

Appendix 5-2(6)

(1) In the Case of Automatic Signalling Preceding

(f) F/S : At Pasoso St.

Unit: 1000Rp

Item	Unit	Qty	Total	Unit Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
								F/C	D/C	F/C	D/C	F/C	D/C	
Land Acquisition	m2	0	0	0	0									
Track														
a) Installation Turnout	set	3	150,000	450,000	88	12						396,000	54,000	
b) Scissors crossing	set	1	500,000	500,000	50	50						250,000	250,000	
c) Installation Railway	m	1,200	1,100	1,320,000	88	12						1,161,600	158,400	
				2,270,000								1,807,600	462,400	
*Physical Contingency 10%	Is	1		227,000								180,760	46,240	
*Sub Total				2,497,000								1,988,360	462,400	
Signalling	set	0	0	0										
Electric Power	set	0	0	0										
Telecommunication	set	0	0	0										
*Management Cost 10%	Is	1	726,400	249,700								0	198,836	50,864
Total				2,746,700				0	0	0	0	2,187,196	559,504	Grand Total 2,746,700

*Excluding VAT

Appendix 5-2(7)

(1) In the Case of Automatic Signalling Preceding

(g) F/S : At TCT-III

Unit: 1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	F/S %	D/S %	2001		2002		2003		Remarks
							F/S	D/S	F/S	D/S	F/S	D/S	
Land Acquisition	m2	0	0	0									
Track													
Installation Turnout	set	5	150,000	750,000	88	12					660,000	90,000	
Installation Railway	m	1,890	1,100	2,079,000	88	12					1,829,520	249,480	
				2,829,000							2,489,520	339,480	
Pavement													
a) Asphalt (t=0.15cm)	m2	7,200	50	360,000	60	40					216,000	144,000	
b) Base course (t=0.40cm)	m2	7,200	25	180,000	68	32					122,400	57,600	
				540,000							338,400	201,600	
*Physical Contingency 10 %	Ls	1		336,900							282,792	54,108	
*Sub Total				3,705,900							3,110,712	595,188	
Signalling	set	0	0	0									
Electric Power	set	0	0	0									
Telecommunication	set	0	0	0									
*Management Cost 10%	Ls	1		370,590							311,071	59,519	
Total				4,076,490							3,421,783	654,707	Grand Total
													4,076,490

*Excluding VAT

Appendix 5-2(8)

(2) In the Case of Doubling of Track Preceding

(a) Urgent Plan at Kiarascondong

Unit: 1000Rp

Item	Unit	Qty	Unit Price	Total Budget	F/C %	D/C %	1995		1996		1997		1998		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	F/C	D/C	
<1> Land Acquisition	m2	0	0	0											
<2> Widening Road															
a) Widening of Pavement	m2	330	40	13,200	70	30			9,240	3,960					
b) Sandy Gravel (t=0.5m)	m2	330	50	16,500	60	40			9,900	6,600					
c) New Drainage lm*lm	m	50	100	5,000	60	40			3,000	2,000					
d) Removal of Lane Separator	m	10	30	300	0	100			0	300					
e) Relocation of Existing Fence	m	40	20	800	0	100			0	800					
f) Removal of Existing Fence	m	10	30	300	0	100			0	300					
g) Installation of New Gate	set	1	5,000	5,000	55	45			2,750	2,250					
				41,100					24,890	16,210					
<3> Track and Turnout															
a) Installation Turnout	set	1	150,000	150,000	88	12					132,000		18,000		
b) Removal Turnout	set	5	1,700	8,500	50	50					4,250		4,250		
c) Installation Railway	m	240	1,100	264,000	88	12					232,320		31,680		
d) Removal Railway	m	1,065	50	53,250	50	50					26,625		26,625		
e) Others (track maintenance)	m	1,000	20	20,000	0	100					0		20,000		
				495,750							395,195		100,555		
<4> Building															
a) Signal Cabin	ls	1	500,000	500,000	55	45			275,000	225,000					
Physical Contingency 10%				103,685					29,969	24,121			10,056		0
*Sub Total <1>***<5>				1,140,535					0	329,879	265,331	434,715	110,611	0	0
<5> Signalling															
a) Electric Interlocking Device	set	0	2,194,000	0	99	1			0	0					
b) Automatic Block System	set	0	60,340	0	99	1			0	0			0		0
c) Signal	set	0	9,400	0	82	18			0	0			0		0

Appendix 5-2(9)

(2) In the Case of Doubling of Track Preceding
(b) Urgent Plan at Gedebage

Item	Unit	Qty	Unit Price	Total Budget	Per. %	Dom. %	1995		1996		1997		1998		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	F/C	D/C	
<1> Land Acquisition	m2	0	0	0	0	0									
<2> Pavement (Container Yard)															
a) Pavement (t=0.27m)	m2	2,920	40	116,800	0	100	0	116,800							
b) Sandy Gravel (t=1.0m)	m2	2,920	80	233,600	0	100	0	233,600							Including pile
c) Masonry Wall	m3	185	100	18,500	0	100	0	18,500							
d) Others (drainage. etc)	set	1	90,000	90,000	0	100	0	90,000							
				458,900			0	458,900							
<3> Drainage Work (165x450x-166x150m)															
a) Concrete Pile L=5m	m	677	700	473,900	66	34			312,774	161,126					
b) Concrete Pile L=6m	m	737	900	663,300	66	34			437,778	225,522					
c) Pile cap Concrete	m3	98	350	34,300	60	40			20,580	13,720					0.2*0.3*1.629m
d) Steel Strut	t	34	1,300	44,200	75	25			33,150	11,050					
e) Safety Passage	m	677	60	40,620	75	25			30,465	10,155					
f) Common Excavation	m3	3,050	10	30,500	75	25			22,875	7,625					
g) Borrow Material	m3	3,720	50	186,000	60	40			111,600	74,400					
				1,472,920					969,222	503,598					
<4> Track and Turnout															
a) Track raising	m	1,500	100	150,000	0	100			0	75,000	0	75,000			
b) Installation Turnout	set	6	150,000	900,000	88	12					792,000	108,000			
c) Removal Turnout	set	2	1,700	3,400	50	50					1,700	1,700			
d) Installation Railway	m	1,420	1,100	1,562,000	88	12					1,374,560	187,440			
				2,615,400					0	75,000	2,168,260	372,140			
<5> Building															
a) Signal Cabin	Le	1	500,000	500,000	55	45			275,000	225,000					
b) Removal Signal Cabin	Le	2	100,000	200,000	0	100			0	200,000					
c) Management Office	Le	1	300,000	300,000	55	45			165,000	135,000					
				1,000,000					440,000	560,000					
<6> Physical Contingency 10%	Le	1		554,712	0	0	0	45,890	140,922	113,860	216,826	37,214	0	0	

Unit:1000Rp

Appendix 5-2(9)

(2) In the Case of Doubling of Track Preceding

(b) Urgent Plan at Gedage

Unit:1000Rp

Item	Unit	Qty	Unit Price	Total Budget	For. \$	Dom. \$	1995		1996		1997		1998		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	F/C	D/C	
*Sub Total <1>+...+<6>				6,101,832	0	0	0	504,790	1,550,144	1,252,458	2,385,066	409,354	0	0	
Signalling															
a) Electric I. Device set		0	2,980,000	0	99	1		0	0	0					
b) Automatic Block System set		0	60,340	0	99	1									
c) Signal set		0	8,425	0	82	18									
d) Switch machine set		0	18,600	0	92	8									
e) Track Circuit set		0	18,480	0	80	20									
f) Level Crossing Saf.Dev. set		0	125,000	0	84	16									
g) Signal Cable km		0	31,484	0	52	48									
h) Removal of Signal set		0	10,100	0	0	100									
				0											
Electric Power															
a) Electric Power Sou. Dev. set		0	295,900	0											
b) Lighting Equipment set		3	14,100	42,300							36,000	6,300			
				42,300							0	36,000	6,300		
Telecommunication															
a) Telecommunication Cable Km		1	51,000	51,000							38,000	13,000			
b) Linked Equipment set		4	23,000	92,000							88,800	3,200			
				143,000							0	126,800	16,200		
*Electric Sub Total <7>+<8>				185,300				0	0	0	162,800	22,500			
Locomotive															
set		2	3,260,000	6,520,000	50	50					0	3,260,000	3,260,000	0	Bandung Depot
Management Cost 10%															
10%		1		1,280,713				0	50,479	155,014	125,246	580,789	369,185	0	
(<1>+...+<10>)*0.1															

Appendix 5-2(9)

(2) In the Case of Doubling of Track Preceding

(b) Urgent Plan at Gedebage

Item	Unit	Total Qty	Unit Price	Total Budget	For. %	Dom. %	1995		1996		1997		1998		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	F/C	D/C	
Total				14,087,845			0	555,269	1,705,159	1,377,704	6,388,675	4,061,039	0	0	Grand Total 14,087,845

*Excluding VAT

Appendix 5-2(10)

(2) In the Case of Doubling of Track Preceding

(C)/S : By 2003 Completed at Kiarasondong (Including Handling Machines)

Unit:1000Rp

Item	Unit	Qty	Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
<1> Land Acquisition	m2	0	300	0	0	100					0	0	
<2> Earthwork													
a) Installation Fence	m	300	120	36,000	55	45				19,800		16,200	
b) Removal Fence	m	430	20	8,600	0	100				0		8,600	
c) Embankment	m3	760	40	30,400	60	40				18,240		12,160	V=8*0.5*190m
d) Retaining wall	m	220	70	15,400	55	45				8,470		6,930	H=0.5--1.5m
e) Improvement Drainage	set	1	5,000	5,000	55	45				2,750		2,250	
				95,400						49,260		46,140	
<3> Track and Turnout													
a) Installation Turnout	set	6	150,000	900,000	88	12				792,000		108,000	
b) Removal Turnout	set	7	1,700	11,900	50	50				5,950		5,950	
c) Installation Railway	m	1,330	1,100	1,463,000	88	12				1,287,440		175,560	
d) Removal Railway	m	1,380	50	69,000	50	50				34,500		34,500	
e) Relocation of used railway	m	100	20	2,000	0	100				0		2,000	for depot
				2,445,900						2,119,890		326,010	
<4> Pavement													
a) Surface Course(t=5mm)	m2	23,350	20	467,000	70	30				326,900		140,100	
b) Asphalt Treated Base(t=10mm)	m2	23,350	30	700,500	70	30				490,350		210,150	
				1,167,500						817,250		350,250	
<5> Building													
a) C.F.S	m2	700	600	420,000	55	45				231,000		189,000	
b) Maintenance Shop	m2	150	400	60,000	55	45				33,000		27,000	
				480,000						264,000		216,000	

Appendix 5-2(10)

(2) In the Case of Doubling of Track Preceding

(c)/F/S : By 2003 Completed at Kiaracondong (Including Handling Machine)

Unit:1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
<6> Physical Contingency 10%	LS	1		418,880							325,040	93,840	
*Sub Total <2>+<3>+<4>+<5>+<6>				4,607,680							3,575,440	1,032,240	
Signalling													
a) Electric Interlocking Device	set	1	3,150,000	3,150,000							3,130,000	20,000	
b) Automatic Blocking System	set	1	60,340	60,340							59,700	640	
c) Signal	set	25	9,604	240,100							196,400	43,700	
d) Switch Machine	set	18	18,600	334,800							307,600	27,200	
e) Track Circuit	set	29	19,888	576,760							460,480	116,280	
f) Level Crossing Safety Device	set	1	125,000	125,000							117,000	8,000	
g) Signal Cable	km	32	31,760	1,016,320							531,060	485,260	
h) Removal of signal	set	1	12,000	12,000							0	12,000	
				5,515,320							4,802,240	713,080	
Electric Power													
a) Electric Power Source Device	set	3	295,900	887,700							815,700	72,000	
b) Lighting Equipment	set	0		0							0	0	
				887,700							815,700	72,000	
Telecommunication													
a) Telecommunication Cable	km	2	51,000	102,000							76,000	26,000	
b) Linked Equipment	set	14	10,313	144,380							140,400	3,980	
				246,380							216,400	29,980	
*Sub Total <7>+<8>+<9>				6,649,400							5,834,340	815,060	

Appendix 5-2(10)

(2) In the Case of Doubling of Track Preceding

(c) F/S : By 2003 Completed at Kiaracocong (Including Handling Machine)

Unit:1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
<10> Handling Machine													
a) Electric Equipment	Ls	1	1,000,000	1,000,000	100	0						<2004 Year>	<2004 Year>
b) Gantry crane (42t)	set	1	3,600,000	3,600,000	100	0						1,000,000	0 Generator
c) Top lifter (35t)	set	1	1,400,000	1,400,000	100	0						3,600,000	0
d) Forklift (10t)	set	1	300,000	300,000	100	0						1,400,000	0
e) Forklift (3.5t)	set	1	90,000	90,000	100	0						300,000	0
f) Forklift (2.5t)	set	2	60,000	120,000	100	0						90,000	0
g) Chassis	set	4	50,000	200,000	100	0						120,000	0
h) Head truck	set	2	200,000	400,000	100	0						200,000	0
i) Hand Pallet (2.5t)	set	1	40,000	40,000	100	0						400,000	0
				7,150,000								40,000	0
												7,150,000	0 <2004 Year>
*Management Cost 10%	Ls	1	1,840,708	1,840,708								1,655,978	184,730
(<1> --- <10>) * 0.1													
Total				20,247,788								18,215,758	2,032,030
													Grand Total
													20,247,788

*Excluding VAT

Appendix 5-2(11)

(2) In the Case of Doubling of Track Preceding
(d) F/S : By 2003 Completed at Gedage (Including Loco and Wagon)

Unit:1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
<1>													
Land Acquisition													
a) Land Acquisition	m2	9,480	300	2,844,000	0	100	0	853,200	0	1,990,800			
b) Compensation Fee house	house	50	21,000	1,050,000	0	100	0	315,000	0	735,000			
				3,894,000			0	1,168,200	0	2,725,800	0	0	0
<2>													
Earthwork													
a) Common Excavation and Backfill	m3	2,600	15	39,000	70	30					27,300	11,700	
b) Borrow Material	m3	4,220	50	211,000	60	40					126,600	84,400	
c) Concrete Pile L=6m	m	215	900	193,500	66	34					127,710	65,790	
d) Installation Fence	m	650	120	78,000	55	45					42,900	35,100	
				521,500			0	0	0	0	324,510	196,990	
<3>													
Track and Turnout													
a) Installation Turnout	set	17	150,000	2,550,000	88	12					2,244,000	306,000	
b) Removal Turnout	set	2	1,700	3,400	50	50					1,700	1,700	
c) Installation Railway	m	2,570	1,100	2,827,000	88	12					2,487,760	339,240	
d) Relocation Railway	m	400	40	16,000	50	50					8,000	8,000	
e) Removal Railway	m	30	50	1,500	50	50					750	750	
				5,397,900			0	0	0	0	4,742,210	655,690	
<4>													
Bridge													
a) Upper Structure	set	3	200,000	600,000	88	12					528,000	72,000	
b) Lower Structure	set	3	300,000	900,000	88	12					792,000	108,000	
				1,500,000			0	0	0	0	1,320,000	180,000	
<5>													
Building													
a) Extension Office	m2	300	500	150,000	55	45					82,500	67,500	

Appendix 5-2(11)

(2) In the Case of Doubling of Track Preceding
(d)/F/S : By 2003 Completed at Gedegage (Including Loco and Wagon)

Unit: 1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	2001		2002		2003		Remarks
					F/C	D/C	F/C	D/C	F/C	D/C	
<6> *Physical Contingency 10% (<1>-----<5>)*0.1 Ls	Ls	1		1,146,340	0	116,820	0	272,580	646,922	110,018	
*Sub Total <2>-----<6>				8,715,740	0	116,820	0	272,580	7,116,142	1,210,198	
Signalling											
a) Electric Interlocking Device set		1	4,270,000	4,270,000					4,250,000	20,000	
b) Automatic Blocking System set		1	60,340	60,340					59,700	640	
c) Signal set		40	8,620	344,800					283,200	61,600	
d) Switch Machine set		31	19,665	609,500					563,000	46,500	
e) Track Circuit set		43	19,143	823,160					659,360	163,800	
f) Level Crossing Safety Device set		1	125,000	125,000					117,000	8,000	
g) Signal Cable km	km	45	32,097	1,444,380					757,590	686,790	
h) Removal of Signal set		1	12,000	12,000					0	12,000	
				7,689,280					6,689,850	999,430	
Electric Power											
a) Electric Power Source Device set		4	295,900	1,183,600					1,087,600	96,000	
b) Lighting Equipment set		2	14,100	28,200					24,000	4,200	
				1,211,800					1,111,600	100,200	
Telecommunication											
a) Telecommunication Cable km	km	2	51,000	102,000					76,000	26,000	
b) Linked Equipment set		34	14,047	477,610					465,900	11,710	
				579,610					541,900	37,710	

Appendix 5-2(11)

(2) In the Case of Doubling of Track Preceding

(d) F/S : By 2003 Completed at Gedegaye (Including Loco and Wagon)

