

## CHAPTER-12. SHORT-TERM AND PHASED DEVELOPMENT PLAN

### 12-A. IDENTIFICATION OF SHORT-TERM DEVELOPMENT PROJECTS TOWARD 2012

411. The proposed major projects in the Master Plan for 2025 are evaluated from the following viewpoints:

- Urgency from the perspective of cargo demand
- Economic impact to the national /regional economy
- Environmental impact
- Profitability
- Expected difficulty in coordinating with related parties
- Flexibility of development (Step by step development)

412. Based on the above evaluation and the need to stimulate economic activity in Jakarta Metropolitan area, the Study team selects the following projects toward 2012.

#### 12-A-1 Tanjung Priok

##### ***To improve the navigational capacity and safety***

- Widening main channel in order to secure two-way traffic with relocation of the existing breakwater together with securing enough turning basin to accommodate larger vessels

##### ***To meet the urgent needs of port users such as export/import industries***

- Establishment of a dedicated-use automobile terminal to facilitate trade of automobile products in AFTA era and to promote various product-related industries in Indonesia

##### ***To re-organize ineffective land use of the existing port***

- Improvement of inter-island container and bulk cargo handling together with development of a new port area in East-Ancol by reclamation to expedite re-organization of ineffective land use of the port

##### ***To improve the road traffic situation in/around the port***

- Improvement of the main road network in the port with proper traffic management and development of an east-west highway connecting the port with the JORR northern extension toll road

**Table 12-A-1 Project Components Toward 2012 (Tanjung Priok)**

Port	Project	Remarks
To improve the navigational capacity and safety	Widening the Main Channel (300m) and Turing Basin (Maximum diameter is 560m)	Phasing implementation
	Widening the channel and basin to the Nusantara area including MTI (200m)	
To meet the urgent needs of port users	Automobile Terminal Development (Berth: -10m, 250m, Terminal area: 9ha)	Should be operated in 2006
To re-organize ineffective land use of the existing port	Inter-island Container Handling Improvement	Re-development of Pier III and MTI expansion
	Bulk Cargo Handling Improvement	
	Passenger Terminal Relocation	A new passenger terminal is developed in Ancol development area
	Inland Yard Development	
	(Land-use re-development in the urban area adjacent to the port)	Another study is required.
To improve the road traffic situation in/around the port	Port Inner Road Improvement	
	Eastern Port Access Highway Development Linking with JORR	

**12-A-2 Bojonegara*****To meet the future container demand and to lessen the burden of Tanjung Priok***

- Development of a new container terminal with 2 berths (CT1 & CT2) together with a multi purpose terminal with 1 berth (CT1 & CT2 will be deepened up to -14m in the long run.)

**Table 12-A-2 Project Components Toward 2012 (Bojonegara)**











Port	Project	Remarks
To meet the future container demand and to lessen the burden of Tanjung Priok	Container Terminal Development (-12m, 600m)	Should be operated in 2010
	Multi Purpose Terminal Development (-10m, 220m)	Should be operated in 2008
	(Ro-Ro Terminal Development)	Another study is required.
	Breakwater, Channel and Basin Development	Phasing implementation
	Port Access Road Development	Should be completed by 2008

