



JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

REPUBLIC OF INDONESIA

MINISTRY OF PUBLIC WORKS

DIRECTORATE GENERAL OF HIGHWAYS

**THE STUDY ON ARTERIAL ROAD NETWORK
DEVELOPMENT PLAN FOR SULAWESI ISLAND
AND
FEASIBILITY STUDY ON PRIORITY ARTERIAL
ROADS IN SOUTH SULAWESI PROVINCE**

**FINAL REPORT
VOLUME 2 : FEASIBILITY STUDY**

MARCH 2008

NIPPON KOEI CO., LTD.
KRI INTERNATIONAL CORP.
ALMEC CORPORATION

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COMPOSITION OF FINAL REPORT

- Volume 1: Master Plan Study (Summary and Main)
- Volume 2-1: Feasibility Study (Summary and Main)
- Volume 2-2: Feasibility Study (Drawings)
- Volume 2-3: Feasibility Study (EIA & Public Consultation)

CURRENCY EXCHANGE RATE

Following currency exchange rates were adopted in this report unless otherwise stipulated.

(1) Indonesia Rupiah vs. US Dollar
Selling rate of Bank Indonesia on May, 16 2007
USD 1= IDR 9,322

(2) Indonesia Rupiah vs. Japanese Yen
Selling rate of Bank Indonesia on May, 16 2007
JPY 1 = IDR 77.55

Preface

In response to the request from the Government of Republic of Indonesia, the Government of Japan decided to conduct the Study on Arterial Road Network Development Plan for Sulawesi Island and the Feasibility Study on Priority Arterial Roads in South Sulawesi Province, and entrusted the Study to the Japan International Cooperation Agency (JICA).

JICA sent the Study team, headed by Mr. Hiroki SHINKAI of Nippon Koei Co., Ltd. and organized by Nippon Koei Co., Ltd., KRI International Corporation, and ALMEC Corporation to Indonesia four times from December 2006 to March 2008.

The Study team had a series of discussions with the officials concerned of the Directorate General of Highways (Bina Marga), Ministry of Public Works and Regional Planning and Development Agency (Bappeda), South Sulawesi Province and conducted related studies. After returning to Japan, the Study team conducted further studies and completed this final report.

I hope that this report will contribute to the promotion of the plan and to the enhancement of amity between two countries.

Finally, I wish to express my sincere appreciation to the officials concerned of the Government of Indonesia, especially the counter part agencies of Directorate General of Highways, Ministry of Public Works and Regional Government of South Sulawesi Province for their close cooperation throughout the Study.

March, 2008

Takashi KANEKO

Vice President

Japan International Cooperation Agency

March 2008

Mr. Takashi KANEKO
Vice President
Japan International Cooperation Agency
Tokyo, Japan

Letter of Submittal

Dear Sir,

We are pleased to submit to you the report on the Study on Arterial Road Network Development Plan for Sulawesi Island and Feasibility Study on Priority Arterial Roads in South Sulawesi Province in Indonesia. The report compiled all findings obtained through the study from December 2006 to March 2008 in Indonesia conducted by Nippon Koei Co. Ltd., KRI International Corporation and ALMEC Corporation in accordance with the contract with Japan International Cooperation Agency (JICA).

The Study consists of the master plan study on road network development covering 6 provinces in Sulawesi Island and the feasibility study on priority arterial roads in South Sulawesi Province.

The master plan formulates the comprehensive road network system based on the analysis of existing and future socio/economic framework, environment and road conditions in Sulawesi and proposes the realistic and practical implementation plan, taking into consideration possible financial plan aiming at the year of 2024.

The feasibility study on the high priority 5 project roads, including Trans Sulawesi Mamminasata Road from Maros to Takalar, concludes that the projects will be technically and economically feasible and acceptable from the environmental aspects and will contribute to the enhancement of economic development of South Sulawesi. Therefore, the Study team recommends earlier implementation of the projects.