Unit: 1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
*Sub Total<7>-<8>-<9>				9,480,690			0	0			8,343,350	1,137,340	
<10> Locomotive and Wagon													
a) Locomotive set		3	3,260,000	9,780,000	50	50	1,630,000	1,630,000					<2004 Year> <2004 Year>
b) Wagon set		17	140,000	2,380,000	0	100					3,260,000	3,260,000	3,260,000
				12,160,000			1,630,000	1,630,000	0	0	3,260,000	5,640,000	2,380,000
<11> *Management Cost 10%	LS	1	3,425,043	3,425,043			163,000	291,502	0	299,838	1,871,949	798,754	
(<1>-<10>)*0.1													
Total				37,675,473			1,793,000	3,206,522	0	3,298,218	20,591,441	8,786,292	37,675,473

*Excluding VAT

Appendix 5-2(12)

(2) In the Case of Doubling of Track Preceding

(e) V/S : Doubling of Track

Unit: 1,000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	1996		1997		1998		Remarks
					F/C	D/C	F/C	D/C	F/C	D/C	

<1>	Compensation fee	house	230	21,000	4,830,000	0	100	0	4,830,000			
<2>	Earthwork											
	a) Common Excavation and Backfill	m3	0	15	0	60	40	0	0			
	b) Borrow Material	m3	27,700	60	1,662,000	60	40	698,040	465,360	299,160	199,440	
	c) Retaining wall	m	2,800	70	196,000	55	45	53,900	44,100	53,900	44,100	
	d) Drainage (width 1.0m)	m	3,430	100	343,000	55	45	94,325	77,175	94,325	77,175	
	c) Installation Fence	m	1,100	120	132,000	55	45			72,600	59,400	
					2,333,000			846,265	586,635	519,985	380,115	
<3>	Track and Turnout											
	a) Installation Turnout	set	1	150,000	150,000	88	12			132,000	18,000	
	b) Removal Turnout	set	1	1,700	1,700	50	50			850	850	
	c) Installation Railway	m	3,935	1,100	4,328,500	88	12			3,809,080	519,420	
	d) Removal Railway	m	0	50	0	50	50			0	0	
					4,480,200			0	0	3,941,930	538,270	
<4>	Bridge											
	a) 160X867M (Span 1.0m)	set	1	120,000	120,000	88	12			105,600	14,400	
	b) 161X010M (Span 10.0m)	set	1	600,000	600,000	88	12	528,000	72,000			
	c) 161X639M (Span 4.2m)	set	1	350,000	350,000	88	12	308,000	42,000			
	d) 161X654M (Span 0.7m)	set	1	110,000	110,000	88	12			96,800	13,200	
	e) 162X288M (Span 3.1m)	set	1	250,000	250,000	88	12	220,000	30,000			
	f) 162X526M (Span 8.0m)	set	1	500,000	500,000	88	12	440,000	60,000			
	g) 162X683M (Span 0.7m)	set	1	110,000	110,000	88	12			96,800	13,200	
	h) 163X334M (Span 10.0m)	set	2	600,000	1,200,000	88	12	1,056,000	144,000			
	i) 163X379M (Span 0.7m)	set	1	110,000	110,000	88	12			96,800	13,200	
	j) 163X511M (Span 2.0m)	set	1	200,000	200,000	88	12	176,000	24,000			

Appendix 5-2(12)

(2) In the Case of Doubling of Track Preceding

(e) F/S : Doubling of Track

Unit:1000R

Item	Unit	Total Qty	Unit Price	Total Budget	F/C %	D/C %	1996		1997		1998		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
k) 163K791M (Span 0.7m)	set	1	110,000	110,000	88	12					96,800	13,200	
l) 164K048M (Span 3.1m)	set	1	250,000	250,000	88	12		220,000	30,000				
m) 164K289M (Span 0.7m)	set	1	110,000	110,000	88	12					96,800	13,200	
n) 164K953M (Span 5.0m)	set	1	350,000	350,000	88	12		308,000	42,000				
				4,370,000				3,080,000	420,000		765,600	104,400	
Building													
a) Extension Office	m2	0	350	0	0	100					0	0	
*Physical Contingency 10%	Is	1		1,601,320				0	483,000	392,627	522,752	102,279	
*Sub Total <2>+...+<6>				12,784,520						4,318,892	1,107,299	5,750,267	1,125,064
Electric Reference at Kac													
a) Mechanical Interlocking	rout	2	29,400	58,800							0	58,800	
b) Single Track Blocking System	set	1	42,600	42,600							0	42,600	
c) Mechanical Switch Machine	set	3	6,600	19,800							0	19,800	
d) Lighting Equipment	set	3	14,100	42,300							36,000	6,300	
e) Telecommunication Cable	km	6.50	51,000	331,500							247,000	84,500	
f) Linked Equipment	set	3	23,000	69,000							66,600	2,400	
				564,000							349,600	214,400	
Electric Reference at Gdb													
a) Mechanical Interlocking	rout	3	29,400	88,200							0	88,200	
b) Single Track Blocking System	set	1	42,600	42,600							0	42,600	
c) Telecommunication Cable	km	6.00	51,000	306,000							228,000	78,000	
				436,800							228,000	208,800	

Appendix 5-2(12)

(2) In the Case of Doubling of Track Preceding

(a) F/B : Doubling of Track

Unit: 1000Rp

Item	Unit	Qty	Unit Price	Total Budget	F/C %	D/C %	1996		1997		1998		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
*Sub Total <7>+<8>				1,000,800							577,600	423,200	
<9> Locomotive and Wagon	set	0	0	0	100	0					0	0	
<10> *Management Cost 10%	Lb	1		1,861,532			0	531,300	431,889	110,730	632,787	154,926	
(<1>---<9>)*0.1													
Total				20,476,852			0	5,844,300	4,750,781	1,218,028	6,960,653	1,703,090	Grand Total
													20,476,852

*Excluding VAT

Appendix 5-2(13)

(2) In the Case of Doubling of Track Preceding

(f) F/S : At Pasoso St.

Unit:1000Rp

Item	Unit	Qty	Unit Price	Total Budget	F/C %	D/C %	2001		2002		2003		Remarks
							F/C	D/C	F/C	D/C	F/C	D/C	
Land Acquisition	m2	0	0	0									
Track													
a) Installation Turnout	set	3	150,000	450,000	88	12					396,000	54,000	
b) Scissors crossing	set	1	500,000	500,000	50	50					250,000	250,000	
c) Installation Railway	m	1,200	1,100	1,320,000	88	12					1,161,600	158,400	
				2,270,000							1,807,600	462,400	
*Physical Contingency 10%	Is	1		227,000							180,760	46,240	
*Sub Total				2,497,000							1,988,360	462,400	
Signalling	set	0	0	0									
Electric Power	set	0	0	0									
Telecommunication	set	0	0	0									
*Management Cost 10%	Is	1	726,400	249,700							198,836	50,864	
Total				2,746,700			0	0	0	0	2,187,196	559,504	Grand Total 2,746,700

*Excluding VAT

Appendix 5-2(14)

(2) In the Case of Doubling of Track Preceding

(g) F/S : At TCT-III

Unit: 1000Rp

Item	Unit	Total Qty	Unit Price	Total Budget	F/S %	D/S %	2001		2002		2003		Remarks
							F/S	D/S	F/S	D/S	F/S	D/S	
Land Acquisition	m2	0	0	0									
Track													
Installation Turnout set		5	150,000	750,000	88	12					560,000	90,000	
Installation Railway m		1,890	1,100	2,079,000	88	12					1,829,520	249,480	
				2,829,000							2,489,520	339,480	
Pavement													
a) Asphalt (t=0.15cm) m2		7,200	50	360,000	60	40					216,000	144,000	
b) Base course (t=0.40cm) m2		7,200	25	180,000	68	32					122,400	57,600	
				540,000							338,400	201,600	
*Physical Contingency 10 %	Ls	1		336,900							282,792	54,108	
*Sub Total				3,705,900							3,110,712	595,188	
Signalling	set	0	0	0							0	0	
Electric Power	set	0	0	0							0	0	
Telecommunication	set	0	0	0							0	0	
*Management Cost 10%	Ls	1		370,590							311,071	59,519	
Total				4,076,490							3,421,783	654,707	Grand Total
													4,076,490

*Excluding VAT

Appendix 6-6(1) Economic Price of Investment Cost of Gedebage Dry Port and Connecting Rail Way

(1) Automatic Signalization Preceding (Unit: Million Rupiahs)

Work	Cost of Investment in Market Prices	Foreign Portion (CIF)	Local Portion				Overall Conversion Factor	Investment Costs in Economic Prices
			Non-traded Goods	Skilled Labour	Unskilled Labour	Transfer Item		
			(SCF)	(CFC)	(CFL)			
		1.000	0.951	0.925	0.578	0.000		
1995								
Market Price	555	0	380	106	69	0		
Economic Price	499	0	361	98	40	0	0.900 499	
1996								
Market Price	5,112	3,442	1,484	111	75	0		
Economic Price	4,999	3,442	1,411	103	43	0	0.978 4,999	
1997								
Market Price	14,285	9,481	4,075	495	234	0		
Economic Price	13,987	9,481	3,875	495	135	0	0.979 13,987	
2001								
Market Price	5,000	1,793	2,039	0	0	1,168		
Economic Price	3,732	1,793	1,939	0	0	0	0.746 3,732	
2002								
Market Price	3,298	0	572	0	0	2,726		
Economic Price	544	0	544	0	0	0	0.165 544	
2003								
Market Price	24,751	20,625	3,044	678	404	0		
Economic Price	24,381	20,625	2,895	627	234	0	0.985 24,381	
2004								
Market Price	17,655	11,451	6,204	0	0	0		
Economic Price	17,351	11,451	5,900	0	0	0	0.983 17,351	
2006								
Market Price	1,313	0	228	0	0	1,085		
Economic Price	217	0	217	0	0	0	0.165 217	
2007								
Market Price	7,547	2,861	4,612	44	30	0		
Economic Price	7,308	2,861	4,386	44	17	0	0.968 7,308	
2008								
Market Price	3,854	3,333	242	196	83	0		
Economic Price	3,792	3,333	230	181	48	0	0.984 3,792	
2009								
Market Price	12,408	3,586	8,822	0	0	0		
Economic Price	11,976	3,586	8,390	0	0	0	0.965 11,976	
Grand Total								
Market Price	95,778	56,572	31,702	1,630	895	4,979		
Economic Price	88,786	56,572	30,149	1,548	517	0	0.927 88,786	

Source : Calculated by The Study Team

Appendix 6-6(2) Economic Price of Investment Cost of Gedebage Dry Port and Connecting Rail Way

(2) Doubling Track Preceding (Unit: Million Rupiahs)

Work	Cost of Investment in Market Prices	Foreign Portion (CIF)	Local Portion				Overall Conversion Factor	Investment Costs in Economic Prices
			Non-traded Goods (SCF)	Skilled Labour (CPC)	Unskilled Labour (CFL)	Transfer Item		
		1.000	0.951	0.925	0.578	0.000		
1995								
Market Price	555	0	380	106	69	0		
Economic Price	499	0	361	98	40	0	0.900	499
1996								
Market Price	5,050	2,068	1,711	111	75	1,085		
Economic Price	3,841	2,068	1,627	103	43	0	0.761	3,841
1997								
Market Price	12,721	8,264	4,133	184	140	0		
Economic Price	12,459	8,264	3,930	184	81	0	0.979	12,459
1998								
Market Price	2,065	1,668	219	120	58	0		
Economic Price	2,021	1,668	208	111	34	0	0.979	2,021
2001								
Market Price	5,000	1,793	2,039	0	0	1,168		
Economic Price	3,732	1,793	1,939	0	0	0	0.746	3,732
2002								
Market Price	3,298	0	572	0	0	2,726		
Economic Price	544	0	544	0	0	0	0.165	544
2003								
Market Price	26,912	22,342	3,138	940	492	0		
Economic Price	26,480	22,342	2,984	870	284	0	0.984	26,480
2004								
Market Price	17,655	11,451	6,204	0	0	0		
Economic Price	17,351	11,451	5,900	0	0	0	0.983	17,351
2007								
Market Price	6,204	1,793	4,411	0	0	0		
Economic Price	5,988	1,793	4,195	0	0	0	0.965	5,988
2009								
Market Price	12,408	3,586	8,822	0	0	0		
Economic Price	11,976	3,586	8,390	0	0	0	0.965	11,976
Grand Total								
Market Price	91,868	52,965	31,629	1,461	834	4,979		
Economic Price	84,891	52,965	30,079	1,365	482	0	0.924	84,891

Source : Calculated by The Study Team

Appendix 6-7(2) Calculation of Additional Transportation Costs under "Without" Case

Unit : Million Rupiahs

Year	Trailer for 20 foot Container Box/1.5/292	Trailer for 40 foot Container	Trailer for 40 foot Necessary Trailer	Number of Purchasing		Number of Purchasing		Trailer Unit Price	Procurement		Maintenance/Operation		Total Cost in Market Price	Economic Price x 0.9
				Trailer	Trailer	Trailer	Trailer		Cost	Cost	Cost	Cost		
1995														
1996														
1997	13	14	27	27			27	250	6,821	341	1,593	8,755	8,099	
1998	26	28	54	26			26	250	6,621	672	3,140	10,433	9,651	
1999	31	34	65	12			12	250	2,882	816	3,813	7,512	6,949	
2000	36	41	77	12			12	250	2,911	962	4,493	8,366	7,739	
2001	42	49	90	13			13	250	3,311	1,127	5,267	9,704	8,977	
2002	47	57	104	13			13	250	3,339	1,294	6,047	10,680	9,879	
2003	52	65	117	13			13	250	3,368	1,463	6,833	11,664	10,789	
2004	58	74	132	15			15	250	3,739	1,650	7,707	13,095	12,113	
2005	65	85	149	17			17	250	4,309	1,865	8,713	14,888	13,771	
2006	71	95	166	17			17	250	4,195	2,075	9,693	15,963	14,766	
2007	78	107	185	19	27		46	250	11,580	2,310	10,793	24,633	22,786	
2008	84	120	204	19	26		45	250	11,301	2,544	11,887	25,732	23,802	
2009	90	132	222	19	12		30	250	7,563	2,778	12,980	23,321	21,572	
2010	98	147	245	23	12		34	250	8,562	3,061	14,300	25,922	23,978	
2011	98	147	245	1	13		14	250	3,453	3,068	14,333	20,854	19,290	
2012	98	147	245	0	13		13	250	3,339	3,068	14,333	20,740	19,185	
2013	98	147	245	0	13		13	250	3,368	3,068	14,333	20,769	19,211	
2014	98	147	245	0	15		15	250	3,739	3,068	14,333	21,140	19,554	
2015	98	147	245	0	17		17	250	4,309	3,068	14,333	21,711	20,082	
2016	98	147	245	0	17		17	250	4,195	3,068	14,333	21,596	19,977	
2017	98	147	245	0	19	27	46	250	11,530	3,068	14,333	28,931	26,761	
2018	98	147	245	0	19	26	45	250	11,301	3,068	14,333	28,703	26,550	
2019	98	147	245	0	19	12	30	250	7,563	3,068	14,333	24,964	23,092	
2020	98	147	245	0	23	12	34	250	8,562	3,068	14,333	25,963	24,016	
2021	98	147	245	0	1	13	14	250	3,453	3,068	14,333	20,854	19,290	
2022	98	147	245	0	0	13	13	250	3,339	3,068	14,333	20,740	19,185	
2023	98	147	245	0	0	13	13	250	3,368	3,068	14,333	20,769	19,211	
2024	98	147	245	0	0	15	15	250	-20,151	3,068	14,333	-2,750	-2,544	
												505,654	467,730	

Source : Calculated by The Study Team

Appendix 7 - 7 (1) Profit & Loss Statement of Dry Port and Connecting Railway (Case I)
 I Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
Gross Revenues	0	0	1,964	2,660	3,442	4,317	5,098	5,967
Operating Expenses	0	0	1,116	2,042	2,436	2,894	3,289	3,877
Maintenance Cost			662	883	1,147	1,457	1,721	2,030
Personnel Cost			34	46	60	76	90	106
Fuel Cost			165	220	286	363	429	506
Handling Charge			122	195	246	302	353	407
Depreciation			132	697	697	697	697	828
Operating Profit	0	0	848	618	1,006	1,423	1,809	2,091
Interest Paid	0	54	234	323	338	338	338	338
Net Profit (Before Depre.)	0	-54	746	993	1,365	1,782	2,168	2,580
Net Profit (After Depre.)	0	-54	614	295	667	1,085	1,470	1,753
Net Profit (Accumulated)	0	-54	560	855	1,523	2,607	4,077	5,830

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
Gross Revenues	6,745	7,884	9,178	10,312	11,600	12,730	14,012	15,108
Operating Expenses	4,271	5,741	7,439	8,029	8,687	9,529	10,317	11,353
Maintenance Cost	2,295	2,692	3,134	3,532	3,973	4,371	4,813	5,211
Personnel Cost	119	140	163	184	207	228	251	271
Fuel Cost	572	671	781	880	990	1,089	1,199	1,298
Handling Charge	458	530	614	686	769	841	923	991
Depreciation	828	1,707	2,747	2,747	2,747	3,000	3,131	3,582
Operating Profit	2,474	2,144	1,739	2,283	2,913	3,201	3,695	3,754
Interest Paid	338	338	338	338	338	321	305	288
Net Profit (Before Depre.)	2,964	3,513	4,148	4,692	5,322	5,880	6,522	7,049
Net Profit (After Depre.)	2,136	1,805	1,401	1,944	2,575	2,879	3,391	3,467
Net Profit (Accumulated)	7,966	9,771	11,172	13,116	15,691	18,571	21,962	25,428

