

## 付 属 資 料

- 1 . 要請書
- 2 . 実施細則(S/W)、協議議事録(M/M)
- 3 . 質問表(Questionnaire)
- 4 . 面談記録
- 5 . 収集資料リスト
- 6 . その他

**THE STUDY FOR DEVELOPMENT OF  
GREATER SURABAYA METROPOLITAN  
PORTS IN EAST JAVA PROVINCE**

Jakarta, November 2004

**DIRECTORATE GENERAL OF SEA COMMUNICATION  
MINISTRY OF COMMUNICATION**

## Project Brief Information Sheet (PBIS)

2004

Title of the Project		The Study for Development of Greater Surabaya Metropolitan Ports in East Java Province	
Type of Cooperation Scheme		1. Technical Assistance (expert, training, et al) ② Development Study, 3. Grant financial aid, 4. Others	
Name of the Ministry, Directorate		Ministry of Communications, Directorate General of Sea Communication	Person in Charge Name : Ir. Djoko Pramono Title : Director, Directorate of Port and Dredging Tel :
Project Site		Tanjung Perak (Surabaya), Gresik, and neighboring ports in East Java Province	
Description of Project	Background	<p><i>(Current Difficulties, Strategy, Project Purpose, and so on)</i></p> <ol style="list-style-type: none"> <li>1. Tanjung Perak Port is one of the international hub ports in Indonesia, and functioning as the hub port to connect Kalimantan, Sulawesi, Eastern Indonesia, and South-east Asian countries.</li> <li>2. The Port handled approx. one million TEU's container, six million tons general cargoes, and one million passengers in 2003, and plays an important role for social-economic activities in these areas.</li> <li>3. Container terminal which started its operation in 1992 is anticipated to mature in its capacity by 2007 due to socio-economic development of these areas. Conventional terminal has matured already due to old and inefficient configuration of the facilities, which resulted into many ships waiting long time for berthing.</li> <li>4. There are many industrial estates in Surabaya Metropolitan Area such as Gresik, Mojokerto, and Sidoarjo, where many Japanese-owned companies are in operation. However, the land transport infrastructures such as road and railway to connect these industrial estates and the Port are not sufficiently developed and integrated from the viewpoint of efficient transport network.</li> <li>5. Meanwhile, construction of SURAMADU Bridge over the water area of the Port to connect Madura Island and Java Island was started from 2002 and will be completed in 2007, which will inevitably change the land transport network in the whole Surabaya Metropolitan Area.</li> <li>6. Development plan of the Port shall be urgently established by integrating with improvement of the land transport network and development of ports in neighboring water area including Madura Island from the viewpoint of total development of the Greater Surabaya Metropolitan Area as the essential factor for development of Eastern Indonesia.</li> </ol>	
	Expected Achievement (Output)	<ol style="list-style-type: none"> <li>1. Data collection and review of present conditions</li> <li>2. Analysis of future trend of all activities related to port development in the Surabaya Metropolitan Area</li> <li>3. Port development, management, operation and security policy in Surabaya Metropolitan Area</li> <li>4. Development plan of the selected port/s including security equipment and facilities</li> <li>5. Feasibility study of selected port/s</li> <li>6. Recommendation</li> </ol>	
INPUT	Input from Indonesia (e.g. Responsible resource, equipment, budget)	<ul style="list-style-type: none"> <li>• Responsible entity: Directorate General of Sea Communication, MOC</li> <li>• Number of Staff: 6 Directorate level, 29 sub-director level 62 Sub-Division level 620 Administration level officers</li> <li>• DGSC budget 263,255 million Rp(2002)</li> <li>• Steering committee</li> <li>• Counterpart person</li> <li>• Office Space with appropriate equipment</li> </ul>	

	Expected Input from JICA	1. Estimated study period : 18 months in total - Master plan : 12 months - Feasibility study : 6 months 2. Report deliverable - Inception report - Progress report - Interim report - Draft final report - Final report		
Additional Explanation (Relation with GOI policy: PROPENAS, JICA's development issues et al)		- Development Program on Transportation Facility and Infrastructure (PROPENAS 4.6.4) - Plan for Development Strategy for Maritime Transport (RENSTRA 2001-2005)		
BAPPENAS	Date	Ref. No.	Mark	
JICA	Date	Ref. No.	Mark	

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## PROJECT DIGEST

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Project Title	:	The Study for Development of Greater Surabaya Metropolitan Ports in East Java Province
Basic Policy	:	
Sector	:	Transportation
Sub-sector	:	Sea Transportation
Program	:	
Impact	:	National
Location (s)	:	East Java
Duration	:	17 months
Main Executing Agency	:	Directorate General of Sea Communication, Ministry of Communications

### Background and Justification

Tanjung Perak Port, the gateway to Surabaya city, has grown with the growth of Surabaya city as the center of sea transport network to connect eastern Indonesia, western Indonesia and south-east Asian Countries. The port handled approx. One million TEU's containers, six million tons bulk cargoes, and one million passengers in 2003. Development of ports in Surabaya and surrounding area, the Greater Surabaya Metropolitan Area, shall be urgently implemented duly integrated with National Development Plan for development of eastern Indonesia, and Provincial Development plan for the East Java Province.

### Objectives

- To propose basic strategy for development of ports in Greater Surabaya Metropolitan Area including Madura Island to be connected by the bridge to promote development of the East Java Province as well as eastern Indonesia;
- To propose basic strategy for development of infrastructure for on-land transport network in Greater Surabaya Metropolitan Area connecting to the ports to promote development of the East Java Province;
- To Formulate a master plan for development of Tanjung Perak Port including management, operation and security policies on a long term basis based on above strategy;
- To select priority project/s from the long term plan of Tanjung Perak Port to solve the urgent issues and to meet the demand on a short term basis;
- To execute a feasibility study of the selected short term plan;
- To propose a funding plan of the whole projects in the master plan including guideline to evaluate and guide private sector participation in the projects.

### Activities

1. Data Collection and Review regarding Present Conditions;
2. Field Survey;
3. Analysis of Future Trend of Activities Related to Port Development in Greater Surabaya Metropolitan Area;
4. Formulation of Strategy for Development of Port in Greater Surabaya Metropolitan Area (Target Year 2030);
5. Formulation of Master Plan of Tanjung Perak Port (Target Year 2010, 2020, and 2030);
6. Feasibility Study of Selected Project (Target Year 2010);
7. Environmental Impact Analysis of Selected Project.

### Project Cost

a. Foreign Exchange Cost	:	USD 5,200,000.00
b. Local Cost	:	
<b>Total Cost</b>	:	<b>USD 5,200,000.00</b>

### External Assistance Requirement

a. Grant	:	USD 5,200,000.00
b. Soft Loan	:	
c. Export Credit	:	
<b>Total Cost</b>	:	<b>USD 5,200,000.00</b>

MINISTRY OF COMMUNICATIONS  
DIRECTORATE GENERAL OF SEA COMMUNICATION

TERMS OF REFERENCE  
FOR  
THE STUDY FOR DEVELOPMENT  
OF  
GREATER SURABAYA METROPOLITAN PORTS IN EAST JAVA PROVINCE

MARCH 2004

TERMS OF REFERENCE  
FOR  
THE STUDY FOR DEVELOPMENT  
OF  
GREATER SURABAYA METROPOLITAN PORTS IN EAST JAVA PROVINCE

1. BACKGROUND

Surabaya, the capital city of the East Java Province, has grown as a gateway to the eastern Indonesia including Kalimantan since the colonial decade of Holland, and has nowadays become the second biggest city in Indonesia next to Jakarta with population of approx. 2.5 million people in 2003.

Because of archipelagic geography of eastern Indonesia, sea transport is the most efficient and economical measure for movement of goods and people, and has been playing the essential role in socio-economic development of eastern Indonesia from the transport sector.

Tanjung Perak Port (the Port), the gateway to Surabaya city, has grown with the growth of Surabaya city as the center of sea transport network to connect eastern Indonesia, western Indonesia and south-east Asian Countries, The Port was nominated as international hub port along with Tanjung Priok Port, Jakarta, according to the Decree of Minister of Communications No. 53 – 2002 and handled approx. one million TEU's containers, six million tons bulk cargoes, and one million passengers in 2003. These figures are mostly in line with the forecast by Asian Development Bank in 1994 for 2000. Existing container terminal, which started its operation in 1992, is expected to mature in its capacity by 2007 due to steadily increasing container cargoes to/from eastern Indonesia and south-east Asian countries. As for the existing conventional terminal facilities, which are handling bulk cargoes, ferries, and passengers, are mostly 100 years old and have matured already so that many ships are obliged to wait for berthing considerably long time. Development of port facilities shall be urgently implemented in order to cope with the needs expected to the Port.

Meanwhile, the East Java Province has a wealth of natural resources and agricultural products of which related industrial estates are located in and around Surabaya city, such as Gresik, Mojokerto, Sidoarjo, etc. Many foreign manufacturers and plants are in operation in these industrial estates such as from ASEAN Countries, Taiwan, Korea, and Japan. In order to support such industrial activities, Indonesian central government and East Java provincial government started development of infrastructures for on-land transport network such as road and railway including construction of SURAMADU Bridge from 2002, connecting Java main island and Madura Island over the water area of the Port, as one of the most strategic projects for integrated development of the East Java Province. The bridge is expected to give a potential impact on the socio-economic activities in Surabaya and surrounding area upon its completion in 2007.

In such situations, development of ports in Surabaya and surrounding area, the Greater Surabaya Metropolitan Area, shall be urgently implemented duly integrated with National Development Plan for development of eastern Indonesia, and Provincial Development plan for the East Java Province.



## 2. OBJECTIVES OF THE STUDY

Based on above-mentioned background, objectives of the Study for Development of Greater Surabaya Metropolitan Ports in East Java Province (the Study) shall be:

- To propose basic strategy for development of ports in Greater Surabaya Metropolitan Area including Madura Island to be connected by the bridge to promote development of the East Java Province as well as eastern Indonesia;
- To propose basic strategy for development of infrastructures for on-land transport network in Greater Surabaya Metropolitan Area connecting to the ports to promote development of the East Java Province;
- To formulate a master plan for development of Tanjung Perak Port including management, operation and security policies on a long term basis based on above strategy;
- To select priority project/s from the long term plan of Tanjung Perak Port to solve the urgent issues and to meet the demand on a short term basis,
- To execute a feasibility study of the selected short term plan; and
- To propose a funding plan of the whole projects in the master plan including guideline to evaluate and guide private sector participation in the projects.

## 3. PROJECT AREA

The project area of the Study covers the Greater Surabaya Metropolitan Area including Madura island and hinterland of Tanjung Perak port, Gresik port, and other related ports.

## 4. SCOPE OF THE STUDY

To achieve above-mentioned objectives, the Study shall cover the followings:

### (1) Data Collection and Review regarding Present Conditions

- National development plans
- Provincial and regional development plans
- Industrial development plans
- Port development plans
- Geographical and maritime conditions
- Socio-economic conditions
- Environmental conditions
- On-land transport infrastructures
- Management, operation, maintenance, and security system of ports
- Ports facilities
- Shipping operation and activities
- Movement of cargoes and passengers to, from and in ports

### (2) Field Survey

Depended on sufficiency and reliability of data collected:

- Topographic and hydrographic surveys
- Maritime surveys
- Sub-soil investigation

- Origin-Destination (OD) survey for prospective cargoes and passengers to/from ports
  - Environmental survey
- (3) Analysis of Future Trend of Activities Related to Port Development in Greater Surabaya Metropolitan Area
- Socio-economic framework
  - Maritime transportation
  - On-land transportation network to/from ports
  - Regional development (East Java Province and Eastern Indonesia)
  - Development scenario
  - Trade structure (national and international)
  - Cargo and passenger demand forecast
- (4) Formulation of Strategy for Development of Port in Greater Surabaya Metropolitan Area (Target Year 2030)
- Integration with provincial/regional development plans
  - Policy for development of on-land transport infrastructures
  - Policy for development of ports
  - Policy for management, operation and security of ports
- (5) Formulation of Master Plan of Tanjung Perak Port (Target Year 2010, 2020 and 2030)
- Facilities development plan
  - Management, operation and security plan
  - Funding plan of each project
  - Initial environmental impact analysis
- (6) Feasibility Study of Selected Project (Target Year 2010)
- Economical viability analysis
  - Financial viability analysis
- (7) Environmental Impact Analysis of Selected Project

## 5. STUDY SCHEDULE

The whole study period shall be 18 months consisting of the following phases:

- Master plan : 12 months
- Feasibility study and environmental impact analysis of selected project : 6 months

## 6. EXPERTS REQUIRED

- Port Planner
- Port Management and Operation Expert
- Port Security Expert
- Transport Planner
- Economic Specialist

- Financial Specialist
- Urban Planner
- Port Engineer
- Environmental Specialist
- Topographic/Hydrographic Expert

## 7. REPORTS

Reporting shall be arranged as follows:

### (1) Inception Report

to be submitted at the commencement of the Study to confirm objectives, scope, method and schedule of the Study

### (2) Progress Report

to be submitted at the end of the first work in Indonesia containing the provisional outcome of review and analysis of the present conditions related to the Study

### (3) Interim Report

to be submitted at the commencement of the second work in Indonesia containing the future trend related to the Study, and provisional outcome of policy for development of ports in project area

### (4) Draft Final Report

to be submitted at the commencement of the third work in Indonesia containing the result of the Study. The authorities concerned to the Study in Indonesia will provide written comments in English within one month after receiving the report.

### (5) Final Report

to be submitted within two months after receiving the written comments from the Indonesia side on preceding Draft Final Report.

## 8. UNDERTAKING OF THE GOVERNMENT OF INDONESIA

(1) To facilitate smooth implementation of the Study, the Government of the Republic of Indonesia (GOI) shall take necessary measure:

- To permit the members of the Japanese Study Team (the Team) to enter, leave and sojourn in the Republic of Indonesia for the duration of their assignment therein, and exempt them from foreign registration requirements and consular fees;
- To exempt the members of the Team from taxes, duties, fees and any other charges on equipment, machinery and other materials brought into and out of the Republic of Indonesia for the implementation of the Study;

- To exempt the members of the Team from income taxes and charges of any kind imposed on or in connection with any emoluments or allowance paid to the members of the Team for their services in connection with the implementation of the Study;
  - To provide necessary facilities to the Team for remittance as well as utilization of the funds introduced into the Republic of Indonesia from Japan in connection with the implementation of the Study.
- (2) GOI shall bear claims, if any, against the members of the Team resulting from, occurring in the course of, or otherwise connected with, the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Team.
- (3) The Directorate General of Sea Communication, Ministry of Communications shall, at its own expense, provide the Team with the followings, in cooperation with other organizations concerned:
- Security-related information on as well as measure to ensure the safety of the Team;
  - Information on as well as support in obtaining medical service, available data and information related to the Study including aerial photographs and maps;
  - Counterpart personnel;
  - Suitable office space with necessary equipment and furniture in Jakarta;
  - Credentials or identification cards; and
  - Appropriate number of vehicles with drivers, and boats with operators.

Lampiran Surat No :  
Tgl :

Diisi oleh Direktorat SPPP  
No. ID :

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**DAFTAR ISIAN  
USULAN PROYEK PHLN (BUKU BIRU)**

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A. Umum

01 Nama Proyek :   
(dalam Bahasa Inggris)

Beri tanda [X] untuk jawaban yang dipilih

02 Jenis bantuan :  1 Bantuan Proyek  
 2 Bantuan Teknis

03 Status Pengusulan :  1 Diusulkan untuk pertama kali (usul baru)  
 2 Pernah diusulkan, belum tercantum dalam BB dan diusulkan ulang  
 3 Sudah tercantum dalam BB yl, diusulkan kembali

04 Instansi Penanggung Jawab (*Executing Agency*)

a. Dep./Lembaga/PEMDA/BUMN/BUM :

b. Unit Eselon I (untuk Departemen) :

05 Instansi Pelaksana (*Implementing Agency*)

Instansi	Porsi pembayaran
Ditjen Hubla	% (dr. total biaya)

Bila proyek direncanakan untuk dilaksanakan oleh lebih dari satu Instansi Pelaksana, sebutkan instansi lainnya dan porsi pembiayaannya.

Instansi	Porsi pembayaran
a.	% (dr. total biaya)
b.	% (dr. total biaya)
c.	% (dr. total biaya)

(lanjutkan sesuai keperluan)

06 Lokasi proyek dan perkiraan biaya yang dialokasikan untuk tiap-tiap lokasi dalam tingkat propinsi

Propinsi	Alokasi Biaya
a. Jawa Timur	% (dr. total biaya)
b.	% (dr. total biaya)
c.	% (dr. total biaya)

(lanjutkan sesuai keperluan)

## B. GAMBARAN PROYEK

### 07 Latar Belakang Usulan Proyek

yang menjelaskan permintaan atau kebutuhan, masalah yang akan dipecahkan, dan sasaran yang akan dicapai. (uraian maksimal 250 kata dalam Bahasa Indonesia dan Bahasa Inggris).

Dalam Bahasa Indonesia:

Pelabuhan Tg. Perak sebagai salah satu gerbang kota Surabaya, telah berkembang sebagai pusat jaringan transportasi laut yang menghubungkan Kawasan Timur Indonesia, Kawasan Barat Indonesia dan negara-negara Asia Tenggara. Pelabuhan tersebut menangani sekitar 1 juta TEU's petikemas, 6 juta kargo curah, dan 1 juta penumpang pada tahun 2003. Pengembangan pelabuhan di Kota Surabaya dan sekitarnya merupakan kebutuhan yang sangat mendesak. Pengembangan pelabuhan harus dilakukan secara terintegrasi dengan rencana pengembangan KTI dan wilayah Provinsi Jawa Timur.

Dalam Bahasa Inggris:

*Tanjung Perak Port, the gateway to Surabaya city, has grown with the growth of Surabaya city as the center of sea transport network to connect eastern Indonesia, western Indonesia and south-east Asian Countries. The port handled approx. One million TEU's containers, six million tons bulk cargoes, and one million passengers in 2003. Development of ports in Surabaya and surrounding area, the Greater Surabaya Metropolitan Area, shall be urgently implemented duly integrated with National Development Plan for development of eastern Indonesia, and Provincial Development plan for the East Java Province.*

08. Tujuan Proyek (Uraian maksimal 250 kata)

Dalam Bahasa Indonesia:

- Untuk merekomendasikan strategi pengembangan pelabuhan-pelabuhan di Surabaya dan sekitarnya termasuk Pulau Madura yang akan dihubungkan oleh Jembatan Selat Madura, untuk meningkatkan pembangunan di wilayah Provinsi Jawa Timur maupun KTI;
- Untuk merekomendasikan strategi pengembangan infrastruktur jaringan angkutan darat di wilayah Kota Metropolitan Surabaya dan sekitarnya yang merupakan akses menuju pelabuhan untuk meningkatkan pembangunan di Provinsi Jawa Timur;
- Untuk memformulasikan masterplan pengembangan Pelabuhan Tanjung Perak yang meliputi rencana manajemen pengelolaan, operasi dan pengaturan keamanan dalam jangka panjang berdasarkan strategi tersebut di atas;
- Untuk melakukan pemilihan lokasi proyek berdasarkan prioritas bagi pengembangan Pelabuhan Tanjung Perak untuk menyelesaikan permasalahan yang mendesak dan memenuhi kebutuhan jasa pelabuhan dalam jangka pendek;
- Untuk melaksanakan studi kelayakan pada lokasi proyek yang terpilih untuk pengembangan jangka pendek;
- Untuk mengajukan usulan rencana pembiayaan terhadap proyek yang ada dalam masterplan, termasuk panduan untuk mengimplementasikan partisipasi pihak swasta dalam pelaksanaan proyek dimaksud.

