INDONESIA INFRASTRUCTURE
A framework toward sustainable development

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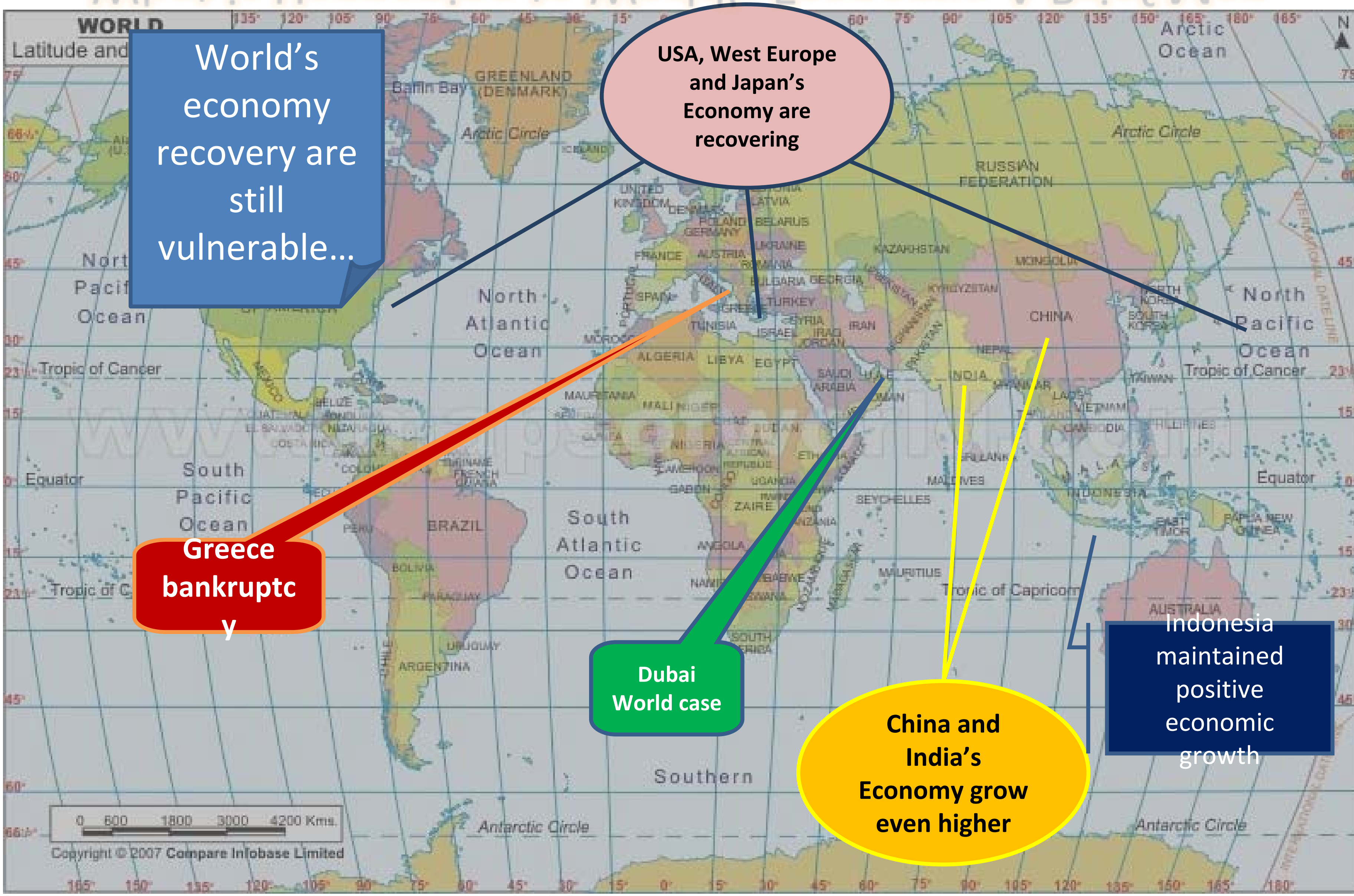
Vice Minister of Transportation



Global and Domestic Situation

What is Happening to World's Economy: A Brief Map



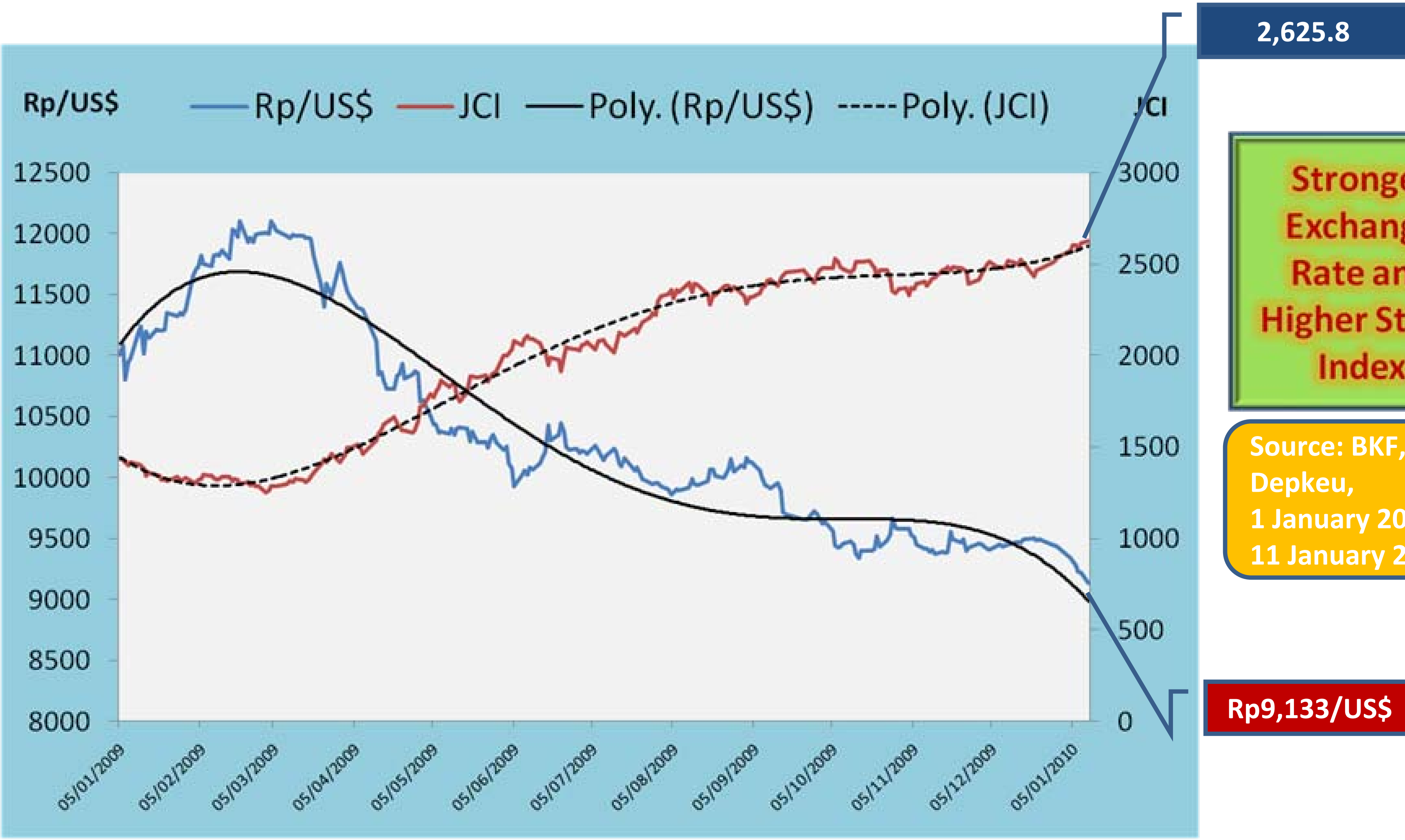
Output and Prices

	GDP Q.3 Growth	Inflation *
USA	-2.5	-1.3
Japan	-5.1	-2.2
France	-2.4	-0.4
Germany	-4.8	0.4
China	+8.9	-0.8
Indonesia	+4.2	2.8
Singapore	+0.6	-0.4
South Korea	+0.9	2.2

Notes: * Q.3 (yoy)

Source: The Economist, December 17th 2009 (GDP) and Bank of Indonesia (inflation rate)