Appendix 7 - 7 (1) Profit & Loss Statement of Dry Port and Connecting Railway (Case I)
 II Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
Gross Revenues	15,108	15,108	15,108	15,108	15,108	15,108	15,108	15,108
Operating Expenses	11,353	11,353	11,353	11,353	11,353	11,353	11,353	11,353
Maintenance Cost	5,211	5,211	5,211	5,211	5,211	5,211	5,211	5,211
Personnel Cost	271	271	271	271	271	271	271	271
Fuel Cost	1,298	1,298	1,298	1,298	1,298	1,298	1,298	1,298
Handling Charge	991	991	991	991	991	991	991	991
Depreciation	3,582	3,582	3,582	3,582	3,582	3,582	3,582	3,582
Operating Profit	3,754	3,754	3,754	3,754	3,754	3,754	3,754	3,754
Interest Paid	271	254	237	220	203	186	169	152
Net Profit (Before Depre.)	7,066	7,083	7,100	7,117	7,134	7,151	7,168	7,184
Net Profit (After Depre.)	3,484	3,500	3,517	3,534	3,551	3,568	3,585	3,602
Net Profit (Accumulated)	28,912	32,412	35,930	39,464	43,015	46,583	50,168	53,770

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
Gross Revenues	15,108	15,108	15,108	15,108	15,108	15,108
Operating Expenses	11,353	11,353	11,353	11,353	11,353	11,353
Maintenance Cost	5,211	5,211	5,211	5,211	5,211	5,211
Personnel Cost	271	271	271	271	271	271
Fuel Cost	1,298	1,298	1,298	1,298	1,298	1,298
Handling Charge	991	991	991	991	991	991
Depreciation	3,582	3,582	3,582	3,582	3,582	3,582
Operating Profit	3,754	3,754	3,754	3,754	3,754	3,754
Interest Paid	135	118	102	85	68	51
Net Profit (Before Depre.)	7,201	7,218	7,235	7,252	7,269	7,286
Net Profit (After Depre.)	3,619	3,636	3,653	3,670	3,687	3,703
	57,389	61,025	64,678	68,347	72,034	75,737

Appendix 7 - 7 (2) Profit & Loss Statement of Dry Port and Connecting Railway (Case I)
 II Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
Gross Revenues	15,108	15,108	15,108	15,108	15,108	15,108	15,108	15,108
Operating Expenses	11,228	11,228	11,228	11,228	11,228	11,228	11,220	11,220
Maintenance Cost	5,211	5,211	5,211	5,211	5,211	5,211	5,211	5,211
Personnel Cost	271	271	271	271	271	271	271	271
Fuel Cost	1,298	1,298	1,298	1,298	1,298	1,298	1,298	1,298
Handling Charge	991	991	991	991	991	991	991	991
Depreciation	3,457	3,457	3,457	3,457	3,457	3,457	3,450	3,450
Operating Profit	3,880	3,880	3,880	3,880	3,880	3,880	3,887	3,887
Interest Paid	250	234	219	203	187	172	156	141
Net Profit (Before Depre.)	7,087	7,102	7,118	7,134	7,149	7,165	7,180	7,196
Net Profit (After Depre.)	3,630	3,646	3,661	3,677	3,693	3,708	3,731	3,747
Net Profit (Accumulated)	29,860	33,505	37,166	40,843	44,536	48,244	51,975	55,721

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
Gross Revenues	15,108	15,108	15,108	15,108	15,108	15,108
Operating Expenses	11,220	11,220	11,220	11,220	11,220	11,220
Maintenance Cost	5,211	5,211	5,211	5,211	5,211	5,211
Personnel Cost	271	271	271	271	271	271
Fuel Cost	1,298	1,298	1,298	1,298	1,298	1,298
Handling Charge	991	991	991	991	991	991
Depreciation	3,450	3,450	3,450	3,450	3,450	3,450
Operating Profit	3,887	3,887	3,887	3,887	3,887	3,887
Interest Paid	125	109	94	78	62	47
Net Profit (Before Depre.)	7,212	7,227	7,243	7,259	7,274	7,290
Net Profit (After Depre.)	3,762	3,778	3,793	3,809	3,825	3,840
Net Profit (Accumulated)	59,484	63,261	67,055	70,864	74,688	78,529

Appendix 7 - 7 (2) Profit & Loss Statement of Dry Port and Connecting Railway (Case I)
 I Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
Gross Revenues	0	0	1,964	2,660	3,442	4,317	5,098	5,967
Operating Expenses	0	0	1,074	1,922	2,393	2,850	3,245	3,833
Maintenance Cost			662	883	1,147	1,457	1,721	2,030
Personnel Cost			34	46	60	76	90	106
Fuel Cost			165	220	286	363	429	506
Handling Charge			122	195	246	302	353	407
Depreciation			91	578	654	654	654	784
Operating Profit	0	0	890	738	1,050	1,467	1,852	2,135
Interest Paid	0	32	264	312	312	312	312	312
Net Profit (Before Depre.)	0	-32	717	1,003	1,391	1,808	2,194	2,606
Net Profit (After Depre.)	0	-32	626	426	737	1,154	1,540	1,822
Net Profit (Accumulated)	0	-32	594	1,019	1,756	2,911	4,451	6,273

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
Gross Revenues	6,745	7,884	9,178	10,312	11,600	12,730	14,012	15,108
Operating Expenses	4,227	5,774	7,472	8,062	8,719	9,534	10,191	11,228
Maintenance Cost	2,295	2,692	3,134	3,532	3,973	4,371	4,813	5,211
Personnel Cost	119	140	163	184	207	228	251	271
Fuel Cost	572	671	781	880	990	1,089	1,199	1,298
Handling Charge	458	530	614	686	769	841	923	991
Depreciation	784	1,740	2,780	2,780	2,780	3,006	3,006	3,457
Operating Profit	2,518	2,111	1,706	2,250	2,881	3,196	3,821	3,880
Interest Paid	312	312	312	312	312	297	281	266
Net Profit (Before Depre.)	2,990	3,539	4,174	4,717	5,348	5,904	6,545	7,071
Net Profit (After Depre.)	2,206	1,798	1,394	1,938	2,568	2,899	3,540	3,614
Net Profit (Accumulated)	8,479	10,277	11,671	13,608	16,176	19,075	22,615	26,230

Appendix 7 - 7 (3) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 I Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
In Flow								
Net Profit (After Depre.)	0	-54	614	295	667	1,085	1,470	1,753
Depreciation	0	0	132	697	697	697	697	828
Depreciation (Accumulated)	0	0	132	830	1,527	2,224	2,922	3,749
Borrowing	555	5,166	14,520	323				
Borrowing in FC	0	3,496	9,715	323				
(Borrowing in FC Outstanding)	0	3,496	13,211	13,534	13,534	13,534	13,534	13,534
Borrowing in LC	555	1,670	4,805	0				
(Borrowing in LC Outstanding)	555	2,225	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value								
Total	555	5,166	15,500	1,639	1,365	1,782	2,168	2,580
Out Flow								
Investment	555	5,112	14,286	0	0	0	4,999	3,298
Investment (Accumulated)	555	5,667	19,953	19,953	19,953	19,953	24,953	28,251
Investment in FC	0	3,442	9,481	0	0	0	1,793	0
Investment in FC (Accumulated)	0	3,442	12,923	12,923	12,923	12,923	14,716	14,716
Investment in LC	555	1,670	4,805	0	0	0	3,206	3,298
Investment in LC (Accumulated)	555	2,225	7,030	7,030	7,030	7,030	10,236	13,535
Interest During Const.	0	54	234	323				
Interest in FC During Const.	0	54	234	323				
Interest in LC During Const.	0	0	0	0				
Repayment	0	0	0	0	0	0	0	0
Repayment (Accumulated)	0	0	0	0	0	0	0	0
Repayment in FC								
Repayment in FC (Accumulated)								
Repayment in LC								
Repayment in LC (Accumulated)								
Total	555	5,166	14,520	323	0	0	4,999	3,298
Net Balance	0	0	980	1,316	1,365	1,782	-2,832	-718
Net Balance (Accumulated)	0	0	980	2,296	3,661	5,443	2,611	1,893
Cash Flow for FIRR	-555	-5,112	-13,306	1,316	1,703	2,120	-2,493	-380
FIRR	5.1%							

Appendix 7 - 7 (3) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 II Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
In Flow								
Net Profit (After Depre.)	2,136	1,805	1,401	1,944	2,575	2,879	3,391	3,467
Depreciation	828	1,707	2,747	2,747	2,747	3,000	3,131	3,582
Depreciation (Accumulated)	4,577	6,285	9,032	11,779	14,526	17,526	20,657	24,240
Borrowing								
Borrowing in FC (Borrowing in FC Outstanding)	13,534	13,534	13,534	13,534	13,534	12,858	12,181	11,504
Borrowing in LC (Borrowing in LC Outstanding)	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value Total	2,964	3,513	4,148	4,692	5,322	5,880	6,522	7,049
Out Flow								
Investment	24,751	17,655	330	1,313	7,545	3,854	12,408	0
Investment (Accumulated)	53,002	70,657	70,987	72,300	79,845	83,699	96,107	96,107
Investment in FC	20,624	11,451	330	0	2,861	3,333	3,586	0
Investment in FC (Accumulated)	35,341	46,792	47,122	47,122	49,982	53,316	56,902	56,902
Investment in LC	4,126	6,204	0	1,313	4,685	520	8,822	0
Investment in LC (Accumulated)	17,661	23,865	23,865	25,178	29,863	30,383	39,205	39,205
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	0	0	0	0	677	677	677	677
Repayment (Accumulated)	0	0	0	0	677	1,353	2,030	2,707
Repayment in FC					677	677	677	677
Repayment in FC (Accumulated)					677	1,353	2,030	2,707
Repayment in LC								
Repayment in LC (Accumulated)								
Total	24,751	17,655	330	1,313	8,222	4,530	13,085	677
Net Balance	-21,787	-14,142	3,818	3,378	-2,900	1,350	-6,563	6,372
Net Balance (Accumulated)	-19,894	-34,037	-30,219	-26,841	-29,741	-28,391	-34,954	-28,582
Cash Flow for FIRR	-21,449	-13,804	4,156	3,717	-1,885	2,348	-5,582	7,337

Appendix 7 - 7 (3) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 III Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
In Flow								
Net Profit (After Depre.)	3,484	3,500	3,517	3,534	3,551	3,568	3,585	3,602
Depreciation	3,582	3,582	3,582	3,582	3,582	3,582	3,582	3,582
Depreciation (Accumulated)	27,822	31,405	34,987	38,570	42,152	45,734	49,317	52,899
Borrowing								
Borrowing in FC								
(Borrowing in FC Outstanding)	10,827	10,151	9,474	8,797	8,121	7,444	6,767	6,090
Borrowing in LC								
(Borrowing in LC Outstanding)	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value								
Total	7,066	7,083	7,100	7,117	7,134	7,151	7,168	7,184
Out Flow								
Investment	0	3,905	330	0	0	91	5,046	0
Investment (Accumulated)	96,107	100,012	100,342	100,342	100,342	100,433	105,479	105,479
Investment in FC	0	3,905	330	0	0	0	4,309	0
Investment in FC (Accumulated)	56,902	60,807	61,137	61,137	61,137	61,137	65,445	65,445
Investment in LC	0	0	0	0	0	91	737	0
Investment in LC (Accumulated)	39,205	39,205	39,205	39,205	39,205	39,296	40,033	40,033
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	677	677	677	677	677	677	677	677
Repayment (Accumulated)	3,384	4,060	4,737	5,414	6,090	6,767	7,444	8,121
Repayment in FC	677	677	677	677	677	677	677	677
Repayment in FC (Accumulated)	3,384	4,060	4,737	5,414	6,090	6,767	7,444	8,121
Repayment in LC								
Repayment in LC (Accumulated)								
Total	677	4,582	1,007	677	677	767	5,723	677
Net Balance	6,389	2,501	6,093	6,440	6,457	6,383	1,445	6,508
Net Balance (Accumulated)	-22,192	-19,691	-13,598	-7,158	-701	5,682	7,127	13,635
Cash Flow for FIRR	7,337	3,432	7,007	7,337	7,337	7,246	2,291	7,337

Appendix 7 - 7 (3) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 IV Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
In Flow						
Net Profit (After Depre.)	3,619	3,636	3,653	3,670	3,687	3,703
Depreciation	3,582	3,582	3,582	3,582	3,582	3,582
Depreciation (Accumulated)	56,482	60,064	63,647	67,229	70,812	74,394
Borrowing						
Borrowing in FC						
(Borrowing in FC Outstanding)	5,414	4,737	4,060	3,384	2,707	2,030
Borrowing in LC						
(Borrowing in LC Outstanding)	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value						45,482
Total	7,201	7,218	7,235	7,252	7,269	52,768
Out Flow						
Investment	3,960	3,905	330	7,172	16,246	0
Investment (Accumulated)	109,439	113,344	113,674	120,846	137,092	137,092
Investment in FC	3,960	3,905	330	3,586	14,039	0
Investment in FC (Accumulated)	69,405	73,310	73,640	77,226	91,266	91,266
Investment in LC	0	0	0	3,586	2,207	0
Investment in LC (Accumulated)	40,033	40,033	40,033	43,619	45,826	45,826
Interest During Const.						
Interest in FC During Const.						
Interest in LC During Const.						
Repayment	677	677	677	677	677	677
Repayment (Accumulated)	8,797	9,474	10,151	10,827	11,504	12,181
Repayment in FC	677	677	677	677	677	677
Repayment in FC (Accumulated)	8,797	9,474	10,151	10,827	11,504	12,181
Repayment in LC						
Repayment in LC (Accumulated)						
Total	4,637	4,582	1,007	7,849	16,923	677
Net Balance	2,565	2,637	6,228	-697	-9,654	52,091
Net Balance (Accumulated)	16,199	18,836	25,064	24,468	14,814	66,905
Cash Flow for FIRR	3,377	3,432	7,007	165	-8,909	52,819

Appendix 7 - 7 (4) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 I Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
In Flow								
Net Profit (After Depre.)	0	-32	626	426	737	1,154	1,540	1,822
Depreciation	0	0	91	578	654	654	654	784
Depreciation (Accumulated)	0	0	91	668	1,322	1,975	2,629	3,413
Borrowing	555	5,083	12,901	2,348				
Borrowing in FC	0	2,100	8,445	1,953				
(Borrowing in FC Outstanding)	0	2,100	10,545	12,498	12,498	12,498	12,498	12,498
Borrowing in LC	555	2,983	4,456	395				
(Borrowing in LC Outstanding)	555	3,539	7,995	8,390	8,390	8,390	8,390	8,390
Residual Value								
Total	555	5,083	13,799	3,635	1,391	1,808	2,194	2,606
Out Flow								
Investment	555	5,051	12,720	2,063	0	0	4,999	3,298
Investment (Accumulated)	555	5,606	18,327	20,390	20,390	20,390	25,390	28,688
Investment in FC	0	2,068	8,264	1,668	0	0	1,793	0
Investment in FC (Accumulated)	0	2,068	10,332	12,000	12,000	12,000	13,793	13,793
Investment in LC	555	2,983	4,456	395	0	0	3,206	3,298
Investment in LC (Accumulated)	555	3,539	7,995	8,390	8,390	8,390	11,596	14,895
Interest During Const.	0	32	181	284				
Interest in FC During Const.	0	32	181	284				
Interest in LC During Const.	0	0	0	0				
Repayment	0	0	0	0	0	0	0	0
Repayment (Accumulated)	0	0	0	0	0	0	0	0
Repayment in FC								
Repayment in FC (Accumulated)								
Repayment in LC								
Repayment in LC (Accumulated)								
Total	555	5,083	12,901	2,348	0	0	4,999	3,298
Net Balance	0	0	897	1,288	1,391	1,808	-2,806	-692
Net Balance (Accumulated)	0	0	897	2,185	3,576	5,384	2,578	1,886
Cash Flow for FIRR	-555	-5,051	-11,740	-748	1,703	2,120	-2,493	-380
FIRR	5.4%							

