



increasing mobility, improving life quality



JAKARTA MRT PROJECT Phase 1

March 11, 2014

JAKARTA MRT CONSTRUCTION MANAGEMENT CONSULTANTS

1. INTRODUCTION



Introducing
Jakarta Mass Rapid Transit System



The idea of building an MRT system in Jakarta was first put forth in the 1980s. In 1995, National Government unsuccessfully push the project through private driven initiative. One of the major reasons for this long process lies in the outbreak of the economic crisis in 1997. This proposal was revived in 2002 by the City Government, but it was not until 2006 that Japan International Cooperation Agency (JICA) and the Government finally agreed on funding and logistics for MRT system corridor Lebak Bulus - Dukuh Atas (1st Phase) through Special Term for Economic Partnership (STEP). After carrying further study, the 1st phase of MRT Jakarta is extended until Bundaran HI to minimize the construction impact, as well as to increase the demand passenger.

<p>OBJECTIVES</p> <ul style="list-style-type: none"> Mitigate severe traffic congestion Stimulate and accelerate Jakarta's economic growth by introducing an efficient transportation system Improve urban environment by reducing negative environmental impact of public transportation Symbolize Indonesia's economic development by establishing the nation's first modern urban railway system 	<p>EXPECTED IMPACT/OUTCOME</p> <ul style="list-style-type: none"> Capacity increase: 300,000+passengers daily (current number of Trans Jakarta daily passengers from Blok M to Kota is 70,000) Travel time reduction: Travel time from Lebak Bulus to Bundaran HI will be reduced to 30 minutes Employment creation: 48,000 new jobs created over five-year project life Environmental impact: CO2 emissions estimated to be reduced by 30,000 tons in 2020 Further intangible impact: Reduced traffic accidents, increased social/economic development
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2. ABOUT MRT JAKARTA

In order to construct, manage, and operate the future Jakarta MRT system, PT Mass Rapid Transit Jakarta (PT MRT Jakarta) was established on June 17th 2008 through Local Ordinance No. 3/2008 on the Association of Regional Owned Enterprise PT MRT Jakarta and Local Ordinance No. 4/2008 on Regional Capital Investment in PT MRT Jakarta.



PT MRT Jakarta is established as a land transport service provider, which is engaged in the establishment of public railway infrastructures and facilities. This consists of the construction, operation, maintenance and business management of MRT facilities and infrastructures, including the development and management of the MRT depot and stations surrounding areas.

Role of MRT Jakarta

PT MRT Jakarta's responsibility, as the owner of the MRT system, covers the full range of phases, from Engineering Services, Construction up to Operations and Maintenance. During several engineering service phase, such as construction, operation, and maintenance, PT MRT Jakarta will be responsible for the Contractor Pre-qualification and Bidding processes.

In the construction phase, PT MRT Jakarta will represent the Provincial Government of DKI Jakarta in the contract signings of the Contractor that will execute construction.

the Tender Assistance Consultants, and also the Management and Operational Consultants.