Exchange Rate & Indonesia Stock Index

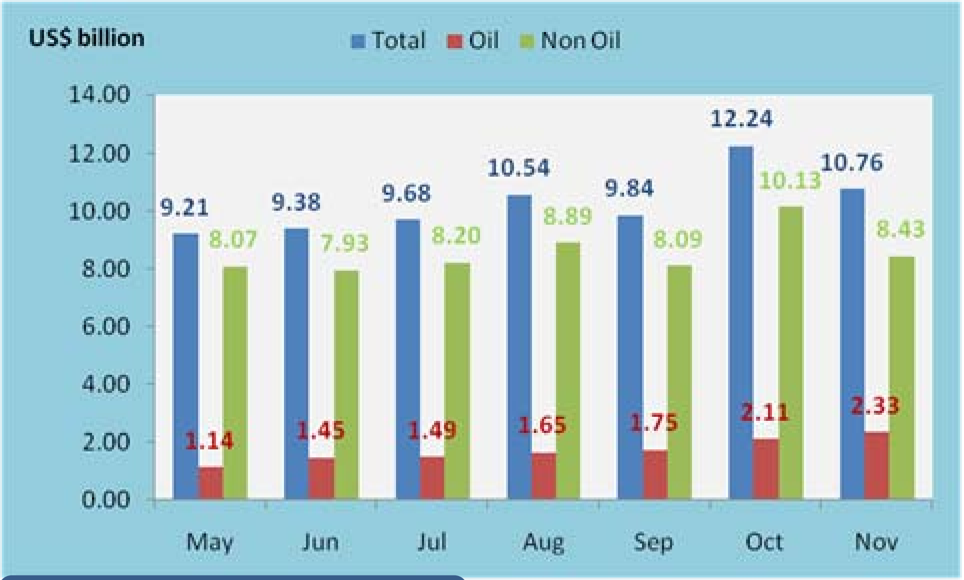


Stronger Exchange Rate and Higher Stock Index

Source: BKF, Depkeu, 1 January 2009 – 11 January 2010

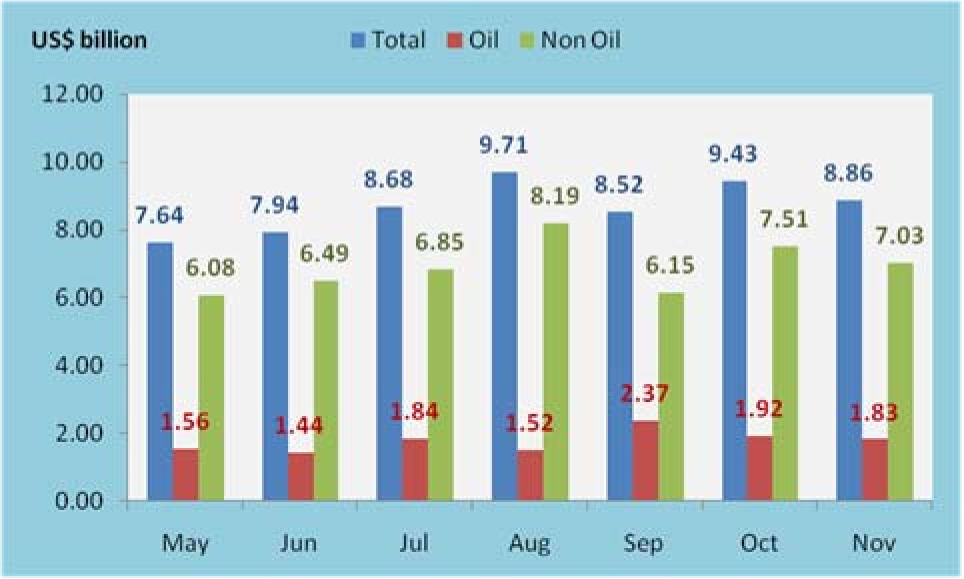
Indonesia Total Export and Import, May – November 2009

Indonesia Export



Commodities export fluctuates during the period and Oil export always increase due to increasing Indonesia crude oil price

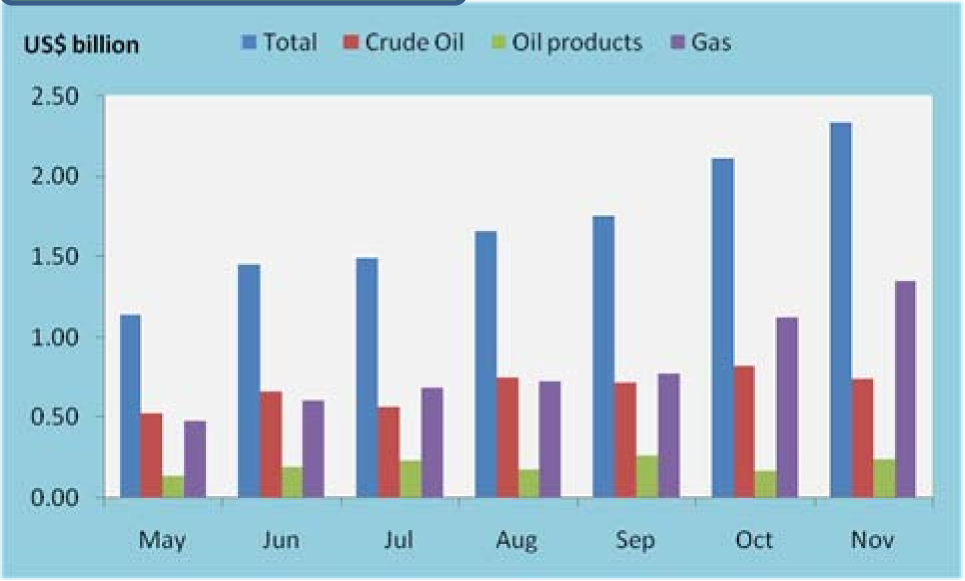
Indonesia Import



Commodities import and Oil export fluctuated during the period

Indonesia Oil Export and Import, May – November 2009

Indonesia Export

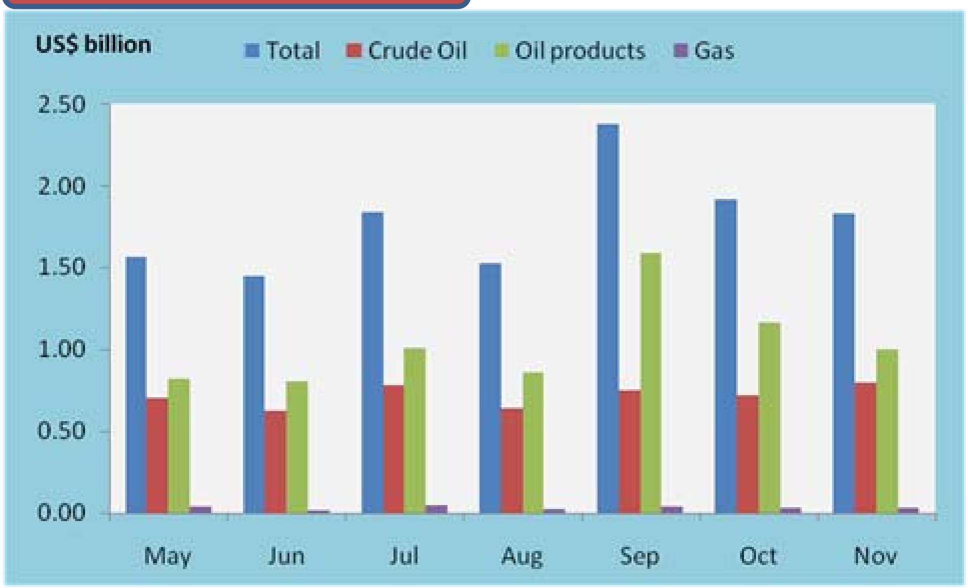


Indonesia Oil Trade Value (US$ billion)

Export	May	Jun	Jul	Aug	Sep	Oct	Nov
Total	1.14	1.45	1.49	1.65	1.75	2.11	2.33
Crude Oil	0.53	0.66	0.57	0.75	0.71	0.82	0.74
Oil products	0.14	0.19	0.23	0.18	0.27	0.17	0.24
Gas	0.48	0.60	0.69	0.73	0.77	1.12	1.35
Import	**May**	**Jun**	**Jul**	**Aug**	**Sep**	**Oct**	**Nov**
Total	1.56	1.44	1.84	1.52	2.37	1.92	1.83
Crude Oil	0.70	0.62	0.78	0.64	0.75	0.72	0.80
Oil products	0.82	0.80	1.01	0.86	1.58	1.17	1.00
Gas	0.04	0.02	0.05	0.02	0.04	0.03	0.03

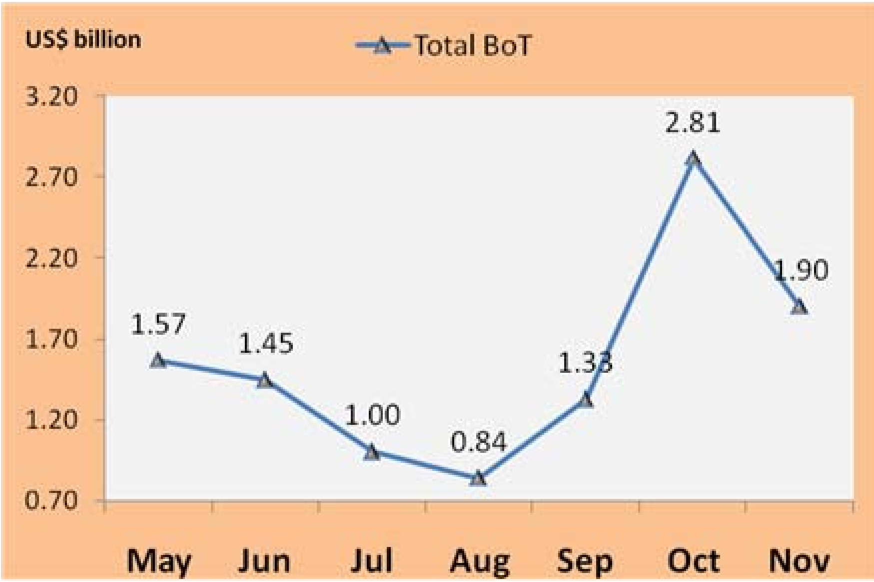
Indonesia Import

Source: BPS 2010

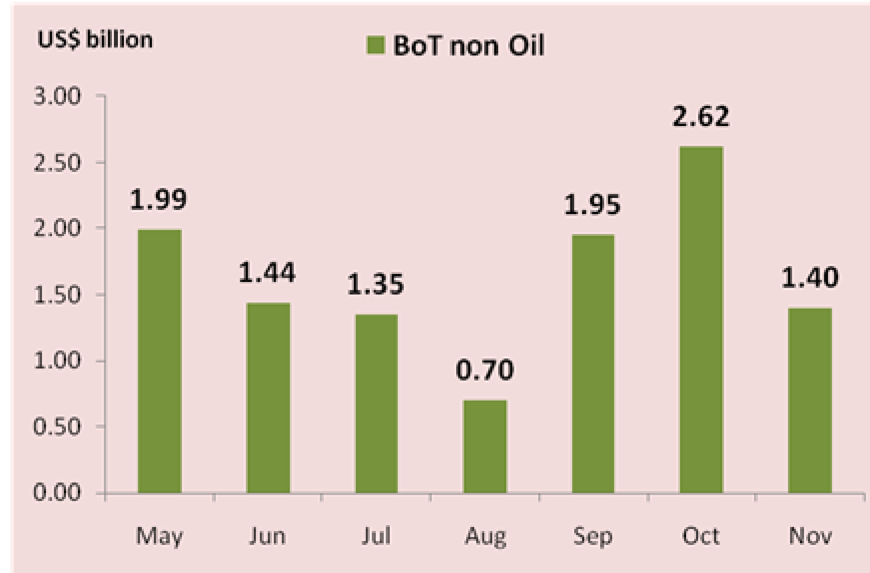


Indonesia Crude Oil Price (US$/barrel)