Appendix 7 - 7 (4) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 II Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
In Flow								
Net Profit (After Depr.)	2,206	1,798	1,394	1,938	2,568	2,899	3,540	3,614
Depreciation	784	1,740	2,780	2,780	2,780	3,006	3,006	3,457
Depreciation (Accumulated)	4,197	5,937	8,717	11,497	14,277	17,282	20,288	23,744
Borrowing								
Borrowing in FC								
(Borrowing in FC Outstanding)	12,498	12,498	12,498	12,498	12,498	11,873	11,248	10,623
Borrowing in LC								
(Borrowing in LC Outstanding)	8,390	8,390	8,390	8,390	8,390	8,390	8,390	8,390
Residual Value								
Total	2,990	3,539	4,174	4,717	5,348	5,904	6,545	7,071
Out Flow								
Investment	26,913	17,655	330	0	6,204	0	12,408	0
Investment (Accumulated)	55,601	73,256	73,586	73,586	79,790	79,790	92,198	92,198
Investment in FC	22,342	11,451	330	0	1,793	0	3,586	0
Investment in FC (Accumulated)	36,135	47,586	47,916	47,916	49,709	49,709	53,295	53,295
Investment in LC	4,571	6,204	0	0	4,411	0	8,822	0
Investment in LC (Accumulated)	19,466	25,670	25,670	25,670	30,081	30,081	38,903	38,903
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	0	0	0	0	625	625	625	625
Repayment (Accumulated)	0	0	0	0	625	1,250	1,875	2,500
Repayment in FC					625	625	625	625
Repayment in FC (Accumulated)					625	1,250	1,875	2,500
Repayment in LC								
Repayment in LC (Accumulated)								
Total	26,913	17,655	330	0	6,829	625	13,033	625
Net Balance	-23,923	-14,116	3,844	4,717	-1,481	5,280	-6,488	6,446
Net Balance (Accumulated)	-22,037	-36,154	-32,310	-27,593	-29,074	-23,794	-30,282	-23,836
Cash Flow for FIRR	-23,610	-13,804	4,156	5,030	-544	6,201	-5,582	7,337

Appendix 7 - 7 (4) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 III Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
In Flow								
Net Profit (After Depre.)	3,630	3,646	3,661	3,677	3,693	3,708	3,731	3,747
Depreciation	3,457	3,457	3,457	3,457	3,457	3,457	3,450	3,450
Depreciation (Accumulated)	27,201	30,658	34,114	37,571	41,028	44,485	47,934	51,384
Borrowing								
Borrowing in FC								
(Borrowing in FC Outstanding)	9,998	9,373	8,748	8,123	7,499	6,874	6,249	5,624
Borrowing in LC								
(Borrowing in LC Outstanding)	8,390	8,390	8,390	8,390	8,390	8,390	8,390	8,390
Residual Value								
Total	7,087	7,102	7,118	7,134	7,149	7,165	7,180	7,196
Out Flow								
Investment	0	3,905	330	0	0	91	3,877	1,520
Investment (Accumulated)	92,198	96,103	96,433	96,433	96,433	96,523	100,400	101,920
Investment in FC	0	3,905	330	0	0	0	3,281	1,319
Investment in FC (Accumulated)	53,295	57,200	57,530	57,530	57,530	57,530	60,810	62,129
Investment in LC	0	0	0	0	0	91	597	201
Investment in LC (Accumulated)	38,903	38,903	38,903	38,903	38,903	38,993	39,590	39,791
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	625	625	625	625	625	625	625	625
Repayment (Accumulated)	3,124	3,749	4,374	4,999	5,624	6,249	6,874	7,499
Repayment in FC	625	625	625	625	625	625	625	625
Repayment in FC (Accumulated)	3,124	3,749	4,374	4,999	5,624	6,249	6,874	7,499
Repayment in LC								
Repayment in LC (Accumulated)								
Total	625	4,530	955	625	625	716	4,502	2,145
Net Balance	6,462	2,572	6,163	6,509	6,524	6,449	2,679	5,051
Net Balance (Accumulated)	-17,374	-14,801	-8,638	-2,129	4,395	10,844	13,523	18,574
Cash Flow for FIRR	7,337	3,432	7,007	7,337	7,337	7,246	3,460	5,817

Appendix 7 - 7 (4) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case I)
 IV Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
In Flow						
Net Profit (After Depre.)	3,762	3,778	3,793	3,809	3,825	3,840
Depreciation	3,450	3,450	3,450	3,450	3,450	3,450
Depreciation (Accumulated)	54,833	58,283	61,732	65,182	68,631	72,081
Borrowing						
Borrowing in FC						
(Borrowing in FC Outstanding)	4,999	4,374	3,749	3,124	2,500	1,875
Borrowing in LC						
(Borrowing in LC Outstanding)	8,390	8,390	8,390	8,390	8,390	8,390
Residual Value						45,133
Total	7,212	7,227	7,243	7,259	7,274	52,423
Out Flow						
Investment	3,960	3,905	330	7,172	16,987	0
Investment (Accumulated)	105,880	109,785	110,115	117,287	134,274	134,274
Investment in FC	3,960	3,905	330	3,586	14,712	0
Investment in FC (Accumulated)	66,089	69,994	70,324	73,910	88,622	88,622
Investment in LC	0	0	0	3,586	2,275	0
Investment in LC (Accumulated)	39,791	39,791	39,791	43,377	45,652	45,652
Interest During Const.						
Interest in FC During Const.						
Interest in LC During Const.						
Repayment	625	625	625	625	625	625
Repayment (Accumulated)	8,123	8,748	9,373	9,998	10,623	11,248
Repayment in FC	625	625	625	625	625	625
Repayment in FC (Accumulated)	8,123	8,748	9,373	9,998	10,623	11,248
Repayment in LC						
Repayment in LC (Accumulated)						
Total	4,585	4,530	955	7,797	17,612	625
Net Balance	2,627	2,697	6,288	-538	-10,337	51,798
Net Balance (Accumulated)	21,201	23,898	30,186	29,648	19,311	71,109
Cash Flow for FIRR	3,377	3,432	7,007	165	-9,650	52,470

Appendix 7 - 7 (5) Profit & Loss Statement of Dry Port and Connecting Railway (Case II)
I Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
Gross Revenues	0	0	1,964	2,660	3,442	4,317	5,098	5,967
Operating Expenses	0	0	1,116	2,042	2,436	2,894	3,289	3,877
Maintenance Cost			662	883	1,147	1,457	1,721	2,030
Personnel Cost			34	46	60	76	90	106
Fuel Cost			165	220	286	363	429	506
Handling Charge			122	195	246	302	353	407
Depreciation			132	697	697	697	697	828
Operating Profit	0	0	848	618	1,006	1,423	1,809	2,091
Interest Paid	0	54	234	323	338	338	338	338
Net Profit (Before Depre.)	0	-54	746	993	1,365	1,782	2,168	2,580
Net Profit (After Depre.)	0	-54	614	295	667	1,085	1,470	1,753
Net Profit (Accumulated)	0	-54	560	855	1,523	2,607	4,077	5,830

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
Gross Revenues	6,745	6,745	6,745	6,745	6,745	6,745	6,745	6,745
Operating Expenses	4,271	4,271	4,271	4,271	4,271	4,271	4,271	4,271
Maintenance Cost	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295
Personnel Cost	119	119	119	119	119	119	119	119
Fuel Cost	572	572	572	572	572	572	572	572
Handling Charge	458	458	458	458	458	458	458	458
Depreciation	828	828	828	828	828	828	828	828
Operating Profit	2,474	2,474	2,474	2,474	2,474	2,474	2,474	2,474
Interest Paid	338	338	338	338	338	321	305	288
Net Profit (Before Depre.)	2,964	2,964	2,964	2,964	2,964	2,981	2,998	3,015
Net Profit (After Depre.)	2,136	2,136	2,136	2,136	2,136	2,153	2,170	2,187
Net Profit (Accumulated)	7,966	10,102	12,238	14,374	16,510	18,663	20,833	23,019

Appendix 7 - 7 (5) Profit & Loss Statement of Dry Port and Connecting Railway (Case II)
 II Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
Gross Revenues	6,745	6,745	6,745	6,745	6,745	6,745	6,745	6,745
Operating Expenses	4,271	4,271	4,271	4,271	4,271	4,271	4,271	4,271
Maintenance Cost	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295
Personnel Cost	119	119	119	119	119	119	119	119
Fuel Cost	572	572	572	572	572	572	572	572
Handling Charge	458	458	458	458	458	458	458	458
Depreciation	828	828	828	828	828	828	828	828
Operating Profit	2,474	2,474	2,474	2,474	2,474	2,474	2,474	2,474
Interest Paid	271	254	237	220	203	186	169	152
Net Profit (Before Depre.)	3,031	3,048	3,065	3,082	3,099	3,116	3,133	3,150
Net Profit (After Depre.)	2,204	2,221	2,238	2,254	2,271	2,288	2,305	2,322
Net Profit (Accumulated)	25,223	27,444	29,681	31,936	34,207	36,495	38,800	41,122

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
Gross Revenues	6,745	6,745	6,745	6,745	6,745	6,745
Operating Expenses	4,271	4,271	4,271	4,271	4,271	4,271
Maintenance Cost	2,295	2,295	2,295	2,295	2,295	2,295
Personnel Cost	119	119	119	119	119	119
Fuel Cost	572	572	572	572	572	572
Handling Charge	458	458	458	458	458	458
Depreciation	828	828	828	828	828	828
Operating Profit	2,474	2,474	2,474	2,474	2,474	2,474
Interest Paid	135	118	102	85	68	51
Net Profit (Before Depre.)	3,167	3,184	3,201	3,218	3,234	3,251
Net Profit (After Depre.)	2,339	2,356	2,373	2,390	2,407	2,424
Net Profit (Accumulated)	43,461	45,817	48,190	50,580	52,987	55,410

Appendix 7 - 7 (6) Profit & Loss Statement of Dry Port and Connecting Railway (Case II)
 I Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
Gross Revenues	0	0	1,964	2,660	3,442	4,317	5,098	5,967
Operating Expenses	0	0	1,074	1,922	2,393	2,850	3,245	3,833
Maintenance Cost			662	883	1,147	1,457	1,721	2,030
Personnel Cost			34	46	60	76	90	106
Fuel Cost			165	220	286	363	429	506
Handling Charge			122	195	246	302	353	407
Depreciation			91	578	654	654	654	784
Operating Profit	0	0	890	738	1,050	1,467	1,852	2,135
Interest Paid	0	32	264	312	312	312	312	312
Net Profit (Before Depre.)	0	-32	717	1,003	1,391	1,808	2,194	2,606
Net Profit (After Depre.)	0	-32	626	426	737	1,154	1,540	1,822
Net Profit (Accumulated)	0	-32	694	1,019	1,756	2,911	4,451	6,273

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
Gross Revenues	6,745	6,745	6,745	6,745	6,745	6,745	6,745	6,745
Operating Expenses	4,227	4,227	4,227	4,227	4,227	4,227	4,227	4,227
Maintenance Cost	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295
Personnel Cost	119	119	119	119	119	119	119	119
Fuel Cost	572	572	572	572	572	572	572	572
Handling Charge	458	458	458	458	458	458	458	458
Depreciation	784	784	784	784	784	784	784	784
Operating Profit	2,518	2,518	2,518	2,518	2,518	2,518	2,518	2,518
Interest Paid	312	312	312	312	312	297	281	266
Net Profit (Before Depre.)	2,990	2,990	2,990	2,990	2,990	3,005	3,021	3,037
Net Profit (After Depre.)	2,206	2,206	2,206	2,206	2,206	2,221	2,237	2,253
Net Profit (Accumulated)	8,479	10,685	12,890	15,096	17,302	19,523	21,760	24,013

Appendix 7 - 7 (6) Profit & Loss Statement of Dry Port and Connecting Railway (Case II)
II Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
Gross Revenues	6,745	6,745	6,745	6,745	6,745	6,745	6,745	6,745
Operating Expenses	4,227	4,227	4,227	4,227	4,227	4,227	4,220	4,220
Maintenance Cost	2,295	2,295	2,295	2,295	2,295	2,295	2,295	2,295
Personnel Cost	119	119	119	119	119	119	119	119
Fuel Cost	572	572	572	572	572	572	572	572
Handling Charge	458	458	458	458	458	458	458	458
Depreciation	784	784	784	784	784	784	777	777
Operating Profit	2,518	2,518	2,518	2,518	2,518	2,518	2,525	2,525
Interest Paid	250	234	219	203	187	172	156	141
Net Profit (Before Depre.)	3,052	3,068	3,083	3,099	3,115	3,130	3,146	3,162
Net Profit (After Depre.)	2,268	2,284	2,299	2,315	2,331	2,346	2,369	2,385
Net Profit (Accumulated)	26,281	28,565	30,864	33,180	35,510	37,857	40,226	42,611

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
Gross Revenues	6,745	6,745	6,745	6,745	6,745	6,745
Operating Expenses	4,220	4,220	4,220	4,220	4,220	4,220
Maintenance Cost	2,295	2,295	2,295	2,295	2,295	2,295
Personnel Cost	119	119	119	119	119	119
Fuel Cost	572	572	572	572	572	572
Handling Charge	458	458	458	458	458	458
Depreciation	777	777	777	777	777	777
Operating Profit	2,525	2,525	2,525	2,525	2,525	2,525
Interest Paid	125	109	94	78	62	47
Net Profit (Before Depre.)	3,177	3,193	3,208	3,224	3,240	3,255
Net Profit (After Depre.)	2,400	2,416	2,432	2,447	2,463	2,478
Net Profit (Accumulated)	45,011	47,427	49,859	52,306	54,769	57,247

Appendix 7 - 7 (7) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 I Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
In Flow								
Net Profit (After Depre.)	0	-54	614	295	667	1,085	1,470	1,753
Depreciation	0	0	132	697	697	697	697	828
Depreciation (Accumulated)	0	0	132	830	1,527	2,224	2,922	3,749
Borrowing	555	5,166	14,520	323				
Borrowing in FC	0	3,496	9,715	323				
(Borrowing in FC Outstanding)	0	3,496	13,211	13,534	13,534	13,534	13,534	13,534
Borrowing in LC	555	1,670	4,805	0				
(Borrowing in LC Outstanding)	555	2,225	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value								
Total	555	5,166	15,500	1,639	1,365	1,782	2,168	2,580
Out Flow								
Investment	555	5,112	14,286	0	0	0	4,999	0
Investment (Accumulated)	555	5,667	19,953	19,953	19,953	19,953	24,953	24,953
Investment in FC	0	3,442	9,481	0	0	0	1,793	0
Investment in FC (Accumulated)	0	3,442	12,923	12,923	12,923	12,923	14,716	14,716
Investment in LC	555	1,670	4,805	0	0	0	3,206	0
Investment in LC (Accumulated)	555	2,225	7,030	7,030	7,030	7,030	10,236	10,236
Interest During Const.	0	54	234	323				
Interest in FC During Const.	0	54	234	323				
Interest in LC During Const.	0	0	0	0				
Repayment	0	0	0	0	0	0	0	0
Repayment (Accumulated)	0	0	0	0	0	0	0	0
Repayment in FC								
Repayment in FC (Accumulated)								
Repayment in LC								
Repayment in LC (Accumulated)								
Total	555	5,166	14,520	323	0	0	4,999	0
Net Balance	0	0	980	1,316	1,365	1,782	-2,832	2,580
Net Balance (Accumulated)	0	0	980	2,296	3,661	5,443	2,611	5,191
Cash Flow for FIRR	-555	-5,112	-13,306	1,316	1,703	2,120	-2,493	2,919
FIRR	10.9%							

Appendix 7 - 7 (7) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 II Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
In Flow								
Net Profit (After Depre.)	2,136	2,136	2,136	2,136	2,136	2,153	2,170	2,187
Depreciation	828	828	828	828	828	828	828	828
Depreciation (Accumulated)	4,577	5,405	6,233	7,061	7,888	8,716	9,544	10,372
Borrowing								
Borrowing in FC (Borrowing in FC Outstanding)	13,534	13,534	13,534	13,534	13,534	12,858	12,181	11,504
Borrowing in LC (Borrowing in LC Outstanding)	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value Total	2,964	2,964	2,964	2,964	2,964	2,981	2,998	3,015
Out Flow								
Investment	0	0	330	0	0	0	0	0
Investment (Accumulated)	24,953	24,953	25,283	25,283	25,283	25,283	25,283	25,283
Investment in FC	0	0	330	0	0	0	0	0
Investment in FC (Accumulated)	14,716	14,716	15,046	15,046	15,046	15,046	15,046	15,046
Investment in LC	0	0	0	0	0	0	0	0
Investment in LC (Accumulated)	10,236	10,236	10,236	10,236	10,236	10,236	10,236	10,236
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	0	0	0	0	677	677	677	677
Repayment (Accumulated)	0	0	0	0	677	1,353	2,030	2,707
Repayment in FC					677	677	677	677
Repayment in FC (Accumulated)					677	1,353	2,030	2,707
Repayment in LC								
Repayment in LC (Accumulated)								
Total	0	0	330	0	677	677	677	677
Net Balance	2,964	2,964	2,634	2,964	2,287	2,304	2,321	2,338
Net Balance (Accumulated)	8,155	11,119	13,753	16,716	19,003	21,307	23,628	25,966
Cash Flow for FIRR	3,302	3,302	2,972	3,302	3,302	3,302	3,302	3,302

