Presented by:

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Bangkok, 13-15 October 2014
OUTLINE

- INDONESIA
- EXISTING CONDITION
- NATIONAL RAILWAYS DEVELOPMENT PLAN 2030
- PROGRESS OF NATIONAL RAILWAYS DEVELOPMENT PLAN
- PROGRESS OF MP3EI’s PROJECTS
REPUBLIC OF INDONESIA

- **Population**
  - 2010's census: 237.5 million
  - Population of some big cities: Jakarta 9.5 million, Surabaya 2.8 million, Bandung 2.4 million, Medan 2.1 million, Makassar 1.3 million, Denpasar 800 thousand

- **Area**
  - Total: 1.9 million km²
  - Coastline 54.7 thousand km
  - 17.5 thousand islands

- **Cities**
  - Capital City: Jakarta
  - Some big cities: Surabaya, Bandung, Medan, Denpasar, Makassar

- **Language**
  - Official: Indonesia
  - 580 languages and dialects across countries
TRANSPORTATION

**Passenger Transport Market Share:**

<table>
<thead>
<tr>
<th>Moda</th>
<th>Modal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railways</td>
<td>7.32</td>
</tr>
<tr>
<td>River</td>
<td>0.43</td>
</tr>
<tr>
<td>Ferry</td>
<td>4.83</td>
</tr>
<tr>
<td>Sea</td>
<td>1.76</td>
</tr>
<tr>
<td>Air</td>
<td>1.52</td>
</tr>
<tr>
<td>Road</td>
<td>84.13</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

Source: Dikun, 2003

**Haul Transport Market Share:**

<table>
<thead>
<tr>
<th>Moda</th>
<th>modal Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Railways</td>
<td>0.62</td>
</tr>
<tr>
<td>River</td>
<td>1.01</td>
</tr>
<tr>
<td>Ferry</td>
<td>0.98</td>
</tr>
<tr>
<td>Sea</td>
<td>7.00</td>
</tr>
<tr>
<td>Air</td>
<td>0.05</td>
</tr>
<tr>
<td>Road</td>
<td>90.34</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100.00</strong></td>
</tr>
</tbody>
</table>

Source: Dikun, 2003
EXISTING CONDITION
1. Mix Traffic between freight and passenger train.
2. Gauge: 1067mm except in Nangroe Aceh Darussalam (1435).
4. The infrastructure areas in Java and Sumatera are divided into 13 areas.
5. Railway share: 7% for passenger and 0.06% for freight transport.

<table>
<thead>
<tr>
<th></th>
<th>Passenger: 5,249 million pass/year</th>
<th>Freight: 15,253 million ton/year</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Passenger: 196,681 million pass/year</td>
<td>Freight: 3,896 million ton/year</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Railway Network</th>
<th>Operated</th>
<th>Not Operated</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sumatera</td>
<td>1,352 km</td>
<td>483 km</td>
<td>1,835 km</td>
</tr>
<tr>
<td>Jawa</td>
<td>3,464 km</td>
<td>2,860 km</td>
<td>6,324 km</td>
</tr>
</tbody>
</table>
EXISTING RAILWAY CONDITION

About ± 2.763 Km’s railway network still needed to be constructed so that the railway connectivity in Sumatera as a whole could be realized.

Have been constructed as about 11.3 Km’s between Kreung Mane-Kr. Geukuh (Gauge 1435).

Existing Track at North Sumatera between Besitang-Rantau Prapat (Gauge 1067).

Existing line between Lubuk Linggau to Tarahan (gauge 1067).

