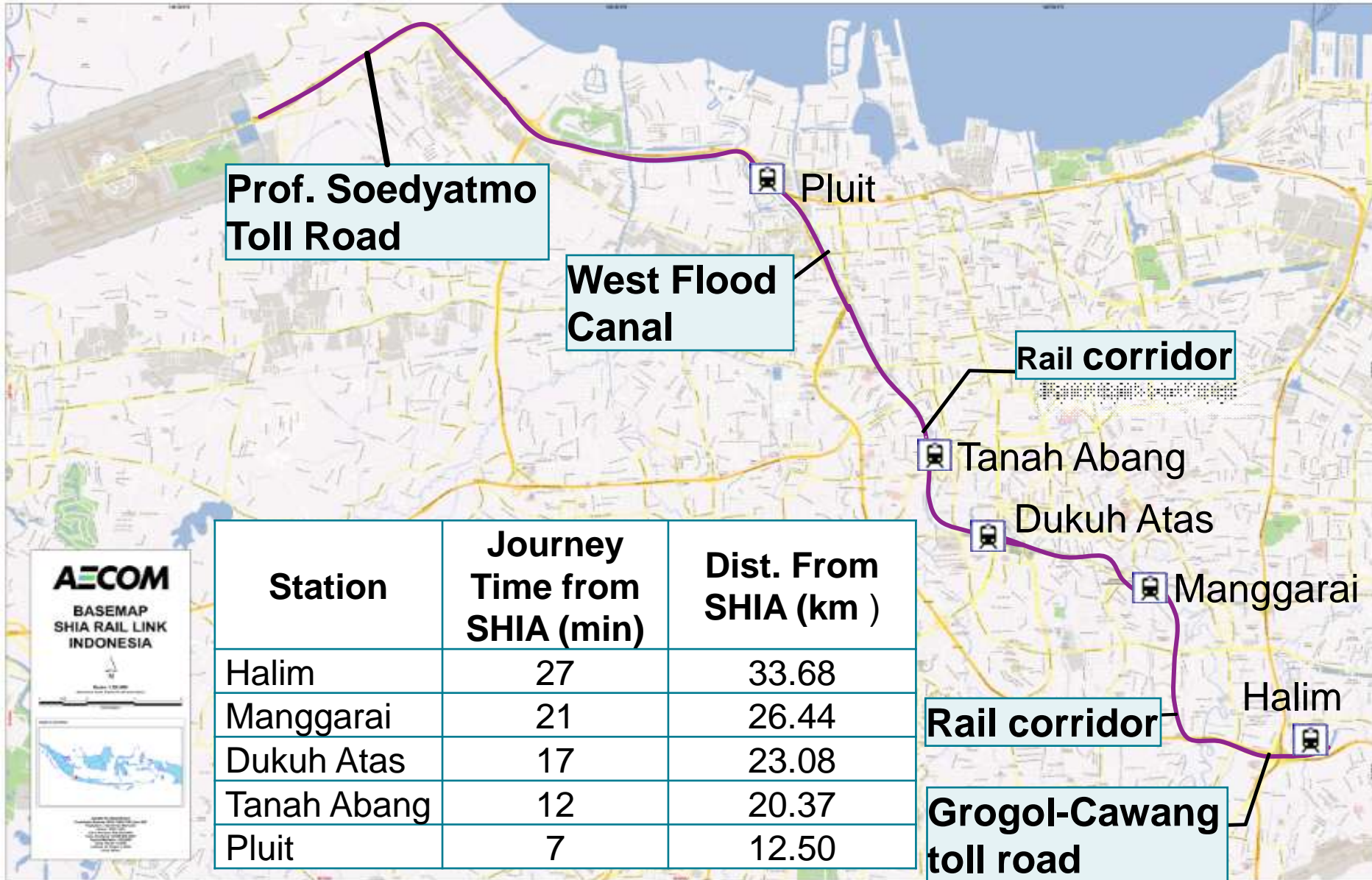


Ground access to/from SHIA is constraining Jakarta's economic efficiency

Road-based access alone cannot meet airport demand

Both Airport Express and Commuter Rail services will be essential

Preferred Alignment



Station	Journey Time from SHIA (min)	Dist. From SHIA (km)
Halim	27	33.68
Manggarai	21	26.44
Dukuh Atas	17	23.08
Tanah Abang	12	20.37
Pluit	7	12.50



Key Design Assumptions



- Targeted primarily at air passengers
- Focus on:
 - Speed
 - Reliability
 - Comfort
- Standard gauge track with maximum operation speed of 135 kph
- Dedicated and mostly elevated structure



Trains

- 6 car train with seating capacity of 54 pax/car, and 324 pax/train set
- 7.5 minute peak headway
- Cabin with space for baggage
- 'Business class' like comfort with 2x2 seating and wide aisle
- Flight and airport information display
- WiFi enabled



Stations

- Elevated stations with upper floor platform and concourse at ground floor
- Fully air conditioned on platform and concourse
- Platform screen doors
- Airport quality standard
- TOD potential above the station



Patronage

Patronage Model based on:

- SHIA passenger numbers
- Passenger Origins/Destinations
- Travel and waiting times
- Access times to Rail Link stations
- Service frequency (every 10 minutes)
- Fares competitive with other modes (taxis)
- Value of time derived from Stated Preference surveys