Dalam Bahasa Inggris:

- To propose basic strategy for development of ports in Greater Surabaya Metropolitan Area including Madura Island to be connected by the bridge to promote development of the East Java Province as well as eastern Indonesia;
- To propose basic strategy for development of infrastructure for on-land transport network in Greater Surabaya Metropolitan Area connecting to the ports to promote development of the East Java Province;
- To Formulate a master plan for development of Tanjung Perak Port including management, operation and security policies on a long term basis based on above strategy;
- To select priority project/s from the long term plan of Tanjung Perak Port to solve the urgent issues and to meet the demand on a short term basis;
- To execute a feasibility study of the selected short term plan;
- To propose a funding plan of the whole projects in the master plan including guideline to evaluate and guide private sector participation in the projects.

09. Kegiatan Proyek :

- a. Jenis kegiatan proyek :  Jasa Konsultan  
 Pekerjaan Sipil dan Konstruksi  
 Pengadaan Barang dan Peralatan  
 Pelatihan dan Pendidikan  
 Lain -lain
- b. Uraian kegiatan utama proyek (usahakan tidak melebihi 250 kata, dalam Bahasa Indonesia dan Bahasa Inggris)

Dalam Bahasa Indonesia:

1. Pengumpulan data dan review terhadap kondisi saat ini;
2. Survey lapangan;
3. Analisis prediksi masa depan dari aktivitas yang terkait dengan pelabuhan di Kota Surabaya dan sekitarnya;
4. Formulasi rencana strategis pengembangan pelabuhan di Kota Surabaya dan sekitarnya (sampai dengan Tahun 2030);
5. Penyusunan Masterplan Pelabuhan Tanjung Perak (Tahun 2010, 2020, dan 2030);
6. Studi Kelayakan terhadap lokasi proyek yang terpilih (sampai dengan Tahun 2010);
7. Analisis dampak lingkungan dari lokasi proyek yang terpilih.

Dalam Bahasa Inggris:

1. Data Collection and Review regarding Present Conditions;
2. Field Survey;
3. Analysis of Future Trend of Activities Related to Port Development in Greater Surabaya Metropolitan Area;
4. Formulation of Strategy for Development of Port in Greater Surabaya Metropolitan Area (Target Year 2030);
5. Formulation of Master Plan of Tanjung Perak Port (Target Year 2010, 2020, and 2030);
6. Feasibility Study of Selected Project (Target Year 2010);
7. Environmental Impact Analysis of Selected Project.



10. Program (lihat lampiran)

Program : PENGEMBANGAN FASPEL Kode: 06.3.02  
 Persentase biaya : \_\_\_\_\_% (dari total biaya proyek)

Apabila proyek ditujukan untuk mendukung lebih dari satu program, sebutkan program yang lainnya beserta bagian pembiayaannya

Program : \_\_\_\_\_ Kode: \_\_\_\_\_  
 Persentase biaya : \_\_\_\_\_ % (dari total biaya proyek)  
 (lanjutkan sesuai keperluan)

11. Tema Utama Proyek :  1 Pengembangan sumber daya manusia  
 (pilih salah satu yang dominan)  2 Pengembangan prasarana dan sarana  
 3 Pengentasan kemiskinan  
 4 Mendorong ekspor nasional  
 5 Kelestarian fungsi lingkungan hidup

12. Waktu Pelaksanaan :  Awal (bulan/tahun)  
 Akhir (bulan/tahun)

13. Kandungan Lokal:  
 a. Jasa Konsultan : \_\_\_\_\_%  
 b. Pekerjaan Sipil dan Konstruksi : \_\_\_\_\_%  
 c. Pengadaan Barang dan Peralatan : \_\_\_\_\_%  
 d. Pelatihan : \_\_\_\_\_%

14. Proyek / bantuan teknis terkait (yang sedang/sudah berjalan atau sedang diusulkan):

Judul Proyek	No. ID pada BB yang lalu
1.	
2.	
3.	

(lanjutkan sesuai keperluan)

**C. PEMBIAYAAN PROYEK**

15. Total Biaya Proyek	:	USD 5,200,000.00
a. Foreign Exchange Cost	:	USD 5,200,000.00
b. Local Cost	:	USD

Bila Proyek merupakan Bantuan Teknis

Tenaga Ahli	:	_____MM	:	USD
Kerjasama Pendidikan	:	_____MM	:	USD
Peralatan	:		:	USD
Biaya Lain –lain	:		:	USD

16. Jumlah total PHLN yang diharapkan	:	USD 5,200,000.00
a. Perincian PHLN:		
Hibah	:	USD 5,200,000.00
Pinjaman Lunak/Pinjaman	:	USD
Kredit Ekspor	:	USD

b. Alasan diperlukannya pinjaman, hibah luar negeri atau kredit ekspor tersebut:

c. Cara penyaluran PHLN tersebut	:	<input checked="" type="checkbox"/> 1 DIP atau yang disamakan
		<input type="checkbox"/> 2 Penerusan Pinjaman (SLA, dsb)
17. a. Dana Pendamping	:	USD _____ (ekivalen)
b. Sumber dan Perincian		
Rupiah murni APBN	:	USD _____ (ekivalen)
Rupiah murni DIPDA	:	_____ (ekivalen)
Anggaran BUMN/BUMD	:	_____ (ekivalen)
Pinjaman Dalam Negeri	:	_____ (ekivalen)
Rupiah Pinjaman Luar Negeri	:	_____ (ekivalen)
18. a. Perkiraan biaya operasi dan pemeliharaan	:	Rp _____ (per tahun)
b. Sumber Pembiayaan	:	<input checked="" type="checkbox"/> 1 APBN
		<input type="checkbox"/> 2 APBD
		<input type="checkbox"/> 3 Anggaran BUMN/BUMD
		<input type="checkbox"/> 4 Lain –lain

D. KESIAPAN PROYEK

19. Status Kesiapan Proyek

- a. Kerangka Acuan Kerja (TOR) (untuk Bantuan Teknis) :  1 Kerangka Acuan Kerja belum disiapkan  
 2 Kerangka Acuan Kerja garis besar sudah siap  
 3 Kerangka Acuan Kerja sudah disiapkan
- b. Studi kelayakan (untuk Bantuan Proyek) :  1 Belum ada studi  
 2 Studi awal sudah selesai  
 3 Pra –studi kelayakan sudah dilaksanakan  
 4 Studi kelayakan sudah dilaksanakan  
 5 Semua studi yang dibutuhkan sudah selesai  
 6 Studi kelayakan yang ada perlu diperbaiki

c. Aspek yang perlu disurvei dan dinilai dalam persiapan proyek serta rencana tindak lanjutnya	Diperlukan?	Sudah dilaksanakan?
▪ Survei/analisis kebutuhan atau permintaan	:	<input type="checkbox"/>
▪ Analisis aspek teknis	:	<input type="checkbox"/>
▪ Analisis aspek finansial dan pembiayaan	:	<input type="checkbox"/>
▪ Analisis aspek ekonomi	:	<input type="checkbox"/>
▪ Analisis kesiapan kelembagaan dan SDM	:	<input type="checkbox"/>
▪ Analisis sosial	:	<input type="checkbox"/>
▪ Analisis dampak lingkungan	:	<input type="checkbox"/>
▪ Rencana pemukiman kembali	:	<input type="checkbox"/>
▪ Detil desain	:	<input type="checkbox"/>
▪ Rencana pembebasan lahan	:	<input type="checkbox"/>
▪ Lain –lain	:	<input type="checkbox"/>

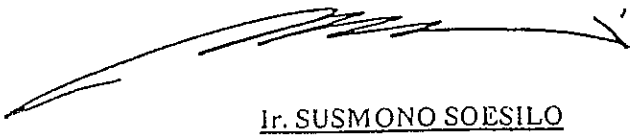
20. Gambaran ukuran –ukuran kelayakan proyek:

- a. Ukuran kuantitatif (apabila dimungkinkan)
- |                                      |   |                      |       |
|--------------------------------------|---|----------------------|-------|
| <i>Internal Rate of Return (IRR)</i> | : | <input type="text"/> | %     |
| <i>Net Present Value (NPV)</i>       | : | <input type="text"/> |       |
| <i>Benefit/Cost Ratio</i>            | : | <input type="text"/> |       |
| <i>Break Event Point</i>             | : | <input type="text"/> | tahun |
- b. Ukuran kuantitatif lainnya :   
 (lanjutkan sesuai keperluan)
- c. Ukuran kualitatif :   
 (lanjutkan sesuai keperluan)

E. SUMBER PEMBIAYAAN

21. Inisiatif usulan proyek :  1 Dirumuskan oleh *Executing Agency*  
 2 Diusulkan oleh Penyedia PHLN  
 3 Dirumuskan bersama dengan Penyedia PHLN
22. Lembaga/Negara Penyedia :  1 Belum ada PHLN yang berminat  
 2 Sudah ada pembicaraan dengan beberapa penyedia PHLN, sebutkan: Jepang
23. Apakah sudah termasuk dalam Penyediaan PHLN :  1 Belum termasuk dalam program Penyedia pembiayaan PHLN  
 2 Sudah termasuk dalam program Penyedia PHLN, sebutkan: (Penyedia PHLN & tahun)  
Jepang / 2004
24. Tahap persiapan yang telah oleh penyedia PHLN :  1 Identifikasi proyek sdh dilakukan oleh Penyedia PHLN  
 2 *Fact finding* sdh dilakukan Penyedia PHLN  
 3 Studi kelayakan sdh dilakukan Penyedia PHLN  
 4 Penilaian (*appraisal*) sdh dilakukan Penyedia PHLN
25. Penutupan Biaya (*Cost Recovery*) :  1 Penutupan biaya sepenuhnya (*Full Cost Recovery*)  
 2 Penutupan biaya sebagian  
 3 Penutupan biaya hanya sebagian kecil atau tidak ada penutupan pendapatan.

A.N. MENTERI PERHUBUNGAN  
SEKRETARIS JENDERAL  
Pelaksana Harian



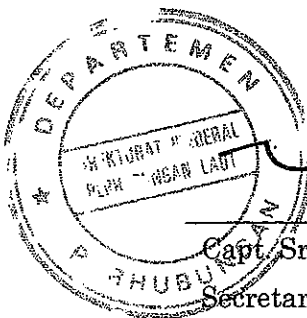
Ir. SUSMONO SOESILO  
NIP. 120087571

SCOPE OF WORK  
FOR  
THE STUDY FOR DEVELOPMENT  
OF  
THE GREATER SURABAYA METROPOLITAN PORTS  
IN  
THE REPUBLIC OF INDONESIA

AGREED UPON BETWEEN  
DIRECTORATE GENERAL OF SEA TRANSPORTATION,  
MINISTRY OF TRANSPORTATION,  
THE REPUBLIC OF INDONESIA  
AND  
JAPAN INTERNATIONAL COOPERATION AGENCY

JAKARTA, INDONESIA

26, June, 2006



Capt. Sri Untung  
Secretary,

Directorate General of Sea Transportation,  
Ministry of Transportation

Mr. Hozumi Katsuta

Leader,

Preparatory Study Team,  
Japan International Cooperation Agency

## **I. INTRODUCTION**

In response to the request of the Government of the Republic of the Indonesia (hereinafter referred to as "GOI"), the Government of Japan (hereinafter referred to as "GOJ") has decided to conduct "The Study for Development of the Greater Surabaya Metropolitan Ports in the Republic of Indonesia" (hereinafter referred to as "the Study") in accordance with the relevant laws and regulations in force in Japan.

Accordingly, Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programs of GOJ, will undertake the Study in close cooperation with the authorities concerned of GOI.

The present document sets forth the scope of work with regard to the Study.

## **II. OBJECTIVE OF THE STUDY**

The objective of the Study is to formulate an integrated long term plan for development of ports in the Greater Surabaya Metropolitan Area including West area of Madura Island to be connected by the bridge to promote development of the East Jawa Province as well as eastern Indonesia.

## **III. STUDY AREA**

The project area of the Study covers the Greater Surabaya Metropolitan Area including western part of Madura Island and hinterland of Tanjung Perak port and Gresik port.

## **IV. SCOPE OF THE STUDY**

To achieve the above-mentioned objective, the Study shall cover the followings:

1. Data Collection and Review regarding Present Conditions
  - 1.1 National development plans;
  - 1.2 Provincial and regional development plans;
  - 1.3 Industrial development plans;
  - 1.4 Port development plans;
  - 1.5 Natural conditions;
  - 1.6 Maritime conditions;
  - 1.7 Socio-economic conditions;

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- 1.8 Environmental conditions;
  - 1.9 On-land transport infrastructures;
  - 1.10 Management, operation, maintenance and security system of ports;
  - 1.11 Layouts and structural situation of the ports and port facilities;
  - 1.12 Shipping operation and activities; and
  - 1.13 Throughput of cargoes and passengers to, from and in ports.
2. Field Survey (where the collected data/information may not cover)
    - 2.1 Topographic and hydrographic surveys;
    - 2.2 Sub-soil investigation; and
    - 2.3 Environmental survey.
3. Formulation of Development Strategy of Ports in the Greater Surabaya Metropolitan Area (hereinafter referred to as "the Ports") (Target Year 2030)
    - 3.1 Study on the potential and comparative advantage of the Ports;
    - 3.2 Study on connection with on-land transport network in the hinterland;
    - 3.3 Evaluation of the Ports among international and domestic sea trade;
    - 3.4 Socio-economic framework;
    - 3.5 Cargo and passenger demand forecast;
    - 3.6 Formulation of a long term strategy for development of the Ports; and
    - 3.7 Listing up of candidate site.
4. Formulation of an Integrated Long Term Plan for Development of Port in the Greater Surabaya Metropolitan Area (Target Year 2030).
    - 4.1 Comparison of alternatives;
    - 4.2 Planning of port facility;
    - 4.3 Planning of connection with on-land transport;
    - 4.4 Preliminary design;
    - 4.5 Preliminary cost estimation;
    - 4.6 Formulation of action program;
    - 4.7 Economy viability analysis; and
    - 4.8 Initial environmental examination.

## V. STUDY SCHEDULE

The Study shall be carried out in accordance with the attached tentative study



schedule as shown in APPENDIX.

## **VI. REPORTS**

JICA shall prepare and submit the following reports in English to GOI.

1. Inception Report, which confirms objectives, scope, method and schedule of the Study  
Thirty (30) copies, at the commencement of the Study
2. Interim Report, which covers all the findings during the first works in Indonesia  
Thirty (30) copies, within five (5) months after commencement of the Study
3. Draft Final Report, which covers all the results of the Study  
Thirty (30) copies, same number of copies of executive summary  
Within eleven (11) months after commencement of the Study  
The authorities concerned with the Study in Indonesia will provide written comments in English within one (1) month after receiving the report.
4. Final Report  
Fifty (50) copies, same number of copies of executive summary and a digital file copy.  
Within one (1) month after receiving the written comments from the Indonesia side on preceding Draft Final Report

## **VII. UNDERTAKINGS OF GOI**

1. To facilitate smooth implementation of the Study, the GOI shall take necessary measures:
  - 1.1 To permit the members of the Japanese Study Team (hereinafter referred to as "the Team") to enter, leave and sojourn in the Republic of Indonesia for the duration of their assignment therein, and exempt them from foreign registration requirements and consular fees;
  - 1.2 To exempt the members of the Team from taxes, duties, fees and any other charges on equipment, machinery and other materials brought into and out of the Republic of Indonesia for the implementation of the Study;
  - 1.3 To exempt the members of the Team from income taxes and charges of any kind imposed on or in connection with any emoluments or allowance paid to the members of the Team for their services in connection with the implementation of the Study;





- 1.4 To provide necessary facilities to the Team for remittance as well as utilization of the funds introduced into the Republic of Indonesia from Japan in connection with the implementation of the Study.
2. GOI shall bear claims, if any arises, against the members of the Team resulting from, occurring in the course of, or otherwise connected with, the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the members of the Team.
3. The Directorate General of Sea Transportation, Ministry of Transportation, GOI shall, at its own expense, provide the Team with the followings, in cooperation with other organizations concerned:
  - 3.1 Security-related information on as well as measure to ensure the safety of the Team;
  - 3.2 Information on as well as support in obtaining medical service, available data and information related to the Study including aerial photographs and maps;
  - 3.3 Counterpart personnel;
  - 3.4 Suitable office space with necessary equipment and furniture in Surabaya;
  - 3.5 Credentials or identification cards; and
  - 3.6 Appropriate number of vehicles with drivers, and boats with operators.

#### **VIII. UNDERTAKINGS OF JICA**

For the implementation of the Study, JICA shall take the following measures:

1. To dispatch, at its own expense, the Team to the Republic of Indonesia; and
2. To pursue technology transfer to Indonesian counterpart personnel in the course of the Study.

#### **IX. OTHERS**

JICA and GOI shall consult with each other in respect of any matter that may arise from or in connection with the Study.

APPENDIX      Tentative Study Schedule

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APPENDIX

TENTATIVE STUDY SCHEDULE

	2006						2007						2008									
	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3
Preparatory Study																						
Signing of Scope of Work	▲																					
Formulation of Strategy and Long Term Plan for Port Development																						
Report																						

IC/R:Inception Report, IT/R:Interim Report, DF/R:Draft Final Report, F/R:Final Report

■ Work in Indonesia    □ Work in Japan

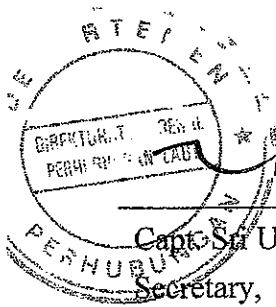
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**MINUTES OF MEETING  
ON  
THE STUDY FOR DEVELOPMENT  
OF  
THE GREATER SURABAYA METROPOLITAN PORTS  
IN  
THE REPUBLIC OF INDONESIA**

**AGREED UPON BETWEEN  
DIRECTORATE GENERAL OF SEA TRANSPORTATION,  
MINISTRY OF TRANSPORTATION,  
THE REPUBLIC OF INDONESIA  
AND  
JAPAN INTERNATIONAL COOPERATION AGENCY**

**JAKARTA, INDONESIA**

26. June, 2006



**Capri S. Untung**  
Secretary,

Directorate General of Sea Transportation,  
Ministry of Transportation

Mr. Hozumi Katsuta

Leader,

Preparatory Study Team,

Japan International Cooperation Agency

In response to the request of the Government of the Republic of Indonesia (hereinafter referred to as "the GOI"), the Japan International Cooperation Agency (hereinafter referred to as "JICA") dispatched the Preparatory Study Team, headed by Mr. Hozumi Katsuta (hereinafter referred to as "the Team"), to Indonesia from June 11 to June 30, 2006 to discuss the Scope of Work on the Study for Development of the Greater Surabaya Metropolitan Ports in the Republic of Indonesia (hereinafter referred to as "the Study").