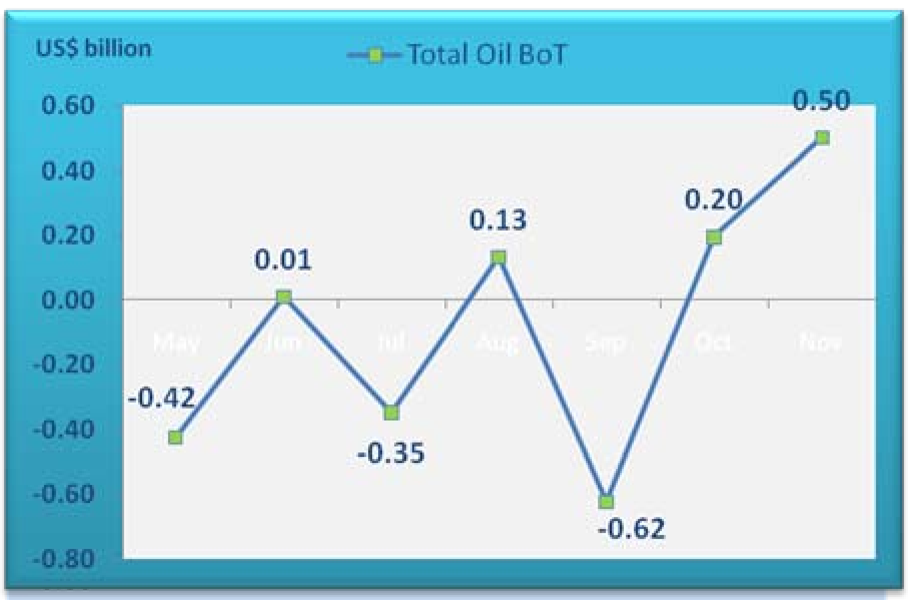
Total Balance of Trade (US$ billion)



Total non Oil Balance of Trade (US$ billion)



Oil Balance of Trade (US$ billion)



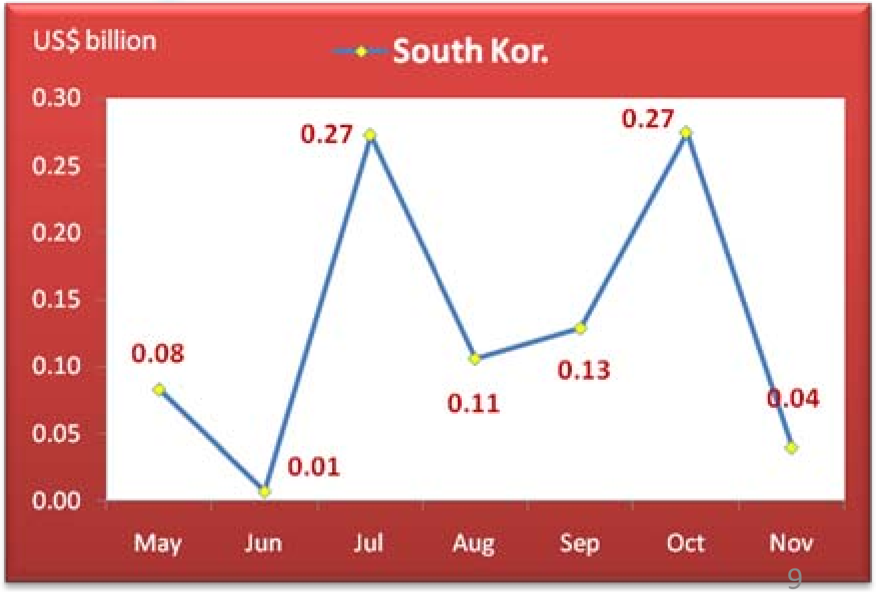
Indonesia BoT is fluctuate over time but still marked positive trade value. Oil trade in line with oil crude price movement.

Balance of Oil Trade Classification (US$ billion)							
Crude Oil	-0.18	0.04	-0.21	0.11	-0.04	0.10	-0.05
Oil products	-0.69	-0.61	-0.77	-0.68	-1.32	-1.00	-0.76
Gas	0.44	0.59	0.64	0.71	0.73	1.09	1.32
Total Oil BoT	-0.42	0.01	-0.35	0.13	-0.62	0.20	0.50

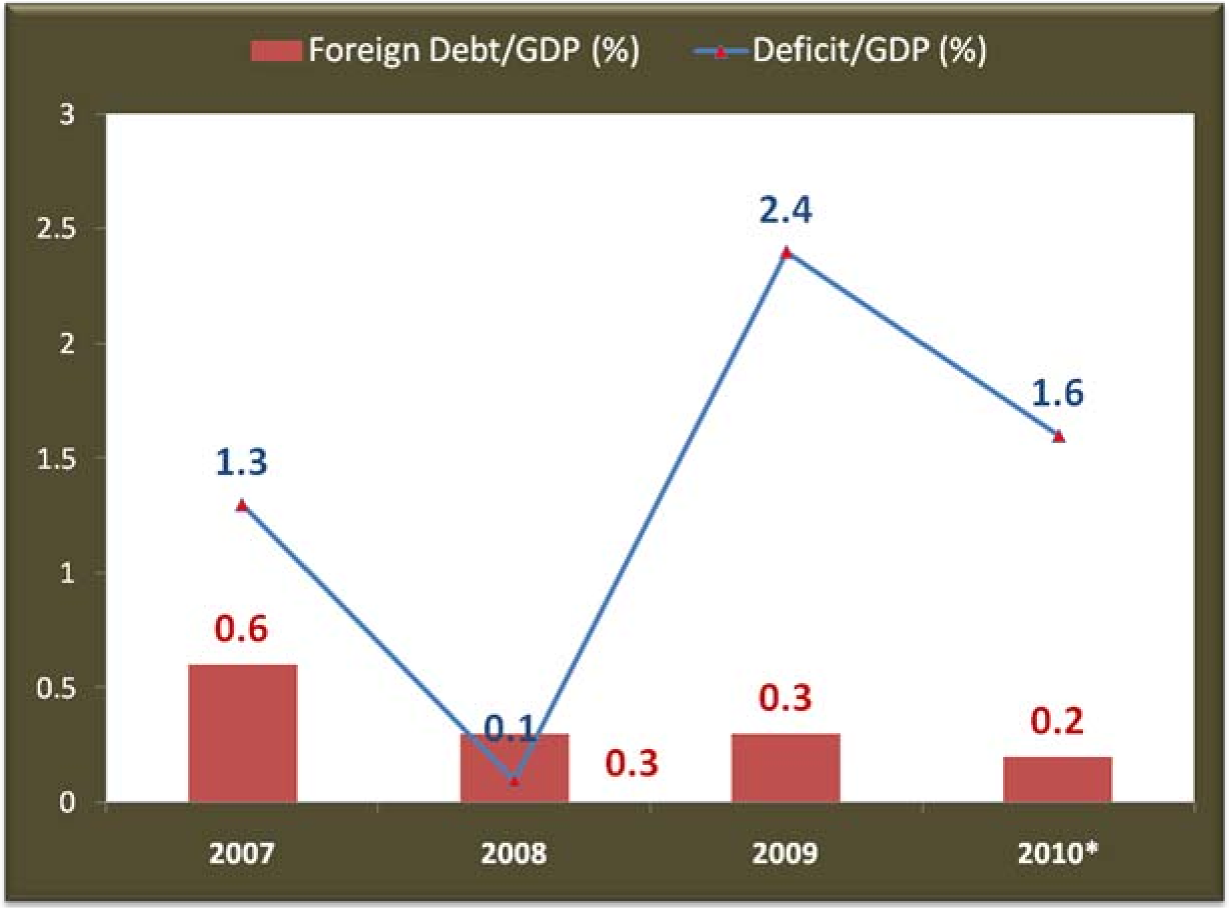
Source: BPS 2010

Indonesia Balance of Trade with ASEAN + 3 May – November 2009

China BoT to Indonesia is always positive. It is a challenge for Indonesia international trade