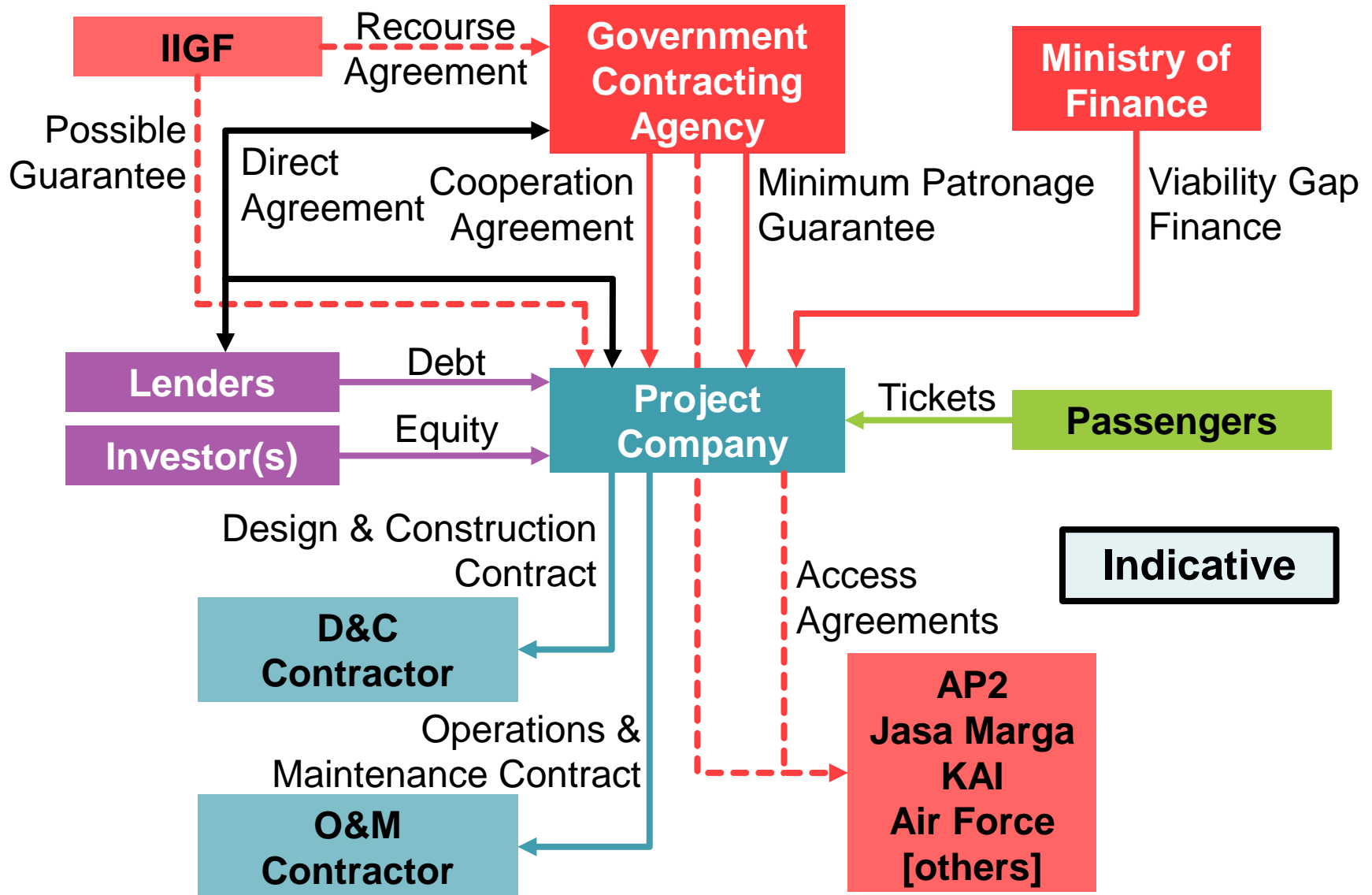
Projected two-way patronage in 2020 is c. 40,000 passengers a day

Project Scope

- Undertake the engineering design
- Construct the civil works (earthworks, structures, rail track, power supply, signalling, train stations, power station, depot and workshop)
- Procure the rolling stock
- Provide substantial private finance for the initial costs
- Operate and maintain during a long concession period
- Collect fare revenue and other income



Project Structure



Role of Government

- Government Contracting Agency will be Ministry of Transportation
- Possible Viability Gap Funding from Ministry of Finance
- Possible guarantee of MOT's obligations from IIGF
- MOT to:
 - acquire all necessary land
 - assist in obtaining access rights as required from:
 - PT AP2 (SHIA)
 - Jasa Marga (Prof. Sedyatmo Toll Road)
 - PT KAI (existing railway)
 - Air Force (Halim)
 - provide patronage risk mitigation (required under IIGF Guidelines)
 - minimum patronage guarantee
 - availability payments
 - possibly share other selected Project risks

Key Challenges

- Alignment determination and process to update spatial plan
- Multiple stakeholders and permits (e.g. mangroves, canal)
- ESIA and international standards
- Technical design challenges
 - stations integration
 - long span structures
 - interface with other utilities



Next Steps

- Alignment approval by the Minister
- Public consultation and ESIA (including gap analysis)
- VGF and guarantee process
- PPP tender
- Operational target 2018 (full operation)

Activity	2014												
	Q4	Q1			Q2			Q3			Q4		
Issue of PQ Document	▲												
PQ submissions		▲											
Issue of RFP			▲										
Bidder workshops				▲	▲								
Issue of final RFP						▲							
Proposal submission							▲						
Selection of winning bidder								▲					
Cooperation Agreement signature									▲				
Financial close													▲

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Thank you

Presentation by
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