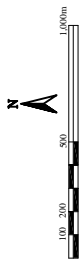
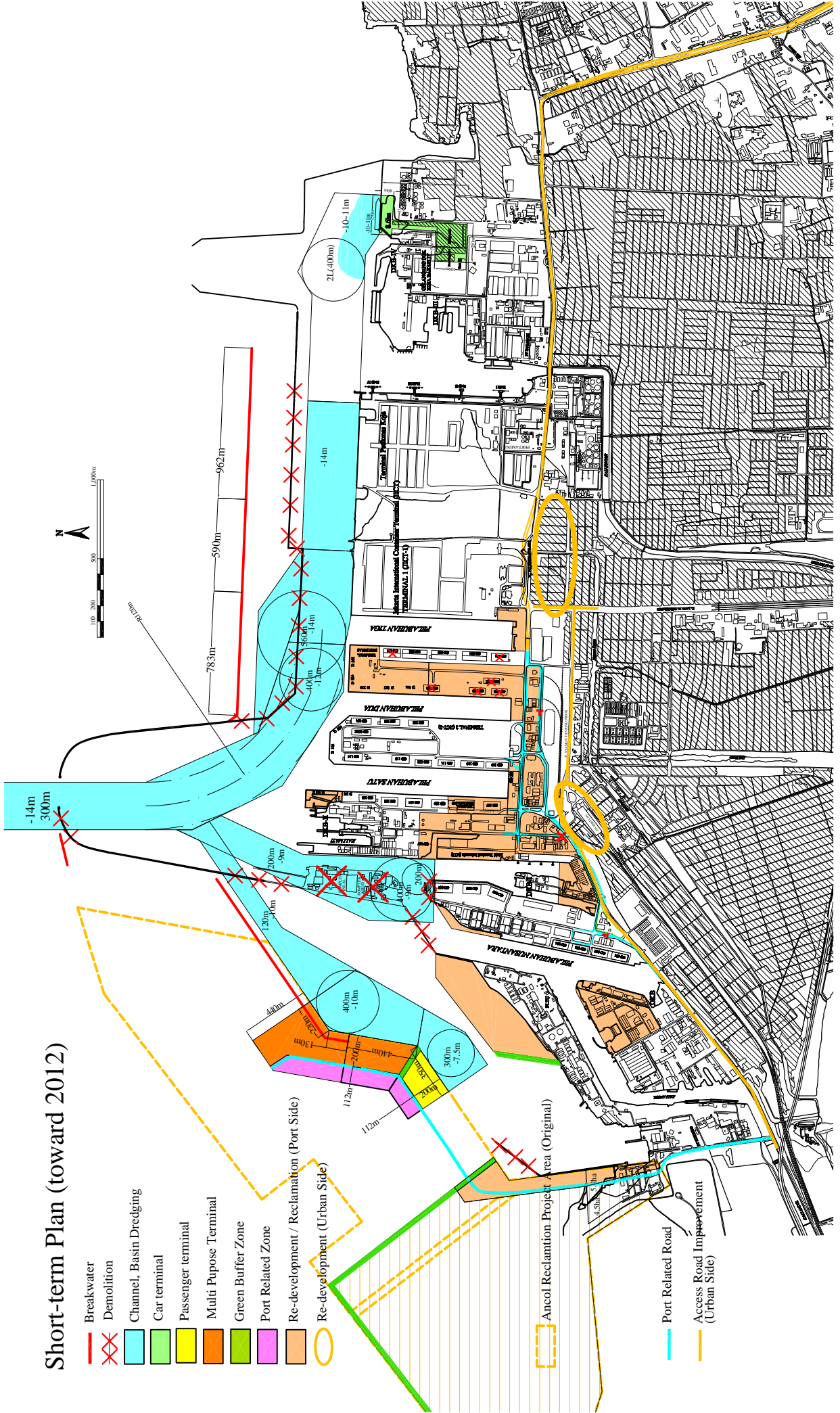
**12-B. SHORT-TERM DEVELOPMENT PLAN TOWARD 2012**

**413.** Layout of the port facilities of Tanjung Priok and Bojonegara new port in 2012 are shown in Figure 12-B-1 and Figure 12-B-2.

**Figure 12-B-1 Layout of the Port Facilities in 2012 (Tanjung Priok)****Figure 12-B-2 Layout of the Port Facilities in 2012 (Bojonegara)**

# Short-term Plan (toward 2012)

-  Breakwater
-  Demolition
-  Channel, Basin Dredging
-  Car terminal
-  Passenger terminal
-  Multi Purpose Terminal
-  Green Buffer Zone
-  Port Related Zone
-  Re-development / Reclamation (Port Side)
-  Re-development (Urban Side)



# Short-term Plan (toward 2012)



- Container Terminal
- Multi purpose terminal (GC, CT etc.)
- Ro-Ro terminal or Multi Purpose Terminal
- Government zone
- Port related zone
- GC cargo Handling zone
- Channel, Basin Dredging
- Breakwater
- Road

## 12-C. PHASED DEVELOPMENT PLAN

**414.** Based on the master plans and short-term development projects for Tanjung Priok and Bojonegara new port, the study team formulates phased development plans as shown in Figure 12-C-1 to Figure 12-C-2 considering cost effective process as well as easiness of construction work. The major points are as follows:

### *Tanjung Priok*

- Firstly, widening of the main channel and turning basin, development of an automobile terminal and improving the road situation in/around the port will be focused on to increase port capacity.
- Gradually, re-development of the existing land-use will be implemented followed by the development of East-Ancol. When starting the development of East-Ancol, new access channel (one-way) will be developed from the existing main channel by cutting a part of the west breakwater in order to reduce the dredging cost and development cost of a new breakwater.
- Development area in East-Ancol will be gradually expanded and the access channel for MTI terminal will be widened in accordance with the relocation of the military base.
- In the long term, development will be focused on the east area, including the relocation of PMB berth to offshore together with consolidation of international container terminal, expansion of some special wharves, and opening of the east channel for one-way traffic.
- East side development will be followed by development of a new area by reclamation. Consolidated dock yard, newly developed special wharves, and new Kalibaru port will be established here.