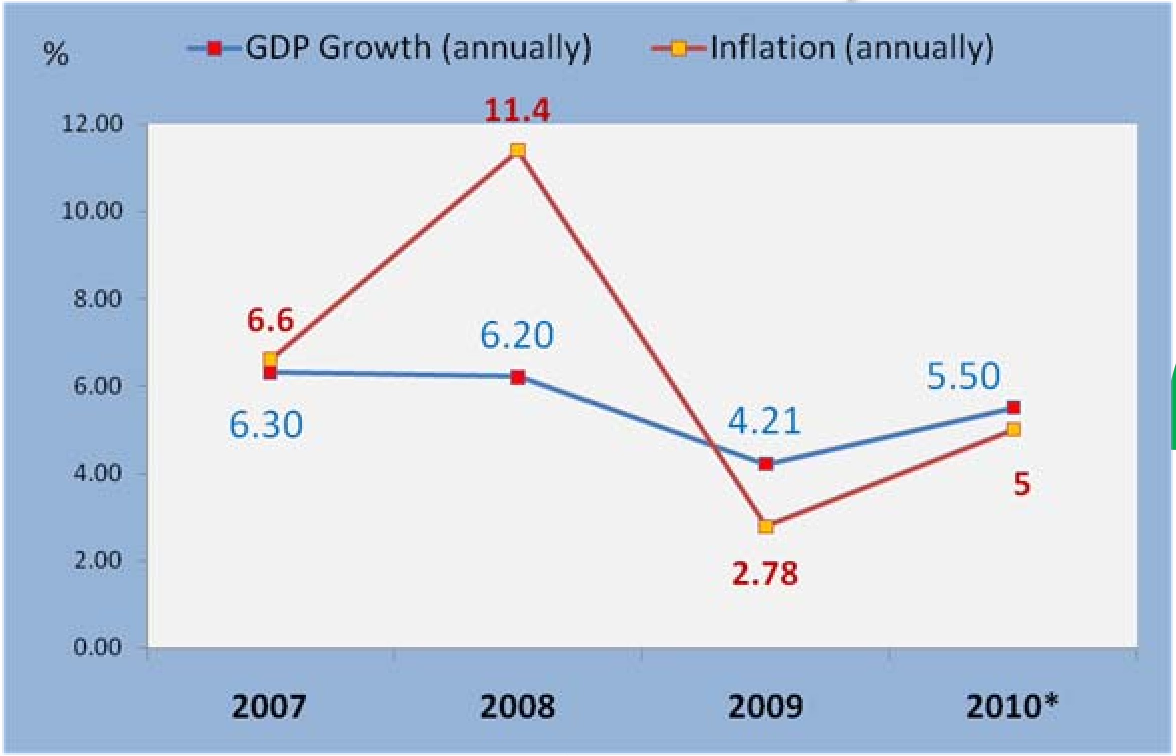
Indonesia Fiscal Policy



Government Deficit is under control and foreign debt-GDP ratio is predicted to be lower in 2010

Better infrastructure → Better institution → Better investment

6,5 – 7% annual GDP growth in 2010 - 2014



Source: Fiscal Bureau 2009, analyzed

* 2010 State Budget document

Indonesia Infrastructure Development

Crisis effect on Indonesian PPP Projects?

- **Current Condition**
  - There are 91 infrastructure projects been offered on **Indonesia Infrastructure Summit 2005**, 4 projects have been operated and 9 projects are on construction phase. On **Infrastructrue Conference and Exhibition 2006**, there are 10 projects been offered, 1 project is in construction phase (Tangerang WSP) and 1 projects is in the procurement process (IPP Central Java).
  - **PPP Projects in Indonesia are not affected by crisis**
- **Reasons**
  - Regulations had just been completed
  - Some problems occurred and on the searching of problem solution.
- **However, PPP Projects in Indonesia are still interesting for Investors, for example IPP Central Java Project. This project have been prepared under international standard to meet investors' interest.**

Indonesia Infrastructure at Glance 2009

Transportation

- significant regulatory reform in early 2009 through the issuance of new maritime and aviation laws, but the implementing regulations as well as project priority still being processed.
- PPP are being delayed in the absence of technical regulations, but BtoB approach still can be explored

Toll road

- Plan 1,951km of toll road project will certainly need to be revised.
- The timely completion of the project will required strong commitment from the equity side
- Banks possibly continue the commited credit lines, although the ongoing credit lines being hampered by the land acquisition.
- Government announced the land capping policy to undertake the land provision risk but it is only a halfway measure, and require effective land acquisition mechanism in place

Power sector

- MoF play significant roles in the provision of government guarantee on PLN payment to the creditors.
- Release of oil tension has lower down the ammount for electricity subsidy, and could be even lower when some of new coal power plants connect to the system in 2009/2010.
- The households consumption still very high and the investment capacity is only used insignificantly (especially for Non-JAMALI system).
- Plan for 2nd 10,000MW program by wider energy diversification need to be coupled by balancing the consumption between household and industry

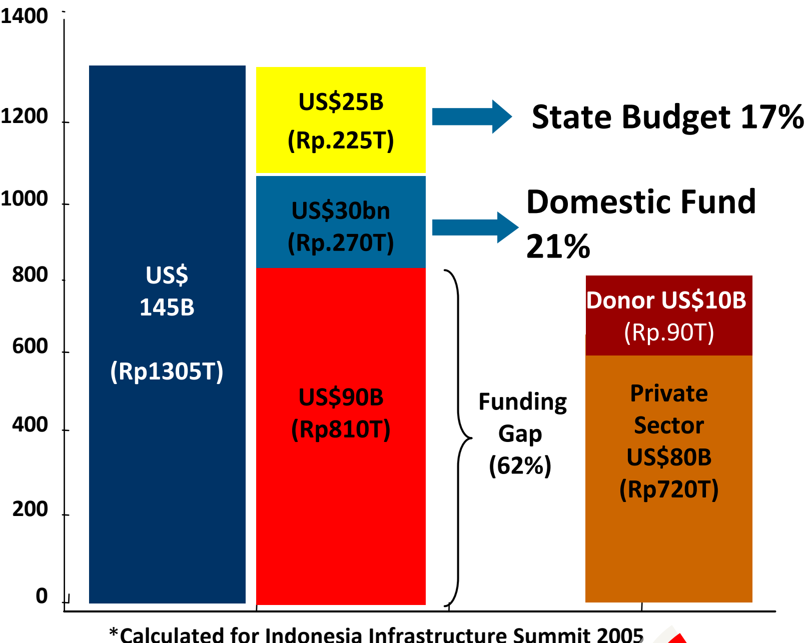
Government spending

- Government gradually increase the budget allocation for infrastructure (from Rp79.12 Trillions in 2008 to Rp.88.61 Trillions 2009) coupled with 12,2 Tn rupiah economic stimulus for infrastructure. The amount still below the ideal number (6% from GDP or Rp200Tn)
- Government need to streamline the procurement and disbursement procedures for the timely project delivery. On the other hand assessment on the true needs, readiness and priority of project for financing will required improvement

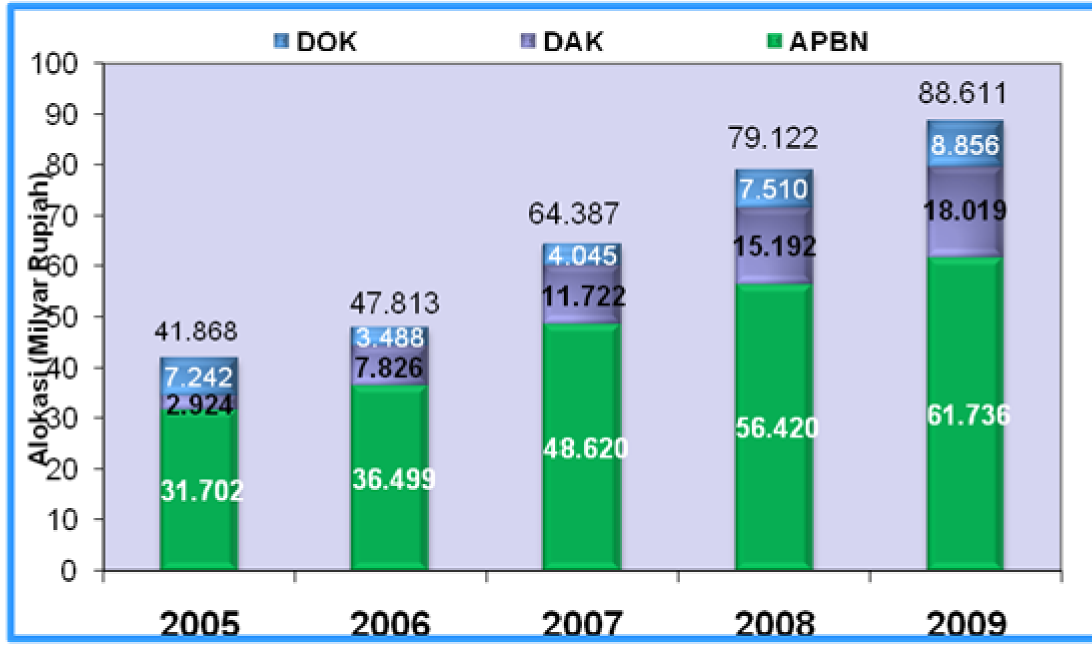
Source: IRAI, 2010

Infrastructure Fund Allocation

State Budget 2009 allocation is doubled from 2005 State Budget Allocation
Total 2005 – 2009 State Budget is Rp. 234,977 Trillion
Total DAK+DOK 2005 – 2009 is Rp. 86,82 Triliion
Total Allocated Fund during 2005-2009 is Rp. 321,8 Trilion