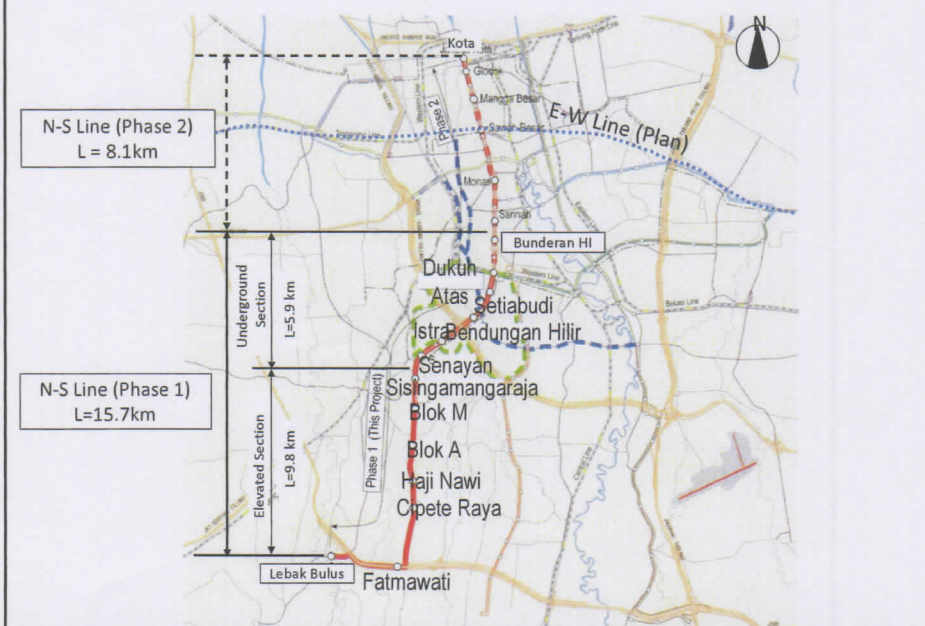
As for the operational phase, PT MRT Jakarta will be responsible for the operations and maintenance of the MRT System, which includes obtaining adequate ridership to be able to generate a reasonable company revenue.

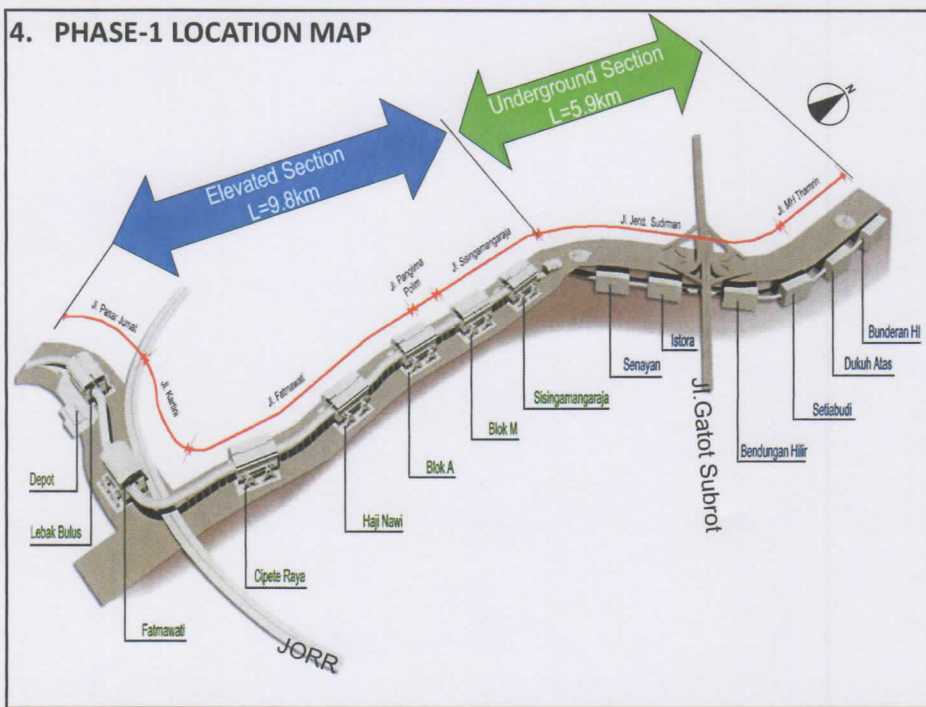
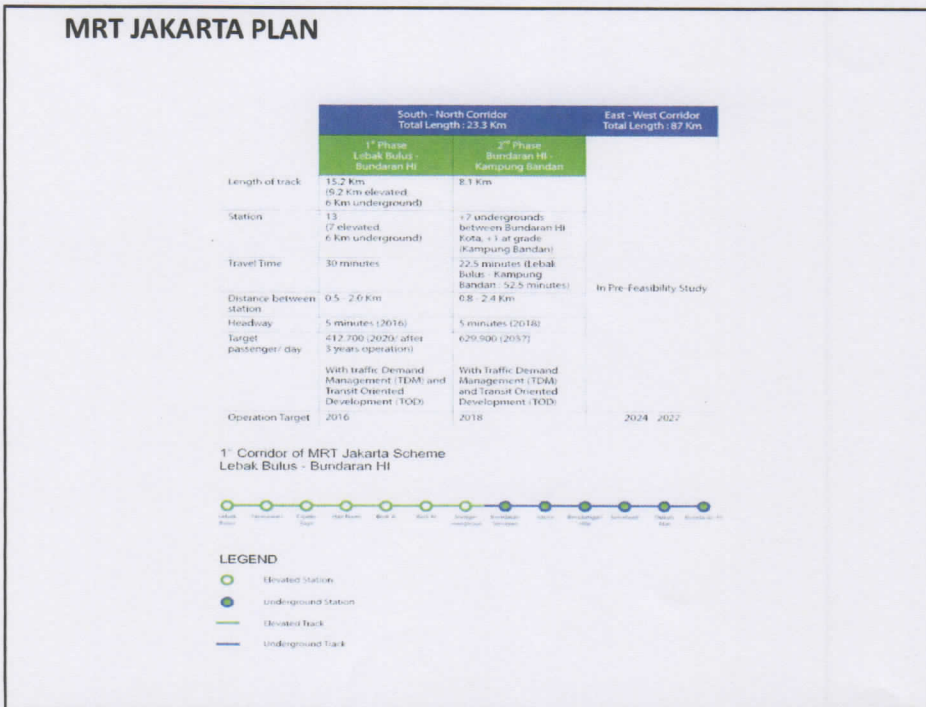
PT MRT Jakarta was designed and established to be a one-window agency during the construction, operation and maintenance of MRT Jakarta Project. Based on another MRT project, the absence of a one-window agency potentially leads to an uncertainty of accountability, which can become a main issue for project completion.