### *Bojonegara*

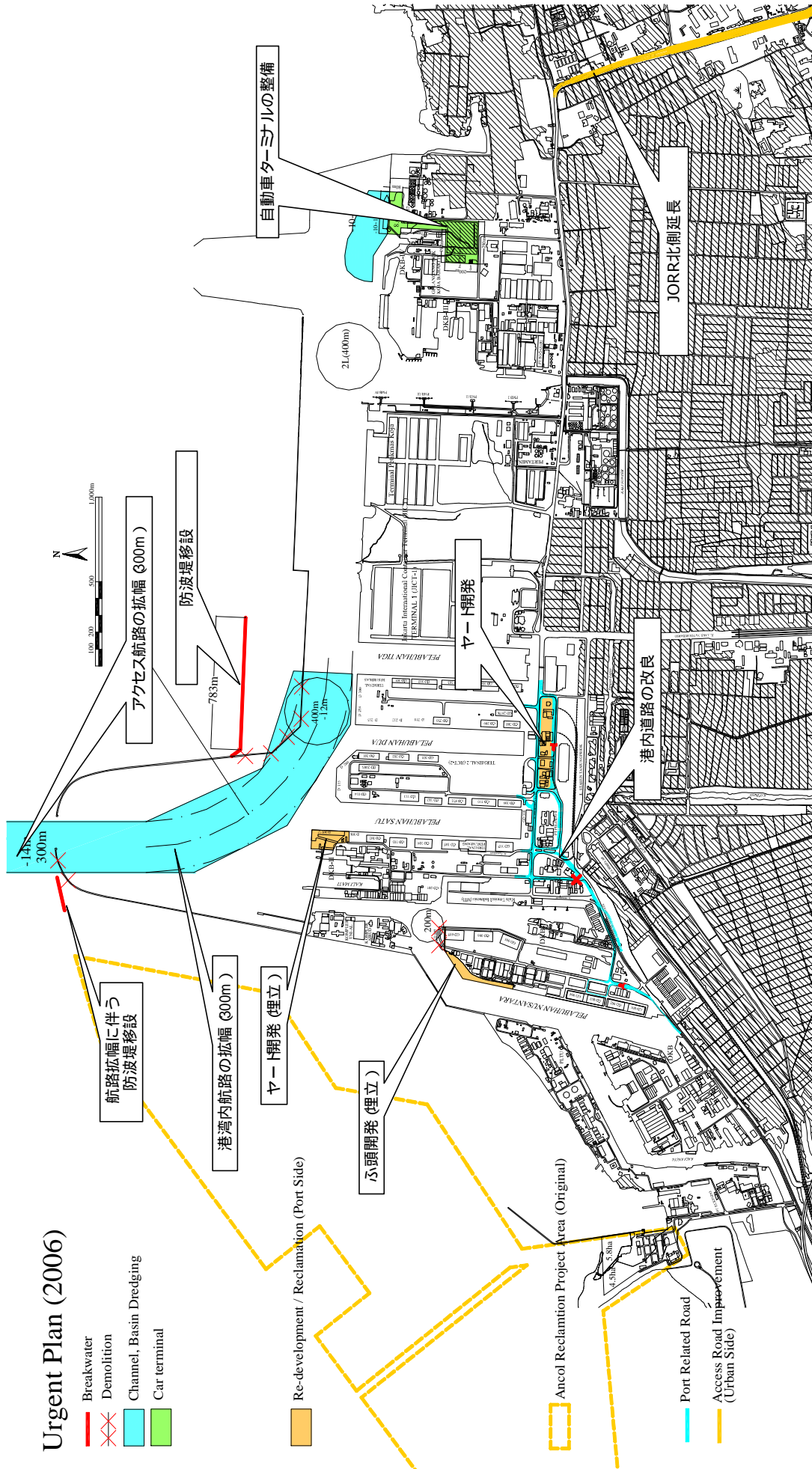
- Firstly, development of container terminal and multi purpose terminal will be carried out in the area sheltered by two small offshore islands.
- Ro-Ro terminal and other special berths will be developed when needed.
- In accordance with the increase of container demand, the container terminal will be gradually expanded along the coast line to the south-east direction together with the development of a breakwater.
- In the long term, cargo berths will be developed making use of two small offshore islands.

