Railway Projects
[To Support Economic Development]

on Asia Pacific Rail 2013, 12-14 March 2013, Hong Kong
Master Plan for Acceleration and Expansion of Indonesian Economic Development (MP3EI)

Some Strategic Rail Projects
1

[Master Plan for Acceleration and Expansion of Indonesian Economic Development (MP3EI)]
1. THE VISION

[for Acceleration and Expansion of Indonesia Economic Development 2011 – 2025 (MP3EI)]

VISION 2025

2010
GDP: USD 700 Billion
Income/capita USD 3,000

2025
GDP: ~USD 4.0 - 4.5 Trillion
Income/capita ~USD 14,250 - 15,500 (country with high income)

2045
GDP: ~USD 15.0 - 17.5 T
Income/capita ~USD 44,500 - 49,000

~ 8 largest
~ 12 largest

8 – 9 % per annum
5 – 6 % per annum
2. Main Strategy

**INDONESIA VISION 2025**

“To Create a Self-Reliant, Advance, Just, and Prosperous Indonesia”

**STRATEGIC INITIATIVES OF MP3EI**

1. Encourage a large scale investment realization in 22 main economic activities
2. Synchronization of national action plan to revitalize the real sector performance
3. The Development of center of excellence in each economic corridor

**MAIN STRATEGY OF MP3EI**

- ECONOMIC POTENTIAL DEVELOPMENT THROUGH ECONOMIC CORRIDORS
- STRENGTHENING THE NATIONAL CONNECTIVITY
- STRENGTHENING NATIONAL HUMAN RESOURCES CAPABILITY AND SCIENCE & TECHNOLOGY

**BASIC PRINCIPLES OF MP3EI**

BASIC PRINCIPLES AND SUCCESS PREREQUISITES FOR ACCELERATION AND EXPANSION OF ECONOMIC DEVELOPMENT
3. Main Economic Activities on Corridors

- **Sumatera**
  - Palm Oil
  - Rubber
  - Coal
  - Shipping
  - Steel
  - Sunda Strait Area

- **Java**
  - Textiles
  - Food Beverage
  - Transport Equipm.
  - ICT
  - Defense Equipm.
  - Shipping
  - Metrop Jakarta Area

- **Kalimantan**
  - Palm Oil
  - Timber
  - Oil & Gas
  - Steel
  - Bauxite
  - Coal

- **Sulawesi**
  - Foodcrops
  - Cocoa
  - Fisheries
  - Nickel
  - Oil & Gas

- **Bali - NT**
  - Tourism
  - Animal Husbandry
  - Fisheries

- **Papua – Maluku Islands**
  - Foodcrops
  - Fisheries
  - Copper
  - Nickel
  - Oil & Gas
[Some Strategic Rail Projects]
1. National Railways in 2030

Vision

- Competitive, integrated, high-technology, synergize with industry, affordable, responsive to development

Railway share 11-13% for passenger and 15-17% for freight transport

10,000 km of railway network, double-track, electrification of Java main lines

Trans Sumatra railways network

as backbone of mass transportation in cities/urban areas

the operation of Argo Cahaya (High Speed Train/ HST) in Java

railways as the backbone of freight transport in Kalimantan, Sulawesi, Papua

integrated, secured, safe, comfortable, reliable, and affordable of services
2. Java Rail Policy and Project

**Railway Network Development Policies**

- Developing intercity railway network;
- Developing urban railway network;
- Developing access to airport and seaport;
- HSR Project.

**Double Track Rail Project 450 km**

- To cope with the traffic growth, especially freight transport;
- To enhance safety, speed and punctuality of rail services;
- To reduce heavy load on road;
- To improve safety, speed and comfort on road.
3. Java North Line Double Track Railway Project

**The Project**

- Objectives:
  - Supporting Master Plan for Acceleration and Expansion of Indonesian Economic Development (MP3EI) Program;
  - Supporting Domestic Connectivity and provide rail access to industrial zone;
  - Increasing the safety level.
- The invest value: USD 1 Billion.
- Fund Source: GOI’s Budget.