- Partial track KA Aceh 11.35 Km
- Review design
- ± 483.5 km

- Design completion
- Land acquisition
- Construction (start at 2016)
- ± 1.974 km

- ± 516 km

- ± 663 km
Railways network in Java Island from Merak to Banyuwangi has been connected. The main line consists of Java south line and north line.
EXISTING RAILWAY CONDITION

- Operating Double Track: 727 km
- Dry Port Location (Operated: Gedebage and Cikarang)
- Double Track: Cirebon - Brebes, Semarang - Bojonegoro, Bojonegoro - Surabaya

Key Locations:
- Jakarta
- Cirebon
- Tegal
- Semarang
- Bojonegoro
- Surabaya
EXISTING RAILWAY CONDITION

- **Cirebon - Prupuk**
  - Partial double track construction from 2011 to 2014;
  - Cost estimation: Rp 4.3 T
  - Finish and operating at the end of 2011

- **Prupuk - Purwokerto**

- **Purwokerto - Kroya - Kutoarjo**
  - Review Design at 2011;
  - Land Acquisition (start from 2012);
  - Construction (start from 2012);
  - Cost: Rp 4.5 T
  - Design at 2011;
  - AMDAL and Land Acquisition (2013)
  - Construction (start from 2014);
  - Cost estimation: Rp 1.8 T

- **Kutoarjo - Yogya - Solo**

- **Solo - Madiun**
  - Desain Track, Bridge and Signal System (2011-2012);
  - AMDAL and Land Acquisition (2013)
  - Construction (start from 2014);
  - Cost estimation: Rp 5 T

- **Madiun - Surabaya**

**Dry Port Location (Not operated)**

**Map**

- Double Track
- Single Track
- Double Track Construction from 2011 to 2014; Cost estimation: Rp 4,3 T
- Review Design at 2011; Land Acquisition (start from 2012); Construction (start from 2012); Cost: Rp 4.5 T
- Desain Track, Bridge and Signal System (2011-2012); AMDAL and Land Acquisition (2013); Construction (start from 2014); Cost estimation: Rp 1.8 T
- Desain Track, Bridge and Signal System (2011-2012); AMDAL and Land Acquisition (2013); Construction (start from 2014); Cost estimation: Rp 5 T
NATIONAL RAILWAYS DEVELOPMENT PLAN 2030
NATIONAL RAILWAYS DEVELOPMENT PLAN 2030

a. 12,100 Km National Railways Network in 2030 (Java-Bali, Sumatera, Kalimantan, Sulawesi and Papua) including 3,800 km urban railway network.
b. Passenger Rollingstock: 2,805 unit locomotive, 27,960 unit passenger coaches.
c. Freight Train Rollingstock: 1,995 unit locomotive and 39,655 unit freight wagons.

- 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 railway 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 services
Target in 2030:

- **Develope intercity railway network:** Aceh, Medan, Pekanbaru, Padang, Jambi, Palembang, Bandar Lampung.

- **Develope urban railway network:** Medan, Pekanbaru, Padang, Palembang, Bandar Lampung and Batam.

- **Develope access to airport:** Kualanamu, Minangkabau, Sultan Mahmud Badarudin Dua and Hang Nadim.

- **Develope access to seaport:** Lhokseumawe, Belawan, Dumai, Tanjung Api-api, Dumai, Teluk Bayur and Panjang.
2. JAVA ISLAND

6,324 Km of Java Railway Network Plan in 2030

**Target in 2030:**

1. Optimization of existing railway network;
2. Double tracking of Java North line (Jakarta – Cirebon – Semarang – Bojonegoro - Surabaya) and Java South line (Cirebon – Kroya – Jogjakarta – Solo – Madiun – Surabaya) and other main lines;
3. Electrification in the dense lines, including urban area;
4. High speed train network connecting: Merak, Jakarta, Cirebon, Semarang, Surabaya and Banyuwangi;
5. Urban railway network in Jabodetabek, Bandung, Yogyakarta, Semarang, Surabaya and other cities;
6. Seaport railway network: Tanjung Priok, Cirebon, Bojonegoro, Tanjung Mas and Tanjung Perak;
3. BALI ISLAND

Target in 2030:
• Railway network connecting central economic activity and tourism area, such as: Denpasar, Tabanan, Gianyar, Singaraja, Negara, Bangli and Amlapura;
• Urban railway network (Denpasar);
• Develope airport train (Ngurah Rai);
4. KALIMANTAN ISLAND