During its stay in Indonesia, the Team carried out field surveys at Tanjung Perak Port, Gresik Port and the west part of Madura Island and had a series of discussions with authorities of the GOI, Directorate General of Sea Transportation (hereinafter referred to as "DGST"), Indonesian Port Company Region III (hereinafter referred to as "PELINDO III") and other organizations concerned. The list of those who attended these meetings is shown in the Appendix.

The Minutes of Meeting has been prepared for the better understanding of the S/W agreed upon by DGST and the Team on June 26, 2006. The main items that were discussed and agreed by both sides are as follows.

#### **I. TARGET YEAR**

Both sides agreed that the target year of a long term plan is designed to be 2030.

#### **II. COUNTERPART TEAM**

The member of the counterpart team will be decided by DGST by commencement of the full-scale study. DGST will submit the member list to JICA as soon as it is decided.

#### **III. STEERING COMMITTEE**

Both sides agreed that the Steering Committee would be set up, under the initiative of DGST, to make the Study efficient and to make decisions on important issues.

In the process of consensus building for future development trend, in particular, the Steering Committee should make best efforts under the full coordination led by DGST to reach a conclusion in a speedy manner when comparison of alternatives is shown to the Steering Committee by the full-scale study team.

All reports will be presented and discussed in the Steering Committee at each stage of the Study. The Steering Committee will be comprised of the following organizations.

- (1) BAPPENAS
- (2) DGST
- (3) East Java Provincial Government
- (4) Surabaya Municipality
- (5) PELINDO III
- (6) Other related organizations, if necessary

19/7/06

DGST shall decide the member before commencement of the full-scale study and inform JICA of the member list. The Steering Committee meeting will be held in Surabaya in principal.

#### **IV. CONDITION FOR THE STUDY**

DGST confirmed that the urgent development project of the port in Lamong Bay, which was already agreed upon among PELINDO III, East Java Province and Surabaya Municipality, is in the final process of approval by the central government for implementation.

Due to that, both sides agreed that the full-scale study will be implemented treating this project as a given one.

#### **V. TECHNICAL COOPERATION FOR SHORT TERM PLAN**

Both sides agreed that the full-scale study is focused on formulation of an integrated long term plan, which is defined as the plan covering more than one (1) port in the Study Area. In the course of the study, however, if the need for technical cooperation relating to short term plan is raised by Indonesian side, Japanese side would consider possibility to add it to the scope of the study.

#### **VI. TARGET SITE FOR LONG TERM DEVELOPMENT**

The Team stated that target area suitable for further port development after the above-mentioned urgent project would be narrowed down to Lamong Bay, Gresik and Madura Island as the result of consultation with the authorities concerned.

#### **VII. ENVIRONMENTAL AND SOCIAL CONSIDERATIONS (ESC)**

##### **(1) The Concept of JICA's Environmental and Social Considerations**

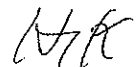
The Team explained the background and the key concepts of the JICA guidelines for Environmental and Social Considerations (ESC). The Team emphasized the need to comply with the new Guidelines. Both sides agreed that DGST should implement the ESC process, and that JICA should assist the process technically.

##### **(2) Responsibility for IEE**

Both sides agreed that the GOI shall take the responsibility for the implementation of Initial Environmental Examination (IEE) concerned with the Study.

##### **(3) Stakeholder Meeting and Information Disclosure in the ESC process**

Both sides agreed to hold the Stakeholder Meetings under the initiative of DGST at appropriate timings during the Study. The Stakeholders to participate in the meetings should be properly selected by DGST in the course of the Study well in advance. Information regarding the Study shall be disclosed by DGST and JICA. The Team also informed that JICA would make public the Study reports.



## VIII. OTHERS

1. Both sides agreed that upon the completion the result of the Study would be made public in order to achieve maximum use of the Study results.
2. The Team notified that the full-scale study would be commenced in November 2006, but that is subject to JICA's internal procedure.
3. Regarding VII 1.2 of Scope of Work, JICA should submit the list of equipment, machinery and other materials related to the Study in advance, which the Study Team may bring into the Republic of Indonesia.
4. Indonesian side requested for counterpart training in Japan. Japanese side agreed to convey this request to JICA Headquarters.

*MAK*

## List of Attendants

### (Indonesian Side)

#### National Development Planning Agency (BAPPENAS)

Mr. Dail Umamil Asri

#### Directorate General of Sea Transportation, Ministry of Transportation (DGST)

Ir. Suwandi Saputro	Head of Sub Directorate of Port Development
Ir. Harry Boediarto	Head of Port Master Plan section, Sub Directorate of Port Development
Ir. Lollan Andy	Staff of Directorate of Port and Dredging
Mr. Yasuo Takagaki	JICA Expert (Port Maintenance & Management)

#### East Java Province (BAPPEDA)

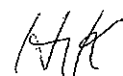
Ir. Hadi Prasetyo            Head of Planning Development Board

#### East Java Province, Environmental Impact Management Agency (BAPEDAL)

Mr. Dewi J. Putriatni      Deputy

#### East Java Province, Bankalan Regency (KEPALA BAPPEKAB)

Mr. Setyabudhi



**Tanjung Perak Port Administrator Office**

Mr. Kresna

**Surabaya Municipality Government**

Ir. Togar Arifin Silaban Chief of Infrastructure

**Indonesian Port Company Region III**

Mr. Suprihat President Director  
Mr. Faris Assagaf Operation Director

**Indonesian Port Company Region III, Gresik Office**

Mr. Soepardi Manager

**Institut Teknologi Sepuluh Nopember (ITS)**

Prof. Ir. B. Mochtar Chief, Dvelopment of Civil Engineering  
Ir. Hera Widyastuti Education Staff

**Center for Transportation & Logistics (PUSTRAL)**

Mr. Hengki Purwoto Senior Researcher  
Mr. Iwan Puja Riyadi Researcher

**PT. Terminal Petikemas Surabaya (TPS)**

Mr. Adji Pamungkas President Director  
Mr. Siswadi Engineering Director





**(Japanese Side)**

**Preparatory Study Team**

Mr. Hozumi Katsuta	Leader
Mr. Taketo Makino	Port Planning and Management
Mr. Kazumasa Sanui	Study Planning
Mr. Toshio Yamada	Port Facility/Natural Condition
Mr. Shinya Kawada	Environmental and Social Consideration

**JICA Indonesia Office**

Mr. Hiroshi Takeuchi

*HT*

*h*

### 3 . 質問票 ( Questionnaire )

#### (1) 一般事項などに関する質問票と回答

##### (1)-A) 一般事項などに関する質問票

#### 1. Tentative Contact Person of Each Organizations

Please inform us of the name of a tentative contact person who is good at handling practical details about the Study for the Development of Greater Surabaya Metropolitan Port in East Java Province (hereinafter referred as “the Study”) until the Study is going to be begun.

Organization	Name	Post	Tel./Fax.	Mail Address
DGSC, MOC				
East Java Province				
Surabaya City				
PELINDO 3				
JICA Indonesia	Mr.Hiroshi TAKEUCHI	Assistant Resident Representative	Tel:021-3907533 Fax:021-3907536 HP:0811808291	takeuchi@jica.or.id

#### 2. Questionnaire for East Java Province

2-1. Socio - Economic Conditions (Please refer attached Jakarta Port’s Study’s Example)

Please give following East Java Province’s data.

- Area (km2), Population, GRDP(Gross Region Domestic Products), Export/Import, Industrial Data, Employee’s Data. (Present and Future Forecast)
- Problem of existing Tj Perak Port use and what kind of needs is there for renovation.
- Needs for New Port

2-2. Do you have any authorized point of view about port development policy in East Java Province, for example such as an integrated development plan? If you have, please give a copy of concerned part. If you have not yet, please write down it briefly.

2-3. If you have any development plan (Including road and railway improvement plan) such as a land-use plan (Including new Industrial area development plan) and each projects which may be concerned with the Study, please write down the outline such as a title of plan, determination date, target area, target year, investment plan, post in charge etc.

### **3. Questionnaire for Surabaya City**

3-1. Socio - Economic Conditions (Please refer attached Jakarta Port's Study's Example)

Please give following Surabaya City's data.

-Port Map

-Facilities (Kind, Length, Depth, Area, etc.)

-Domestic and International Callings and Handlings of Port (Ships, Cargo (Container) and Passengers,)

Area (km<sup>2</sup>), Population, GRDP(Gross Region Domestic Products), Export/Import, Industrial Data, Employee's Data. (Present and Future Forecast)

-Problem of existing Tj Perak Port use and what kind of needs is there for renovation.

-Needs for New Port

3-2. Do you have any authorized point of view about port development policy in Surabaya City, for example, such as a land-use plan, a city planning and so on? If you have, please give a copy of concerned part. If you have not yet, please write down it briefly.

3-3. If you have any development plan (Including road and railway improvement plan) such as a city planning (Including new Industrial area development plan) and each projects which may be concerned with the Study, please write down the outline such as a title of plan, determination date, target area, target year, investment plan, post in charge etc.

### **4. Questionnaire for PELINDO 3**

4-1. Tj Perak Port's Conditions (Please refer attached Jakarta Port's Study's Example)

-Port Map, Climate data

-Facilities Data(Kind, Length, Depth, Area, etc.)

-Domestic and International Callings and Handlings OD Data (Ships, Cargo

(Container) and Passengers)

-Recent Foreign Investment Plans Related Surabaya Port.

4-2. Please inform us properly about the outline of the latest master plan and each stage construction plans of Surabaya port.

4-3. If you have any opinion about what ports ought to be in future in East Java Area, please write down briefly.

4-4. How do you think about the possibility of restrictions of the port development in the Surabaya strait area?

4-5. Present Tj Priok Port's problem and needs for Development.

#### **5. Questionnaire for DGSC**

If you have any opinion about what ports ought to be in future in East Java Province, please write down briefly.

**(1)-B) 質問 A)に対する東ジャワ州の回答**

**1. Contact Person in charge of every organization**

- a. Organization: The Government of East Java Province
- b. Name: Ir Ardi Nursanto, MMT
- c. Position: Head of Transportation Infrastructure  
Sub-Division of East Java BAPPEPROP
- d. Tel/Fax: 031-3528581
- e. Correspondence Address : [ardinursanto@yahoo.com](mailto:ardinursanto@yahoo.com)

**2. Answers to Questionnaire for East Java Province**

2.1. a Social Condition

The data of 2004 showed that the number of poor families was 1,339,298 people, families having uninhabitable houses was 394.33 Family Heads, abandoned children was 321,715 people, vagabonds was 1,974 people, beggars was 14,185 people, poor people was 6,979,565 lives or 19.10%.

b. Economic Condition

The economic growth of East Java in 2002 was 3.41%, increased to 4.11% in 2003 and increased again to 5.43% in 2004. The growth in 2004 was triggered by all sectors all of which grew, especially the industry sector grew by 4.14%; trade, hotels and restaurants grew by 8.48%; electricity, gas and clean water grew by 13.15%; construction grew by 1.63%.

Inter-island trade, loading and unloading in 2004 were recorded at 7,034,006 tons or a decrease of 21.78% from year 2003 reaching 32,293,447 tons. The number of Foreign Investment approved in 2004 was 65 projects worth US\$357.770 million, whereas the number of Domestic Investment was 16 projects worth Rp.4.055 billion. Cumulative Foreign Investment up to year 2004 was 943

projects worth US\$33,272,697,000 and Domestic Investment was 1,379 projects worth Rp.71,615,020,000,000.00.

c. Regional Area

The area of land territory of East Java Province is more than 46,428 km<sup>2</sup>, the seashore is 1,665.55 km in length.

d. Population

The total population is more than 36,000,000 lives with a growth rate of 1.07% and density of 720 lives/ km<sup>2</sup>.

e. Regional Revenues

The capacity of Regional Revenues and Expenditures Budget (APBD) of East Java in 2004 was approximately Rp.3.81 trillion consisting of Original Regional Revenues (PAD) of ± Rp.2.35 trillion, balancing fund of Rp.751.82 billion and others of Rp.709 billion. In the meantime, following the amendment, it is planned that the 2005 APBD would be Rp.4.33 billion.

f. Export/Import

The export of East Java in 2004 reached US\$6.19 billion with a volume of 6.74 million tons, while the value of non-oil and gas import was US\$4.84 billion, hence there was a surplus of US\$1.35 billion for the 2004 balance of trade.

g. Industry

The industrial sector in East Java showed a good development wherein it grew by 2.81% in 2003 and 4.14% in 2004.

Out of the existing industries, agricultural, chemical, equipment and machinery industries are the ones capable of stimulating the



1. Industrial zone is a Unit of area physically dominated by industrial activities and has a certain limitation. An industrial zone specifically developed and managed can be in the form of a complex called Industrial Complex or in the form of an estate called Industrial Estate. The minimum area of this industrial zone is 100 Ha and the site allotment thereof should not convert agricultural land. Industrial zones the controls of which need to be optimized, among other things, are:
  - ❖ SIER Industrial Zone in Rungkut District, Surabaya
  - ❖ PIER Industrial Zone in Rembang District, Pasuruan
  - ❖ NIP Industrial Zone in Ngoro District, Mojokerto

Meanwhile, potential sites to be developed as industrial allotment region that spread out in East Java are:

- ❖ SIBORIAN Industrial Zone
  - ❖ Lamongan (shorebase, Industrial estate)
  - ❖ Gresik Industrial Zone (KIG)
  - ❖ Tuban Industrial Zone
  - ❖ Tulungagung Industrial Zone (Marble)
  - ❖ South Banyuwangi Industrial Zone
2. Center of small-scale industries, this site spreads out in East Java based on the potential existing in the respective regions. This center generally constitutes an industrial settlement with employees from the local people and is done by each house. The purpose of the development of center of small-scale industries is the control of its land utilization and waste management in developed regions, among other things, in:
    - ❖ Center of small-scale industries for leather bags and shoes in Sidoarjo Regency, Tanggulangin District
    - ❖ Center of leather industries, Magetan
    - ❖ Center of bamboo industries in Gandusari District, Trenggalek
    - ❖ Center of marble industries in Tulungagung Regency
    - ❖ Center of metal, silver and brass handicrafts in Trowulan, Mojokerto
    - ❖ Center of ceramic industries in Dinoyo, Malang City
  3. Industrial Zones/industrial allotment land



Areas developed as industrial zones develop due to easy access and trends to become industrial areas because there have been a lot of industries. Those sites develop well in urban areas of Surabaya Metropolitan Area. Sites developed must observe its land support capacity and must not convert agricultural land excessively. Areas developed but needs to be controlled are:

- ❖ Sepanjang Park – Krian Corridor
- ❖ Waru – Sidoarjo Corridor
- ❖ Osowilangon – Romokalisari Corridor
- ❖ Driyorejo – Bambe Corridor
- ❖ Ploso – Jombang Corridor
- ❖ Krian – Kletek Corridor

h. Data of Employees

The number of Civil Servants according to the 2003 data (for Provincial and Regental/Municipal status throughout East Java was 374,515 people consisting of 223,412 male Civil Servants and 151,103 female Civil Servants.

i. The issue of Tanjung Perak Port

The capacity of Tanjung Perak Port is not able to accommodate the demand of sea transport and archipelagic area services. In addition to the above, the loading factor of container terminal is very high. The productivity of loading and unloading of containers does not constitute a competitive figure (24 boxes/ hour). The use of wharf is not effective because ships must wait for the completion of loading and unloading process before mooring. The condition of shipping lane in Madura Strait is very narrow approximately 100 meters on average for one shipping lane. In order to function as an International Hub Port, the said shipping lane must be broadened to be 200 meters. Similarly, the depth of the existing shipping lane of approximately 10 LWS (10 meters) needs also to be dredged so as to reach a depth of 14 LWS (14 meters) as long as  $\pm$  25 miles.

## 2.2. The Need for a New Port

The development of sea transport system constitutes one of the infrastructures that can support growth, economy and interaction among regions and can connect more than one mainland separated by seas. Sea transport is related to port. Today, East Java has several potential ports both those already developed and those not yet developed. The strategy and policy to support plan for the development sea transport in East Java are as follows:

- The development of ports existing in East Java, especially those located in Northern Coast Ports and Southern Cost Ports by taking the following into account:
  - Technical feasibility
  - Economic feasibility
  - Financial feasibility
  - -Management feasibility
  - Regional development

The aforementioned matters are caused by the following:

- 1) There is an indication of industrial activities in the northern part of East Java
    - The unification of special port of Tuban area (Brondong Seaport)
    - Container port expansion alternative in North Bangkalan
    - Maspion and Marina container ports (Gresik)
    - Seaports in Pasuruan, Probolinggo, Situbondo (Jangkar and Panarukan)
  - 2) There is an indication of sea fishery activities in the southern part of East Java
    - The development of Southern area ports starting from Prigi
    - Popoh – Sene – Serang – Lapen (Trenggalek – Tulungagung
    - –Blitar)
    - Tanjungwangi Seaport and Banyuwangi City People’s Port
- Developing facilities and infrastructure related to port development
  - Improving services especially archipelagic areas

- Improving supporting facilities such as the development of loading and unloading ports including the supporting facilities thereof as well as warehouses and modern technology-based goods transportation system
- Optimization of Tanjung Perak Port
- Tanjung Perak Port expansion alternative
- Development of new port to support the activities of Tanjung Perak Port at another appropriate site
- Tanjungwangi Port may develop better if supported by adequate facilities and infrastructure.

### 2.3 Port Development Policy in East Java

- The development of seaport functioning as an international hub port, national port, regional port, local port especially in an area deemed as the “Main Gate”.
- The management of port by every regency/city and supported by the Central Government.
- Better improvement of functions and services of Tanjung Perak Port. One of the measures taken is to distribute the functions and role of Tanjung Perak Port to the nearby ports, namely:
  - As permanent passenger port in Tanjung Perak
  - As cargo port in Tanjung Bulupandan, Arosbaya District, Bangkalan Regency
  - As ferry port in Paciran (Lamongan)
- The improvement of functions and role of seaport in Banyuwangi and the improvement of people’s port in Banyuwangi City.

### 2.4 Plan for the development of Roads and Trains

#### a. Road Development

Road network in East Java plays an important role in stimulating the regional development and goods and human being traffic services. The direction of development is based on city order, city development level and relations among broader areas. Road network system consists of

primary road network system and secondary road network system. Primary road network system constitutes a road network with a service role of goods and services distribution for the development of all regions at the national level by connecting all distribution service joints in the form of centers of activities. Secondary road network system constitutes a road network with a service role of goods and services distribution for the public in urban areas. Roads pursuant to their allotment consist of public roads and special roads. Public roads are grouped pursuant to the system, function, status and class.