Appendix 7 - 7 (7) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 III Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2011	2012	2013	2014	2015	2016	2017	2018
In Flow								
Net Profit (After Depre.)	2,204	2,221	2,238	2,254	2,271	2,288	2,305	2,322
Depreciation	828	828	828	828	828	828	828	828
Depreciation (Accumulated)	11,199	12,027	12,855	13,683	14,511	15,338	16,166	16,994
Borrowing								
Borrowing in FC								
(Borrowing in FC Outstanding)	10,827	10,151	9,474	8,797	8,121	7,444	6,767	6,090
Borrowing in LC								
(Borrowing in LC Outstanding)	7,030	7,030	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value								
Total	3,031	3,048	3,065	3,082	3,099	3,116	3,133	3,150
Out Flow								
Investment	0	0	330	0	0	91	5,046	0
Investment (Accumulated)	25,283	25,283	25,613	25,613	25,613	25,703	30,749	30,749
Investment in FC	0	0	330	0	0	0	4,309	0
Investment in FC (Accumulated)	15,046	15,046	15,376	15,376	15,376	15,376	19,685	19,685
Investment in LC	0	0	0	0	0	91	737	0
Investment in LC (Accumulated)	10,236	10,236	10,236	10,236	10,236	10,327	11,064	11,064
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	677	677	677	677	677	677	677	677
Repayment (Accumulated)	3,384	4,060	4,737	5,414	6,090	6,767	7,444	8,121
Repayment in FC	677	677	677	677	677	677	677	677
Repayment in FC (Accumulated)	3,384	4,060	4,737	5,414	6,090	6,767	7,444	8,121
Repayment in LC								
Repayment in LC (Accumulated)								
Total	677	677	1,007	677	677	767	5,723	677
Net Balance	2,355	2,372	2,059	2,405	2,422	2,349	-2,590	2,473
Net Balance (Accumulated)	28,321	30,692	32,751	35,156	37,579	39,927	37,337	39,811
Cash Flow for FIRR	3,302	3,302	2,972	3,302	3,302	3,211	-1,744	3,302

Appendix 7 - 7 (7) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 IV Case 1 (When Automatic Signalling Precedes)

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
In Flow						
Net Profit (After Depre.)	2,339	2,356	2,373	2,390	2,407	2,424
Depreciation	828	828	828	828	828	828
Depreciation (Accumulated)	17,822	18,649	19,477	20,305	21,133	21,960
Borrowing						
Borrowing in FC (Borrowing in FC Outstanding)	5,414	4,737	4,060	3,384	2,707	2,030
Borrowing in LC (Borrowing in LC Outstanding)	7,030	7,030	7,030	7,030	7,030	7,030
Residual Value						11,727
Total	3,167	3,184	3,201	3,218	3,234	14,979
Out Flow						
Investment	0	0	330	7,172	0	0
Investment (Accumulated)	30,749	30,749	31,079	38,251	38,251	38,251
Investment in FC	0	0	330	3,586	0	0
Investment in FC (Accumulated)	19,685	19,685	20,015	23,601	23,601	23,601
Investment in LC	0	0	0	3,586	0	0
Investment in LC (Accumulated)	11,064	11,064	11,064	14,650	14,650	14,650
Interest During Const.						
Interest in FC During Const.						
Interest in LC During Const.						
Repayment	677	677	677	677	677	677
Repayment (Accumulated)	8,797	9,474	10,151	10,827	11,504	12,181
Repayment in FC	677	677	677	677	677	677
Repayment in FC (Accumulated)	8,797	9,474	10,151	10,827	11,504	12,181
Repayment in LC						
Repayment in LC (Accumulated)						
Total	677	677	1,007	7,849	677	677
Net Balance	2,490	2,507	2,194	-4,631	2,558	14,302
Net Balance (Accumulated)	42,301	44,808	47,002	42,370	44,928	59,230
Cash Flow for FIRR	3,302	3,302	2,972	-3,870	3,302	15,029

Appendix 7 - 7 (8) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 I Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	1995	1996	1997	1998	1999	2000	2001	2002
In Flow								
Net Profit(After Depre.)	0	-32	626	426	737	1,154	1,540	1,822
Depreciation	0	0	91	578	654	654	654	784
Depreciation(Accumulated)	0	0	91	668	1,322	1,975	2,629	3,413
Borrowing	555	5,083	12,901	2,348				
Borrowing in FC	0	2,100	8,445	1,953				
(Borrowing in FC Outstanding)	0	2,100	10,545	12,498	12,498	12,498	12,498	12,498
Borrowing in LC	555	2,983	4,456	395				
(Borrowing in LC Outstanding)	555	3,539	7,995	8,390	8,390	8,390	8,390	8,390
Residual Value								
Total	555	5,083	13,799	3,635	1,391	1,808	2,194	2,606
Out Flow								
Investment	555	5,051	12,720	2,063	0	0	4,999	0
Investment(Accumulated)	555	5,606	18,327	20,390	20,390	20,390	25,390	25,390
Investment in FC	0	2,068	8,264	1,668	0	0	1,793	0
Investment in FC(Accumulated)	0	2,068	10,332	12,000	12,000	12,000	13,793	13,793
Investment in LC	555	2,983	4,456	395	0	0	3,206	0
Investment in LC(Accumulated)	555	3,539	7,995	8,390	8,390	8,390	11,596	11,596
Interest During Const.	0	32	181	284				
Interest in FC During Const.	0	32	181	284				
Interest in LC During Const.	0	0	0	0				
Repayment	0	0	0	0	0	0	0	0
Repayment(Accumulated)	0	0	0	0	0	0	0	0
Repayment in FC								
Repayment in FC(Accumulated)								
Repayment in LC								
Repayment in LC(Accumulated)								
Total	555	5,083	12,901	2,348	0	0	4,999	0
Net Balance	0	0	897	1,288	1,391	1,808	-2,806	2,606
Net Balance(Accumulated)	0	0	897	2,185	3,576	5,384	-2,578	5,184
Cash Flow for FIRR	-555	-5,051	-11,740	-748	1,703	2,120	-2,493	2,919
FIRR	10.8%							

Appendix 7 - 7 (8) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 II Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2003	2004	2005	2006	2007	2008	2009	2010
In Flow								
Net Profit (After Depre.)	2,206	2,206	2,206	2,206	2,206	2,221	2,237	2,253
Depreciation	784	784	784	784	784	784	784	784
Depreciation (Accumulated)	4,197	4,981	5,765	6,548	7,332	8,116	8,900	9,684
Borrowing								
Borrowing in FC								
(Borrowing in FC Outstanding)	12,498	12,498	12,498	12,498	12,498	11,873	11,248	10,623
Borrowing in LC								
(Borrowing in LC Outstanding)	8,390	8,390	8,390	8,390	8,390	8,390	8,390	8,390
Residual Value								
Total	2,990	2,990	2,990	2,990	2,990	3,005	3,021	3,037
Out Flow								
Investment	0	0	330	0	0	0	0	0
Investment (Accumulated)	25,390	25,390	25,720	25,720	25,720	25,720	25,720	25,720
Investment in FC	0	0	330	0	0	0	0	0
Investment in FC (Accumulated)	13,793	13,793	14,123	14,123	14,123	14,123	14,123	14,123
Investment in LC	0	0	0	0	0	0	0	0
Investment in LC (Accumulated)	11,596	11,596	11,596	11,596	11,596	11,596	11,596	11,596
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	0	0	0	0	625	625	625	625
Repayment (Accumulated)	0	0	0	0	625	1,250	1,875	2,500
Repayment in FC					625	625	625	625
Repayment in FC (Accumulated)					625	1,250	1,875	2,500
Repayment in LC								
Repayment in LC (Accumulated)								
Total	0	0	330	0	625	625	625	625
Net Balance	2,990	2,990	2,660	2,990	2,365	2,380	2,396	2,412
Net Balance (Accumulated)	8,174	11,163	13,823	16,813	19,178	21,558	23,954	26,366
Cash Flow for FIRR	3,302	3,302	2,972	3,302	3,302	3,302	3,302	3,302

Appendix 7 - 7 (8) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 III Case 2 (When Doubling of Track Precedes)

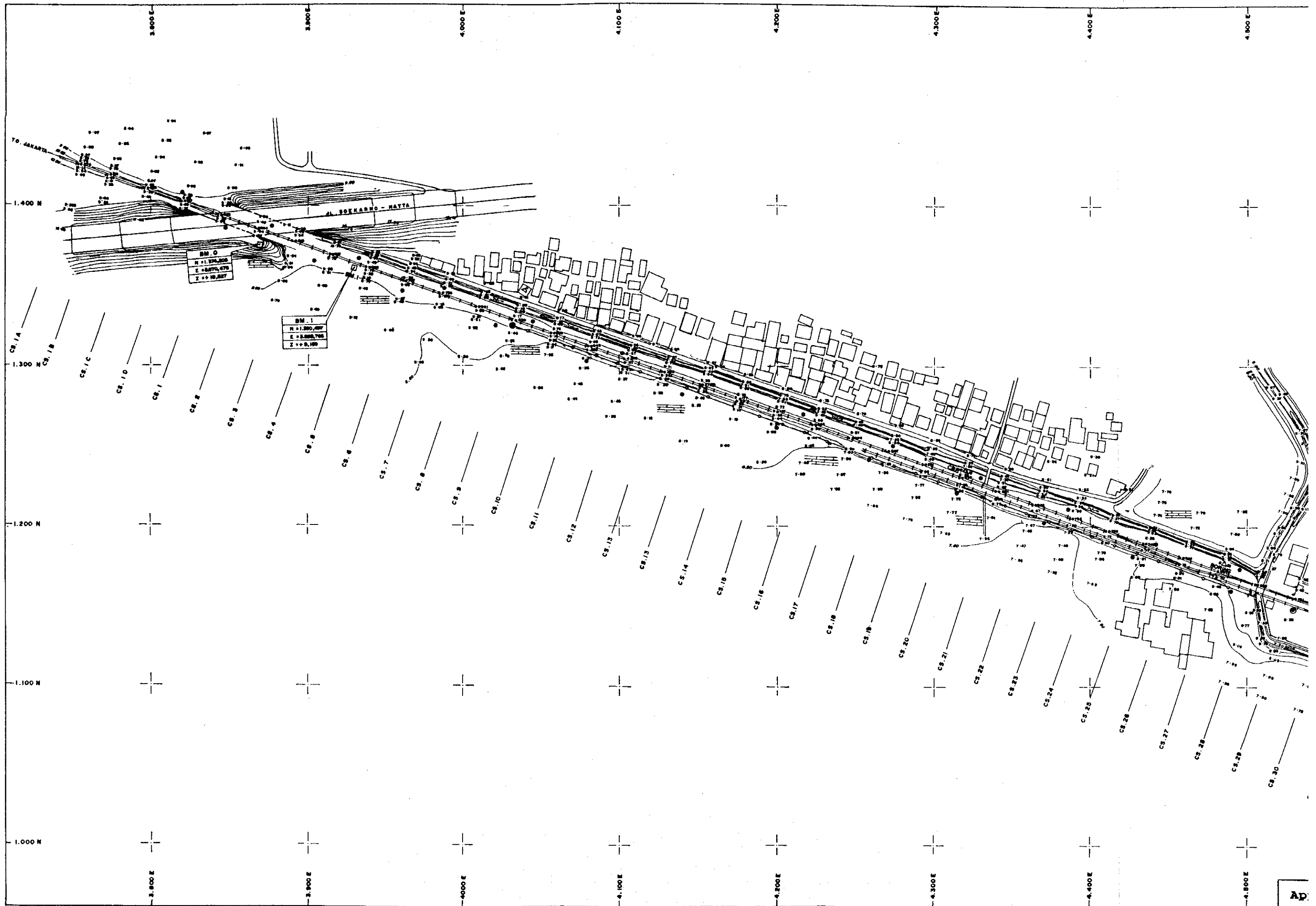
(Unit : Million Rp.)

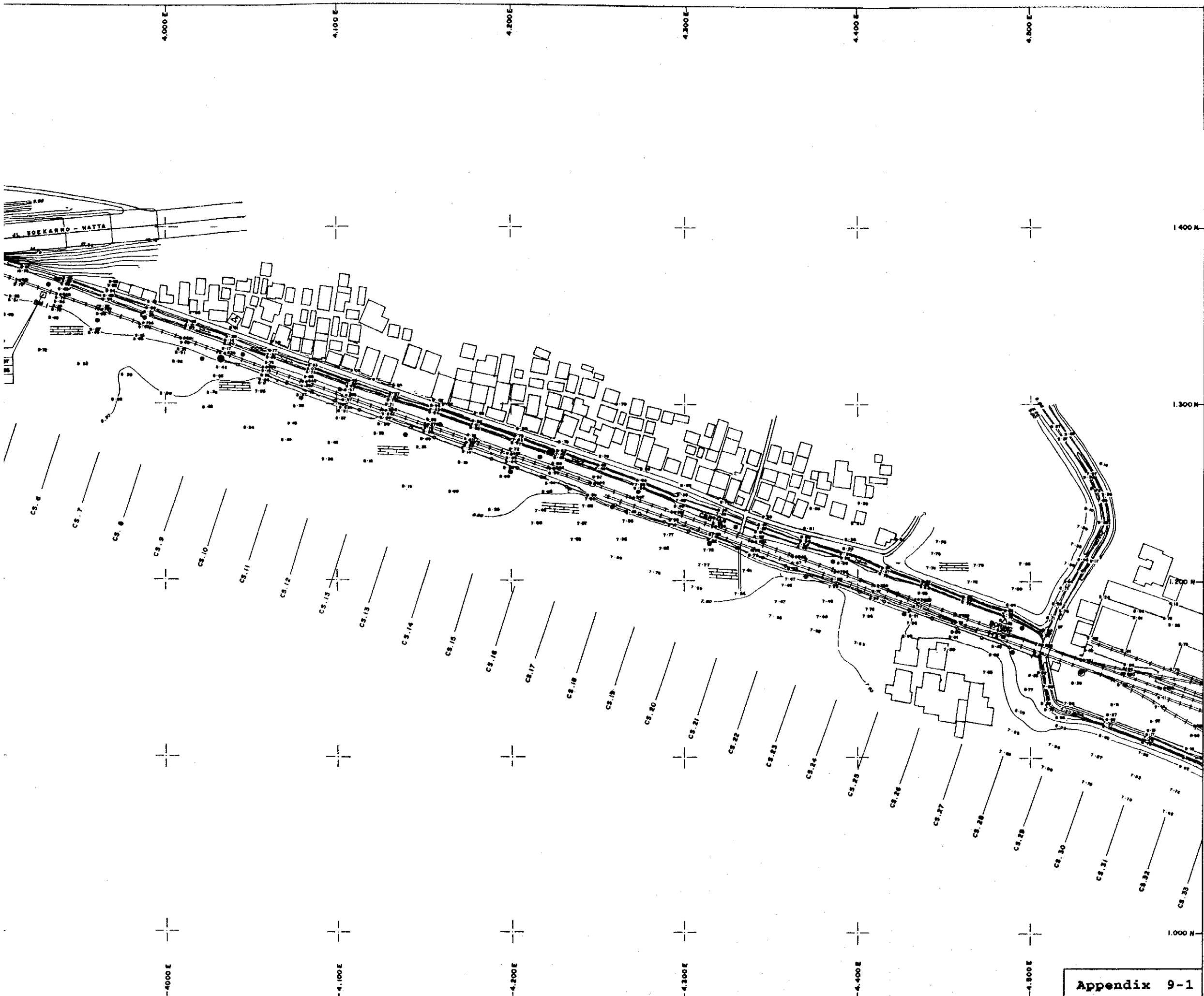
	2011	2012	2013	2014	2015	2016	2017	2018
In Flow								
Net Profit (After Depre.)	2,268	2,284	2,299	2,315	2,331	2,346	2,369	2,385
Depreciation	784	784	784	784	784	784	777	777
Depreciation (Accumulated)	10,468	11,252	12,036	12,820	13,604	14,388	15,164	15,941
Borrowing								
Borrowing in FC								
(Borrowing in FC Outstanding)	9,998	9,373	8,748	8,123	7,499	6,874	6,249	5,624
Borrowing in LC								
(Borrowing in LC Outstanding)	8,390	8,390	8,390	8,390	8,390	8,390	8,390	8,390
Residual Value								
Total	3,052	3,068	3,083	3,099	3,115	3,130	3,146	3,162
Out Flow								
Investment	0	0	330	0	0	91	3,877	1,520
Investment (Accumulated)	25,720	25,720	26,050	26,050	26,050	26,140	30,017	31,537
Investment in FC	0	0	330	0	0	0	3,281	1,319
Investment in FC (Accumulated)	14,123	14,123	14,453	14,453	14,453	14,453	17,734	19,052
Investment in LC	0	0	0	0	0	91	597	201
Investment in LC (Accumulated)	11,596	11,596	11,596	11,596	11,596	11,687	12,284	12,485
Interest During Const.								
Interest in FC During Const.								
Interest in LC During Const.								
Repayment	625	625	625	625	625	625	625	625
Repayment (Accumulated)	3,124	3,749	4,374	4,999	5,624	6,249	6,874	7,499
Repayment in FC	625	625	625	625	625	625	625	625
Repayment in FC (Accumulated)	3,124	3,749	4,374	4,999	5,624	6,249	6,874	7,499
Repayment in LC								
Repayment in LC (Accumulated)								
Total	625	625	955	625	625	716	4,502	2,145
Net Balance	2,427	2,443	2,129	2,474	2,490	2,415	-1,356	1,017
Net Balance (Accumulated)	28,793	31,236	33,364	35,839	38,328	40,743	39,387	40,403
Cash Flow for FIRR	3,302	3,302	2,972	3,302	3,302	3,211	-575	1,782

Appendix 7 - 7 (8) Cash Flow Statement & Financial Analysis of Dry Port and Connecting Railway (Case II)
 IV Case 2 (When Doubling of Track Precedes)

(Unit : Million Rp.)