Target in 2030:

- **Develope intercity railway network:** Banjarmasin-Balikpapan-Samarinda-Bontang-Tenggarong-Kotabangun, Banjarmasin-Palangkaraya, Pontianak-Mempawah-Singkawang;

- **Develope railway network from mining area to seaport:** Samarinda, Balikpapan and Banjarmasin;

5. SULAWESI ISLAND

Target in 2030:

- Develop intercity railway network: Gorontalo, Manado, Bitung (North Sulawesi) also Pare-pare, Makasar, Bulukumba and Takalar (South Sulawesi);
- Develop regional railway network: Makasar, Maros, Sungguminasa and Takalar (Maminasata);
- Develop urban railway network: Makasar and Manado;
- Hasanudin airport railway;
- Develop access to seaport: Bitung and Makasar.
6. PAPUA ISLAND

Target in 2030:

- Develope intercity railway network: Sorong, Manokwari, Nabire, Timika, Sarmi and Jayapura;
- Develope railway network from mining area to the Manokwari and Jayapura seaports;
- Develope railway network in Northern Papua connecting cities: Manokwari-Nabire.
Progress of National Railways Development
## The Progress of National Railways Development

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Unit</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014*</th>
<th>Total</th>
<th>Target 2010 – 2014*</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>The total of the new track development in Indonesia including Java North line Double Track</td>
<td>Km’sp</td>
<td>81</td>
<td>135</td>
<td>103</td>
<td>497</td>
<td>169</td>
<td>985</td>
<td>1.021</td>
<td>97</td>
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<tr>
<td>Track enhancement including track reactivation</td>
<td>Km’sp</td>
<td>297</td>
<td>140</td>
<td>79</td>
<td>75</td>
<td>534</td>
<td>1.125</td>
<td>916</td>
<td>123</td>
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<tr>
<td>Track rehabilitation</td>
<td>Km’sp</td>
<td>11</td>
<td>4</td>
<td>20</td>
<td>-</td>
<td>11</td>
<td>46</td>
<td>77</td>
<td>60</td>
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<tr>
<td>Track’s installation</td>
<td>Km’sp</td>
<td>168</td>
<td>100</td>
<td>550</td>
<td>155</td>
<td>1.530</td>
<td>2.503</td>
<td>859</td>
<td>292</td>
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<td>Turnout installation</td>
<td>Unit</td>
<td>163</td>
<td>20</td>
<td>232</td>
<td>420</td>
<td>510</td>
<td>1.345</td>
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<td>Bridge’s installation and rehabilitation</td>
<td>Unit</td>
<td>89</td>
<td>70</td>
<td>140</td>
<td>123</td>
<td>87</td>
<td>509</td>
<td>333</td>
<td>153</td>
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<td>Sinyal and telecommunication</td>
<td>Package</td>
<td>27</td>
<td>26</td>
<td>69</td>
<td>65</td>
<td>34</td>
<td>221</td>
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<td>Electrification installation</td>
<td>Package</td>
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<td>9</td>
<td>14</td>
<td>13</td>
<td>11</td>
<td>57</td>
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<td>Station installation and rehabilitation</td>
<td>Package</td>
<td>11</td>
<td>12</td>
<td>9</td>
<td>10</td>
<td>16</td>
<td>58</td>
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<td>Railways’ facilitation improvement</td>
<td>Package</td>
<td>10</td>
<td>7</td>
<td>8</td>
<td>5</td>
<td>8</td>
<td>38</td>
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<td>Level crossing installation</td>
<td>Unit</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>-</td>
<td>4</td>
<td>17</td>
<td>57</td>
<td>30</td>
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<td>Safety improvement</td>
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<td>15</td>
<td>8</td>
<td>3</td>
<td>2</td>
<td>29</td>
<td>28</td>
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<td>Rolling stock’ facility improvement</td>
<td>Package</td>
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<td>6</td>
<td>17</td>
<td>6</td>
<td>5</td>
<td>35</td>
<td>28</td>
<td>125</td>
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<tr>
<td>Procurement of Economy coach</td>
<td>Unit</td>
<td>16</td>
<td>11</td>
<td>55</td>
<td>-</td>
<td>33</td>
<td>115</td>
<td>124</td>
<td>93</td>
</tr>
<tr>
<td>Procurement of Lokomotives, EMU, DMU, Tram, Railbus</td>
<td>Unit</td>
<td>3</td>
<td>61</td>
<td>20</td>
<td>11</td>
<td>11</td>
<td>106</td>
<td>148</td>
<td>72</td>
</tr>
<tr>
<td>Rolling stock modification</td>
<td>Unit</td>
<td>-</td>
<td>49</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>49</td>
<td>33</td>
<td>148</td>
</tr>
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</table>
Progress of MP3EI’s Project
# The Progress of MP3EI until 2014 for Sumatera Corridor