Public roads pursuant to their function are grouped into main road (thoroughfare), collector road, local road and neighborhood road. Main road constitutes public road functioning to serve public transport characterized by long distance travel, high speed on average and the number of access road is limited efficiently. Main road includes primary and secondary main roads. Primary main road constitutes a main road with a national level territory scale, whereas secondary main road constitutes a main road in urban scale. Collector road constitutes public road functioning to serve collecting or distributing transport characterized by medium distance travel, medium speed on average and the number of access road is limited. Collector road includes primary and secondary collector roads. Primary collector road constitutes a collector road in a regional scale, whereas secondary collector road constitutes a collector road in an urban scale.

Public road according to its status is grouped into the national road, provincial road, regental road, city road and village road. Subsequently, in connection with the direction of land transportation in East Java will be described further as follows:

→ **National Road**

National Road constitutes a main road and collector road in a primary road network system connecting provincial capitals and national strategic road as well as Toll Road. National strategic road is a road serving the national interest based on strategic criteria, namely playing a role in

developing the national unity and integrity, serving vulnerable regions, part of the cross-regional road or cross-international road, serving the interest of inter-state borders as well as defense and security purposes.

In the meantime, the development of Toll Road is conducted to:

- Expedite traffic in developed regions;
- Improve effectiveness and efficiency of goods and service distribution so as to support the improvement of economic growth;
- Mitigate the burden of government fund through the participation of road users; and
- Improve even distribution of development results and justice.

Toll Road is managed by the government and/or eligible business entities, while Toll Road users are obligated to pay for toll used for investment return, maintenance and Toll Road development. Toll Road as a part of the public road network system constitutes an alternative lane. In a certain condition, Toll Road may not serve as an alternative lane. Referred to as certain condition is the condition when public road is not yet available, while Toll Road is required for the development of certain areas. Toll Road must have specifications and services higher than the existing public road. The purpose of Toll Road management is to expedite the materialization of freeway network as a part of the national road network.

In general, the development of the national road in East Java is already good in accordance with the hierarchy and the level of regional development, East Java regional structure direction, urban and rural areas development direction as well as centers of regional economy. Therefore, the direction of the national road network is as follows:

#### **1. Main road as primary system**

Primary main road will be specifically developed for the existing road segments, among other things:

- Surabaya – Malang
- Surabaya – Kertosono – Kediri
- Surabaya – Kertosono – Nganjuk – Madiun – Ngawi

- Caruban – Karangjati – Padas – Ngawi
- Surabaya – Lamongan – Tuban
- Surabaya – Gresik – Tuban (Pantura (Northern Coast))
- Surabaya – Gempol – Pasuruan - Probolinggo – Situbondo  
– Banyuwangi
- Probolinggo – Lumajang – Jember – Banyuwangi
- Bangkalan – Sampang – Pamekasan – Sumenep
- South Axis Road: Pacitan – Trenggalek – Tulungagung – Blitar  
–Kepanjen – Turen – Lumajang – Jember – Banyuwangi
- Lamongan – Mojokerto – Surabaya – Gresik
- Kamal – Tanjungmodung

## **2. Collector road as primary secondary system**

Collector development under a primary system for the national road includes the following:

- Maospati – Magetan – Karanganyer
- Blitar – Kediri – Nganjuk
- Babat – Bojonegoro – Padangan – Cepu – Central Java (Cepu  
– Sulur – Wirosari – Purwosari – Semarang)

## **3. Toll Road**

Toll Road becomes another choice alternative because main road improvement efforts have exceeded the maximum limit. Viewed from the external areas that become the traffic destination areas, plan for the development of Toll Road needs to be made to:

- Northern Areas (at Northern Coast Lane, namely Surabaya –  
Tuban segment)
- Western Areas (at Surabaya – Ngawi segment)
- Eastern Areas (at Surabaya – Banyuwangi segment)
- GKS Plus Areas, the traffic of passengers and goods occupies the most volume in East Java scale. Minimum availability of transportation infrastructure (indicated also by low road service level) requires short-term solutions:

- Ring Road:
  1. Surabaya East Ring Road (Waru – Tanjung Perak Interchange)
  2. West East Ring Road (Surabaya – Mojokerto)
  3. Central East Ring Road (Surabaya – Sidoarjo)
  
- Toll Road:
  1. Waru – Juanda
  2. Gresik – Tuban
  3. Surabaya – Mojokerto – Jombang
  4. Waru – Wonokromo – Tanjung Perak

○ Inter-regency/city Toll Road consists of the following:

1. Pandaan – Malang Toll Road
2. Pasuruan – Probolinggo – Situbondo – Banyuwangi Toll Road
3. Mojokerto – Kertosono – Caruban – Ngawi – Mantingan Toll Road
4. Gempol – Pandaan – Kepanjen Toll Road

→ **Provincial Road**

Provincial road constitutes a collector road in primary road network system connecting provincial capitals and regental/municipal capitals or inter-regental/municipal capitals and provincial strategic road. Provincial strategic road is a road prioritized to serve the interest of provinces based on the consideration to stimulate the economic growth, welfare and security of provinces. Based on the aforementioned matters, the development of provincial road in East Java includes the following:

**1. Collector roads using primary system**

Construction of collector roads using primary system for provincial roads will be performed in the following segments:

- Pacitan - Ponorogo - Madiun
- Ngawi - Padangan - Bojonegoro
- Nganjuk - Bojonegoro - Jatirogo
- Bojonegoro - Rengel - Pakah
- Blitar - Kediri - Nganjuk
- Pare - Papar - Kertosono
- Malang - Batu - Pujon - Kandangan - Pare - Kediri
- Kandangan - Jombang - Babat
- Malang - Batu - Pacet - Bangsal - Mojokerto
- Purwosari - Pasuruan
- Sidoarjo - Krian - Gresik
- Mojokerto - Gedeg - Lamongan
- Jember - Bondowoso - Besuki
- Bondowoso - Situbondo
- Bangkalan - Ketapang- Sotobar - Pasongsongan - Sumenep
- Sampan - Ketapang
- Pamekasan - Sotobar
- Malang - Turen - Sendangbiru
- Ponorogo - Trenggalek
- Trenggalek - Munjungan (Trenggalek Regency)
- Tulungagung - Bandung (Tulungagung Regency)
- Trenggalek - Bandung - Pucang (Tulungagung) - Bakung - Binangun (Blitar) - Donomulyo - Bantur - Gedangan - Dampit (Malang); as the South Cross Road
- Candipuro - Yosowilangun (Lumajang) - Kencong - Ambulu (Jember) - Rogojampi (Banyuwangi); as the South Cross Road
- Pucanglaban – Blitar (Blitar Regency)
- Tambakrejo – Blitar (Blitar Regency)
- Kepanjen - Donomulyo (Malang Regency)
- Dampit Tambakrejo (Malang regency)
- Jember - Puger (Jember Regency)
- Jatimulyo - Tekung (Lumajang Regency)
- Pantai Tambakrejo - Pronojiwo (Lumajang Regency)
- Glenmore - Pesanggaran (Banyuwangi Regency)



## 2. Potential Through Roads

The road segments that can be developed are as follows:

- Kertosono - Papar - Pare

This is an alternative route connecting this region with other regions such as Malang, Kediri and Jombang. The construction of this route is supported by adequate road condition, relatively-low traffic and low transformation of agricultural land to non-agricultural land so that there are no problems with respect to the use pattern of the land along the road network.

- Pasrepan- Puspo - Wonokitri - Bromo

This through road is in good condition and is possible to be developed because of the tourism potentials of Mount Bromo which is full during holidays. In addition, the Pasrepan – Puspo segment has a high activity level and has an access to the Pasuruan – Probolinggo artery road.

- Malang – Ngadas – Jemplang – Bromo

This access is potential because of tourism resorts in Oncokusumo, Malang regency and along the way to Bromo. Therefore through roads need to be constructed as accesses to the road segments starting from Poncokusumo, Ngadas, Jemplang considering that the Poncokusumo area is a prominent place for Malang Regency with its direct access to Bromo.

- Telaga Sarangan (Magetan) Karanganyar (Central Java)

Tourism resorts in Plaosan District Magetan Regency are famous for agro-ecotourism centers. However, there is no access to the area from Central Java. For that purpose, through roads or normalization of roads need to be followed up to encourage interconnection with other areas and to encourage development in Magetan region.

- Banyuwangi – Ijen; Bondowoso – Sukasari – Ijen; Situbondo – Arjasa – Kayumas – Ijen

The purpose of the planned construction of these road segments is to optimize the Ijen Crater and Ijen

- Agro-tourism. Therefore, this area needs accesses to encourage the development of tourism resorts in Ijen and at the same time to facilitate distribution of agricultural products from the adjacent areas.
- Nganjuk – Ngebel – Ponorogo  
The development along the road segments will indirectly develop tourism resorts in two regions namely Ponorogo and Nganjuk because they are more accessible. The Ngebel tourism resort in Ponorogo along with its existing agricultural potentials will develop further, and so will the Sedudo tourism resort in Nganjuk.
  - Kediri – Pulung – Ponorogo  
The potential access to the Kediri – Ponorogo route through Pulung can be developed as an alternative route connecting areas around the region. The optimized use of the access can support the development of activities in areas especially along the road segments and will reduce the burden of the primary artery roads.
  - Pacitan – Ponorogo – Purwantoro – Wonogori – Solo  
The development on the road segments will further facilitate the relations between the southern part of East Java and Central Java. The southern part will, therefore, not be much left behind from other areas because of the stimulant, namely road networks.

### **3. South Cross Road**

The purpose of the development of this road is to improve the potentials of and to develop the southern area which tends to be left behind in comparison to the northern area. The land transportation suitable to be developed in the southern area is the South Cross Route (JLS). However the scenario that the JLS will develop the Southern Part of East Java (KSJT) may not be directly realized, because of several impeding factors such as differences in the location potentials, natural resources and demographic condition as well as the growth rate in each area, in

addition to the fact that the development scenario in East Java (the East Java spatial lay out) tends to give more opportunities to areas and cities that are relatively easy to develop.

The planned development of the South Cross Road (JLS) will include the segments of Pacitan-Trenggalek – Bandung – Pucang (Tulungagung) – Bakung – Binangun (Blitar) – Donomulyo – Bantur – Gedangan – Dampit (Malang) – Candipuro – Yosowilangun (Lumajang) – Kencong – Ambulu (Jember) – Rogojampi (Banyuwangi). The accesses connecting JLS with service centers which are usually located in the capitals of each regency or municipality need to be supported with connecting through roads. These connecting through roads may also function as access roads to the Central – North route in the context of further optimizing the function of the south cross route namely as alternative routes which are parts of the entire transportation system which accommodates the need for movement of humans and goods in East Java:

- In Trenggalek area, Munjungan -Watulimo – JLS
- In Tulungagung area, Tulungagung – JLS
- In Blitar area, Kesamben – Binangun – JLS
- In Malang area, Kepanjen – Gedangan – JLS
- In Lumajang area, JLS – Southern coasts and Pronojiwo  
Lumajang
- In Jember area, Tanggul – Kencong – JLS and JLS – Tempurejo  
– Mumbulsari – Jember (Wirolegi Sub-district)
- In Banyuwangi area, Glenmore – JLS

#### **4. The Suramandu Bridge**

In the context of development of the GERBANGKERTASULSILA area, the purpose of the construction of the Suramandu Bridge is as follows:

- To become an important part in the integration of Bangkalan Regency and other regencies in Madura Island and to become a Unit system for the development of the GERMAKERTASUSILA

(Gresik – Madura – Mojokerto – Surabaya – Sidoarjo – Lamongan) area in the future.

- To become an impetus for the growth of industrialization in the context of increasing economic growth in Madura Island.

A. TECHNICAL DATA

•The bridge's Total Length	:	5,438.00 meters
- Causeway in Madura side	:	1,822.25 meters
- Causeway in Surabaya side	:	1,457.75 meters
- Approach Bridge in Madura side	:	670.00 meters
- Approach Bridge in Surabaya side	:	670.00 meters
- Middle Span	:	818.00 meters (192+434+192)
•The length of Access Roads	:	15,850.00 meters
- Madura side	:	11,500.00 meters
- Surabaya side	:	4,350.00 meters

B. SUPPORTING INFRASTRUCTURES

When the Suramadu Bridge is completed other road infrastructures still need to be constructed in order to enable the Bridge to function optimally in the context of increasing economic growth in Madura Island.

They are as follows:

- Completion of the Middle Eastern Ring Road construction (MERR), which constitutes one of the road networks connecting the Suramadu Bridge and other Artery Roads and Toll Roads
- Continued Construction of Access Roads to the Container Ports on Madura's North Coast, as one of infrastructures to boost industrialization growth in the context of increasing economic growth in Madura Island.

C. REALIZED LAND ACQUISITION

DESCRIPTION	PLAN	REALIZATION up to 2004	2005
SURABAYA SIDE	132,280 M (120,590.65 m2)	67.767 M (61,979 m2/51.40%)	59.055 M
MADURA SIDE	26.005 M (615,227 m2)	25.357 M (600,347 m2/97.58%)	-
<b>TOTAL</b>	<b>157.303 M</b> <b>(725,398.65m2)</b>	<b>93.124 M</b> <b>(662,326.15 m2)</b>	<b>59.055 M</b>

D. REALIZED CONSTRUCTIONS

1. SURABAYA SIDE

- Piers : 17
- Beams : 17 spans
- Foundation : 9 spans
- Access Road : 800 meters (selected material and construction Demolition)

2. MADURA SIDE

- Piers : 16
- Beams : 16 spans
- Foundation : 16 spans
- Access Road : 800 meters (Leveling, selected material and elevation: 2,500 m, Aggregate B: 1,500 m, Concrete Channel: 1,200 meters and greenery):

E. PROBLEMS

Land acquisition is not smooth because of prolonged price negotiation process between the community and the government, especially in the Surabaya side.

5. **Ring Road**

The planned construction of Ring Roads is one of solutions to handle heavy traffic in urban areas. Such condition cannot be avoided because

development in urban areas tends to focus in the down town. Under such condition the function of artery roads crossing cities is no longer efficient. Based on the above construction of Ring roads is one of solutions to handle congested traffic in artery/primary collector road passing urban areas.

Roads to be constructed in regental/municipal areas in East Java include the following:

1. Malang City Ring Road
  - o Malang City Eastern Ring Road
  - o Malang City Western Ring Road
  - o Malang City Inner or Middle Ring Road
2. Kediri City Ring Road
3. Madiun Ring Road
  - o North – West Ring Road
  - o North – South Ring Road
4. Bangkalan City Ring Road
5. Sampang Ring Road
6. Pamekasan Ring Road
7. Probolinggo Ring Road
8. Blitar Ring Road
9. Pasuruan Ring Road
10. Mojokerto Ring Road
11. Ponorogo Ring Road
12. Ngawi Ring Road

- Strategy

- To draw up alternative development for the new transportation system in areas with very high level of functional activities and in the segments of roads often experiencing traffic congestion.
- To improve road networks by way of expansion or construction of new road alternatives
- To stipulate roads according to their function, capacity and service level.
- To develop Toll Roads to support inter-region and inter-activity development and to connect major cities and primary artery

routes.

- To improve the role of primary collector roads
  - To construct connecting roads between areas especially in Southern Areas.
  - To manage road transportation inside or outside GKS area
  - To regulate and plan separation of transportation modes particularly to avoid out-city transportation vehicles from entering urban areas in order to reduce transportation problems (traffic jams) especially in middle-sized cities and major cities.
- Policies
    - To establish a convenient transportation system which can shorten the travel time and avoid/reduce transportation problems (traffic jams) especially in middle-sized cities and major cities.
    - To stipulate minimum width for roads especially for collector roads and primary artery roads
    - To regulate the utilization of lands along artery and primary collector road networks.
    - To improve and plan accesses especially in the southern part of East Java to support distribution of development and optimization of existing potentials by way of regulating transportation modes in GKS area and its surrounding so as to support the integration of areas (konurbasi) and activities within the area of East Java, which includes:
      - ❖ Providing transportation in conducive urban areas
      - ❖ Stipulating segment of roads with high congestion level
      - ❖ Limiting to its maximum routes for local movement directly to primary artery routes and primary collectors routes.

**b. *Development of Railways***

Problems:

- The present railway system cannot yet connect industrial, seaport, business zones with other functional zones (relatively low linkage between one transportation mode to another)

- The contribution made by the railway mode in East Java to the mass public transportation is relatively low in comparison to by other modes. This situation is because railway transportation is not yet integrated with other inter-mode transportation service networks especially land transportation, so that there is no connection with other transportation modes or other facilities (feeder service)
- The development of inter-network services is limited because of limited resources and defunct rail tracks in some places.
- The connecting facilities to container and goods terminal are still very limited that there are a very few economic actors that use railway services.
- The capacity of the existing single tracks is low
- Bottlenecks due to heavy traffic such as in the following segments:
  - Surabaya – Bangil
  - Surabaya – Mojokerto – Jombang
  - Surabaya – Lamongan – Tuban

Other problems related to services are among other things:

- Non-optimum service level viewed from the comparison between the length of the existing routes and the operated routes as well as defunct tracks.
- Low service performance (punctuality, convenience, high rate of accidents).
- Limited and inefficient railway human resources and institutions.
- There are no special commuter trains especially for the area of Surabaya- Sidoarjo and Surabaya- Malang the areas with high movement of commuters



- Lack inter-region transportation system with high accommodation capacity.
- Limited supporting access for train transportation to port areas.

Train transportation can be of great help in term of connecting one area to another area and between one functional activity to another functional activity, in addition to helping coping with transportation problems such as traffic jams especially in areas around GKS, and supporting productions centers in East Java particularly in areas around GKS.

Trains facilitate goods distribution systems that they can support subsidy of goods and services between regions in large amount of capacity. The strategies and policies related to the development of railway to be applied in the future are as follows:

- To make use the existing rail tracks
- To reopen the accesses to defunct rail tracks (conservation)
- To develop new railways toward container and goods terminals as well as to other urban activity centers.
- To develop an integrated transportation system among mass public transportation modes.
- To develop double tracks to improve the performance of the railway system.
- To improve services including preparing regulations for a good railway management system
- To develop the railway system especially in GKS area so that it can deal with the problem of high level commuting population, so that the problem of heavy traffic in the following GKS areas can be dealt with:
  - ❖ The Surabaya - Sidoarjo route
  - ❖ The Surabaya - Gresik route
  - ❖ The Surabaya- Mojokerto route
- To develop the railway system outside GKS area, namely:

- ❖ The North South route (Surabaya – Malang – Blitar)
  - ❖ The South West route (Surabaya – Kediri – Madiun)
  - ❖ The East route (Surabaya – Probolinggo – Banyuwangi)
- To develop dry ports in order to support the existence of train transportation especially the systems of collection movement and goods distribution from the train mode to the sea or ferry transportation and vice versa.
- Policies
    - To improve and optimize the service of train transportation as one of mass public transportation modes in East Java, in addition to serving as a connecting access between functional areas and between regions
    - To develop a mass transportation that can accommodate commuters commuting between GKS Plus areas.
    - To develop a mass transportation that can accommodate commuters outside GKS areas
    - To develop a mass transportation that can transport agricultural products and other products as well as goods and services in order to support the existence of the Commodity Major Development Zone (KAPUK).
    - To develop other supporting facilities in order to facilitate the movement system of goods from train to other transportation modes

Railways as one of transportation modes cannot be separated from other transportation modes under the national transportation system. It has the characteristic of mass transportation with its own superiority, while its potentials and roles need to be developed as the connecting modes between areas regionally and nationally and to be the supporter, stimulant and generator of the national development in the context of improving the people's welfare.