	2019	2020	2021	2022	2023	2024
In Flow						
Net Profit (After Depre.)	2,400	2,416	2,432	2,447	2,463	2,478
Depreciation	777	777	777	777	777	777
Depreciation (Accumulated)	16,718	17,495	18,272	19,048	19,825	20,602
Borrowing						
Borrowing in FC						
(Borrowing in FC Outstanding)	4,999	4,374	3,749	3,124	2,500	1,875
Borrowing in LC						
(Borrowing in LC Outstanding)	8,390	8,390	8,390	8,390	8,390	8,390
Residual Value						13,342
Total	3,177	3,193	3,208	3,224	3,240	16,597
Out Flow						
Investment	0	0	330	7,172	0	0
Investment (Accumulated)	31,537	31,537	31,867	39,039	39,039	39,039
Investment in FC	0	0	330	3,586	0	0
Investment in FC (Accumulated)	19,052	19,052	19,382	22,968	22,968	22,968
Investment in LC	0	0	0	3,586	0	0
Investment in LC (Accumulated)	12,485	12,485	12,485	16,071	16,071	16,071
Interest During Const.						
Interest in FC During Const.						
Interest in LC During Const.						
Repayment	625	625	625	625	625	625
Repayment (Accumulated)	8,123	8,748	9,373	9,998	10,623	11,248
Repayment in FC	625	625	625	625	625	625
Repayment in FC (Accumulated)	8,123	8,748	9,373	9,998	10,623	11,248
Repayment in LC						
Repayment in LC (Accumulated)						
Total	625	625	955	7,797	625	625
Net Balance	2,552	2,568	2,254	-4,573	2,615	15,972
Net Balance (Accumulated)	42,956	45,524	47,777	43,204	45,819	61,791
Cash Flow for FIRR	3,302	3,302	2,972	-3,870	3,302	16,644



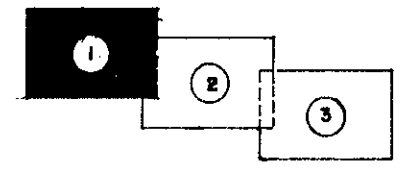


THE MASTER PLAN OF CONTAINER CARGO HANDLING PORTS, DRY PORT AND CONNECTING RAIL WAYS IN THE REPUBLIC INDONESIA

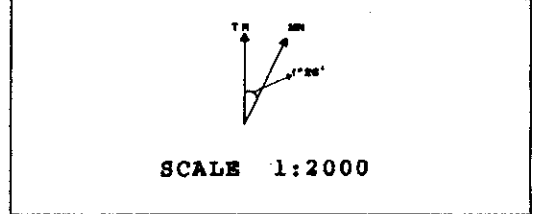
L. LEGEND

- Contour
- Bench Mark
- Building
- Rail Ways
- Road
- Electricity Pole
- Telephone Pole
- Elevation
- Fence
- River / Canal
- Bridge
- Culvert
- Rice Field
- Signal
- Wire

POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
BM. 8	3,870.475	1,374.205	16.627
BM. 1	3,989.798	1,390.497	9.180
BM. 3	3,000.000	1,000.000	10.000
BM. 11	3,996.349	966.784	8.870

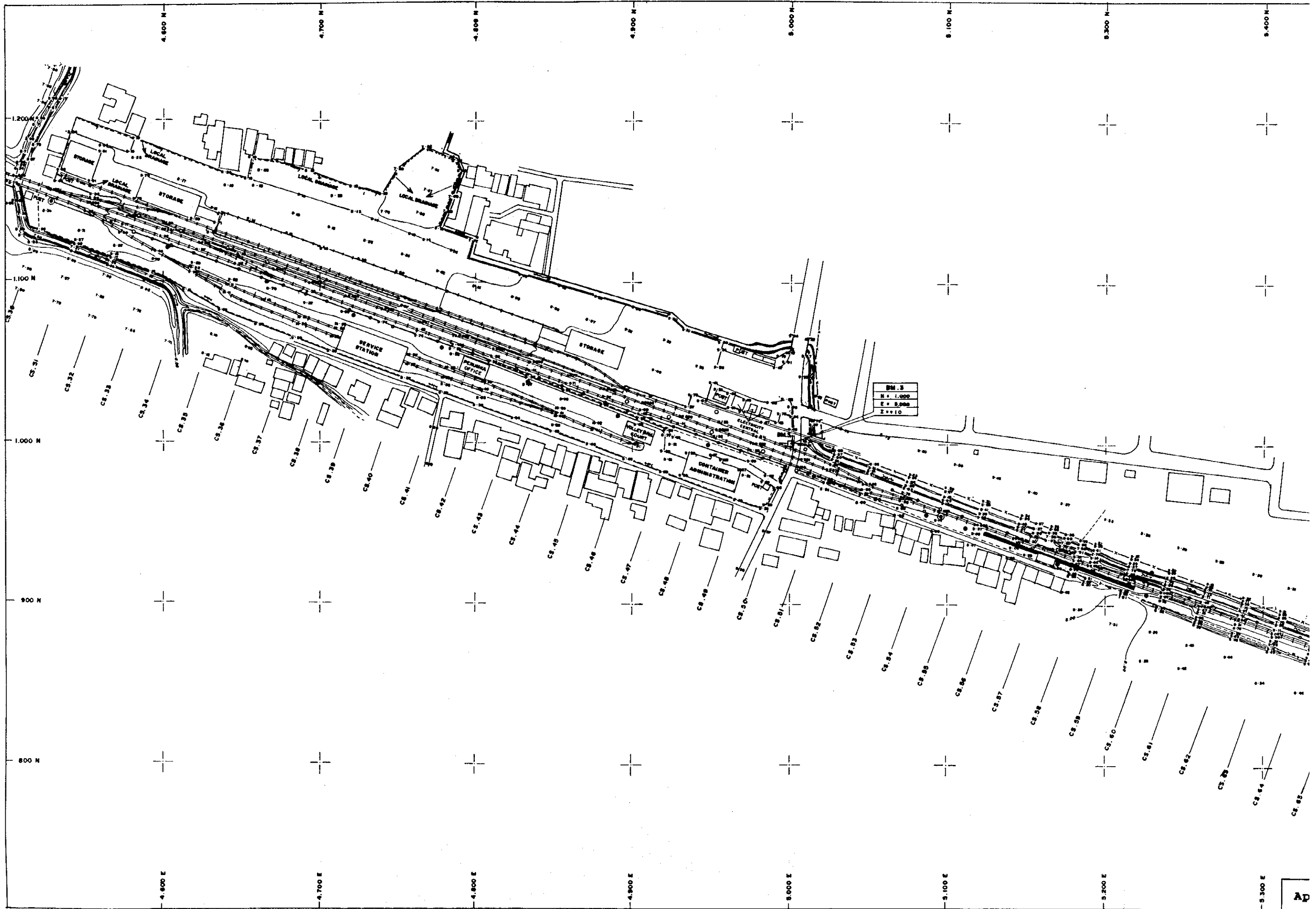


Title **TOPOGRAPHIC MAP GEDEBAGE BANDUNG**

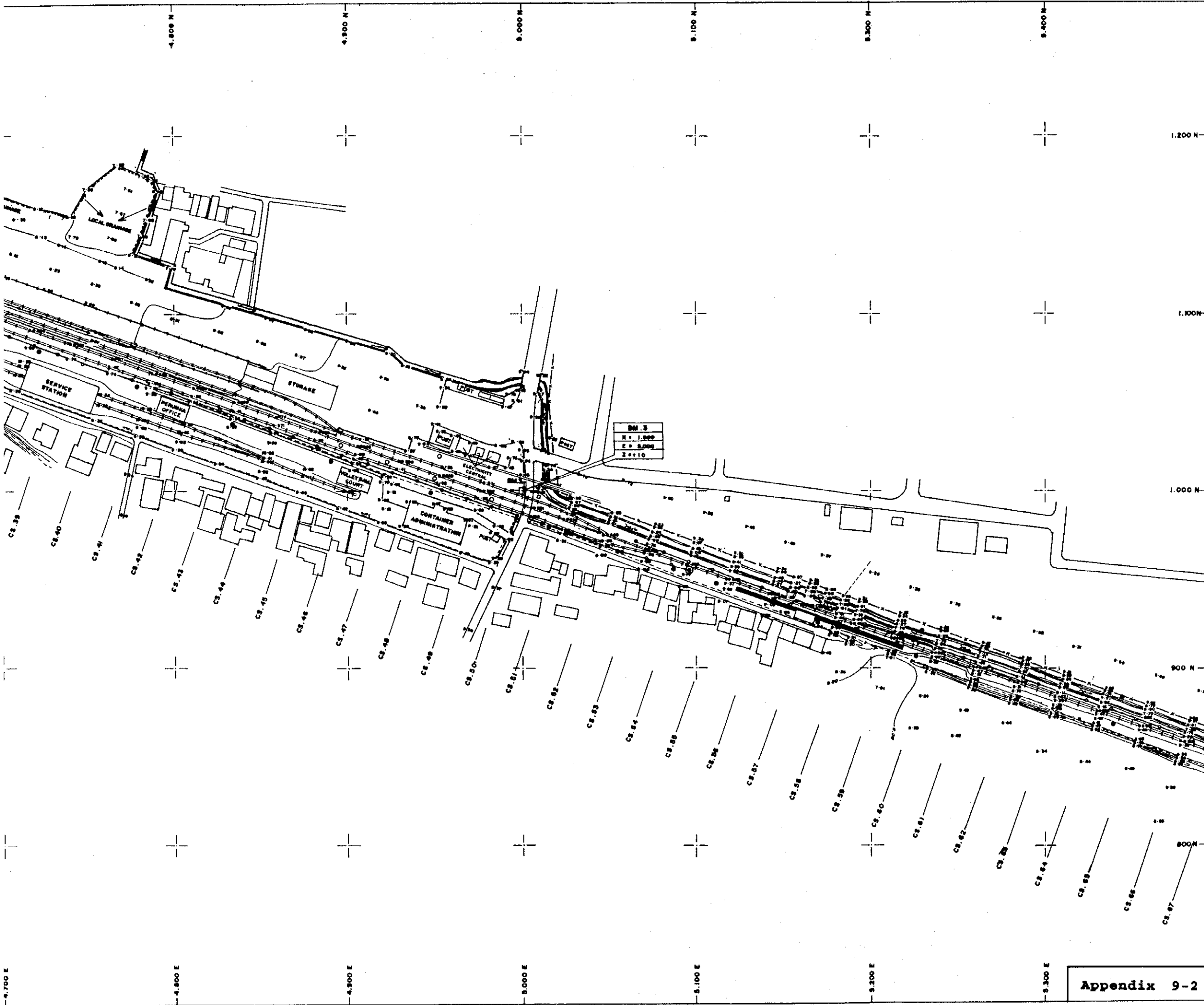


Items	Name	Date
Drawn by	Mama!	06 - Nov - 94
Checked by	Ir.H.Uhang AM	08 - Nov - 94
Approved by	M. Ikehara	13 - Nov - 94

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BM. 3
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E = 5.000
Z = +10

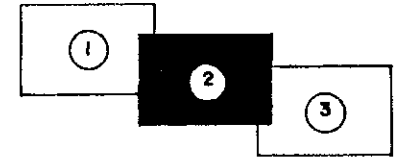


THE MASTER PLAN OF CONTAINER CARGO HANDLING PORTS, DRY PORT AND CONNECTING RAIL WAYS IN THE REPUBLIC INDONESIA

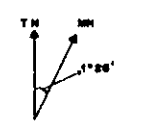
LEGEND

- Contour
- Marsh Mark
- Building
- Rail Ways
- Road
- Electricity Pole
- Telephone Pole
- Elevation
- Fence
- River / Canal
- Bridge
- Culvert
- Rice Field
- Signal
- Wire

POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
BM. 0	3,270.473	1,574.208	10.327
BM. 1	3,388.798	1,380.497	9.180
BM. 3	5,000.000	1,000.000	10.000
BM. 11	3,388.388	988.784	9.670