*Calculated for Indonesia Infrastructure Summit 2005

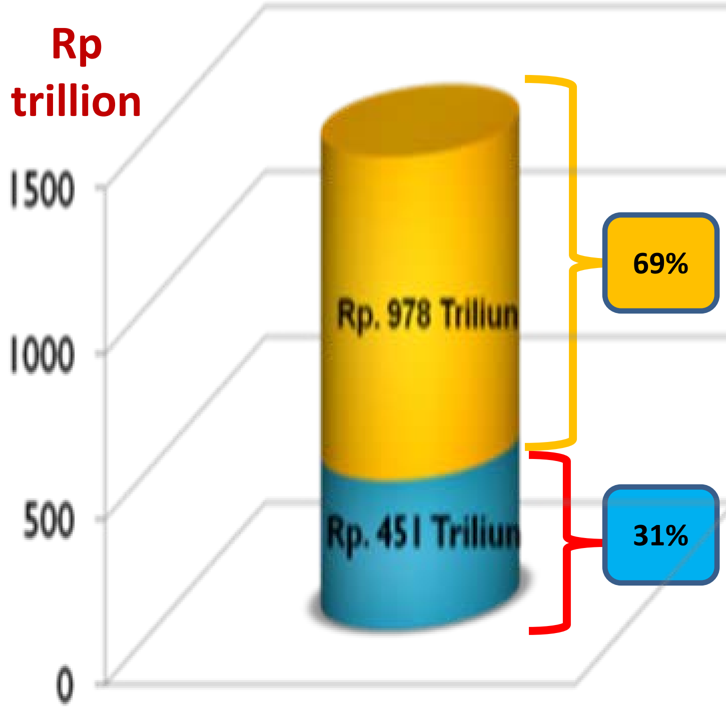


Increasing government fund

DOK : SPECIAL AUTONOMY FUND
DAK : SPECIAL ALLOCATED FUND
APBN : STATE BUDGET

Notes:
1.Excluding State Budget allocation for infrastructure in Ministry of Agriculture and Ministry of Education
2.5 ministries which are included in infrastructure budget allocation are: Ministry of Public Works, Ministry of Transportation, Ministry of Energy and Mineral Resources, Ministry of Communication and Informatics and Ministry of Public Houses

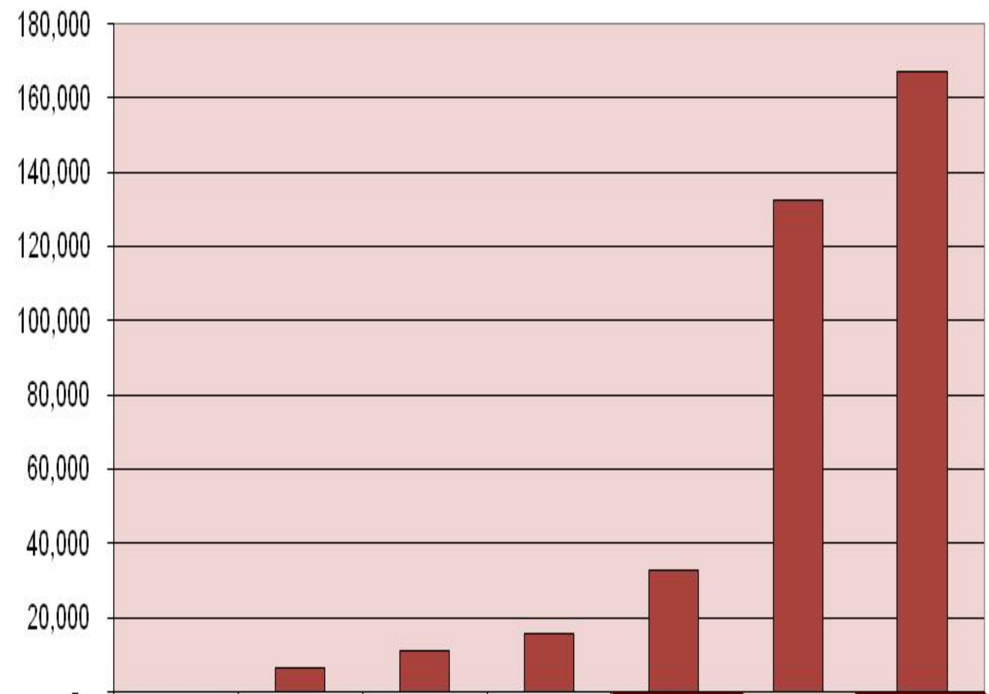
Infrastructure Fund Allocation for 2010 - 2014



Estimated Infrastructure Fund for 2010-2014 is Rp1,429 T

Rp978 T	Private Sector
Rp451 T	Gov. Budget Allocation

Total PPP implementation ability projection Rp.365.36 Tn (USD34.8bn)



	ASDP	Clean Water	Port	Airport	Electricity	Railways	Toll Road
Investment	52.4	6,283.2	11,136.4	15,576.3	32,615.0	132,616.0	167,087.7

- PPP Project investment needs is Rp.978Tn (USD93.2bn)
- Prediction of PPP project implementation ability is only approximately Rp.365Tn (USD38.4bn)

Source: Bappenas

STRATEGIC INFRASTRUCTURES 2010-2014

- **Economic Competitiveness (efficiency)**
  1. National Railways Revitalization
  2. Capacity Improvement Primary road in Sumatera, Kalimantan, Sulawesi, dan Papua
  3. Main Airport establishment dan pioneer flight
  4. Main seaport establishment and pioneer voyage
  5. Capacity improvement on inter-island transportation
  6. Sumatera-JawaToll Road establishment
  7. Completion on 10.000 MW Power Plant, Stage 1
  8. 10.000 MW Power Plant Establishment, Stage 2
  9. Optic Fiber Network Establishment
- **Basic Needs Equality**
  10. Basin/Dam and Irrigation Establishment to Support National Food Security
  11. Flood Control in Big Towns
  12. Village Telecommunication
  13. Internet for Education
  14. Town slum solution by establishing flat/ multi stories housing
  15. Improvement on Piped Water Network for Household to Support Millennium Development Goals (MDGs) by Revitalizing Local Government-owned Water Enterprise

INFRASTRUCTURE POLICY ROAD MAP

		Status
Policy and Regulation Reformation	Infrastructure Road Map 2005-2009	Done
	Sectoral Restructurization (Rearranging for Regulator and Operator)	On Going
	New Sectoral Laws	Done
	New Implementation Regulation	On Going
Improving the Effectivity of State Budget Projects	Improving State Budget	On Going
	Multi-year contract for priority projects	On Going
	E-Procurement to accelerate the procurement	On Going
	Implementation of Medium Term Expenditure Framework (MTEF)	On Going
Government Support for PPP projects (Public-Private Partnership)	Infrastructure Fund (PT. Sarana Multi Infrastruktur)	Done
	Risk Management Unit under Ministry of Finance	Done
	Guarantee Fund (PT. Penjaminan Infrastruktur Indonesia)	On Going
	Land Revolving Fund and Land Capping	On Going
	Land Freezing and Independent Land Appraisal	On Going
	Project Development Facility – PDF to improve FS quality	On Going
	Guidelines of Doing Business in Infrastructure	Not Started

INFRASTRUCTURE SECTORS REGULATIONS

	Completed	In Progress
LAW	Law No. 7/2004 on Water Resources Law No. 38/2004 on Road and Toll Road Law No. 23/2007 on Railways Law No. 30/2007 on Energy Law No. 11/2008 on Information & Electronic Transaction Law No. 17/2008 on Sea Transportation Law No. 18/2008 on Garbage Management Law No. 1/2009 on Aviation Law No. 4/2009 on Mineral and Coal Law No. 22/2009 on Road Traffic Law No. 30/2009 on Electricity	
Government Regulation	GR No. 15/2005 on Toll Road GR No. 28/2005 on Non-Tax Government Revenue GR No. 16/2005 on Drinkwater Provision System Development GR No. 3/2005 on Electricity Provision and Utilization GR No.1/2008 on Government Investment GR No.38/2008 on Asset Management GR No. 42/2008 on Natural Resources Management GR No. 43/2008 on Ground water GR No. 75/ 2008 on Capital Injection of Government of Indonesia for Establishment of Infrastructure Financing Corporation GR No. 35/2009 on Capital Engagement of Government of Indonesia for Establishment of Infrastructure Guarantee Corporation GR No. 56/2009 on Operational on Railways Infrastructure	GR Draft on Operational of Information and Electronic Transaction GR Draft on Lawful Interception GR Draft on Strategic Data Processing GR Draft on Swam GR Draft on River GR Draft on Basin and Dam GR Draft on Railways Traffic GR Draft on Navigation GR Draft on Seaport GR Draft on Water Transportation

Public Private Partnership (PPP) Book

	Total Project	Total Investment (US$ 000)
Project Ready to Offer	8 Project	4,518,000
Priority Project	18 Project	3,094,000
Potential Project	61 Project	26,527,500
TOTAL	87 Project	34,139,500

Source : Bappenas

Projects Ready to Offer

Toll Road

1. Medan – Binjai (USD 129 mio)
2. Medan - Kualanamu - Tb. Tinggi (USD 476 mio)
3. Cileunyi - Sumedang – Dawuan (USD 395 mio)

Sea Transportaton

4. Tanah Ampo Ferry Terminal, Karangasem (USD 24 mio)

Railway

5. Palaci – Bangkuang (USD 740 mio)
6. Soekarno Hatta Airport- Manggarai (USD 700 mio)

Water

7. Bandung Municipal Water Supply, Cimenteng (USD 54 mio)

Electricity/Power

8. Central Java Power Plant (2000 MW) (USD 2 Billion)

20

PPP Book Projects Lists

Projects Ready to Offer

Toll Road
1. Medan – Binjai
2. Medan - Kualanamu - Tb. Tinggi
3. Cileunyi - Sumedang – Dawuan

Sea Transportaton

4. Tanah Ampo Ferry Terminal, Karangasem

Railway

5. Palaci – Bangkuang
6. Soekarno Hatta Airport- Manggarai

Water

7. Bandung Municipal Water Supply, Cimenteng

Electricity/Power

8. Central Java Power Plant (2000 MW)

Priority Projects

Toll Road
1. Pekanbaru - Kandis - Dumai
2. Palembang - Indralaya
3. Tegineneng - Babatan
4. Sukabumi - Ciranjang
5. Pasir Koja - Soreang
6. Pandaan - Malang
7. Serangan - Tanjung Benoa
8. Manado - Bitung