SCOPE OF THE MRT PROJECT

- Construction of infrastructure, stations, and depot
- Procurement of rolling stock (and related spare parts and materials) and system wide facilities.
- Land acquisition and relevant resettlement traffic management during construction
- Preparation of sufficient feeder systems and smooth transfer connections at major stations
- Preparation for operation startup

3. MRT JAKARTA PLAN





why?

3/10/2014

80% or more

*120 Billion
JICA 34%*

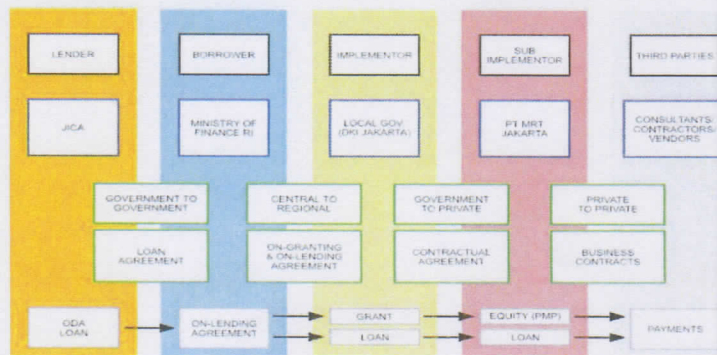
24 Bill: 0%
49% Gov.
51% City.

*semas
stage of issue
Maintenance*

5. PROJECT FINANCING

The total project cost is estimated about ¥ 144 Billion with the eligible loan portion is about ¥ 120 Billion, and the rest of the project cost will be funded by National and City Budget. The project cost will be shared between National Government (49%) and City Government (51%). The fund will then be channeled to PT MRT Jakarta through DKI Jakarta as the implementer and operator of the project. JICA also has provided grant to do feasibility study of extension MRT corridor from Bundaran HI – Kampung Bandan (Kota) and the pre-feasibility study of MRT east – west corridor.