TOPOGRAPHIC MAP GEDEBAGE BANDUNG

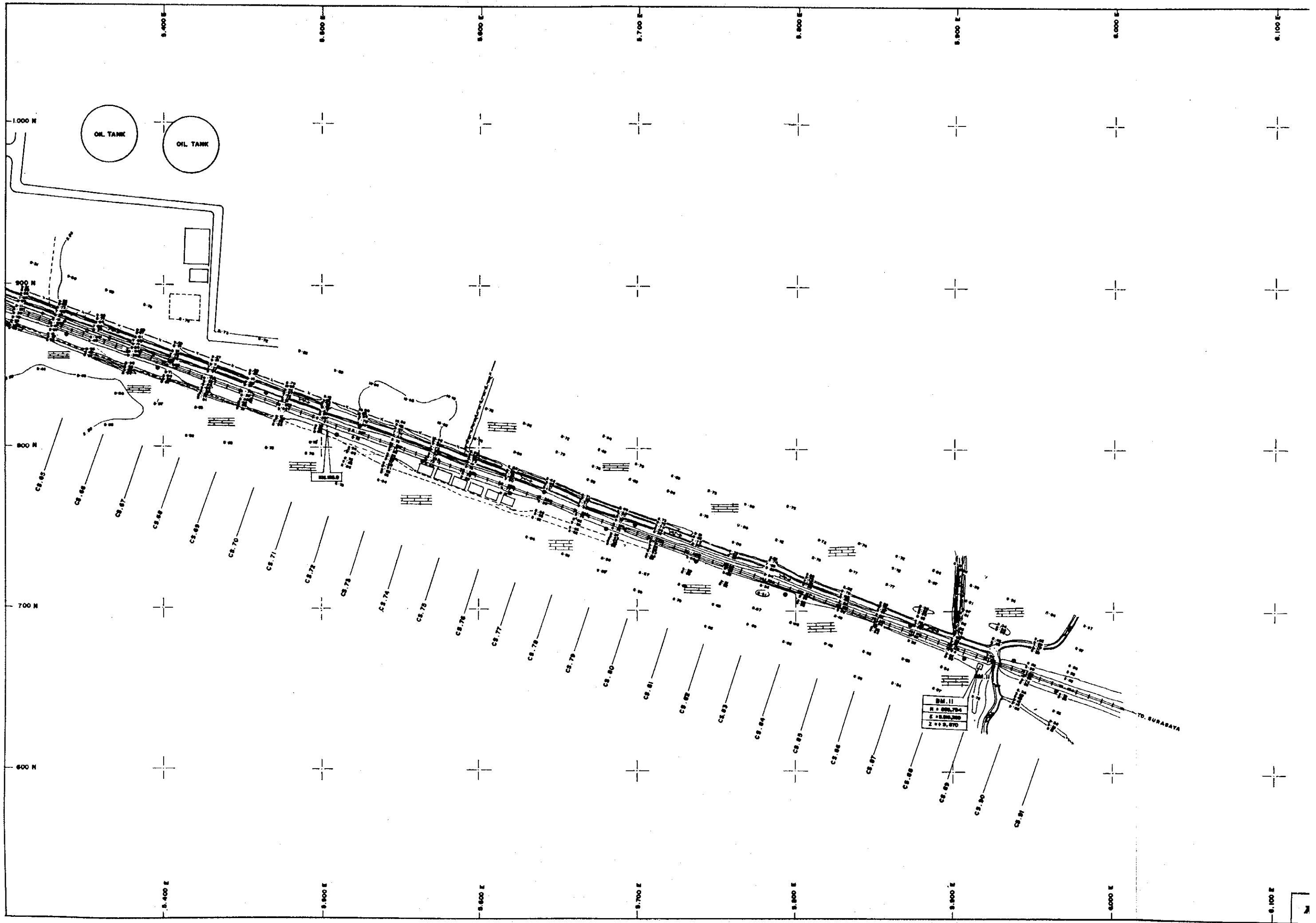


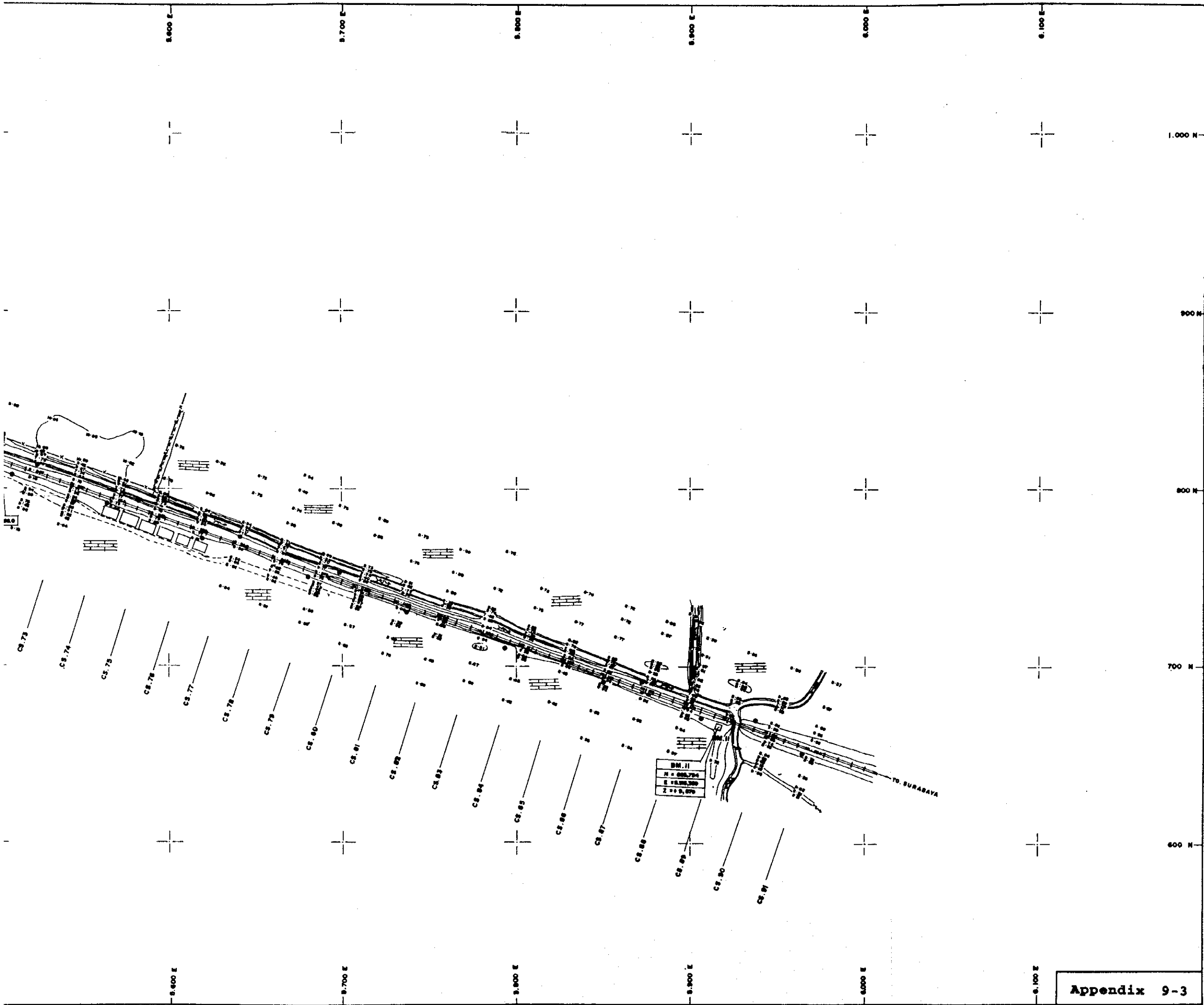
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Items	Name	Date
Drawn by	Momot	06-Nov-94
Checked by	Ir. N. Umang AM	08-Nov-94
Approved by	M. Mehara	13-Nov-94



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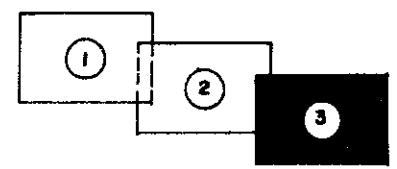


THE MASTER PLAN OF CONTAINER CARGO HANDLING PORTS, DRY PORT AND CONNECTING RAILWAYS IN THE REPUBLIC INDONESIA

LEGEND

- Contour
- Bank Mark
- Building
- Rail Ways
- Road
- Electricity Pole
- Telephone Pole
- Elevation
- Fence
- River / Canal
- Bridge
- Culvert
- Rice Field
- Signal
- Wire

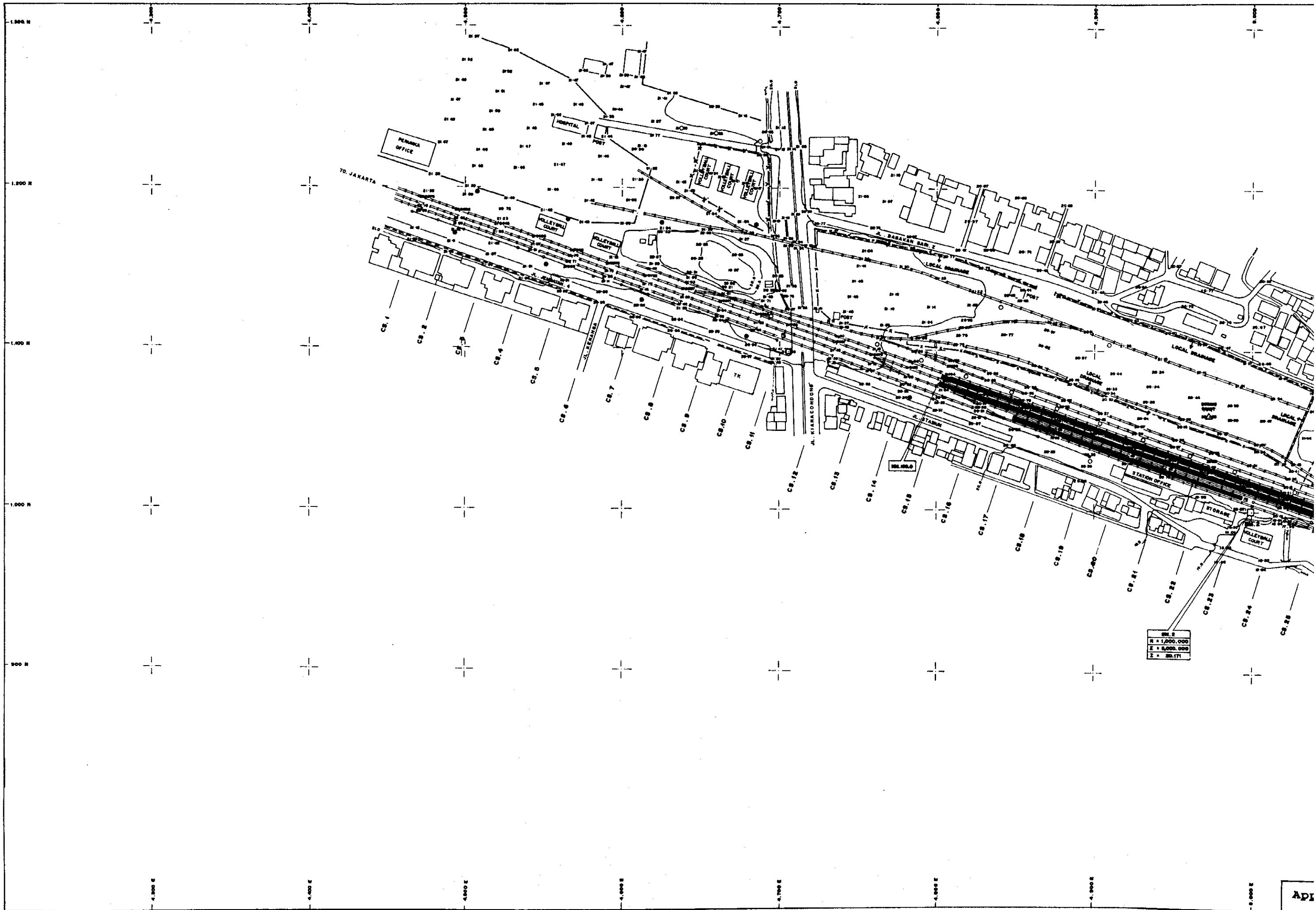
POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
BM. 0	8,872.478	1,374.206	10.527
BM. 1	8,885.786	1,280.497	9.180
BM. 3	8,880.880	1,000.000	10.800
BM. 11	8,948.300	998.754	0.870



Title
**TOPOGRAPHIC MAP
GEDEBAGE BANDUNG**
















SCALE 1:2000

Items	Name	Date
Drawn by	Mamat	05 - Nov - 94
Checked by	I. H. Uhang AM	08 - Nov - 94
Approved by	M. Ikohara	13 - Nov - 94



**THE MASTER PLAN OF CONTAINER CARGO
HANDLING PORTS, DRY PORTS
AND CONNECTING RAIL WAYS
IN THE REPUBLIC INDONESIA**

LEGEND

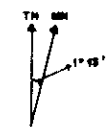
-  Contour
-  Bench Mark
-  Building
-  Rail Way
-  Road
-  Electricity Pole
-  Telephone Pole
-  Elevation
-  Fence
-  River / Canal
-  Bridge
-  Culvert
-  Rice Field
-  Signal
-  Wire

POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
BM.2	8,000,000	1,000,000	20.171

BM.2 HEIGHT REFERENCE FROM BM.3 GEDEBAGE



Title
**TOPOGRAPHIC MAP
KIARA CONDONG BANDUNG**

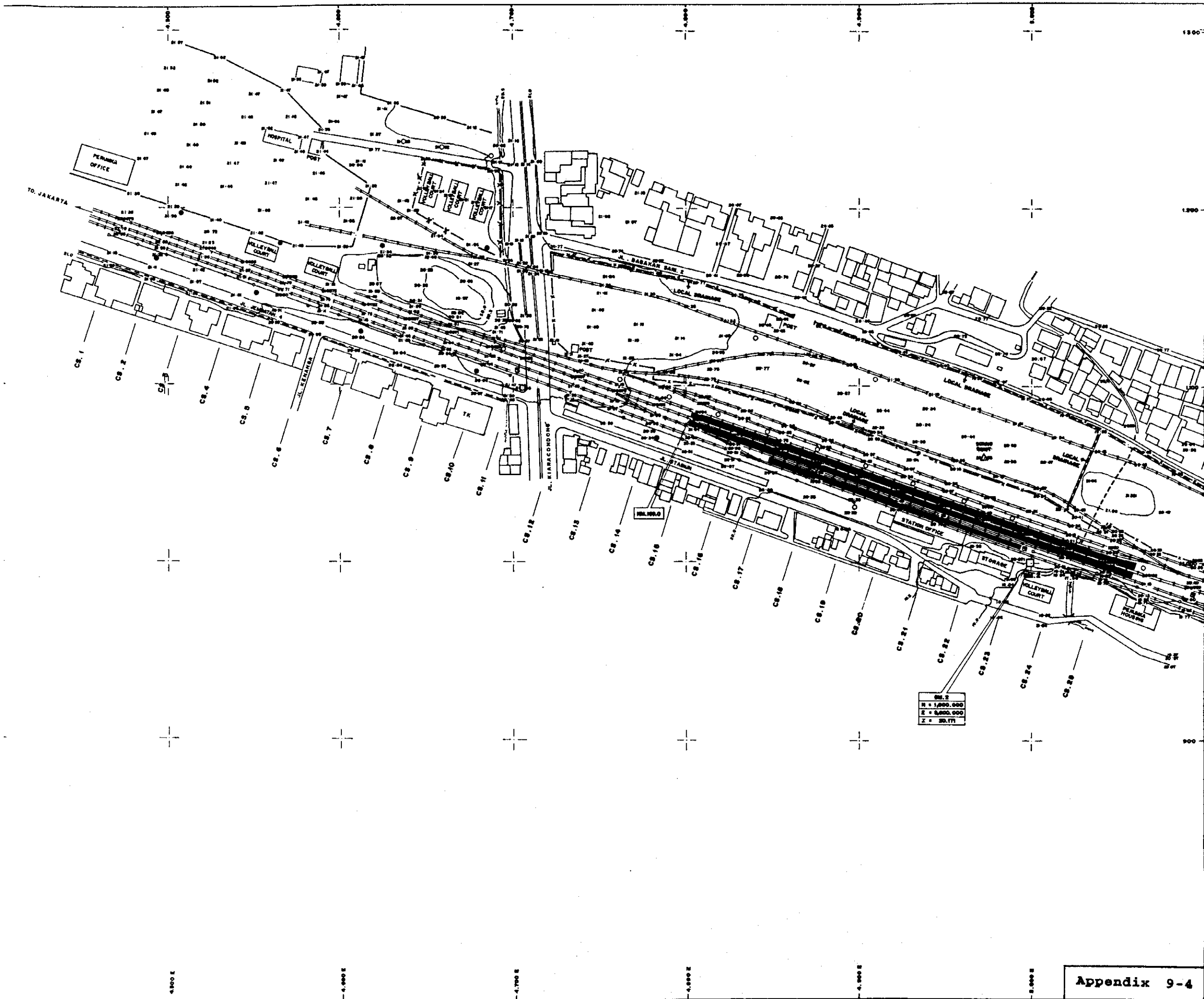


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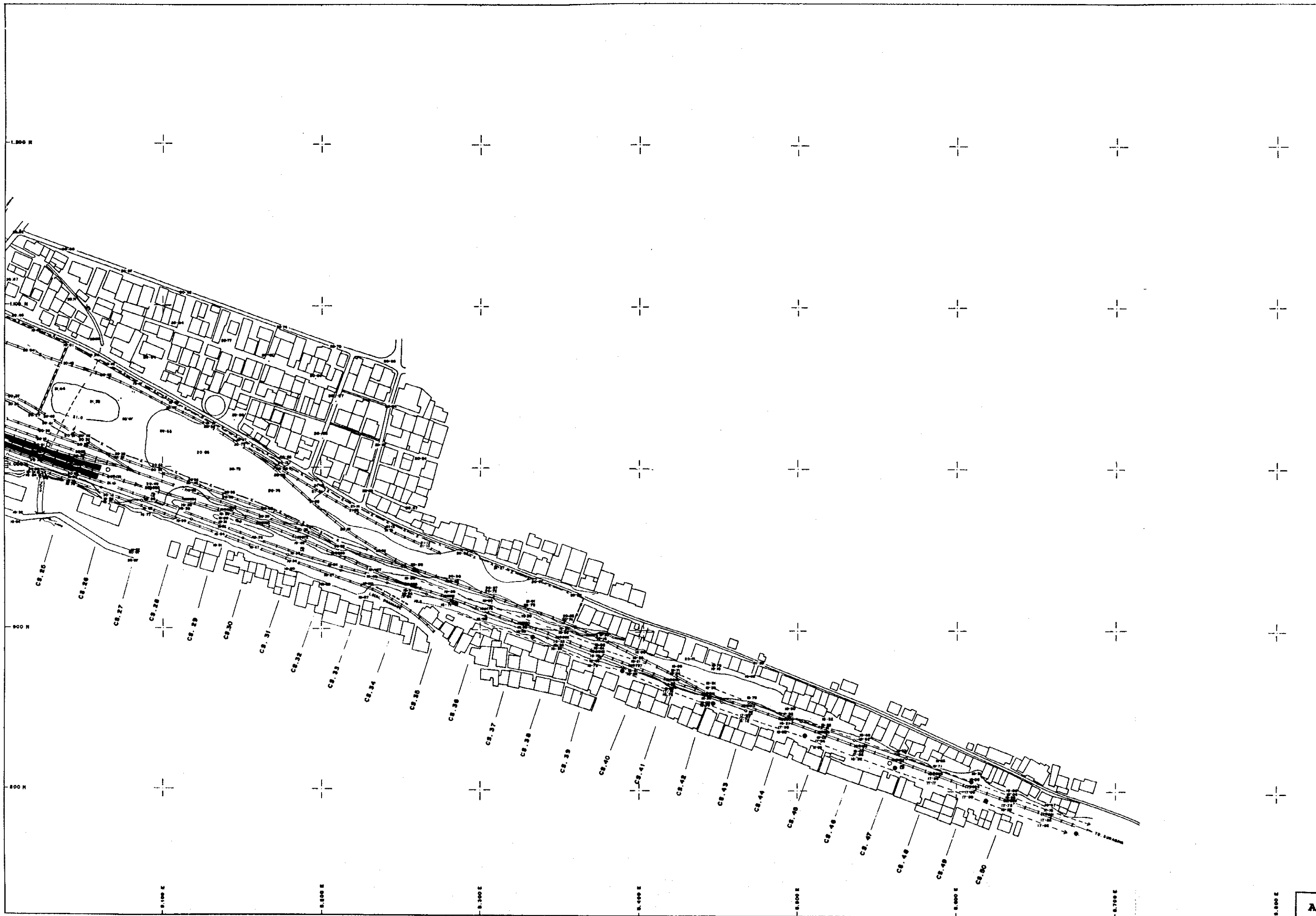
Items	Name	Date
Drawn by	Memet	31-Oct-94
Checked by	Ir. H. Usung AM	01-Nov-94
Approved by	M. Mohara	03-Nov-94



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Appendix 9-4



1.000 N

900 N

800 N

8.100 E

8.200 E

8.300 E

8.400 E

8.500 E

8.600 E
















8.700 E

8.800 E

AI

**THE MASTER PLAN OF CONTAINER CARGO
HANDLING PORTS, DRY PORTS
AND CONNECTING RAILWAYS
IN THE REPUBLIC INDONESIA**

LEGEND

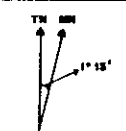
-  Contour
-  Bench Mark
-  Building
-  Rail Ways
-  Road
-  Electricity Pole
-  Telephone Pole
-  Elevation
-  Fence
-  River / Canal
-  Bridge
-  Culvert
-  Rice Field
-  Signal
-  Wire

POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
BM.2	8,000.000	1,000.000	80-171