Water

9. Medan Municipal
10. Bandar Lampung Municipal
11. DKI Jakarta - Bekasi - Karawang
12. West Cikarang & Cibitung Bekasi Regency
13. Bandung Regency
14. Sumedang Regency
15. Indramayu Regency
16. Cirebon

Sanitation

17. Integrated Solid Waste Final Disposal & Treatment Facility for greater Bandung Area - West Java
18. Integrated Solid Waste Final Disposal & Treatment Facility for Bogor & Depok Area - West Java (Nambo)

PPP Book Projects Lists

Potential Projects

Toll Road

1. Kisaran - Tebing Tinggi
2. Bukit Tinggi - Padang Panjang - Lubuk Alung - Padang
3. Batu Ampar - Muka Kuning - Bandara Hang Nadim
4. Terbanggi Besar - Menggala - Pematang Panggang
5. Bakauheni - Terbanggi Besar
6. Cilegon - Bojonegoro
7. Kamal - Teluk Naga - Batu Ceper
8. Kemayoran - Kampung Melayu
9. Sunter - Rawa Buaya - Batu Ceper
10. Ulujami - Tanah Abang
11. Pasar Minggu - Casablanca
12. Sunter - Pulo Gebang - Tambelang
13. Duri Pulo - Kampung Melayu
14. Tanjung Priok Access
15. Terusan Pasteur - Ujung Berung - Cileunyi
16. Ujung Berung - Gedebage - Majalaya
17. Semarang - Demak
18. Yogyakarta - Bawen
19. Yogyakarta - Solo
20. Bandara Djuanda - Tanjung Perak
21. Probolinggo - Banyuwangi

Air Transportation

22. Kertajati International
23. Sentani
24. Juwata Tarakan

Potential Projects

Land Transportation

25. Bojonegara - Ketapang (Jawa - Sumatera) Ferry Terminal

Marine Transportation

26. Bojonegara Port
27. Expansion of Kumai Port, Kotawaringin Barat Regency
28. Development Lupak Dalam Port, Kapuas Regency
29. Expansion of Teluk Sigintung Port, Seruyan Regency
30. Expansion of Anjir Kelampan & Anjir Serampan Canal

Railways

31. Kualanamu
32. West Sumatera
33. Simpang - Tanjung Api-api
34. Tanjung Enim - Batu Raja
35. Lahat - Kertapati
36. Railway Facilities - Blue & Green Line (Jakarta Monorail)
37. Gedebage, Bandung Municipal, Integrated Terminal (Railway)
38. Bangkuang - Lupak Dalam
39. Kudangan - Kumai
40. Puruk Cahu - Kuala Pembuang
41. Tumbang Samba - Nanga Bulik
42. Kuala Kurun - Palangkaraya - Pulau Pisau - Kuala Kapuas
43. East Kalimantan Railway (Puruk Cahu - Balikpapan

Public Private Partnership (PPP) Book Project List

Potential Projects

Water Supply

44. Pondok Gede, Bekasi Municipal
45. Surakarta - Sukoharjo Central Java Province
46. Klungkung Regency (Tukad Unda)
47. Maros Regency
48. West Bandung (Alternative 1), Water Conveyance
49. West Bandung (Alternative 2), Water Conveyance
50. East Bandung (Alternative 1), Water Conveyance
51. East Bandung (Alternative 2), Water Conveyance
52. Semarang (Alternative 1), Water Conveyance
53. Semarang (Alternative 2), Water Conveyance
54. Semarang (Alternative 3), Water Conveyance

Power

55. New North Sumatera Coal Fired Steam Power Plant (2 X 200 MW)
56. South Sulawesi New Coal Fired Steam Power Plant (200 MW)
57. North Sulawesi Coal Fired Steam Power Plant (2 X 55 MW)
58. North Sulawesi New Coal Fired Steam Power Plant (55 MW)
59. North Sumatera (Infrastructure) (2 X 100 MW)
60. Sumatera Mine Mouth HFDC Coal Fired Steam Power Plant (2 X 200 MW)
61. East Kalimantan (Infrastructure) Coal Fired Steam Power Plant (2 X 65 MW)

Land Facilities

1. *Land Capping*;

- The Government of Indonesia has allocate State Budget with the total amount of IDR 4.89 T to support the Land Acquisition Process for 28 toll road; (Based on MPW regulation No. 12/PRT/M/2008, date 28 July 2008)
- in 2008, the realization of Land Capping is IDR 264,937 B and Rp235.01 B by 16 Dec 2009, which used by 3 section (Bogor Ring Road, Semarang – Solo, and Cinere-Jagorawi);
- In 2009, land capping fund has been allocated for IDR 1 T , and 1,2 T has been allocated for 2010.
- Ministry of Public Works (MPW) has asked the Ministry of Finance (MoF) to expand the Land Capping allocation which will be ended in 2010 to 2013.

2. *Land Revolving Fund;*

- To support the land acquisition process, GoI also has prepared the Land Revolving Fund;
- The Allocation for the Land Revolving Fund is IDR 1.44 T;
  that will used to financing 23 Toll Road section;
  (based on the agreement between BPJT (MPW) – PIP (MoF)
- Until now, IDR 800 B has been allocated, and more than IDR 700 B has been disbursed.

3. *Land Freezing*

Land that has been appointed to be used as a project by government isn't allowed to be traded unless there is a permission from governor/major

Policy and instruments to accelerate the land acquisition that will support infrastructure development

Indonesia Infrastructure Fund & Guarantee Fund

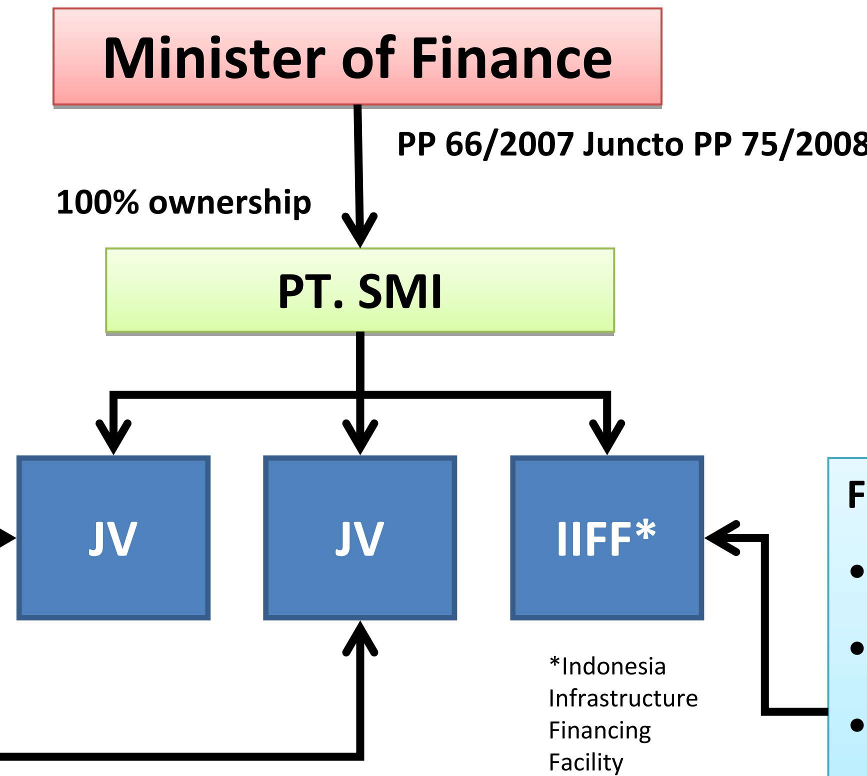
1. Indonesia Infrastructure Fund (PT. Sarana Multi Infrastruktur - PT. SMI)

- PT. SMI is founded on 23 February 2009;
- Initial capital is Rp. 1 Trillion which is allocated from State Budget, ADB and WB are willing to inject US$ 100 M as *Loan* and US$ 40 M as *Equity;* DEG is going to inject US$ 20 juta;
- *Indonesia Infrastructure Financing Facility (IIFF)* is still under discussion now with related stakeholder

2. Guarantee Fund (PT. Penjaminan Infrastruktur Indonesia - PT. PII)

- Based on Gov. Regulation No. 35/2009, Government of Indonesia allocated Rp 1 Trillion from 2009 State Budget as Government Investment;
- World Bank is agree to provide *backstop facility* amounts Rp 1.5 Trillion.
- PT. PII has been launched in 30 December 2009.

Indonesia Infrasructure Fund (PT. SMI)



Third Parties:

- Public, private sector
- State Owned Enterprises
- Banking
- Local Government
- Multilateral Organization (World Bank, ADB, etc.)
- Private Funds

Founder:

- PT. SMI
- ADB
- IFC
- DEG
- Other Private Sector Investors

Benefits of the third parties involvement:

- Increase the capability of financial sources
- Increase the reputation & credit rating
- Absorb the expertise, experience & other resources

Indonesia Infrastructure Fund’s Framework

Improving the capacity of the Infrastructure Development Acceleration

Related Parties

Regulator:
Government Bodies

Project Owner:
- Ministry/Bureau
- Local Government
- SOE/LGOE
- BPJT
- etc

Investors:
- Lenders
- Local Investor
- Foreign Investor
- Multilateral
- Private Sectors
- Banking
- Infrastructure Pool of Fund
- PIP

PT SMI

FACILITATOR/CATALYSATOR for Project Owner & Investors

Internal Capacity Building
- Fund Management
- Fund Raising
- Development of the fee-based income, e.g.: Investment advisory

External Capacity Building
- Identification of Infrastructure Project Priority
- Inter-departmental Coordination
- Partnership with other entities to form JVs specializing in the infrastructure financing
- Direct financing to other legal entities, in the form of loan or equity
- Partnership with other parties in the form of BOT or BOO
- Socialization on the infrastructure financing activities

INFRASTRUCTURE

DEVELOPMENT

Goals

- Job Creation
- Poverty Reduction
- Human Resources Development
- Industrial Competitiveness Improvement
- Distribution Improvement

Why Private Guarantee ?