Loan Channeling Scheme



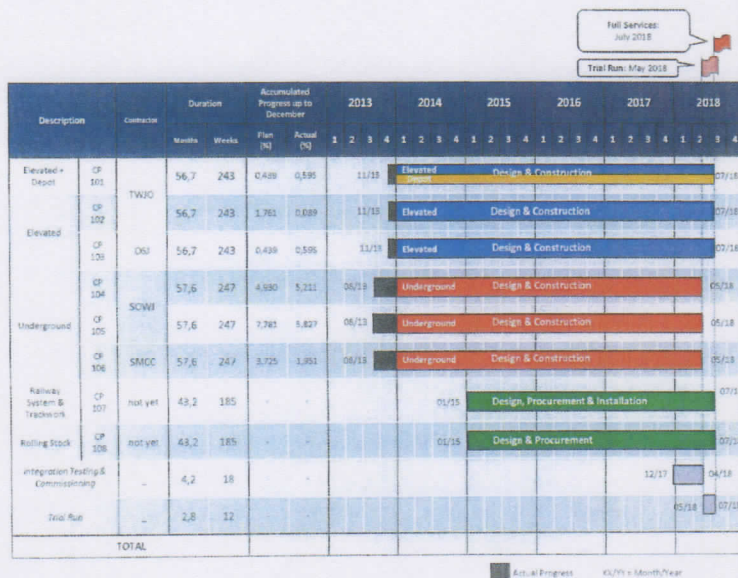
6. CURRENT CONTRACT PACKAGES

MRT JAKARTA

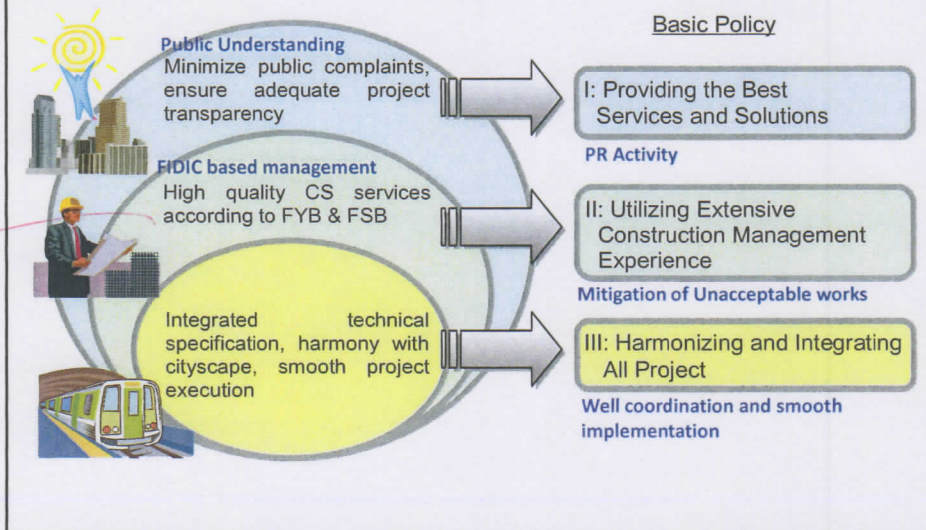
LIST OF CMCS AND CIVIL WORK CONSTRUCTION CONTRACT