- The trend of movement of people and goods by using train transportation is common in the following regions: Surabaya, Lumajang, Madiun, Pasuruan, Mojokerto, Sidoarjo, Banyuwangi, Jember. Lumajang and Situbondo. The areas that become the destination of the movement using train transportation are Jakarta, West Java, Central Java and Yogyakarta. The train transportation is not yet optimally used in comparison to other transportation modes. The prioritized development that needs to be conducted with regard to the same is restructuring, development and improvement of services related to the following:
  - Easy connection with other public transportation modes
  - Improvement of safety standards and convenience in using train transportation
  - Management
  
- Based on the people's commuting activities especially in GKS Plus areas, Malang Raya and Madiun the people's appreciation on this kind of transportation mode is still high. The number of commuting population tends to be high in the segment of Surabaya – Malang, Surabaya –Sidoarjo and Mojokerto – Sidoarjo. Mass public transportation modes with the characteristic of free from jams, with high accommodation capacity and massive are required to avoid traffic jams due to the commuting activities. Based on the existing condition, the development direction will be specifically performed on the following segments:
  - Surabaya – Malang
    - The present route existing in the area is single track. Therefore to balance the commuter flow double tracks with class II service need to be constructed
  
  - Surabaya – Sidoarjo
    - There have existed commuter routes in the Surabaya – Sidoarjo route, however, they are not optimal because train transportation is not integrated with the inter-mode transportation service network, so that there is no continuity

of service among transportation modes or other facilities (feeder service)

- Sidoarjo – Tarik (Mojokerto)

There have actually been rail tracks along this route but they are not utilized. To support the activities of commuting people the defunct tracks (single track) in the area needs to be conserved. The burden borne by roads in Sidoarjo – Mojokerto will reduce when this route commences its operation.

- Waru – Juanda

- Madiun – Ponorogo

- The development of train transportation in East Java is still limited in term of serving mass public transportation. Train transportation mode in East Java still gives contribution to mass public transportation, is very low compared to the service of other public transportation mode, especially in land, although in general the railway net in East Java has reached almost 60% of the area. Improvement and development of train are necessary due to support the movement of passengers and goods specially in the in the following areas:

- a. Pengembangan KA system monorail in Surabaya
- b. Surabaya- Mojokerto-Madiun-Jakarta Class 1 Double truck
- c. Babat –Tuban Class 5
- d. Kertosono-Jombang-Kediri Class 4
- e. Blitar-Malang Class 2 Double truck
- f. Dampit-Malang Class 5
- g. Kamal-Pamekasan-Sumenep Class 5
- h. Surabaya-Babat - Bojonegoro Class3
- i. Kediri-Tulungagung- Blitar Class 3
- j. Surabaya- Jember- Banyuwangi Class 1
- k. Jember-Bondowoso Class 2

The above mentioned lines establishment is based on the tendency of present movement and next years' prediction.

- The obstacles occurred within the interaction activities in train utilization caused by few un-functionalized rail way. This obstacles could be cope by implementing dead rail conservation on the potential joints, such as:
  - a. Ruas Malang Dampit
  - b. Ruas Marlang Tumpang
  - c. Ruas Probolinggo Kraksan-paiton
  - d. Ruas Ranuyoso-Candipuro (Lumajang)
  - e. Ruas Yosowilangun(Lumajang)-Jember
  - f. Ruas Bangkalan Sumenep(Sebelah Selatan)
  - g. Tuban Jombang Segment
  - h. Kamal Bangkalan Segment
  - i. Sidoarjo Mojokerto Jombang
  - j. Mojokerto Bangil (Pasuruan)
  - k. Sidoarjo Krian
  
- The land transportation facility used in East Java for container transportation (APK) is highway transportation mode as trail track network in East Java can also serve APK through railway route. The Container terminals also serve as the dry port or as an extension of seaport to store export and import goods. However if an area has no seaport dry port can be established.

There has been a plan to establish a dry port in Malang and to optimize the functions of dry port already existing in Jember.

(1)-C) 質問 A)に対するスラバヤ市の回答

**SURABAYA CITY REGIONAL GOVERNMENT**  
**DEVELOPMENT PALNNING BUREAU**  
JL. Pacar 8, Phone: 62-31-5312144 ext 605 Fax: 62-31-5344601  
e-mail: [bappeko-sby@lycos.com](mailto:bappeko-sby@lycos.com)  
**SURABAYA - 60272**

Surabaya, November 14, 2005

Number : 050/2075/436. 5. 1/2005  
Status : Urgent  
Attachment : 1 (one) document  
Re : Questionnaire answer

To : Director of PELINDO III  
Cq. Mr. Bangun Swastanto  
Jl. Tanjung Perak Timur No. 610  
**SURABAYA**

Herewith we delivered to you the answer to JICA' s questionnaire for the Study of Greater Surabaya Metropolitan Port in East Java province, specially the Surabaya City, as follows:

3.1 Social economic condition:

- a. The Citizen of Surabaya in 2003 is 2,640,564 people. With the proportion as Follows:
  - Man = 1,332,247 men (50.45%)
  - Woman = 1,308,317 women (49.55%)
- b. The Population density/km2 = 8,090.71 people/Km2
- c. Area width of Surabaya city = 326.37 Km2
- d. Surabaya city Gross Regional Domestic Product = 4.22%
- e. Export/Import thru Tanjung Perak Port
  - Export = 6,202,828 ton
  - Import = 9,861,299 ton

f. The amount of Industry in 2003 = 12,797, divided into small, medium and big industries

g. City' s Government Employee of 2003 = 25,258 employees, consist of Civil Government Employee (PNS) of Surabaya City and Daily Honorary Employee

3.2 Area of Tanjung Perak Port, Surabaya

a) Area width = 5,176,400 m<sup>2</sup>

b) Container Terminals = 2 terminals with length of 920 m

c) Pool depth = -9 LWS

d) The pilling up field = 71,110 m<sup>2</sup>

3.3 Plan of Land Use and Development including road expansion and train road also new Industrial area within the lowest administrative units (RT/RW) in Surabaya City (attached)

3.4 All data mentioned is in the attached document

Thank you for your attention and cooperation

**HEAD OF DEVELOPMENT PLANNING BUREAU**

**Ir. H. TRI SISWANTO, MM**

**Level I Cultivator**

**(1)-D) 質問 A)に対する PELINDO III の回答**

**PT. (PERSERO) PELABUHAN INDONESIA III**

Number : PS. 0501/04/P. III. 2005 Surabaya, November 17, 2005  
Classification : -  
Attachment : 1 (one) document  
Re : Answer of Questionnaire in connection to the Plan of Study for  
Development of Greater Surabaya Metropolitan Ports in  
East Java Province

To : Mr. TOTSUKA Shinji  
Deputy Resident Representative JICA Indonesia Office  
**JAKARTA**

1. Following up to your letter No: 256/PRJ/09/2005 on the Request of Answering the Questionnaire in connection to the *Study for Development of Greater Surabaya Metropolitan Ports in East Java Province*, herewith we delivered to you the data and information needed in accordance with Questionnaire for Indonesia Ports III.
2. In connection to the above statement (1), briefly we inform you as follows:
  - A) Questionnaire 4.1 : Attached;
  - B) Questionnaire 4.2 : The Bottom line of the Master Plan and reconstruction steps are in accordance with the master Plan of Tanjung Perak Port (attached)
  - C) Questionnaire 4.3 : The possibility of new port in East Java will be located in the area of Teluk Lamong (development plan attached)
  - D) Questionnaire 4.4 : Opinion on the possibility of new port development along Surabaya area, based on the fact that half part of Surabaya coast (madura straits) is a natural conservatory area and sea mine area which are difficult to develop as new port area.
  - E) Questionnaire 4.5 : Current problems occur in tanjung Perak Port:



1. Tanjung Perak Port is a inheritance port from the Dutch Times with depth of -8 to -11 m LWS, therefore ports of Mother vessel ships can not dock at the port, it is a lost Opportunity because those ships docs to Singapore.
2. The capacity stored in Tanjung Perak Port (public pier Or container) is estimated to be over limit in short time, It is in concern that if stagnation happens it will bring negative impacts towards the Indonesia Port image to the International world.

Thank you for your cooperation and attention

MANAGEMENT OF PT (PERSERO) PELABUHAN INDONESIA III  
DIRECTOR OF MARKETING AND BUSINESS DEVELOPMENT

**ROBERT H. SIANIPAR**

## (2) 港湾計画に関する質問票と回答

### (A) 質問票

This questionnaire is prepared by the Japanese Preparatory Study Team for The Study for Development on the Greater Surabaya Metropolitan Ports in the Republic of Indonesia (hereinafter referred as “the Study”) so as to collect basic information and data required for the Study. It would be highly appreciated if you kindly answer all the questions and also identify materials requested in this questionnaire. Answers need not to be too much in detail but should be brief and precise.

Thank you for your kind cooperation.

Note; Please write Y if the Data/Item is available even if they are not in complete form.

Please write N if the Data/Item is not available.

Data/Information	Availability (Y/N)	Available Place	Name of Report/Files	Remarks
1. Organization Chart (including Progress of Reorganization)				
1) DGST				
2) MOT (Departmen Perhubungan)				
3) ADPEL				
4) PELINDO3				
5) Pengerukan Indonesia				
2. Regional Socio-Economic Data				
1) Socio-Economic Statistics for the last 10 years				
a. Population and annual growth rate by region				
b. GDP, GRDP				
c. Industrial Production by Region				
d. Agricultural Production by Region by major products				
e. Price Indices				
f. Foreign Currency Exchange Rates				
g. Wage rates				
2) Annual Budget				
b. Port-related Annual Budget of DGST				
c. Port-related Annual Budget of MOT				
d. Annual Budget of ADPEL				
e. Income and Expenditure / Financial data of PELINDO3				
f. Income and Expenditure of Pengerukan Indonesia				
3. Regional Development Plan/Projects of East Java Province and/or Madura Island				
1) Economic Development Plan				
2) Industrial Development Plan				
3) Transport Development Plan				

<b>Data/Information</b>	<b>Availability (Y/N)</b>	<b>Available Place</b>	<b>Name of Report/Files</b>	<b>Remarks</b>
a. Maritime Transport Development Plan				
b. Road Development Plan				
c. Foreign Assisted Transport Development Plan/Projects				
4. Nation-wide Transport System				
1) Network Maps and national transport System (ports, roads, airports, railways)				
2) Traffic Flow Data of Cargo and Passengers by mode				
3) Development policy by transport mode				
5. Ports				
1) Principal Function and Role of ports				
2) Traffic Statistics by port (Number of ship arrival by ship type, Handling cargo volume by type of cargo, Number of passengers, Frequency by operation route etc.)				
6. Regional Data by Port				
1) Maps				
a. Land Use Map				
2) Historical Information of natural disasters				
a. Earthquakes				
b. Volcanic Activity				
c. Typhoon and Tropical Cyclones				
d. Floods and thunder storm				
e. Other natural disasters				
7. Port Designing				
1) Design Standards (Pier, Related Facilities, Access Road etc.)				
2) Operation Guide				
3) Maintenance Guide				
8. Laws and Regulations				
1) Laws and Regulations related to power and duties of related organizations				
2) Laws and regulations for private sector participation for port development				
3) Port Dues and Charges				

(B) 回答

PELINDO3、DGST に回答依頼中。2006年7月現在、未回答。

(3) 港灣施設・自然条件に関する質問票と回答

Kindly provide us with the following information/data.

	Items/data	Availability (yes/no, agency/report)	Remarks(reply, coment, etc)
1	Port of Surabaya(Perak)		
	Territorial layout plan	資料なし	施設の全体平面図は収集資料 14
	Particulars of each quay (* see attached table)	入手資料あり	収集資料 14 及び別紙参照
	Soil investigation results	入手資料あり	収集資料 14
	Wave	資料なし	(聞き取り) 港内は静穏
	Current	入手資料あり	1.2m/s、収集資料 8
	Tide	入手可能	LWL0.0mHWL+2.2m、海軍海洋部発行の潮位表
	Sedimentation and/or erosion	資料なし	(聞き取り) Kalimas 及び泊地内で堆積
2	Port of Surabaya(Gresik)		
	Territorial layout plan	資料なし	施設の全体平面図は収集資料 11
	Particulars of each quay (* see attached table)	入手資料あり	収集資料 12 及び別紙参照
	Soil investigation results	資料なし	
	Wave	資料なし	(聞き取り) 0.2 ~ 0.5m 程度
	Current	入手資料あり	1.8m/s、収集資料 8
	Tide	入手可能	大潮時 0.0m ~ +2.2m、海軍海洋部発行の潮位表
	Sedimentation and/or erosion	資料なし	(聞き取り) 泊地内で堆積傾向
3	Surabaya Strait		
	Chart	入手資料あり	収集資料 2
	Layout plan	入手資料あり	収集資料 6
	Control agency	2 機関あり	PELINDO3 及び ADPEL
	Maintenance dredging details (volume, frequency, period, method, location, material, dumping site, contractor, cost)	入手資料あり	収集資料 4、690 千 m <sup>3</sup> /3 年
4	Kari Lamong Site		
	Topographical map	資料なし	
	Owner and control agency	あり	PELINDO3
	Soil investigation results	資料なし	
	Wave	資料なし	
	Current	入手資料あり	収集資料 8
	Tide	入手可能	潮位表

	Items/data	Availability (yes/no, agency/report)	Remarks(reply, coment, etc)
	Sedimentation and/or erosion	資料なし	堆積傾向
5	Envisioned Site in Madura (Kalangan)		
	Topographical map	入手資料あり	収集資料 1
	Owner and control agency	あり	国 / 州
	Soil investigation results	資料なし	地層は収集資料 1
	Wave	入手資料あり	推算は収集資料 1
	Current	資料なし	
	Tide	資料なし	
	Sedimentation and/or erosion	資料なし	不明
6	Natural Conditions in General		
	Wind	入手可能	海軍海洋部及びスラバヤ空港
	Rainfall	入手可能	海軍海洋部及びスラバヤ空港
	Climate	入手可能	海軍海洋部及びスラバヤ空港
	Earthquake	入手可能	海軍海洋部及びスラバヤ空港
	Storm	入手可能	海軍海洋部及びスラバヤ空港
7	Investigation Companies		
	Land survey	あり	民間及びスラバヤ工科大学
	Soil investigation	あり	民間及びスラバヤ工科大学
	Bathymetric survey	あり	民間及びスラバヤ工科大学
	Prevailing unit-costs of those surveys / investigations or quotations from the above companies	入手資料あり	土質調査費用は収集資料 17
8	Semarang Port		
	Wave	-	
9	Aerial Photographs of the Objective Area	入手可能	スラバヤ工科大学及び PELINDO3



#### (4) 環境社会配慮に関する質問票と回答

18/06/2006

#### Answer to the Question for ESC

1. Shall both of RKL (Environmental Management Plan) and RPL (Environmental Monitoring Plan) be submitted together at the same time whenever you want to submit ANDAL (Environmental Impact Statement) in accordance with EIA Regulation (No.51,1993)?

事業者は、EIA 報告書の提出と同時に環境管理計画書及び環境モニタリング計画書を提出しなければならない

2. Types of business and/or activity plans that are required to be completed with the EIA are prescribed in Decree of State Minister for the Environment (No.17, 2001) as follows;  
A wharf with massive construction: 200m Length or 6,000m<sup>2</sup> Area  
Break water/talud; 200m Length  
Seaport supporting infrastructures (terminal, warehouse, containers, etc.); 5ha Area  
Is EIA not necessary in case that the scale of the project is smaller than above criteria?  
Do you have other regulations regarding AMDAL for smaller scale projects?

公共事業省では、2003年公共事業大臣令 NO.17「環境管理計画及び環境モニタリング計画を策定すべき公共事業の種類を規定する大臣令」で19分野に亘って、事業の種類を規定し、EIAの義務付けがある事業より規模の小さい事業について、「環境管理計画(UKL)」及び「環境モニタリング計画(UPL)」の策定を義務付けている(因みにUは“Effort”の「イ」語の頭文字)。そこでは海岸安全対策及び河口改良事業の規模が規定されている。

3. “All proposed businesses or activities for which an environmental impact analysis (AMDAL) must be carried out shall be disclosed to the public by the authorized government agency” is prescribed in Article 22 of EIA regulation No. 51, 1993.  
Could you show the detailed document prescribing how to carry out Public Information, Public Notice and Public Hearing?

住民参加と情報公開については、2000年環境大臣令 NO.8「EIAの過程における住民参加と情報公開」(「イ」語版のみ)において規定されているが、実際に適用されたのは2002年のプロジェクトからである。これによるとEIAのためのTORを作成する段階でその調査内容を住民に説明するよう規定されている。この規定はJICAガイドラインと良く整合している。

4. Which agency evaluates the AMDAL for the Greater Surabaya Metropolitan Ports Project, central AMDAL commission or provincial AMDAL commission?

国内線港湾整備事業は州の環境影響管理局(BAPEDALDA)であるが、本件のような国際港湾の場合は中央政府の環境影響管理局(KLHまたは環境省)が管轄することになる。

5. According to the Decree of the Minister of Transportation No.26, 1996, seaports must have a

Master Plan that is approved by the Minister. Many alternatives have been studied till now for Greater Surabaya Metropolitan Ports. Which is the real Master Plan approved by Minister of Communications?

JICA 配布資料 NO.2 の 2005 年 10 月の Lamong Bay における計画内容が現在 DGST に申請中のマスタープランである。現在、中央で審議中であり最終決定には至っていない。(正しくは、長期のマスタープランではなく、短期の緊急改善計画であり、長期的で総合的な計画は策定されていない。それを JICA に期待している。)

6. According to JICA's Guideline for Environmental and Social Considerations, on this preparatory study stage the Team shall prepare draft TOR for AMDAL taking stakeholders' opinion into consideration. The Stakeholders consist of proponent, local people, land owners, NGO, Surabaya municipality and people who are interested in the project. Could you recommend any Stakeholders from whom Team should hear their opinions in order to make the TOR better? And could you arrange an opportunity of hearing opinion from Stakeholders on 16<sup>th</sup> June or 21<sup>st</sup> June in Surabaya?