<table>
<thead>
<tr>
<th>No</th>
<th>MP3EI’s Project</th>
<th>Investment (IDR Miliar)</th>
<th>Programs</th>
<th>2013</th>
<th>2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Development of Bandar Tinggi - Kuala Tanjung line</td>
<td>450</td>
<td>Start: 2011, Finish: 2015</td>
<td>-</td>
<td>Track installation of the Bandar Tinggi-Kuala Tanjung Line (IDR 130 billion)</td>
</tr>
<tr>
<td>2</td>
<td>Development of Intercity line Sigli - Bireun - Lhokseumawe</td>
<td>5,175</td>
<td>Start: 2011, Finish: 2020</td>
<td>-</td>
<td>Sleeper relocation and track installation of Lhokseumawe – Bireuen line (IDR 3 billion)</td>
</tr>
<tr>
<td>3</td>
<td>The enhancement of railway line Sei Mangke - Simpang Penalanaan</td>
<td>150</td>
<td>Start: 2011, Finish: 2013</td>
<td>-</td>
<td>Track improvement of UIC 42 to UIC 52 at Bandar Tinggi – Perlanaan line (IDR 46 billion)</td>
</tr>
<tr>
<td>4</td>
<td>Development of Rantau Prapat-Duri-Dumai (249.07 Km)</td>
<td>8,429</td>
<td>Start: 2016, Finish: 2020</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>No</td>
<td>MP3EI’s Project</td>
<td>Investment (IDR Miliar)</td>
<td>Programs</td>
<td>2013</td>
<td>2014</td>
</tr>
<tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>The development of Minangkabau International Airport accessibility 4 Km</td>
<td>120</td>
<td>2013</td>
<td>2017</td>
<td>-</td>
</tr>
</tbody>
</table>
|    |                                                     |                        |          |      |      | • Track development of Duku-Minangkabau Internasional Airport (IDR.16 billion)
|    |                                                     |                        |          |      |      | • Track installation of Duku-Minangkabau Internasional Airport (IDR19 billion) |
| 6  | Pembangunan Jalur KA Besitang-Kuala Langsa-Langsa (82 Km) | 2,050                   | 2016     | 2020 | -    |
|    |                                                     |                        |          |      |      | Study on Environment Assessment of Kuala Langsa - Langsa - Batas Sumut (IDR 1.2 billion) |
| 7  | Pembangunan Jalur KA Muaro-Pekanbaru-Duri            | 7,500                   | 2022     | 2025 | -    |
|    |                                                     |                        |          |      |      | - |
| 8  | Pembangunan Double Track Medan-Kualanamu             | 878                     | 2014     | 2016 | -    |
|    |                                                     |                        |          |      |      | • Double tracking development of Medan - Araskabu (IDR. 152 billion) |
|    |                                                     |                        |          |      |      | • ROW preparation of Double tracking line Medan – Kualanamu (IDR.9 billion) |
THANK YOU

Directorate General of Railways - MOT
Medan Merdeka Barat No.8 Jakarta
http://djka.dephub.go.id