No.	PACKAGE	DATE OF CONTRACT	CONTRACT AMOUNT (excl tax)		JICA CONCURENCE	COMMENCEMENT DATE
			JAPANESE YEN	IDR		
1.	CMCS by JMGMC (JV and Joint Association of Oriental Consultant)	June 10, 2013	1,507,896,088	117,898,426,323	August 1, 2013	August 19, 2013
2.	CP101 by TW-JO (Tokyu-WIKA JO)	October 10, 2013	1,767,233,220	255,791,651,698	November 13, 2013	November 26, 2013
3.	CP102 by TW-JO (Tokyu-WIKA JO)	October 10, 2013	664,389,563	235,383,562,757	November 13, 2013	November 26, 2013
4.	CP103 by OSI-JO (Obayashi-Shimizu-Jaya Kon JO)	October 16, 2013	536,889,765	252,946,461,317	November 13, 2013	November 26, 2013
5.	CP104 by SOWI-JO (Shimizu-Obayashi-WIKA-Jaya Kon JO)	June 11, 2013	1,581,793,643	771,682,701,298	August 12, 2013	August 26, 2013
6.	CP105 by SOWI-JO (Shimizu-Obayashi-WIKA-Jaya Kon JO)	June 11, 2013	1,296,550,429	893,984,194,696	August 12, 2013	August 26, 2013
7.	CP106 by SMCCHK-IV (Sumitomo-Mitsubishi-HKJV)	June 11, 2013	5,470,810,000	1,014,327,835,000	August 12, 2013	August 26, 2013