ステークホルダーの規定は、上記の 2000 年環境大臣令 NO.8 「EIA の過程における住民参加と情報公開」(「イ」語版のみ)にあるが、住民、住民代表者、地主、NGO、専門家、事業者、州政府、自治体関係者、各省庁、その他事業に関心のある者で、要するにすべての人がステークホルダーといえる。

6 月 21 日の午後にはステークホルダーヒアリングの機会を設ける予定である。

7. According to MOE Decree No. 14, 1994, the content of TOR for AMDAL is as shown in the box below. Unfortunately it lacks two (2) items of "Analysis of Alternatives to be proposed Project" and "Public Participation", compared with JICA's Guideline. What do you think that you should add two items when your side carries out AMDAL by yourselves for the Feasibility Study to be conducted by JICA Team?

<TOR for AMDAL>

1. Background
2. Study Objectives and Purpose
3. Scope of the Proposed Business or Activity to be Studied
4. Scope of the Initial Environment Profile
5. Study Area Scope
6. Data Collection and Analysis Methods
7. Methods for the Prediction of Impacts and Determination of Significant Impacts
8. Impact Evaluation Methods
9. Study Team
10. Costs
11. Time Frame
12. Bibliography
13. Appendices

(MOE Decree No. 14, 1994)

「MOE Decree No. 14, 1994」はその後改定され「MOE Decree No.9, 2000」(「イ」語版のみ)になっており、内容も改善されている。

8. According to MOE Decree No. 14, 1994, contents of Environmental Management Plan and



Environmental Monitoring Plan are shown as in the box below. Is it correct? If you have some amendment of the content, please show it to the Team.

前項と同様、「MOE Decree No. 14, 1994」はその後改定され「MOE Decree No.9, 2000」(「イ」語版のみ)になっており、内容も改善されている。

<Content of Environmental Management Plan>	
I.	Environmental Management Background
II.	Environmental Management Plan
	1. Significant Impacts and Significant Impact Sources
	2. Impact Criteria
	3. Objective of the Environmental Management Plan
	4. Environmental Management
	5. Environmental Site Management
	6. Duration of Environmental Management
	7. Environmental Management Funding
	8. Environmental Management Institutions
III.	Bibliography
IV.	Appendices
<Content of Environmental Monitoring Plan>	
I.	Background of Environmental Monitoring
II.	Environmental Monitoring Plan
	1. Significant Impacts Monitored
	2. Impact Sources
	3. Environmental Parameters to be Monitored
	4. Purpose and Objectives of the Environmental Monitoring Plan
	5. Environmental Monitoring Methods
	a. Methods for Data Collection and Analysis
	b. Environmental Monitoring Sites
	c. Monitoring Duration and Frequency
	6. Environmental Monitoring Institutions
	a. Environmental Monitoring Implementation
	b. Environmental Monitoring Supervision
	c. Reporting of Environmental Monitoring Results
III.	Bibliography
IV.	Appendices
	(MOE Decree No. 14, 1994)

9. The Team would like to obtain the following documents in English;

NO	Title
1	Decree of the Minister of Transportation No.75, 1994 regarding Technical Guidelines on Preparation of ANDAL of Seaports
2	President Decree No.32, 1990 regarding Management of Protected Areas (Greenbelt Mangrove) and Coastal Border
3	President Decree No.55, 1993 regarding Land Acquisition Procedures for Development and Public Interest
4	Decision of the Governor (Head of the 1 <sup>st</sup> Level Region) of East Java No.129, 1996 (Air)
5	Decree of the State Minister for the Environment No.Kep.Men.LH/XI/1996 (Noise)
6	The Surabaya Municipal Spatial Layout Plan for year 2005

NO.1 については、中央の DGST が所有。JICA 事務所で英訳中。  
NO.2 は、「イ」語版のみであるが州の BAPEDAL がない。森林省が所有しているという情報がある。(これにはマングローブ林の取り扱いが規定されている可能性がある。)  
NO.3 については、PELINDO III は所有していない。DGST に依頼したが未入手。  
NO.4 及び NO.5 は州 BAPEDALDA より入手。  
NO.6 については、PELINDO III は所有していない。

10. Who is a real proponent of the project, PT. (PERSERO) Pelabuhan Indonesia III, East Java Province or Directorate General of Sea Communication?

ステークホルダーミーティングで事業説明をするのも、事業費を支払うのも PELINDO III であり、そういう意味では本件の事業者は PELINDO III である。しかし、DGST の承認申請を行うに当たって、州及び市の合意を得なければならない点、従って最終的な決定権が PELINDO III がないという点から見れば、これら 3 者が事業者とみなさざるを得ないとも言える。

一方、最近国会に上呈されている港湾の「独占の禁止」に係る法令（詳細は不明）に従って、東ジャワ州政府が Mudura 島の港湾計画を直接中央政府に上申するという情報もあり、その場合は PELINDO III の事業拡大とは無関係になるため、PELINDO III との我々の折衝が無意味となる危険性もあり十分な情報確認が必要である。

11. Could you show the environmental quality standards or criteria (English version) of Air quality, Water quality (sea and river), Noise, Vibration, Offensive odor, Soil, Flora, Fauna, Ecosystem, etc. in the Republic of Indonesia?

大気、水質、騒音、振動の環境基準は上記のとおり入手済み。土壌、底質、植物、動物、生態系に係る基準はない。悪臭に基準はある（入手予定なし）。

12. Could you introduce several local consultants who can carry out AMDAL study in and around Surabaya City? Name of organization, name of representative, address, No. of Telephone and FAX, e-mail address, the number of staff and equipment, speciality, historical record of company, price list, how to contact, etc. Team wants to know their capabilities.

PELINDO III では、従来、EIA 関連調査はすべて ITS（大学）へ依頼しており他のコンサルタントとの接触はない。

州 BAPEDALDA は、民間コンサルではなく ITS 以外には他大学を 2 校推薦している。

- 1 . ITS
- 2 . Airlangga University
- 3 . UPN Surabaya

13. Could you show the data of situation of environment at the project site (during past three years)?

- ・ Air pollution; SOx, NOx, CO, Dust, etc.
- ・ Water pollution; COD, SS, etc.
- ・ Noise and Vibration
- ・ Report of Flora Study / Location map of flora
- ・ Report of Fauna Study
- ・ Report of Benthic Biota Study
- ・ Data of Fishery Production

大気質、水質及び騒音のデータを入手済み。他のデータはなし。

14. Could you show the location map of environmental reservation area related to the project site?

情報なし。(おそらくマングローブ林があればこれを保存するよう努めるという規定が、上記、質問9のNO.2「Protected Area」にあるものと推測される。)

15. Could you show the location map of land owned by private persons or government related to the project site?

Lamong Bay プロジェクトの対象地域のうち陸上部の土地所有者は1名のみである。この地主はこの事業の進展によって周辺土地の価格上昇を期待しており、事業に対しては積極的であり協力的である。

16. Could you show a Spatial Plan of East Java Province regarding seaports?

PELINDO III は所有していない。

17. In the “Final Report of Environmental Impact Assessment for Surabaya Port Development Project 1996”, it is assessed that fishermen’s income will decrease and there may be resettlement of local people due to the development of the port. However, any mitigation measures are not mentioned there. According to JICA’s Guideline mitigation measures and alternatives shall be necessarily described in EIA report to reduce the adverse impact. For example, can you prepare compensation for the fishermen and offer other lands for resettlement?

補償制度あり。個人に対する補償もあるが、その地区全体の「地区開発計画」に沿って公共施設を整備したりすることも実施している。たとえば、学校を建設する、モスクをつくる、サッカー場を整備する等。漁民の場合は漁業組合との十分な協議を行って合意を得る予定である。

18. The result of provisional scoping, information to be collected, and study methods are as shown in the Table 1 and 2. These are prepared in accordance with JICA’s Guideline. Could you give your opinion and recommendation to the Team?

州 BAPEDALDA の見解について、聞き取り調査を実施した(別紙ステークホルダーヒアリング結果参照)。

従来、Extent of impact is unknown (Examination is needed. Impacts may become clear as study progress.)は、記号 C で表示していたが、これはカテゴリ C と混同しやすいので別記号として U に変更した。

**Table 1 The Results of Provisional Scoping**

No.	Items	Rat- ing	Brief Description (“✓ ”shows construction phase and “• ”shows operation phase.
<b>Environmental Impacts</b>			
1	Air pollution	B	✓ Air pollutants are emitted during construction. • Air pollutants are emitted from ships and vehicles.
2	Water pollution	B	✓ Muddy water is discharged from the construction site. • Waste water may be discharged from ships. • Dredging will be carried out sometimes during operation.
3	Soil pollution	D	Soil pollutants are not discharged.
4	Waste	B	• Wastes are discharged from seaport facilities and ships.
5	Noise and vibration	B	• Noise is emitted from vehicles.
6	Ground subsidence	D	There is no work like groundwater extraction, which causes ground subsidence.
7	Offensive odors	D	Offensive odors are not emitted.
8	Geographical features	B	✓ Topography is altered.
9	Bottom sediment	B	✓ There is reclamation work of the sea. • Dredging will be carried out sometimes during operation.
10	Biota and ecosystem	B	✓ There is impact on aquatic life. • There is impact on aquatic life.
11	Water usage	D	Little change of water usage
12	Accidents	B	• Increase of possibility of traffic accident due to ships and vehicles
13	Global warming	D	• Little change of main factors influencing global warming.
<b>Social Impacts</b>			
1	Involuntary Resettlement	U	✓ Possibility of involuntary resettlement due to construction of harbor facilities and access roads.
2	Local economy such as employment and livelihood, etc.	B	✓ Increase of opportunity for employment during construction and operation • Increase of material transportation will give impacts on local economy.
3	Land use and utilization of local resources	B	✓ Change of land use • Loss of fishery or fishing right
4	Social institutions such as social infrastructure and local decision-making institutions	D	Little impact on social infrastructure
5	Existing social infrastructure and services	D	Little impact on social infrastructure and services
6	The poor, indigenous and ethnic people	B	✓ Decrease of fishermen's income • Decrease of fishermen's income
7	Maldistribution of benefit and damage	U	• Commercial zone may be possibly moved to other area.
8	Local conflict of interests	U	• Local people may possibly lose jobs due to improvement of seaport facilities.
9	Gender	D	Little impact on gender
10	Children's rights	D	Little impact on children's rights
11	Cultural heritage	U	✓ There may be some cultural heritage in the project site.
12	Infectious diseases such as HIV/AIDS, etc.	B	✓ Construction workers may carry infectious diseases. • Crew members of ships may carry infectious diseases.

A: Serious impact is expected.

B: Some impact is expected.

U: Extent of impact is unknown (Examination is needed. Impacts may become clear as study progress.)

D: IEE/EIA is not necessary due to little impact.

Table 2 Information to be collected and Study Methods

No	Items	Rating	Information / Study Methods (In case basic plans are formulated on F/S stage)
Environmental Impacts			
1	Air pollution	B	<b>Construction Phase:</b> Sorts and no. of machine and material for construction • Meteorological condition/Reference of similar case <b>Operation Phase :</b> Meteorological data • Volume of transportation • No. of ships and vehicles/Calculation of increase rate of emission sources
2	Water pollution	B	<b>Construction Phase :</b> Execution plan of work • Meteorological condition • Oceanographic condition/Reference of similar cases <b>Operation Phase :</b> Waste water treatment plan of ships and seaport facilities • Dredging plan / Examination of plan and mitigation measures, Reference of similar case
3	Soil pollution	D	
4	Waste	B	<b>Operation Phase :</b> Treatment and disposal plan of municipal waste/Examination of plan and mitigation measures
5	Noise and vibration	B	<b>Operation Phase :</b> Transportation volume • No. of vehicles • Route • Road network • Cross sectional view of road/Calculation by equation
6	Ground subsidence	D	
7	Offensive odors	D	
8	Geographical features	B	<b>Construction Phase :</b> Plan of seaport facilities • Alteration volume of topography
9	Bottom sediment	B	<b>Construction Phase :</b> Execution plan of works • Oceanographic condition/Examination of execution plan and mitigation measures <b>Operation Phase :</b> Plan of seaport plan • Meteorological data • Oceanographic data/Reference of similar cases
10	Biota and ecosystem	B	<b>Construction Phase :</b> Execution plan of works • Geographical map of aquatic life, rare and endangered species • Report of fishes and shellfishes/Reference of similar cases <b>Operation Phase :</b> ditto
11	Water usage	D	
12	Accidents	B	<b>Operation Phase :</b> Examination of mitigation measures
13	Global warming	D	

Social Impacts			
1	Involuntary Resettlement	U	<b>Construction Phase</b> : Plan of seaport • Present land use map • Location of houses and private land • Land Acquisition and Resettlement Action Plan
2	Local economy such as employment and livelihood, etc.	B	<b>Construction Phase</b> : Execution plan of works • Possibility of employment <b>Operation Phase</b> : Possibility of employment • Staff no. before and after project • Transportation volume after project
3	Land use and utilization of local resources	B	<b>Construction Phase</b> : Seaport plan • Present land use map/Comparison of situation before and after project <b>Operation Phase</b> : Fishery • Fishing right • Fishery pond
4	Social institutions such as social infrastructure and local decision-making institutions	D	
5	Existing social infrastructure and services	D	
6	The poor, indigenous and ethnic people	B	<b>Construction Phase</b> : Examination of work plan, fishermen's income <b>Operation Phase</b> : Existing fishing right, traditional fishing port, product of fishery
7	Maldistribution of benefit and damage	U	<b>Operation Phase</b> : Plan of seaport facilities • Present seaport facilities/Comparison of the situation before and after project
8	Local conflict of interests	U	<b>Operation Phase</b> : Plan of seaport facilities • Present situation of relevant workers/Comparison of present and future
9	Gender	D	
10	Children's rights	D	
11	Cultural heritage	U	<b>Construction Phase</b> : Seaport plan • Location map of cultural heritages/Examination of mitigation measures
12	Infectious diseases such as HIV/AIDS, etc.	B	<b>Construction Phase</b> : Execution plan of works • Employment system of workers/Examination of mitigation measures <b>Operation Phase</b> : Present no. of landing crews • Examination of similar cases • Past cases/Examination of mitigation measures

## Additional Questionnaire

1. Could you show us the detailed data of ITS Research Agency?  
Website より入手。
2. We would like to know the cost of EIA, RKL and RPL for the Development of Tanjung Perak Port in the Direction of Lamong River and Lamong Bay, conducted in 2001. by ITS Research Agency.  
概算で xxxRp (約 x 万円) である。
3. We can find in the RPL the word “the opening of complaint center”. Is it the duty of Project Proponent to open the complaint center for the local people?  
(州環境局より) 事業者が開設するわけではない。スラバヤ市にはこの「苦情受付センター」が既に開設されていると聞いているが、実態は見えていない。州ではまだ開設されていない。
4. We would like to obtain information of endangered birds around and in the project site. Are there any nests of bird in the project site?  
情報なし。
5. We would like to get geographical distribution map of mangrove around and in the project site.  
情報なし。
6. Are there any coral reefs near the project site?  
スラバヤ港から相当程度離れた場所に 3 箇所を確認されている。(ステークホルダーヒアリング結果参照)
7. Are there any tourism resources near the project site?  
特になし。

#### 4 . 関係省庁との面談議事録

訪問機関：PELINDO III

面談日：2006年6月12日 10:00-16:30

面談者：10:00-10:30 Mr. Suprihat ( Director )

10:30-12:30 Mr. Soeyarso ( 次官 ) Mr. Chairuel ( 議長、 ) 他、州、市など各関係機関  
より、合計約 30 人

訪問者：調査団(山田)、Ms.Hera ( ITS )

10:00-10:30

- 1 . スラバヤで援助を要請している案件は、港の拡張と航路の拡張である。
- 2 . スラバヤ港での問題は、
  - ・コンテナの増加に対応した拡張である、ただし、今は能力の 50%程度であり、緊急の課題という事ではない
  - ・航路の拡張 ( 拡幅と増深 )
- 3 . ラモン湾での埋立には複雑な問題がないのか? … 500ha から 50ha に縮小したので、今は問題になっていない
- 4、次期の拡張整備はマドゥラ島を考えているのか? …その時は情勢も変わっているので、その時に考えればよい事である ( ラモン湾の再拡張もあり得る事を示唆 )
- 5、カリ・マスにも課題はあると聞いているが? …特段の問題ではない

10:30-12:30

- 1 . PELINDO III の領域の説明を受ける
- 2、事前調査団の訪問目的を説明。

以上



訪問機関：Tj.Perak 港

面談日：2006年6月12日 14:00-16:00

面談者：Joko, Kokok, Tety

訪問者：調査団(山田)、Ms.Hera (ITS)

1. PELINDO III は病院なども子会社として有している。
2. TPS の株主は、49%P&O、50%PELINDO III、1%社員持ち株
3. 踏査
  - ・沖待ち船舶が多く見られた
  - ・荷役はほとんどシップギアによる
    - ( 1 ) Jamrud
      - ・ エプロン部が沈下した箇所あり、自前で修理したとの事、ケーソンの老朽化 ( 100 年 ) 調査を行う予定、( 老朽化とケーソンのギャップからの吸出しと思われる )
    - ・ オーバーレイを重ねた結果、係船柱が埋まりつつある
      - ( 2 ) Mirah
        - ・ 1986 年に日本の援助で整備
      - ・ 雑貨からコンテナにシフトしつつある為、ヤードが一部痛んでいる
      - ・ 杭式で構造的には問題なしとの事
        - ( 3 ) Berlian
          - ・ 運営は第三セクターによる ( ただし民間は 5%のシェアで 95%は PELINDO III )
        - ( 4 ) Nilam
          - ・ ここもコンテナ岸壁に利用を変更する予定
        - ・ 民間の岸壁 ( プルタミナなど ) あり
          - ( 5 ) カリ・マス
            - ・ 河川上流からの土砂で浅くなる、毎年メンテ浚渫を PELINDO III がおこなっている
            - ・ パイプが横断している箇所は浚渫時には注意 ( 飛ばし )
- ・ 施設は PELINDO III であるが、運営管理は Port Administration / Authority である、従って、正確な量や貨物の把握は困難
- ・ 古い岸壁保存などの絵も描いてはいるが、現実には不可能との事
- ・ 三重係留もあり、浅いので傾いている船もある、施設も古く一部岸壁補強のあとも見られる
  - ・ PELINDO III は触りたくないようである

以上

訪問機関：Surabaya City 庁舎

面談日：2006年6月13日 8:00-10:00  
面談者：Togar Arifin Silaban (Chief of Infrastructure Dep)  
訪問者：調査団(山田)、Ms.Hera (ITS)

1. 港についてのスラバヤ市のかかわりは

・直接にはない

・取り付け箇所の土地収用は市

・港の拡張や長期計画 (General Spacious Plan) 策定に際しては、PELINDO III、City、Province の三者の合意が必要である

2. 市はラモン湾が合理的であると思うし、支持してきた、土地収用(もっとも容易な場所)も進めている

3. ラモン湾の50haは去年の11月9日に州知事も合意した(JICAの結果を待つ文言はある)それを最終決定者であるDGSTに報告した、しかし、12月30日に州知事がラモン湾のほかにグレスックも候補地も加えるようDGSTに要請した(JICAの結果を待つ文言はある)・・・インドネシア語の手紙を入手

4. この経緯については、可能ならばDr. Bambang Susantono (Special Staff to coordinate Ministry of Economy) ジャカルタに会うことをすすめる