**Figure 12-C-1 Phased Development Plan (Tanjung Priok)**

**Figure 12-C-2 Phased Development Plan (Bojonegara)**

# Urgent Plan (2006)

- Breakwater
- ✕ Demolition
- Channel, Basin Dredging
- Car terminal



# Urgent Plan (2008)

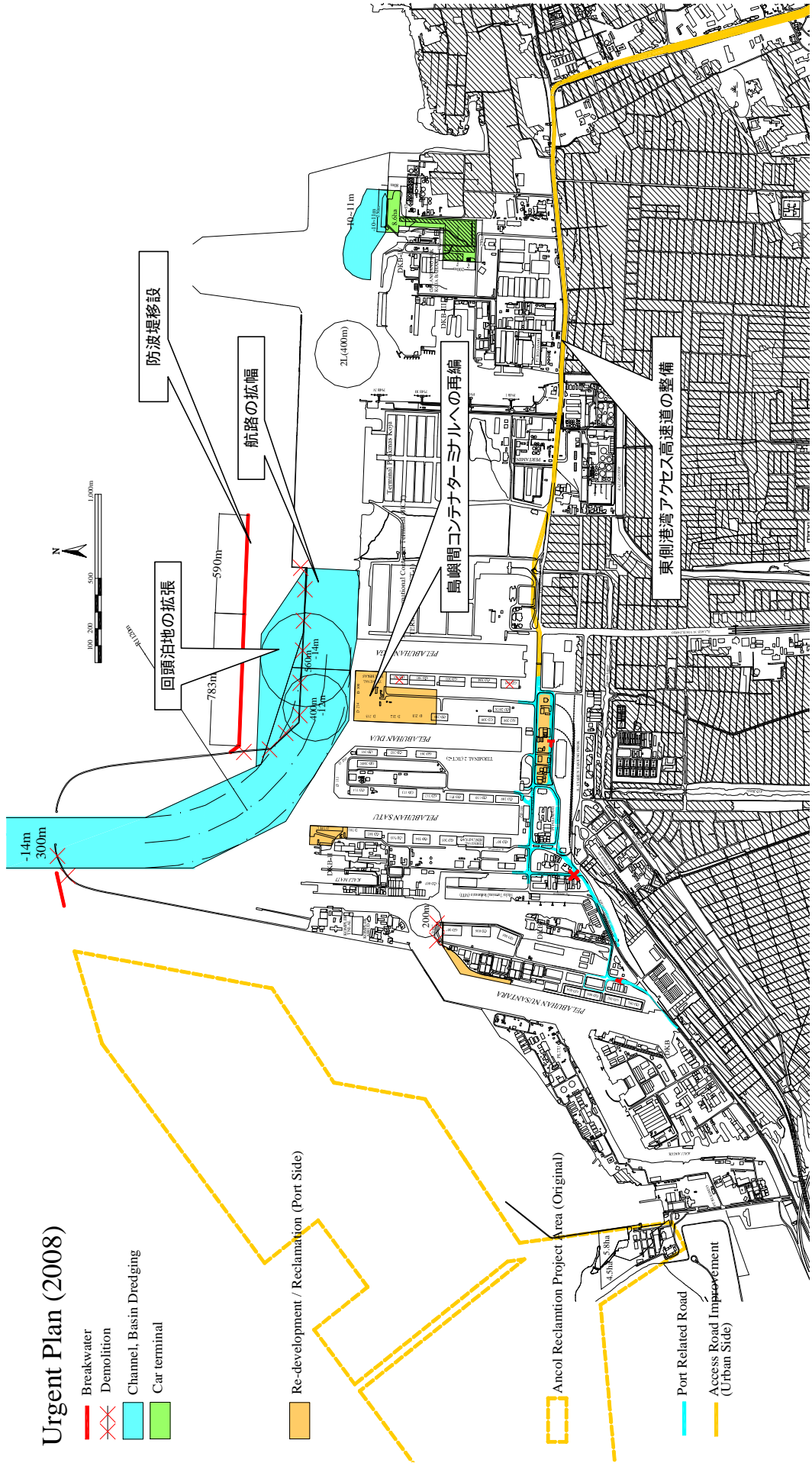
- Breakwater
- ✕ Demolition
- Channel, Basin Dredging
- Car terminal

Re-development / Reclamation (Port Side)

Ancol Reclamation Project Area (Original)

— Port Related Road

— Access Road Improvement (Urban Side)



# Urgent Plan (2010)

- Breakwater
- ✕ Demolition
- Channel, Basin Dredging
- Car terminal
- Passenger terminal
- Multi Purpose Terminal
- Green Buffer Zone
- Port Relate
- Re-development / Reclamation (Port)