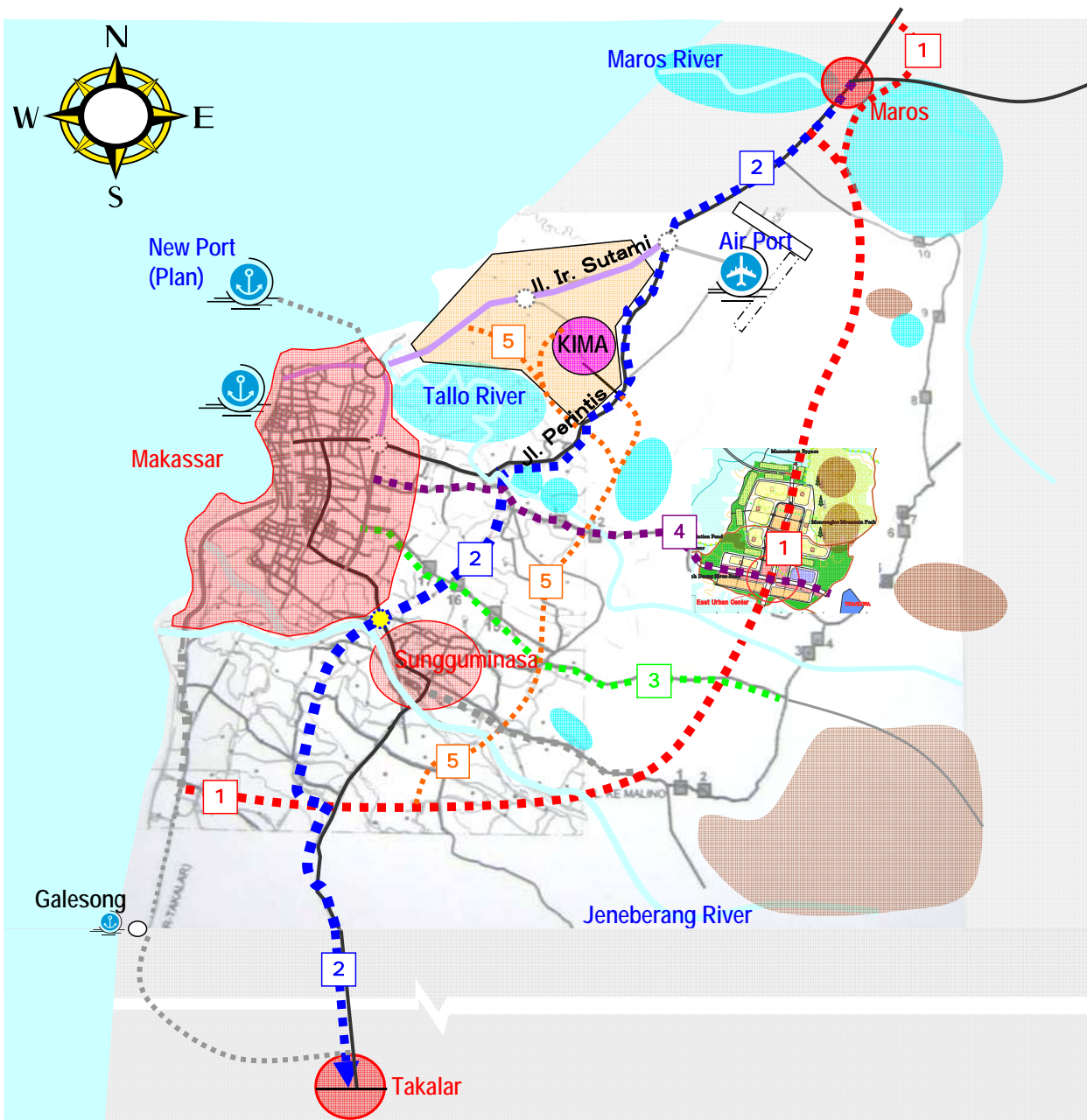
We wish to express our sincere gratitude to your agency, including the JICA experts concerned, and also wish to express our deep appreciation to the government of Indonesia, especially the counterpart agencies of the Directorate General of Highways of Ministry (Bina Marga), Public Works and Regional Planning and Development Agency (Bappeda) of South Sulawesi Province for their close cooperation and assistance extended to us during the study.

We hope this report will contribute to the development of the Republic of Indonesia.






Very truly yours,

Hiroki SHINKAI

Leader of the Study Team







	No.	Name of Road Links	Length (km)
F/S	1	Mamminasa Bypass	49.1
	2	Trans-Sulawesi Road Mamminasata Section	58.0
	3	Hertasning Road	4.9
	4	Abdullah Daeng Sirua Road	15.3
Pre-F/S	5	Outer Ring Road	20.4
Total:			147.7

-  Mountain
-  Hill (4000ha), appropriate for a satellite city (New Residential Area Development)
-  Wet low land
-  Rivers
-  Dense Urban Area

The Study on Arterial Road Network Development for Sulawesi Island and Feasibility Study on Priority Arterial Road Development for South Sulawesi Province

LOCATION MAP (F/S)

-  Toll Road (JI Tol Ir Sutarni)
-  Existing National Roads
-  Existing Other Roads
-  Other Planned Roads

FINAL REPORT

VOLUME 2 : FEASIBILITY STUDY

TABLE OF CONTENTS

LOCATION MAP

TABLE OF CONTENTS

LIST OF ABBREVIATION

EXECUTIVE SUMMARY

CHAPTER 1 INTRODUCTION

1.1	Background	1-1
1.2	Study Objectives	1-2
1.3	Study Area and Study Roads	1-2
1.4	Study Schedule and Work Flow	1-3
1.5	Major Meetings, Presentations, Consultations and Workshop	1-5
1.6	Organization for the Study	1-6