**Main Activity**

- MoU between parties involves (government, industries);
- Investment Sharing;
- Regular coordination and review on progress and programs.
4. The Challenge

**Technical**
- Land acquisition
- Removal of Utilities, Gas Pipe along the railway,
- Soil condition, Swam Area
- Limited budget
- Utilization of local material like bamboo

**Social**
- Squatter
- Local economic activity
- Flood
5. The Schedule

The diagram shows the schedule for the construction and development of the railway network in Indonesia. The network starts from Jakarta and extends to Surabaya, passing through cities like Cirebon, Tegal, Semarang, and Bojonegoro. The map illustrates the progress of the project with different markers indicating key milestones.

- **Timeline**:
  - **2011**:
    - Q1: Detail Engineering Design
    - Q2: Land Acquisition
    - Q3: Construction of roadbed
    - Q4: Construction of bridge
  - **2012**:
    - Q1: Rail & Wessel Installation
    - Q2: Construction of emplacement
    - Q3: Signaling
    - Q4: Signaling (cont’d)
  - **2013**:
    - Q1: Double Track planned in 2013

The diagram also highlights the distances between key cities:
- Jakarta to Bekasi: 18 km
- Bekasi to Cirebon: 201 km
- Cirebon to Tegal: 63 km
- Tegal to Pekalongan: 72 km
- Pekalongan to Semarang: 90 km
- Semarang to Bojonegoro: 180 km
- Bojonegoro to Surabaya: 103 km

Operated Double Track
- Double Track planned in 2013
### 6. Organization

**STEERING COMMITTEE**

<table>
<thead>
<tr>
<th>CHAIRMAN</th>
<th>Coord. Minister for Economy Affairs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vice Chairman</td>
<td>Minister of Transportation</td>
</tr>
<tr>
<td>Members</td>
<td>Related ministers, governors and National Land Agency</td>
</tr>
</tbody>
</table>

**EXECUTING TEAM**

<table>
<thead>
<tr>
<th>CHAIRMAN</th>
<th>Vice Minister of Transportation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vice Chairman</td>
<td>Director General of Railways</td>
</tr>
</tbody>
</table>

**COORDINATING AD HOC TEAM**

1. Min. of State-Owned Enterprises; 2. Local government; 3. Land Agency in each region; 4. PT. KAI; 5. Working Unit of DG of Railways

**SOURCES**

7. The Progress of Double Track Railway Project

Roadbed Construction (Tanjung-Cirebon Prujakan)

Installation of Sleeper and Track (Batang-Bojonegoro)

L-Shape Installation (Semarang-Bojonegoro)

Bridge Construction (Sedadi-Ngrombo)

Development of The Station (Babakan Station)

Indonesia Vice President Inspection on East Java Progress of DT Rail Project
Railway Network Development Policies

- Developing intercity railway network;
- Developing urban railway network;
- Developing access to airport and seaport.

Access to Port and Airport

- Connect industry to new Kuala Tanjung seaport
- Connect new Kualanamu airport to city centre of Medan Metropolitan
- Electrification of rail line

South Sumatra Prov.:
- Own 183 TCF CBM (40% national reserve)
- Own 52 bill ton of coal reserve (50% national reserve)

FTZ, collaborating with Singapore, Shipyard and petrochem clusters

Oil & Gas, Coal Gasification Cluster, SEZ

Sunda Strait National Strategic Area

Medan Metropolitan

Rubber and Palm oil industry cluster, SEZ

Palm oil industry cluster, SEZ

FTZ, collaborating with Singapore, Shipyard and petrochem clusters

Sumatra (swarnadwipa) - land of the hope

8. North Sumatera Railway Projects
9. Rail Access to Seaport and Airport

**The Project**
- Objective is to support Domestic Connectivity and provide rail access to industrial zone
- The investment value: Rp. 594.6 Billion
- Fund Source: GOI’s Budget

**Main Activity**
- MoU between parties involves (government, industries)
- Investment Sharing
- Regular coordination and review on progress and programs
THANK YOU