BM.2 HEIGHT REFERENCE FROM BM.3 GEDEBAGE



**TOPOGRAPHIC MAP
KIARA CONDONG BANDUNG**

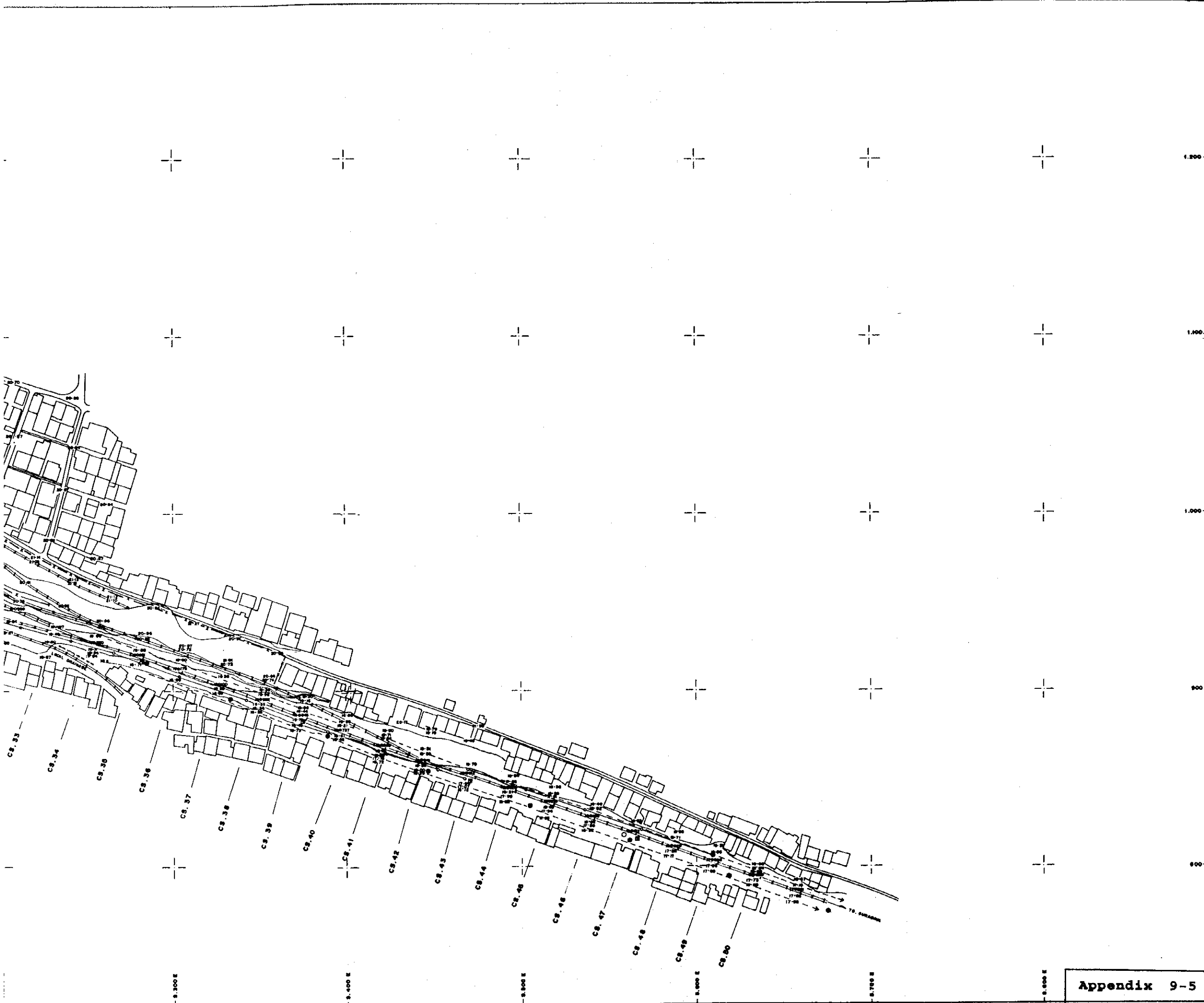


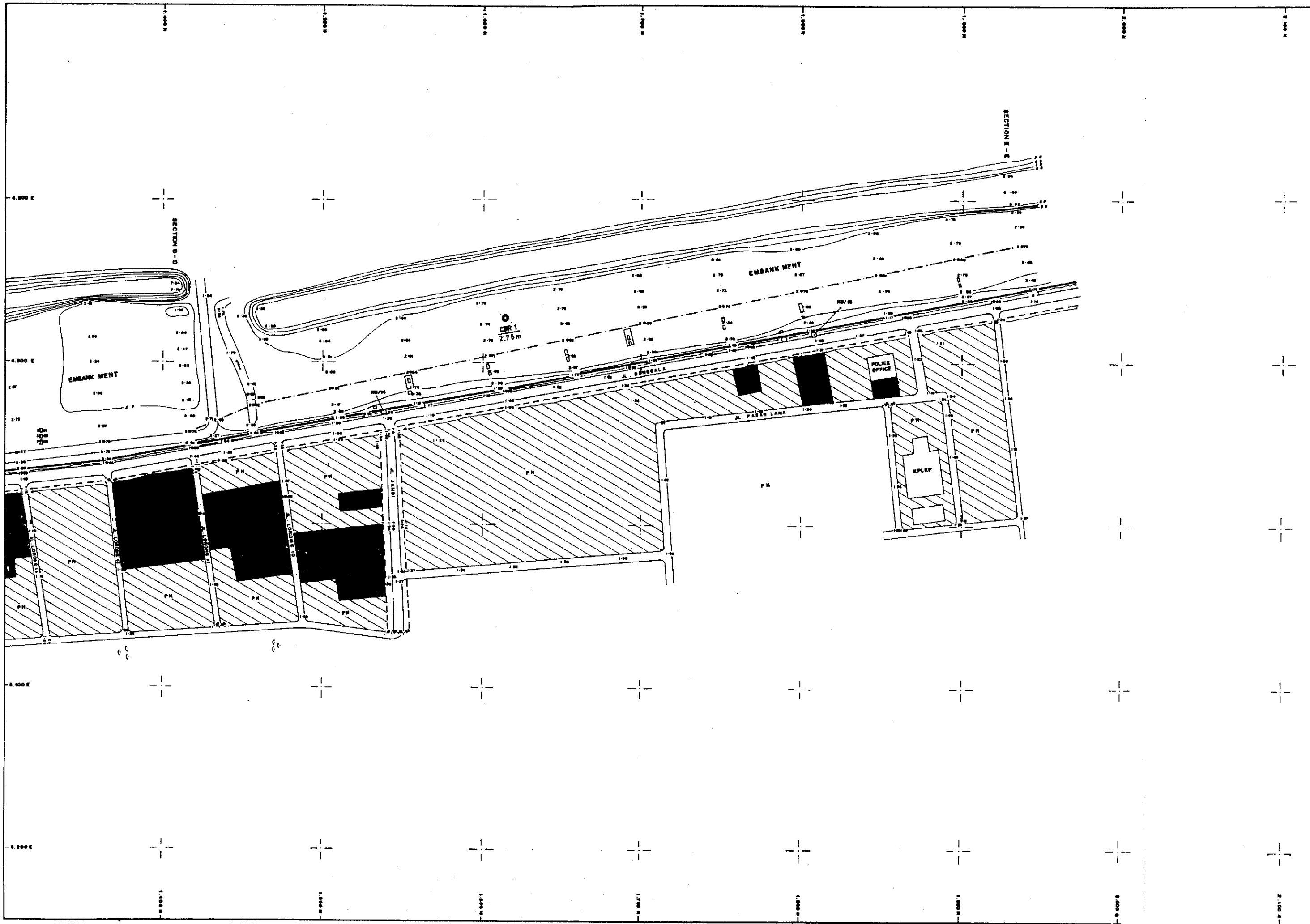
SCALE 1:2000

Items	Name	Date
Drawn by	Mawati	21 - Oct - 94
Checked by	Ir. H. Usung AM	01 - Nov - 94
Approved by	M. Muboro	03 - Nov - 94













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THE MASTER PLAN OF CONTAINER CARGO
HANDLING PORTS, DRY PORT
AND CONNECTING RAILWAYS
IN THE REPUBLIC INDONESIA

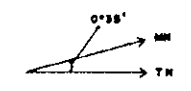
LEGEND

-  Contour
-  Road
-  River
-  Canal/Drainage
-  Railways
-  Clearing Area
-  Public Housing
-  Ground Height
-  Bench Mark
-  Cemetery

POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
KG. 11	5,000.000	1,000.000	1.874
KG. 12	4,980.087	1,202.740	1.234
KG. 14	4,930.272	1,338.726	1.890
KG. 15	4,890.948	1,506.923	1.686



TITLE
TOPOGRAPHIC MAP
TANJUNG PRIUK SEA PORT, JAKARTA

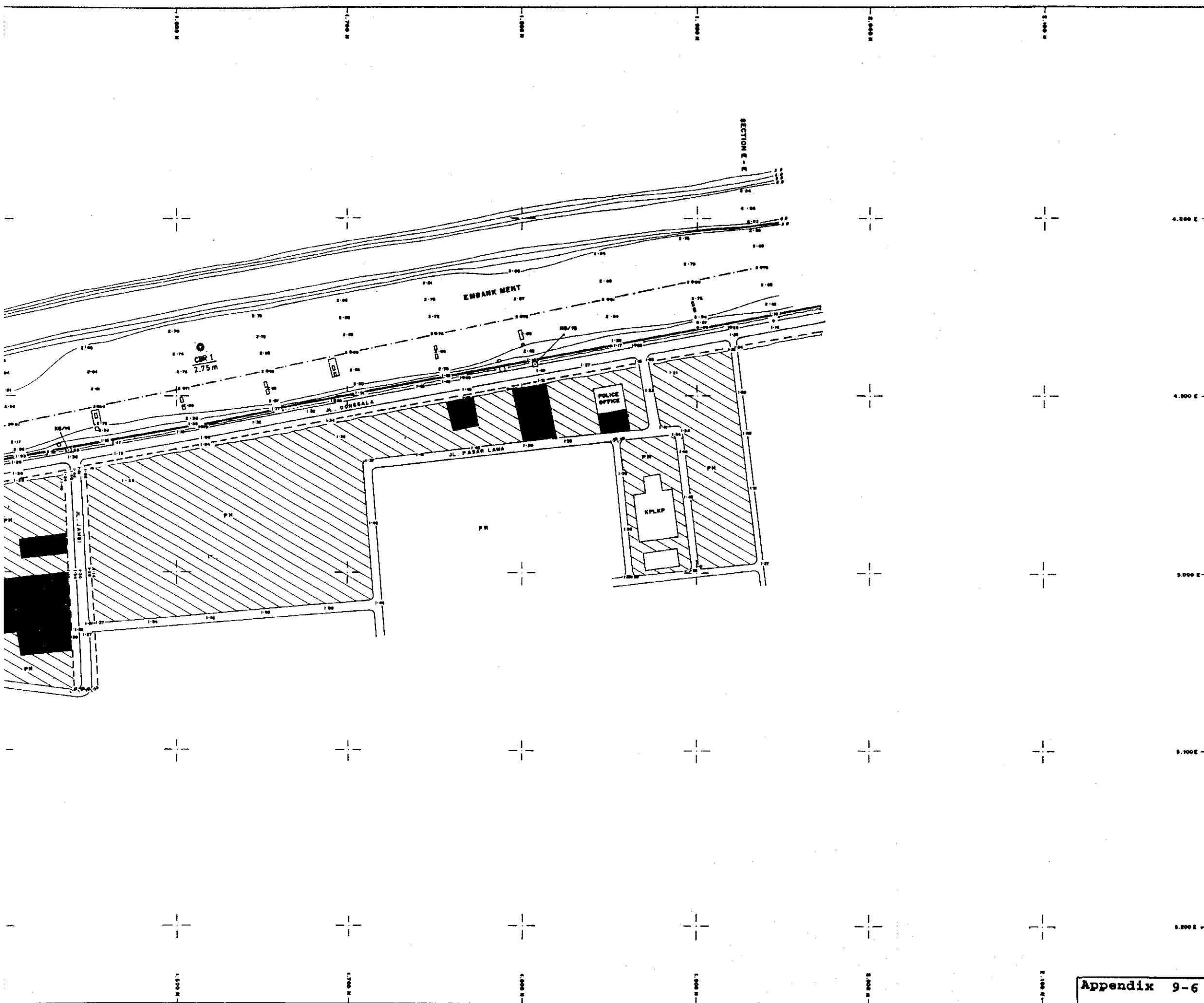


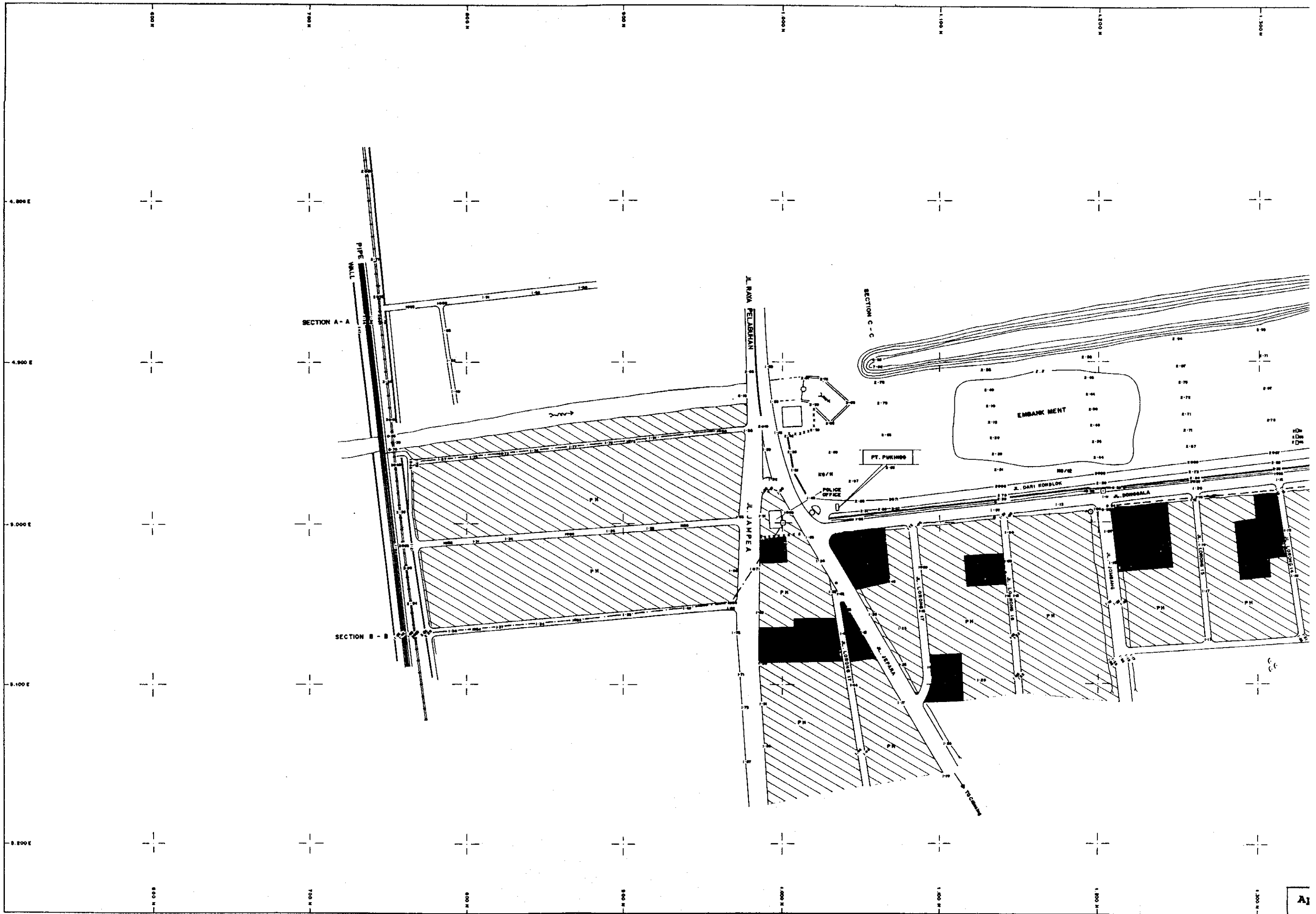
SCALE 1:2000

Items	Name	Date
Drawn by	Satiken	28-Nov-94
Checked by	Ir.H.Unang AM	01-Dec-94
Approved by	M. Mahora	05-Dec-94













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THE MASTER PLAN OF CONTAINER CARGO
HANDLING PORTS, DRY PORT
AND CONNECTING RAILWAYS
IN THE REPUBLIC INDONESIA

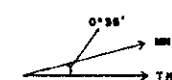
LEGEND

-  Contour
-  Road
-  River
-  Canal / Drainage
-  Railways
-  Clearing Area
-  Public Housing
-  Broad Right
-  Beach Mark
-  Cemetery

POINT	EASTING (M)	NORTHING (M)	HEIGHT (M)
KE. 11	5,000.000	1,000.000	1.574
KE. 12	4,980.067	1,202.740	1.254
KE. 14	4,950.272	1,538.728	1.490
KE. 15	4,880.948	1,808.925	1.555



TOPOGRAPHIC MAP
TANJUNG PRIUK SEA PORT, JAKARTA



SCALE 1:2000

Items	Name	Date
Drawn by	Saikun	28 - Nov - 94
Checked by	Ir. H. Unang AM	01 - Des - 94
Approved by	M. Harefa	05 - Des - 94



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