5. 長期計画でマドゥラ島を開発するには、大型船舶の導入が絶対条件であるが、本当にそれがスラバヤに必要な疑問が残る

6. マドゥラ島の住民はそれを望んでいないのではないか、また、島の開発計画や架橋も同時進行しなければならない、架橋はストップしたままである (Ministry of Public Works のプロジェクト) どのようにして借金を返済するのか疑問である、マドゥラ島の港湾開発をこの架橋のようにしたくない

・・・この件は比較の対象箇所が異なってくるので DGST に確認する必要あり。

以上

訪問機関：東ジャワ州 庁舎

面談日：2006年6月13日 10:30-12:00

面談者：Ardi Nursanto ( Chief of Transport Dep )

訪問者：調査団(山田)、Ms.Hera ( ITS )

- 1、港についての州のかかわりは市の場合とおなじで、計画についての合意にかかわる
- 2、短期開発として、50ha を合意したのは事実である、しかし、グレスックを候補地に加えるよう要請したのも事実である
- 3、長期計画の場所は Bangkalan である、開発計画の報告書 ( ガジャマタ大学、インドネシア語 ) を入手
- 4、そこには、深浅測量、波の推算結果、平面計画、各 1km の両サイド防波堤などがある
- 5、ラモン湾では堆積がある
- 6、小さな港は州の管轄である

以上

訪問機関：東ジャワ州 庁舎

面談日：2006年6月13日 14:00-17:00

面談者：Mr. Soeyarso (PR 次官), Joko

訪問者：調査団(山田)、Ms.Hera (ITS)

1. PELINDO が属しているのは Ministry of State-owned Company(BUMN,2002 年から)である、ただし、拡張計画あるいはタリフなど技術あるいは規則は DGST の監督である、実質的には二つの省の管理下にある
2. 株主は 100%国であるが、ジャワ 6 港などの施設所有と運営管理を独立採算で行っている、従ってバランスシートもある
3. 今のコンテナターミナルの施設は PELINDO 所有、運営を TPS (半官半民) が実施、当該コンテナターミナルも同様の形態をとるものと思われる
4. 将来マドゥラ島の開発が行われた場合、そこも PELINDO が管轄するかは、不明である
5. 狭くなった箇所から Perak までの水域と水際線背後である(パンフ入手) その北側(沖側)の水路は DGST の管轄である
6. 州が 50ha のラモン湾のほかにグレシックも候補地にいれるように要請したことは知っている
7. グレシックは大半が民間である
8. カリ・マス及び港口での維持浚渫の実績を要請
9. 水路の維持浚渫の実績も要請、3 年ぶりに、今回 70 万 m<sup>3</sup> を PELINDO が浚渫した、北側は DGST の管轄であったが DGST の予算がなかったのだ
10. PELINDO 管轄の水路は (-10m維持) 浚渫不要である

以上

訪問機関：PELINDO III

面談日：2006年6月14日 14:00-16:00  
面談者：Basori、Joko ほか3人  
訪問者：調査団(山田)、Ms.Hera (ITS)

1. 港に直接関係する機関は

- ・ Port Administration /Authority = コーストガードも含む、出入港許可、沈船撤去、DGST
- ・ District Navigation = ブイ、灯台などの管理、DGST
- ・ PELINDO III (1992年) = 商業ベース、パイロット・タグボート含む、BUMN & DGST

2. 待船の理由は、40%エンジントラブル、20%岸壁待ち(貨物が届いていない)、40%出港許可待ちなど

3. 気象庁の正式名称 Department of Meteorology (BMG), Ministry of Communication

4. 航空写真はあるので後日見せる

5. Perak の場合は、外航内航ともで平均月 900 隻が入港し、そのうち 10 隻が潮待ちする、規則では 9.5m 以上の喫水船は潮待ち(水路-10m)

6. 現在の水路(幅 100m)は 2WAYS であるが、大型船の入出港の場合は 1WAY となるように管理している

以上

16:00-18:00 SURAMADU 橋現地踏査

7. アクセス道路は狭く、居住者多数

8. 施工は進行中である(スピードダウンしている模様)

9. クレーン船、台船、鉄筋加工などが見られた

10. 施工業者は地元のフタマカリア

以上

訪問機関：Port Administration / Authority

面談日：2006年6月15日 10:00-11:00

面談者：アドミ、ナヴィ、Joko (PELINDO) ほか1名

訪問者：調査団(山田、川田)、Ms.Hera (ITS)

1. 港に直接関係する3機関の役割分担は

- ・ Port Administration /Authority = 3機関の総合監督、出入港許可、安全規則遵守指導、本部ジャカルタへの沈船撤去要請、DGST
- ・ District Navigation = ブイ、灯台などの設置維持管理、DGST
- ・ PELINDO III (1992年) = 商業ベース、パイロット・タグポート含む、BUMN & DGST

2. 500トン以上の船舶についてはパイロット義務あり

3. 沈船撤去の義務は、第一に船主、第二に DGST

4. 維持浚渫の義務は、PELINDO 管轄域では PELINDO (民間岸壁箇所を除く) が、それ以外は DGST が負う、ただし、最近の数回の航路維持浚渫は DGST の財政難の理由で PELINDO が肩代わりしている

5. より大きな水路がほしい…維持浚渫量が大幅に増える…今でも財政難なので、それは困る

以上

16:00-18:00 SURAMADU 橋現地踏査

6. アクセス道路は狭く、居住者多数

7. 施工は進行中である (スピードダウンしている模様)

8. クレーン船、台船、鉄筋加工などが見られた

9. 施工業者は地元のフタマカリア

以上

訪問機関：スラバヤ工科大学（ITS）

面談日：2006年6月16日 10:00-12:00

面談者：（工学部）Prof. Indrasurya B. Mochtar、Ms. Hera 他2人

訪問者：調査団（山田、川田）

1 .土質調査、測量、環境調査などほとんどの項目を実施できるとのこと、土質調査室、実験用水路、コンクリート試験片テスト室などを見学

2、土質調査

- ・ -60m までは可能である、それ以上になっても別な調査会社と協力して可能である
- ・ SURAMADU 橋や TPS のコンテナ棧橋の土質調査にもかかわった
- ・ 因みに、 TPS では深いところでは直径 1m 長さ 86m（海底以下）の杭を使用している箇所もある
- ・ ラモン湾での埋立では沈下（圧密、盛高の 1/3 が沈む）に注意が必要である

以上

訪問機関：マドゥラ島現地踏査

面談日：2006年6月17日 9:30-18:00

面談者：Sugihono(Province), Iwan, Hongki (ガジヤマダ大学)

訪問者：調査団(山田)、Ms.Hera (ITS)

1. 1000のフェリーで30分程度、間隔15分(時刻表はなく、一杯になったら出発する)、乗用車10台、バイク多数が乗船
2. カリ・マスの岸壁は、石積み/ブロック積みのようにも見える、フェリー発着場所の付近の岸壁には損傷箇所は見当たらず
3. 舗装道路片道1車線、途中のBangkalan市内は片道2車線、45分後Bangkalan Ceriaから小道へ、さらに畦道へ、そこからマングローブ/スワンプ内の細道を30分歩き(地元の人案内が必要、5万RP)オランダが設置した防波堤へ
4. このサイズは、長さ150m幅2m先端水深2m、約50~100年前のものとの事、海軍の基地を作る予定だったらしい、水際はサンゴの死骸のみで急勾配
5. 本道へもどり1kmほど先のTK TPA MIという看板の箇所から小道へ入る(1323)、畦道を20分歩き(地元の人案内が必要、5万RP)生簀の先端へ、ここがTg Bangkalan
6. この付近は昔コーン畑であったが、今は海になったとの事、遠浅で細砂/シルト
7. この地域は中央政府の所有で、軍事用に確保している場所との事
8. 深浅測量は南側にある河川から器械を積み込み、ボートで実施した、位置だしはGPS使用
9. (遅い昼食をとりながらの質疑)ここに港を作る理由は、背後のIndustrial Parkとの連携のためである
10. 現在の港湾を運営管理しているPELINDOではなく州が港を整備しようとするのは一般的には考えにくいだが、新しいルールによってどのような団体でも提案できるようになる、そうするとPELINDOと競合することになるが、新しいルールはPELINDOの独占をなくそうという趣旨なので競合もありうる

以上



訪問機関：JICA インドネシア事務所

面談日：2006年6月19日 9:00-10:30

面談者：竹内 博史 職員

訪問者：調査団（勝田、牧野、讃井、山田、川田）

調査団側より対処方針案及び本格調査内容案を説明。

以下、JICA 事務所側要旨

- ・ カリラモンの港湾整備を先に行うことについては東ジャワ州も合意している模様。
- ・ 50ha の埋立ての是非は確認しておく必要がある。
- ・ カリラモンのボーリング調査は ITS が請け負った。PELINDO は ITS に発注することが多い。
- ・ DGST のスワンディ氏はカリ・マスにも手を付けてほしいと言っていた。
- ・ ADPEL（港湾管理事務所）と PELINDO は別組織である。
- ・ 調査団の受入体制については、東ジャワ州がホスト役を引き受けると言ってくる可能性があるのを確認すること。
- ・ 環境カテゴリーは B とされているが、これは本調査内容がどのように定まるかによって大きく左右されるため、暫定的な処置である。これからの調査でよく調べてほしい。

以上

訪問組織：在インドネシア日本大使館

面談日：2006年6月19日 11:00-11:30

面談者：池光 崇 一等書記官

訪問者：調査団（勝田、牧野、讃井、山田、川田）

JICA より本調査の意思決定のあり方について意見を求める。

以下、BAPPENAS 側発言要旨。

- ・ 地方分権化への移行過程にあり、調査にあたっては州、市といった地方政府の意見を取り入れる必要がある。
- ・ 地方政府も新規港湾計画の提案を策定することができる。
- ・ 本格調査中にも、大使館に協力を求めてほしい。
- ・ ステアリングコミッティーはスラバヤで行うことには賛成である。

以上

訪問組織：開発計画庁（BAPPENAS）

面談日：2006年6月19日 14:20-15:10

面談者：Mr. Dail Umamil Asri

訪問者：調査団（勝田、牧野、讃井、山田、川田）

- ・ 今日突然大臣に呼ばれたために責任者は不在であり、代理として Mr. Dail が対応。
- ・ タンジュンプリオク港で M/P を策定したが、地方自治体や州の権限が強化されているため混乱があった。十分に事前調整が必要であると実感している。
- ・ 短期の計画策定は、地方政府でも可能であるが、20年を超える長期的計画については、前提条件等を十分に配慮して、中央政府が策定すべきである。
- ・ 法制度上は中央政府の権限に属しているが、実際には地方政府で対応している場合もある。確かに地方分権が推進されているが、輸送システムの検討や安全制度の管理は中央の仕事である。つまり、過渡期にあり混乱が見られるのは事実である。
- ・ シトラム（首都圏輸送計画）が策定されたが、一方で首都圏内各都市は独自の開発計画を有しているため、その調整をうまくやらなければならない。
- ・ 本件プロジェクトについても州政府を巻き込んで調整してほしい。（先方は、局長、部長、実務者のような各クラスごとの管理部隊を希望したが聞きおいた。）
- ・ 出来れば、S/W が署名される前にその原案を見ておきたい。（その時間はない旨回答）
- ・ ステアリングコミティーはスラバヤで行うことには賛成である。

以上

訪問組織：運輸省海運総局（DGST）

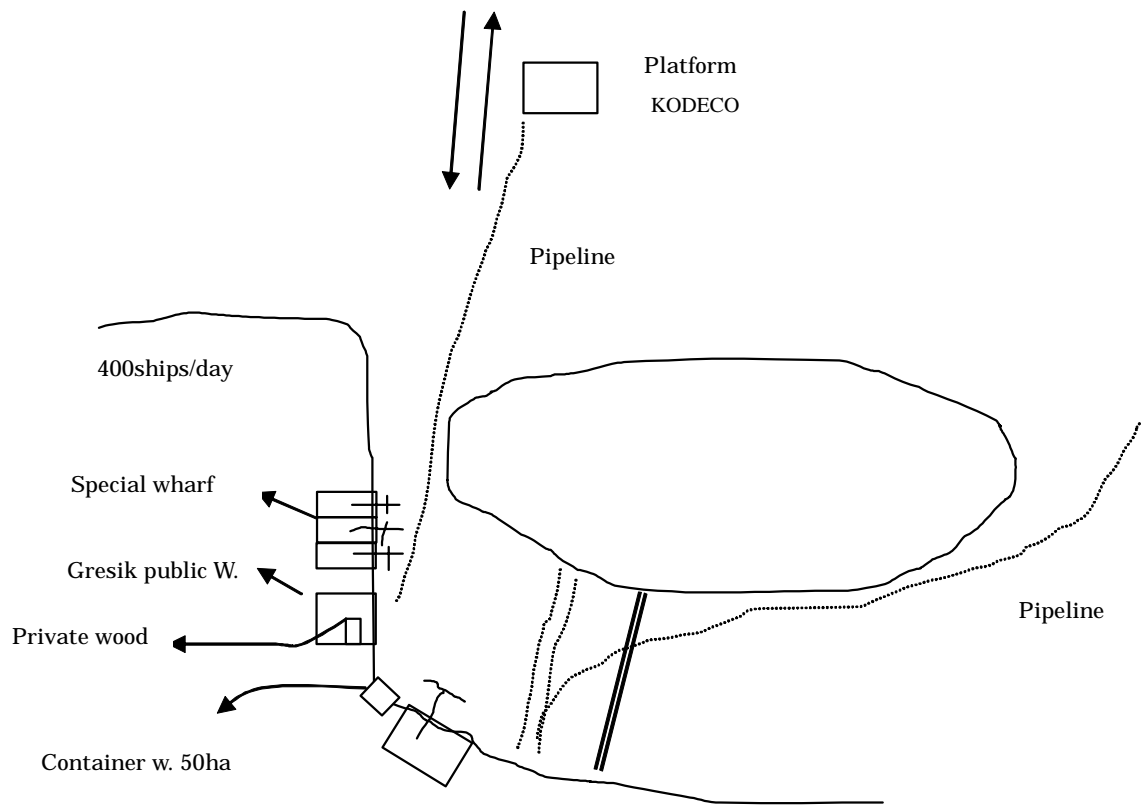
面談日：2006年6月19日 15:50-17:20

面談者：Mr. Suwandi(港湾浚渫局計画課長相当)、Mr. Harry (港湾浚渫局マスタープラン主任)、Mr. Lollan (港湾浚渫局マスタープラン担当)、Ms. Elia (港湾浚渫局マスタープラン担当)、高垣 JICA 専門家

訪問者：調査団(勝田、牧野、讃井、山田、川田)、JICA 事務所(竹内)

- ・ 2006年11月に開催される「インフラサミット」(「イ」政府と投資家等の参加するセミナー)で提案された国内5港の整備計画にスラバヤの開発整備計画も含まれている。
- ・ スラバヤ港については、緊急開発計画の実施が急務であり、その計画策定は既に完了し、現在、運輸大臣の承認を待つばかりになっている。建設費の手当は民間投資によって可能であり、これも見通しがある。従って、JICAが実施する計画調査は、このカリラモン湾の50haの計画以降の計画を策定してもらえばよい。
- ・ この緊急開発計画は、承認を受けてから約2年間で工事を完了する予定である。(少なくとも2009年には完成予定となる可能性がある)
- ・ スラバヤ港については、常に、全体を総合的に考えた整備計画がないまま部分的な整備を行ってきたため、マスタープランのような計画が不可欠である。法律が改定されて、PELINDO IIIの独占的運営を回避する方向に動いており、その点からも東ジャワ州全体の開発計画を睨んだ港湾整備計画が必要である。
- ・ スラバヤ海峡の海底には、通信ケーブルや電気ケーブル等、数多くの重要施設が埋設されている上に沈船もある。その海峡を400隻/日の船舶が通行しているため、ケーブルを切断するような重大事故が発生する危険性もある。
- ・ 将来的にこの海峡にはどれだけの船舶が航行するのか、正確な予測を行って、適切な開発計画を策定して欲しいと考えている。
- ・ グレシック港の開発計画を後追いで検討しているが、これは50ha計画の完成後に検討すべきものであり、ラモン湾開発計画と競合する代替案ではない。グレシック港はPELINDO IIIが所有しているが、多くの民間企業が占有しているのは事実である。しかし、詳細に言えば、「公共港」と「特別港」に別れており、特別港は民間が使用している。公共港の中にも民間が使う「特別埠頭」がある。
- ・ 確かに、現在は民間企業が占有しているため、その権利を政府が買収しなければ開発は困難であろうが詳しくはわからない。単なる構想である。
- ・ 全体の長期的な開発計画の観点からは、バンカランに港湾を建設することも考慮すべきであり、その港湾がPELINDO IIIの権益から外れるとしても、それは新しい法律から見れば良いことかも知れない。
- ・ 構想の例を示せば図のようになる。沖合いにプラットホームを設けて、ガスや石油を海底パイプラインで構内まで輸送するという構想も考えられる。
- ・ JICA調査団がM/Pを策定した後のF/Sを実施する優先プロジェクトとしては、老朽化した現在の施設の「最適化」計画が良いと思う。バラ荷や液体関係の荷はすべて民間が扱っており、政府は管理できない状況である。将来はこれらも管理したい。
- ・ 航路の水深は-10mでよい。深く掘削すれば、その浚渫量は700百万m<sup>3</sup>に達すると試算している。
- ・ ステアリングコミティーの開催は、ジャカルタでやって欲しいが、効率を考えればスラバヤでもよい。委員長はDGSTから出すべきである。

以上



訪問組織：東ジャワ州庁舎

面談日：2006年6月20日(火) 9:30-12:20

面談者：東ジャワ州、スラバヤ市、PELINDO III, ITS, ITB, ガジャマダ大学、その他多数  
(参加者リスト参照)

訪問者：調査団(勝田、牧野、讃井、山田、川田)、JICA 事務所(竹内)、JICA 専門家(高垣)

・ 州代表挨拶；東ジャワ州は米やサトウキビを主要生産物としており、特にサトウキビは全国の60%のシェアを有している。その他、多くの生産物をスラバヤ港から出荷しており、ジャカルタの発展も東ジャワ州に大きく依存しているといわざるを得ない。インドネシア西部と並んで、インドネシアの東部の発展を支える重要な地域である。スラバヤ港の役割は特に重要である。

東ジャワ州は KAPET( Integrated Economic Development )に基づいて開発が行われている。スラバヤ港は既にその容量に対して需要が追いつこうとしている。オーストラリア政府の協力も一部得ている。スラバヤ港の場合、350ha 程度の拡張が必要であるが、難しいというジレンマがある。50ha 以上の開発が困難であれば、別の場所に新たな港を建設せざるを得ない。幸い、マドゥラ島に橋梁が架かる。距離は僅かに30km、所要時間は1時間に過ぎない。最近では KPEK(Special Economic Area)の指定を行って開発計画を考えている。