7. CONSTRUCTION SCHEDULE



8. EMPLOYER CONCERN



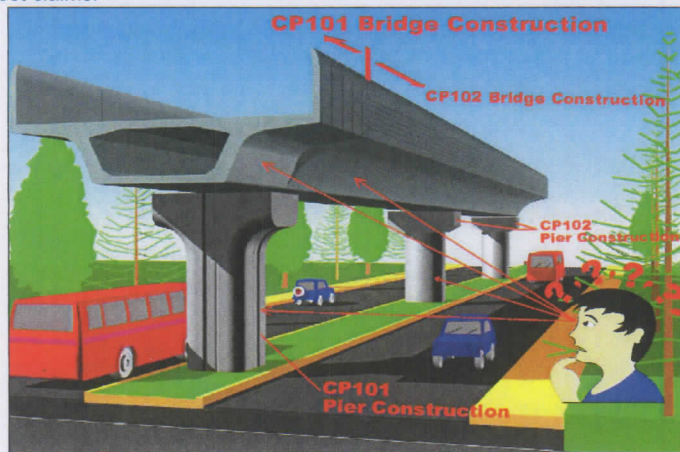
9. LEBAK BULUS DEPOT AND WORKSHOP



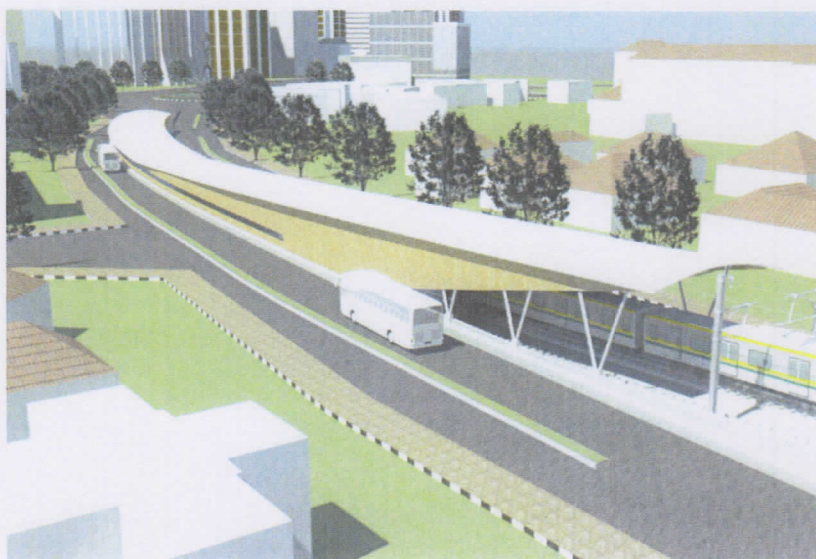
Image of Lebak Bulus Depot / Station

10. DESIGN HARMONIZATION

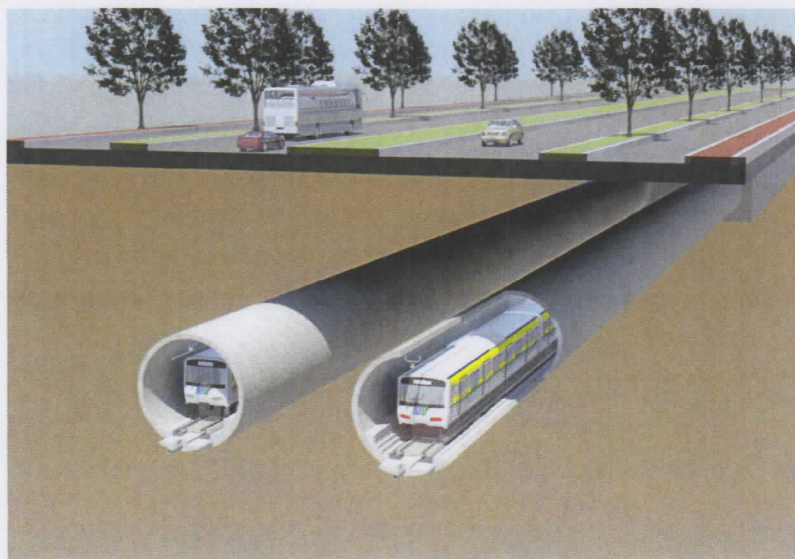
Due to there will be (6) Civil, (1) Railways System and Track Work and (1) Rolling Stock Contract in the project, the interfacing works between Contracts shall be well managed otherwise they will affect the project schedule and lead to project claims.



11. TRANSITION SECTION



12. DOUBLE TUBE SINGLE TRACK



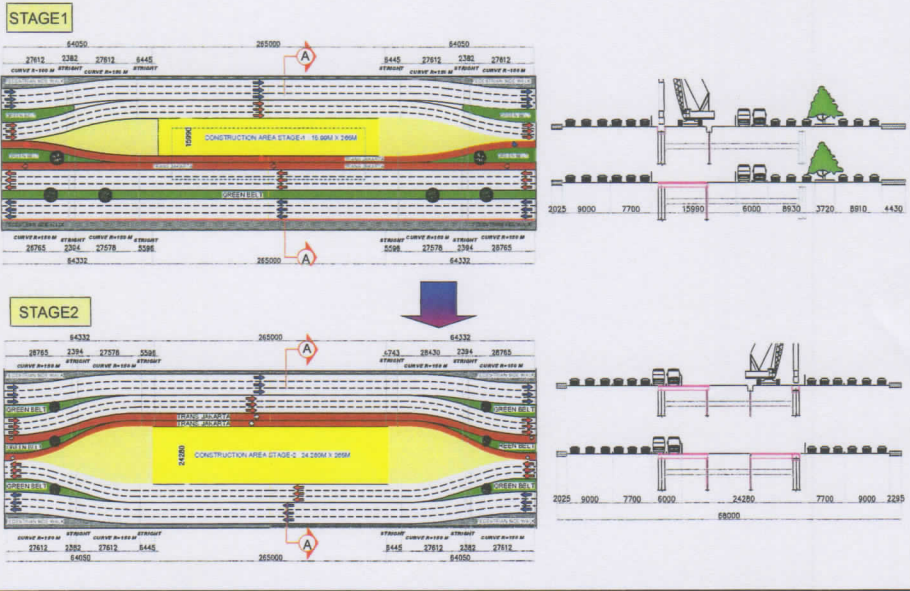
13. UNDERGROUND STATION



Bundaran HI Station

14. TRAFFIC MANAGEMENT

Construction Sequence at Jl. Sudirman for Underground Station Section



elevated section
open free areas
1) congestion free lane

How did you estimate the influence of the traffic management