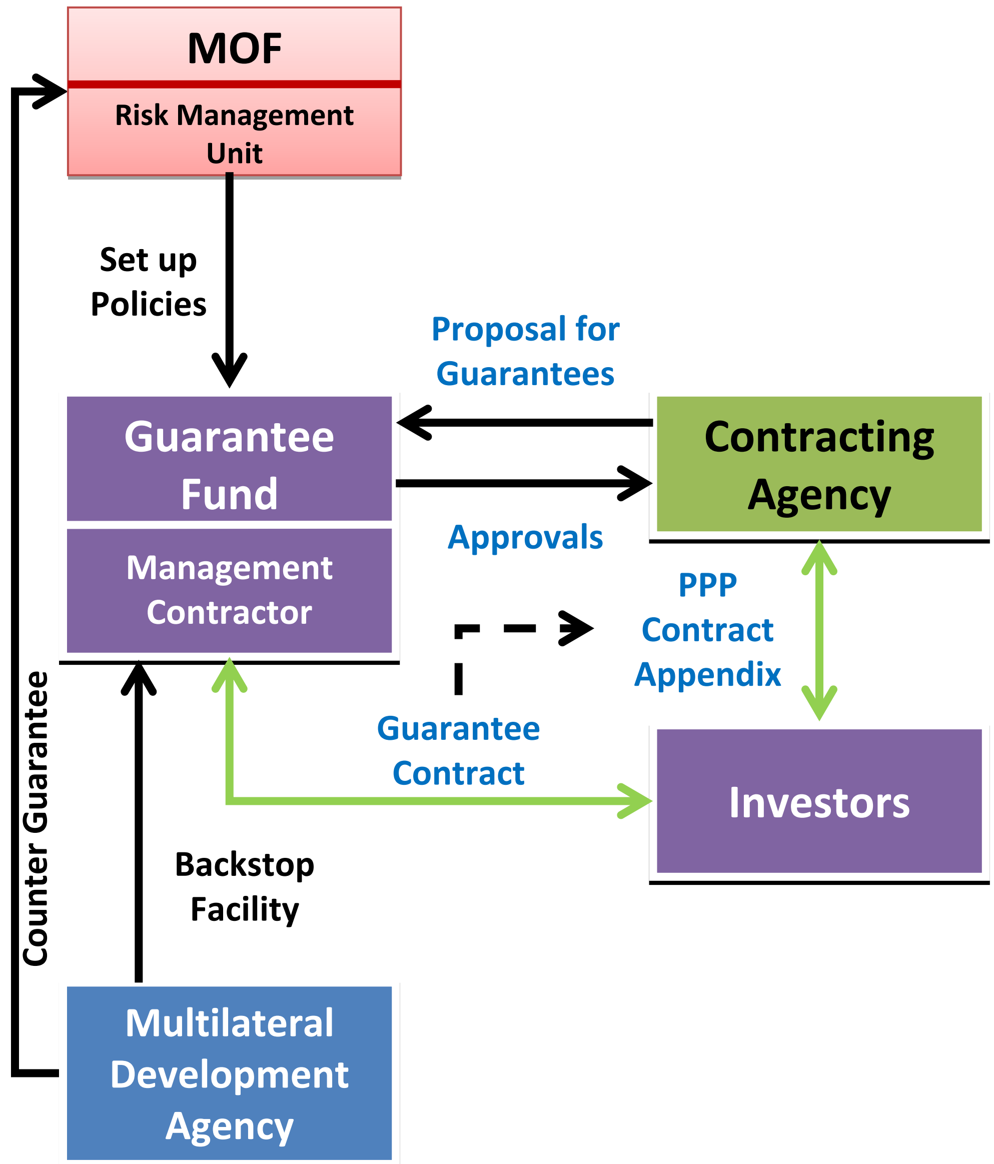
- **Private investments are required to accelerate infrastructure provision and government can only provide about 31% from USD 120 B required**

- **Experience shows that government support/guarantees is required to mobilize private capital, for example:**
  - **Monorail**
  - **Program 10.000 MW Stage I**
  - **Cirebon IPP**
  - **JORR II Toll Road project**

(*source: Bappenas 2009)

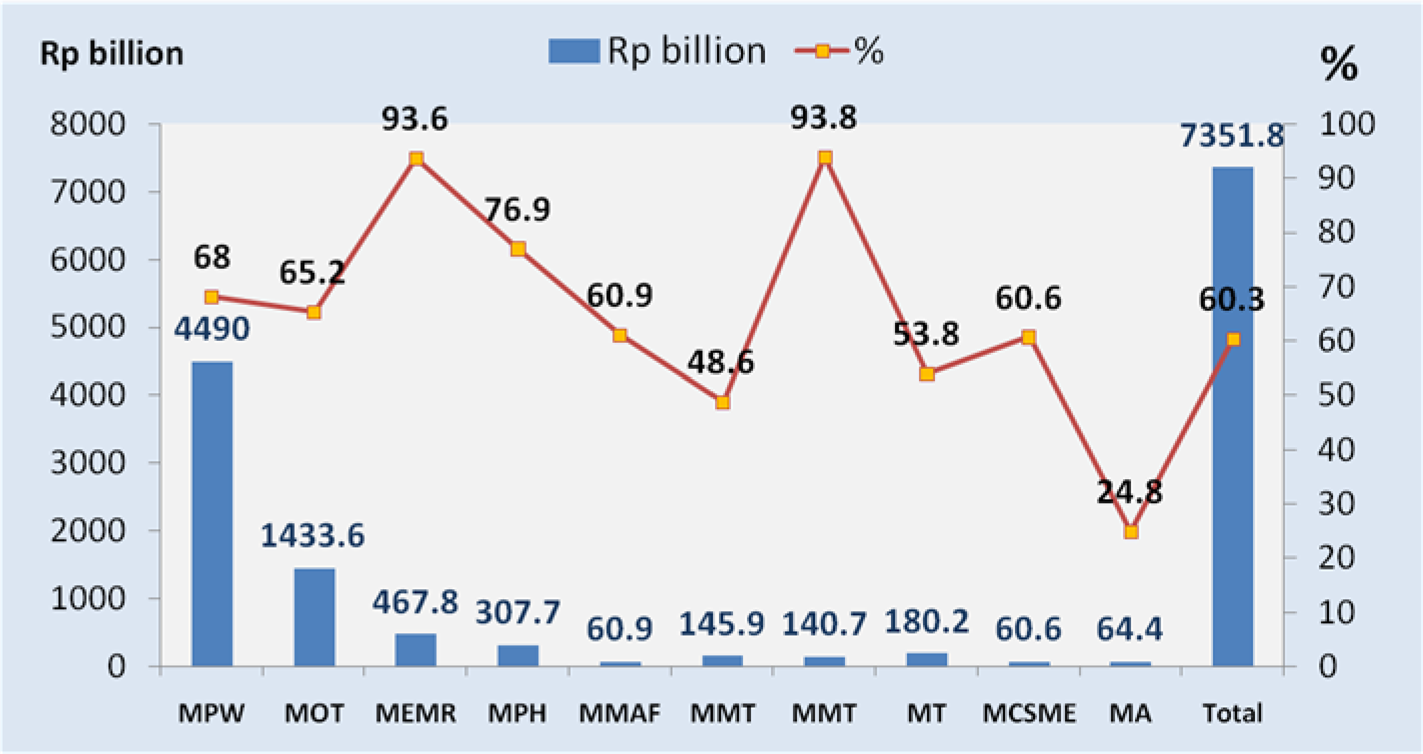
Guarantee Fund

- GF is established as a separate legal entity (SOE)
- GF is fully owned by the Government and the initial capital will be provided from APBN.
- The RMU will focus on setting policies (eg. risk sharing, valuing CL, operation of GF) and on supervising the GF.
- The GF will review proposals, calculate CL, decide the guarantee provision, enter into guarantee contracts, manage assets, prepare financial reports to the MoF and public, pay claims, and monitor CL of projects
- The MoF will be the GMS (RUPS) and will appoint BoD and BoC of the GF.
- Multilateral Development Agencies will provide backstop facility.



FISCAL STIMULUS ON INFRASTRUCTURE SPENDING AS 14 DECEMBER 2009

Source: BKF-Depkeu 2009, analyzed



Ministry of Public Works	**MPW**
Ministry of Transportation	**MOT**
Ministry of Energy and Mineral Resources	**MEMR**
Ministry of Public Houses	**MPH**
Ministry of Marine Affairs and Fisheries	**MMAF**
Ministry of Manpower and Transmigration	**MMT**
Ministry of Health	**MMT**
Ministry of Trade	**MT**
Ministry of Cooperation and Small Medium Enterprise	**MCSME**
Ministry of Agriculture	**MA**

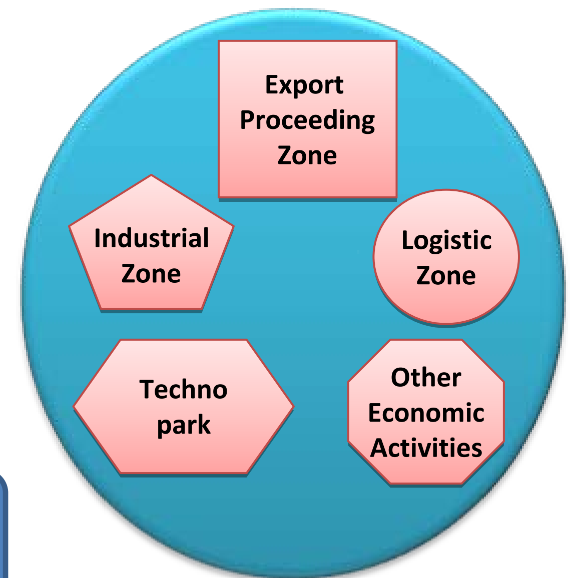
SPECIAL ECONOMIC ZONE

SEZ DEFINITION

A zone with specific borders in Republic of Indonesia teritory which is administered to conduct special economic functions and supported by a set of special facilities

SEZ FORM

SEZ can be consist of one or several zone (s), they are: export proceeding, logistic, industry, technology development and /or other economic activities.