1998年に経済危機があり、効率性を考えた経済発展がこの国を発展させる鍵である。マレーシア、タイ、シンガポール等から置いてきぼりされてしまう。

バンカラン地域に工業地域を開発すれば、土地が非常に安価である。Tanjung Perak 港を潰すわけではない。JICA 調査では、バンカランに港を建設することを支援してほしい。More active management を我々は期待している。

- ・ 団長；良く理解できるが、おっしゃるとおり「夢」の部分も多々ある。ところでラモンベイにおける「50haの開発」は決定か。
- ・ 州；ラモンベイのことは詳しく知らない。
- ・ DGST；50haは決定である。
- ・ 団長；再確認したい。50haが固定ということは、港内における一切の埋立は不許可になるということか。それともグレスック港の埋立は許可する可能性があるのか。
- ・ 州；港は小規模な漁港もいれると数多く存在する。総合的な計画が必要である。
- ・ スラバヤ市代表；ラモン湾とグレスックの両方について JICA 調査団で調査して欲しい。日本の専門的な技術者と一緒に仕事をしたい。本当の将来需要予測について学びたい。また、「イ」国内の専門家を巻き込んで調査をやってほしい。
- ・ スラバヤ大学；1997年、カリラモンとグレスックの開発を計画した。その時点ではマドゥラ島への架橋の話はなかった。従って、島の北側に港を建設する計画もなかった。
- ・ ガジャマダ大学；現在、地元では地震の被災からの復興活動がさかんに行われている。…マドゥラ島に新港を建設するための調査を実施した。港の背後地には工業団地(Industrial Park)及び Special Area の計画がある。従って、経済分析の結果はフィージブルではなかったが、開発がもたらす利益は非常に大きいと考えている。
- ・ スラバヤ市；確かにこれは「地域開発プロジェクト」である。これまで ITS, ITB, ガジャマダ大学などが多くの調査をやってきた。議論もした。しかし、結局、第三者の分析が必要になった。「最適な開発計画はどれか」が課題となっている。従って、50haの緊急開発計画についても JICA 調査で取り扱ってもらいたい。
- ・ 調査団；JICA 調査は2008年3月までかかる。それまで待てないのではないか。
- ・ スラバヤ市；2009年までに完成させれば構わない。
- ・ 調査団；ということは JICA 調査が実施されている間に工事が着工されることになり問題である(実際は工事に2、3年かかるので緊急要請を満足するのは不可能)

- ・ スラバヤ大学；「イ」政府には開発するための資金がない。民間投資家から資金を集める必要があるが、50ha に制限すれば、投資家は関心を失うと明言している。従って、50ha に限定すれば開発資金は調達できない可能性がある。
- ・ 団長；50ha は決定事項であると認識している。
- ・ 調査団；これは港湾建設プロジェクトであり都市計画ではない。従って、都市計画について調査はするが Recommendation は行わない。また、マドゥラ島の開発をどうするのか決めてもらわないと調査はできない。
- ・ 州；50ha の開発許可はもう出ているといえる。従って、バンカラン港を JICA が調査して運輸大臣の許可をとってほしい。

(州代表別件で退席、議事中断、先方内調整会議)

- ・ DGST；50ha の開発計画は JICA 調査からはずす。すなわち、50ha の施設は「given」として考える。(11:35)
- ・ 団長；JICA 調査は 50ha の緊急開発と時間的に整合せず、成果は遅くなる。従って、50ha の開発は考えない、触らないことにする。
- ・ その他；ステアリングコミッティーメンバー及びカウンターパートメンバーの選定は DGST が行う。

以上

訪問組織：PELINDOIII

面談日：2006年6月20日(火) 13:20-15:10

面談者：Faris Assagaf Operation Director, その他多数(参加者リスト参照)

訪問者：調査団(勝田、牧野、讃井、山田、川田) JICA 事務所(竹内) JICA 専門家(高垣)

- ・ PELINDO III 代表；プロジェクトの経緯説明(省略) 1991年調査開始、F/S 実施、土地の手当て等と実施、2002年～2003年州知事が NO という。バンカランに建設を指示。スラバヤ市はラモンベイを主張。2004年～2005年短期計画策定、2005年500haが50haに縮小。知事合意。現在 MOT の許可を待っている。
- ・ 団長；午前中、州代表が50ha以上は環境的に見ても開発は不可能であるといったが本当か。
- ・ PEL；そのとおりである。しかし、1) 橋梁がいつできるか不明である。2) 島内の開発計画が具体的でない。3) 島へ移動するのは非常に大変なことである。従って、4, 5年後に、50haで不足する事態が生じた時点で、バンカランに移動するのがフィージブルであれば移動するが、バンカランの整備が出来ていなければ50haを拡張する以外にない。それだけである。環境的に50haが決まったということはない。なぜなら、州は環境上 NO と言っているが、スラバヤ市は環境上は問題ないと言っている。
- ・ 団長；M/P は既に策定済みか。
- ・ PEL；既に50haで策定し、MOT に提出している。大臣の許可を得たら予備設計に移る予定である。
- ・ 団長；建設のタイムリミットはいつか。
- ・ 許可を得たらできるだけ早期にやりたい。ペラック港のマーケットでは、コンテナの70%は東インドネシアから来る。ここからシンガポールへ向う。30%はタンジュンプリオクへ移動する。現在の水深は-10mであるが、将来は大型船舶が来航してほしい。将来、-12mで考えているが、その場合浚渫は3年に2回必要になる。
- ・ 調査団；浚渫は莫大な費用がかかるが認識しているか。従来10倍に及ぶ可能性がある。
- ・ PEL；航路全体が埋没するわけではなく、ところどころで発生するだけである。航路の維持管理責任は DGST にあり、PELINDO にはない。とはいっても DGST には予算がないので、DGST が維持管理計画に従って指示をするが、実際は、航路維持管理用基金を使って行く。すなわち、PELINDO をはじめとして関係する数社が資金を出し合って基金をつくりこれを維持管理費用に当てている。
- ・ マスタープラン策定後の F/S 対象事業はないか。つまり、短期的に実施すべき課題はないか。
- ・ PEL；コンテナターミナルの機能の見直しを行って、改善を加えないと、時間の浪費が甚だしく問題がある。従って、施設の最適化が当面の課題である。
- ・ 団長；カリマスの改良についてはどうか。
- ・ PEL；小さな港である。水深は最大で-5m。2年ごとに PELINDO III が浚渫を行っている。これについては、既に詳細設計を行っている。
- ・ 調査団；長期計画でバンカラン港の建設が提案された場合、現在の権限領域を超えるわけだが、PELINDO III はその運営維持に参画する意志はあるか。
- ・ PEL；政府が独占を避けるために、だめだといえませんが、社にとってフィージブルであれば、是非、運営したいと考えている。

以上



訪問組織：PELINDOIII グレシック事務所

面談日：2006年6月21日 11:00-12:00

面談者：Mr. Soepardi 所長、他3名

訪問者：調査団（勝田、牧野、讃井、山田）、JICA 専門家（高垣）

JICA よりラモン湾の 50ha 港湾とともに、グレシックが新港候補地として提案されていることを説明。

以下、PELINDOIII グレシック事務所側発言要旨。

- ・ グレシック港は民間会社の専用埠頭（石油化学など）と公共埠頭からなる。
- ・ 公共埠頭については、石炭、木材、一般貨物を扱う再開発計画を策定した。これにより、タンジュンペラク港での石炭の取り扱いをグレシック港に集約した。
- ・ 整備計画は3つのフェーズからなる。第1フェーズは石炭専用バースの整備、第2フェーズは木材用バースの整備、第3フェーズは一般貨物埠頭である。
- ・ このうち、第1フェーズは終了。第2フェーズは2013年まで。第3フェーズは未定。第1フェーズはBOT（下部工建設はPELINDOで、上部工は業者にて実施。オペレータの名義はPELINDO IIIである。
- ・ 石炭はカリマンタンから、木材はカリマンタンとイリアンジャヤから入ってきてジャワ島内に輸送される。国際貨物を取り扱うことは考えていない。
- ・ グレシック南側が港湾候補地として挙げられていることは承知している。ここではPELINDOは11ha、ヌサンタラという会社が57haの土地を所有している。しかしヌサンタラ社は倒産し、土地の売り出し先を探している。
- ・ この両者の土地で新しい港湾を開発する計画が、フィリピンの企業から提案がなされた。土地面積は68haで、埋立てはない。

以上

訪問組織：バンカラン県開発局（BAPPEKAB）

面談日：2006年6月21日 14:00-14:30

面談者：Mr. Setyabudhi 局長

訪問者：調査団（勝田、牧野、讃井） JICA 専門家（高垣）

JICA よりバンカランが新港の候補地に挙げられていることを説明、これについての情報を求める。

以下、BAPPEKAB 側発言要旨。

- ・ バンカランが東ジャワ州における新しい港湾候補地となっていることは数年前から承知しており、JICA チームが来訪するのを待っていた。
- ・ バンカランはジャワ島の他の地区に比べて用地買収が容易というメリットがある。
- ・ バンカラン県には2つの港湾候補地 Tj.プルパンダン( Ko Ol 湾 )と Tj.ブミがある。
- ・ スラマドゥ大橋に接続する有料道路を計画しており、橋梁から 9km 区間はすでに用地買収済み。北岸まで延伸する 5km 区間が残されている。橋梁ができれば、7分でバンカラン中心部まで来ることができるだろう。
- ・ 工業団地構想を持っており、セメントや製油所を誘致したい。
- ・ Surabaya Metropolitan Area(SMA)では、バンカランは北スラバヤという位置づけである。(バンカランもスラバヤ圏の一部をなすことを強調)

以上

訪問組織：TPS

面談日：2006年6月22日 10:00-11:00

面談者：Mr. ADJI (President Director) ほか3人、Basori、Joko ほか二人 (PELINDO)

訪問者：調査団 (勝田、牧野、讃井、山田)、JICA 専門家 (高垣)

1. 棧橋施設は、1000m が外航、450m が内航である、この施設で年間、外貿 1.0 内貿 0.1 合計 1.1 百万 TEU を取り扱っている
2. 施設の能力は 1.7 百万 TEU あるので、実績はその 65% 程度にとどまっている、PERAK でのコンテナ貨物の取り扱いは能力一杯である、荷役費用が PERAK で 60us\$/teu, TPS で 70us\$/teu (5 日間のヤード保管含む) となっている事によるかもしれない、
3. 取り扱い量が 1.4 百万 EU (能力の 75% 程度) に達したら、次の拡張計画を考える、TPS はラモン湾での開発計画への参加の第一優先権を有している
4. 2.5 百万 TEU までは -12m の水深で大丈夫である
5. 今年の 4 月に出資者が P&O から UAE DUBAI に変わった、
6. TPS としては現在も能力に余裕があるので、ラモン湾プロジェクトには反対である
7. ここの土地 (50ha) は以前は沼地であったところを埋め立てたものであるが、ドレーンを施したので現在は沈下はしていない (ADB のローン)
8. 北側には 10ha の整備予備地がある、しかし、西側は海軍の訓練施設があり、これ以上の開発 / 埋立は不可能、

(その後現場を視察)

9. 荷役能率は、積み込み 18~20 Boxes / hr 降ろし 26 Boxes である、降ろしの能率が良いのはシャシーに取り付けた誘導ガイドによる、これは独自に考えたものである
10. 棧橋幅は 50m、ガントリークレーンの納入元は、外航用が IHI、内航用が HITACHI
11. 構内での車輛速度制限は 40km である
12. ヤード全域にわたり、インターロッキングブロックが使用されている
13. 西側には空コンテナあり
14. トランステナーはタイヤ式で、4 段積の 5 段目移動のように見える
15. 運搬はほとんどが「2 個 1」である

以上

訪問組織：PELINDO III

面談日：2006年6月22日 11:00-12:00

面談者：Mr. Surrihat 社長、Mr. Faris Assagaf Operation Director

訪問者：調査団（勝田、牧野、讃井、山田）、JICA 専門家（高垣）

JICA より TPS (コンテナターミナル会社)のヒアリング結果を伝え、PELINDO 側の見解を求め。

以下、PELINDO 側発言要旨。

- ・ 新規コンテナターミナルはどこが良いのか、 JICA 調査に期待している。
- ・ TPS の運営するコンテナターミナルの取扱量がキャパシティの75%を超えると新しいターミナルを開発してよい契約条項では、キャパシティをどのように設定するか意見が分かれている。(ヤードのキャパシティとするか、コンテナクレーンの取り扱いキャパシティとするか)
- ・ 640m のコンテナバースを西側に建設する計画があるが、これは上の契約条項とは関係なく、PELINDO 単独で実施することが可能と理解している。
- ・ 水深については 12m~14m などの計画があるが、何もオーソライズされていない。
- ・ 新規コンテナターミナルの開発に対して、ドバイ、フィリピン、マレーシアから投資したいとのオファーがある。

以上



## 5 . 収集資料リスト

	資料名	言語	形態	発行日	入手先	備考
1	BANGKALAN 港整備計画調査、報告書(?) TUDI KELAYAKAN PENGEMBANGAN PELABUHAN PETI KEMAS DI PANTAI UTARA KABUPATEN BANGKALAN	イ	報告書原本	2005 年	東ジャワ州	ガジヤマダ大 学
2	海図 ( No.82, 84, 96 )	イ	原本	?	JICA 専門家	海軍
3	TPS コンテナターミナル構造図及び土質 柱状図	イ	青焼き	?	TPS	全 4 枚
4	スラバヤ航路浚渫の前測量及び後測量結 果	イ	青焼き	2005 年 8 月及 び 2006 年 2 月	PELINDO3	4+3 枚 ( 1 枚 欠 )
5	ANNUAL REPORT 2004,PELINDO3	イ 英	コピー	?	PELINDO3	
6	PERAK 港の水路	イ	コピー	?	ADPEL	
7	スラバヤ航路の改良計画、報告書	英	コピー	2005 年 12 月	PELINDO3	DETEC
8	水路周辺の埋立てに伴う環境工学調査、及 び KALILAMONG における PERAK 港拡張 調査	イ	自然条件箇所 の抜粋コピー	?	PELINDO3	ITS
9	TECHNICAL GUIDANCE FOR PORT MASTER PLAN	英	コピー	2002 年	JICA 専門家	DGSC
10	SYSTEM OF NATIONAL PORT AFFAIRS	英	コピー	2002 年	JICA 専門家	MOC
11	GRESIK 港マスタープラン	イ	コピー	?	PELINDO3	
12	GRESIK 港民間専用岸壁における貨物量	イ	コピー	2004 & 2005 年	PELINDO3	
13	GRESIK 港、公共施設及び貨物量	イ	コピー	?	PELINDO3	
14	PERAK 港、平面図・公共施設及び貨物量	イ	コピー	2006 年	PELINDO3	
15	TANGUNG BUMI 平面図	イ	コピー	?	DGST	
16	PERAK 港、パンフレット類	イ	原本	?	PELINDO3	
17	土質調査単価表	英	コピー	2006 年	ITS	スラバヤ工科 大学
18	Regulation regarding Environmental Impact Assessment , Government Regulation Number 51 of 1993	英	コピー	1993 年	Website	
19	Decree of State Minister for the Environment Number:17 of 2001 on Types of Business and/or Activity Plans that are required to be completed with the Environmental Impact Assessment	英	コピー	2001 年	公共事業省	

	資料名	言語	形態	発行日	入手先	備考
20	Decree of the Minister of Settlement and Regional Infrastructure Number : 17 / KPTS / M / 2003 concerning Stipulation on the Type of Business and/or Activity in Settlement and Regional Infrastructure that has to be completed with Upaya Pengelolaan Lingkungan and Upaya Pemantauan Lingkungan	英	コピー	2003 年	公共事業省	
21	A Guideline in Implementation of Upaya Pengelolaan Lingkungan Hidup and Upaya Pemantauan Lingkungan Hidup (Decree of the State Minister of Environment Number:86 / 2002, dated October 28, 2002)	英	コピー	2002 年	公共事業省	
22	Law concerning Environmental Management Law No. 23 of 1997	英	コピー	1997 年	Website	
23	Decree concerning General Guidelines for the preparation of Environmental Impact Assessment No.14, 1994	英	コピー	1994 年	Website	
24	Surat Edaran Bersama tentang Rencana Anggaran Biaya (RAB) Badan Perencanaan Pembangunan Nasional Dan menteri Keuangan No. 1203/D.11/03/2000 dan No. SE-38/A/2000 tanggal 17 Maret 2000 (人件費積算用資料)	イ	コピー	2000 年	ITS	
25	大気、水質及び騒音の実測データ	イ	コピー		PELINDO3	
26	Decree of the Minister of Transportation No.75, 1994 regarding Technical Guidelines on Preparation of EIS of Seaports	イ 英	コピー	1994 年	DGST	
27	実際の Terms of Reference for EIA	イ 英	コピー		ITS	

## 6 . その他

### 1 ) ステークホルダーミーティング招待状

		PT. (PERSERO) PELABUHAN INDONESIA III
Nomor	: TR. 0101 / 014 / P. 01 - 2006	Surabaya, 21 Juni 2006
Klasifikasi	:	
Lampiran	:	
Perihal	: Undangan	Kepada
		Yth. 1. Administrator Pelabuhan Tanjung Perak 2. DPC INSA Surabaya 3. Kepala Dinas Lingkungan Hidup Kota Surabaya 4. Ketua Lemlit. Institut Teknologi Sepuluh Nopember Surabaya 5. Pimpinan Universitas Hang Tach Surabaya 6. Lurah Kalianak 7. Lurah Perak Utara 8. Counterpart team Pelindo III
		di
		<b>TEMPAT</b>
		1. Menindaklanjuti hasil rapat dengan JICA tanggal 12 Juni 2006 di Kantor Pusat PT. (PERSERO) Pelabuhan Indonesia III perihal Studi Awal JICA untuk pengembangan Pelabuhan Metropolitan Surabaya, bersama ini kami mengharapkan kehadirannya pada:
Hari/tanggal	: Kamis, 22 Juni 2006	
Pukul	: 10.30 WIB s.d selesai	
Tempat	: Ruang Rapat "Kelimutu" Lantai IV Kantor Pusat PT. (PERSERO) Pelabuhan Indonesia III Jl. Perak Timur 610 Surabaya	
Acara	: Dengar Pendapat (Public Hearing) dengan Mr. Kawada Shinya mengenai Studi Awal JICA untuk Pengembangan Pelabuhan Metropolitan Surabaya	
		2. Demikian disampaikan atas perhatian dan kehadirannya diucapkan terima kasih.
		<b>DIREKSI PT. (PERSERO) PELABUHAN INDONESIA III PLH. DIREKTUR PEMASARAN DAN PENGEMBANGAN USAHA</b>
		 <b>BISMARTURE S.</b>
<u>Tembusan :</u>	1. SM. Umum / Kepala Kantor Pusat	
		<small>Jl. Tanjung Perak 1, Surab. 601 Surabaya 60100 Telp. : 031 - 22901000/17 Fax. 031 - 2290200, 2290211 Faksim. : 031 - 271327 / 25. Buar. 1120 E-mail: Papi. persero@pils.com Website: www.pils.com</small>