SEZ CRITERION

Proposed SEZ have to fulfill several criterions below:

a. match to Spatial Master plan and has no potential disturbances to the zone
b. the local government support the management of SEZ
c. nearby international trade traffic or international voyage in Indonesia zone or in potential area
d. infrastructure availability and its potential development
e. clear border area

Law No.39/2009 on Special Economic Zone

Role Sharing of Central Government and Local Government in Developing Special Economic Zones

Special Economic Zone in Indonesia

Central Government

- Policy formulation and regulation framework;
- Provision of Norms, Standards, Procedures, and Manuals;
- Formulation of fiscal and non-fiscal incentives;
- Tax, customs, immigration and labor facilitation;
- Preparing area development for investment;
- Promotion.

Local Government

- Land, spatial plan and infrastructures;
- Integrated licensing system/one-stop-service;
- Local regulation to attract investment;
- Security.

National Spatial Planning

SPECIAL ECONOMIC ZONE

Primary Zone

1. Medan - Binjai – Deli Serdang – Karo Metropolitan Zone
2. Batam – Tanjung Pinang Zone and around
3. Batam Marine
4. Bojonegara – Merak – Cilegon Zone
5. Jakarta City zone
6. Purwakarta – Subang – Karawang zone
7. Kendal-Demak-Ungaran-Semarang-Purwodadi zone
8. Juwana – Jepara –Kudus – Pati –Rembang –Blora zone
9. Gresik-Bangkalan-Mojokerto-Surabaya-Sidoarjo-Lamongan Zone
10. Bontang – Samarinda – Tenggarong – Balikpapan – Tenajam Zone and around
11. Makassar-Maros-Sungguminasa-Takalar Zone
12. Palu Zone and around
13. Sorong Zone and around
14. Biak Zone

National Strategic Zone

1. KPBPB Sabang
2. Medan-Binjai-Deli Serdang-Karo City zone
3. Batam, Bintan, dan Karimun Zone
4. Kendal-Demak-Ungaran-Semarang-Purwodadi (Kedung Sepur) City Zone
5. Gresik-Bangkalan-Mojokerto-Surabaya-Sidoarjo-Lamongan (Gerbangkertosusila) City Zone
6. KAPET Khatulistiwa
7. KAPET Samarinda, Sanga-sanga, Muara Jawa, Balikpapan
8. Makassar-Maros-Sungguminasa-Takalar (Mamminasata) City Zone
9. KAPET Manado-Bitung
10. KAPET Biak

PROPOSED SEZ

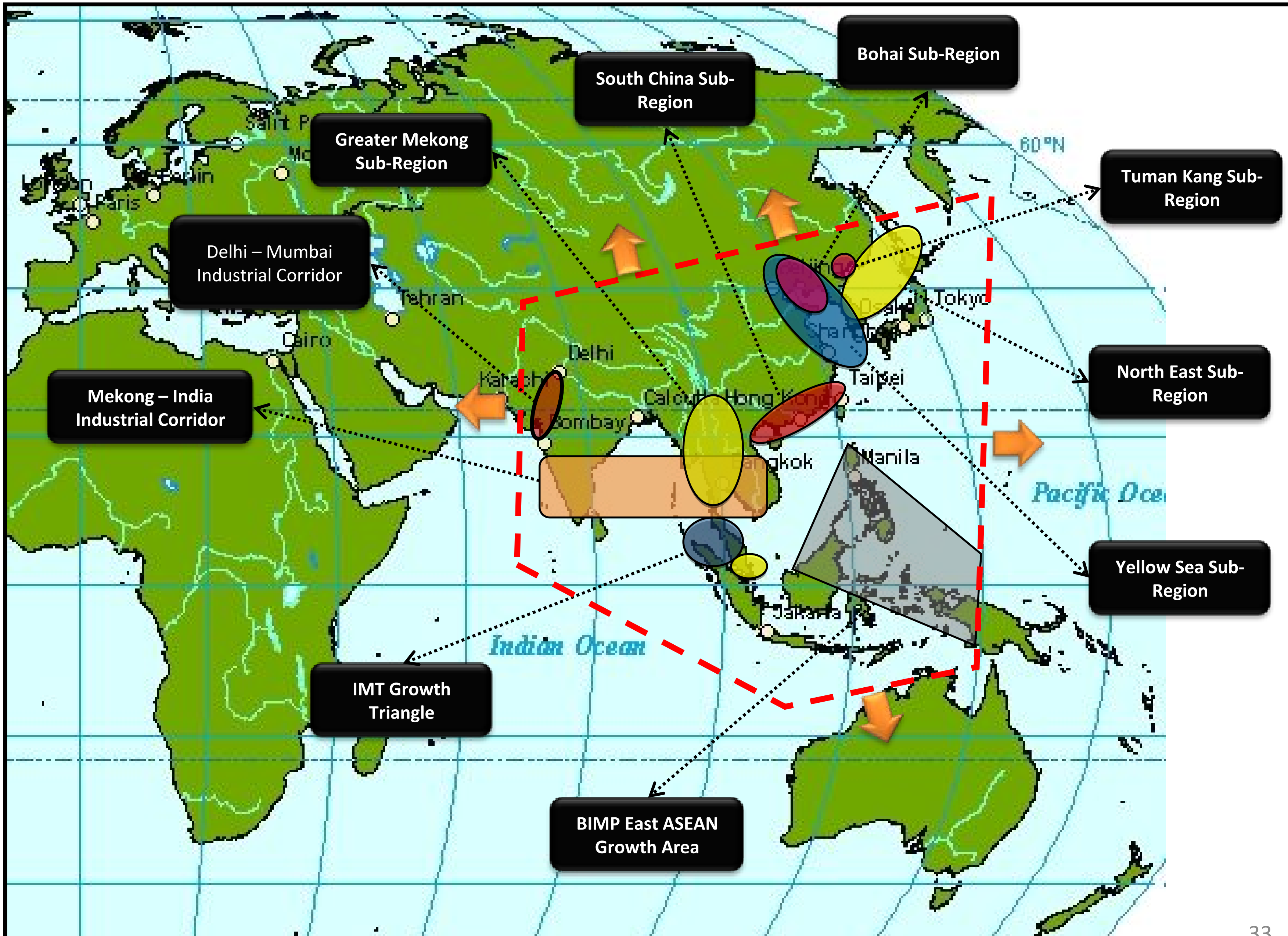
Proposed SEZ of Prov. Sumatera Utara
1.Medan – Deli Serdang
2.Industri Kuala Tanjung Zone
3.Labuhan Angin Zone
4.Asahan Tj. Balai Zone
Proposed SEZ of Prov. Riau
5.Dumai Zone
6.P.Rupat Tourism Zone
FTZ VVK Kep. Riau
7. FTZ Batam
8. FTZ Karimun
9. FTZ Bintan
Proposed SEZ of Prov. Bangka Belitung
10.Tj Berikat Zone
11.Air Kelik Industrial Zone
Proposed SEZ of Prov. Bengkulu
12. Pulau Enggano Zone

Proposed SEZ of Prov Sumsel
13.Tj. Api-api Zone
Proposed SEZ of Prov Banten
14. Bokonegoro Zone
Proposed SEZ of Prov DKI
15. Marunda Industrial Zone
Proposed SEZ of Prov Jawa Barat
16. Cikarang Industrial Zone
Proposed SEZ of Prov Jawa Tengah
17. Kedung Semar Zone
18. Kab Jepara Zone
19. BAnglor Zone
20. Kab Sragen Zone
Proposed SEZ of Prov DIY
21. Kab. Kulonprogo Zone

Proposed SEZ of Prov Jawa Timur
22. Perkapalan Lamong Industrial Zone
Proposed SEZ of Prov Kalimantan Barat
23. P. Temajo Zone
24. BDC Entikong
25. Mempawah Zone
26. Semparuk Industrial Zone
27. PLASA zone
Proposed SEZ of Prov Kalimantan Selatan
28. Mekarputih – Kotabaru Zone
Proposed SEZ of Prov Kalimantan Timur
29. Karinggau – Balikpapan Zone
30. Maloy Kutai Timur Zone
31. Tarakan Zone
32. Nunukan Zone

Proposed SEZ of Prov Sulawesi Selatan
33. Kab. Selayar Zone
34. Mamminasata Zone
35. Kab Barru Zone
Proposed SEZ of Prov Sulawesi Tengah
36. Palu Industrial Zone
Proposed SEZ of Sulawesi Utara
37. Kab. Bitung Zone
Proposed SEZ of Prov Sulawesi Tenggara
38.Kabeana Island zone
Proposed SEZ of Prov Prov Maluku
39. Ngadi Village Zone
Proposed SEZ of Prov Papua Barat
40. Kab. Sorong Zone
Proposed SEZ of Prov Papua
41. KAPET Biak
Proposed SEZ of Prov NTT
42. Wini, TTU Zone

INDONESIA ECONOMIC CORRIDOR DEVELOPMENT



Economic corridor connects hubs and industry nodes to drive economic and social development across entire region

Six economic corridors across Indonesia defined...

THANK YOU…….