CHAPTER 2 EXISTING CONDITIONS OF THE STUDY AREA

2.1	Natural Conditions	2-1
2.1.1	Meteorology	2-1
2.1.2	Topography and Hydrology	2-4
2.1.3	Soil and Geology	2-9
2.2	Socio-Economic Condition	2-13
2.2.1	Demography	2-13
2.2.2	Economic Performance of Mamminasata Metropolitan Area	2-16
2.2.3	Poverty Rate and other Socio-economic Indicators	2-17
2.3	Industrial Sector of Mamminasata Metropolitan Area	2-18
2.3.1	Overview of Industrial Sector Performance	2-18
2.3.2	Future Development Plan for Mamminasata	2-21
2.4	Road and Transport Situations	2-23
2.4.1	Road Facilities and Traffic situation	2-23
2.4.2	Road Facilities of Mamminasata Metropolitan Area	2-27
2.4.3	Public Transport System and Facilities	2-28
2.4.4	Other Transport Facilities	2-37
2.4.5	Road Safety and Over Loading Control	2-42

CHAPTER 3 TRANSPORT PLANS

3.1	Transport Plans.....	3-1
3.1.1	National Transport Development Plan and Strategies	3-1
3.1.2	Five Year Plan (Renstra 2005-2009) of the Ministry of Public Works	3-1
3.1.3	Sulawesi Island Transport Development Plans	3-3
3.2	Administrative Framework	3-8
3.2.1	Central Government	3-8
3.2.2	Provincial Government.....	3-11
3.2.3	Kabupaten/Kota Government	3-12
3.2.4	System of Highway Administration	3-12
3.3	Financial Situation of Road Sector	3-15
3.3.1	Mechanism of Revenue and Budget Allocation in Indonesia.....	3-15
3.3.2	Financial Situation of Central Government.....	3-16
3.3.3	Financial Situation of Regional Governments.....	3-19
3.3.4	Implementation Set-up for EIRTP II – IBRD/ EINRIP – AusAID.....	3-24
3.4	On-going and Planned Road Projects related to the F/S Roads	3-28

CHAPTER 4 DEVELOPMENT TREND AND POSSIBLE DEVELOPMENT SCENARIOS ALONG THE STUDY ROUTE CORRIDOR

4.1	Land use	4-1
4.2	Urban Structure and Land Use Plan.....	4-3
4.2.1	Mamminasata Development Strategy and Policies	4-3
4.2.2	Proposed Urban Structure.....	4-3
4.2.3	Development Direction	4-3
4.2.4	Land Use Plan.....	4-4
4.3	Socio-economic Framework and Distribution	4-6
4.3.1	Basic Concept in setting Socio-economic Framework.....	4-6
4.3.2	Revised Population Forecast	4-6
4.3.3	Revised GRDP Forecast	4-9
4.4	On-going and Proposed Development Plans Related to the F/S Roads	4-11
4.4.1	Updated Mamminasata Spatial Development Plan	4-11
4.4.2	New Industrial Area Development along Jl. Tol Ir.Sutami and Middle Ring Connection	4-11
4.4.3	Development Plans at the South of Jeneberang River and Related Road Links	4-13
4.5	Preliminary Study for a Satellite Town along Mamminasata Bypass	4-14
4.5.1	Satellite Town Development for Makassar City Planning.....	4-14
4.5.2	Proposed Location of Satellite City.....	4-19
4.5.3	Potential Population Size of Satellite City	4-21
4.5.4	Development Concept of Satellite City	4-22

4.5.5	Implementation System (Challenge of Local Governments)	4-25
-------	--	------

CHAPTER 5 TRAFFIC SURVEY AND TRAFFIC DEMAND FORECAST

5.1	Supplemental Traffic Survey and Review of Mamminasata Traffic Study	5-1
5.1.1	Objectives of Supplemental Traffic Survey	5-1
5.1.2	Outline and Schedule of Traffic Survey	5-1
5.1.3	Survey Locations and Zoning	5-2
5.1.4	Present Traffic Condition	5-6
5.1.5	Results of Origin and Destination Survey	5-18
5.1.6	Travel Speed Survey	5-23
5.2	Method of Traffic Demand Forecast	5-26
5.3	Examination of Future Traffic Demand	5-33
5.3.1	Calibration of Forecast	5-33
5.3.2	Future Traffic Flow	5-34
5.3.3	Characteristics of Traffic Flow	5-37
5.4	Axle Load Survey and Analysis	5-40
5.4.1	Axle Load Survey	5-40
5.4.2	Axle Load Analysis	5-42
5.4.3	Axle Load Regulation and Overloading Control	5-44

CHAPTER 6 NATURAL CONDITION SURVEYS AND ANALYSIS

6.1	Hydrology	6-1
6.1.1	Review of Existing Data and Plans	6-1
6.1.2	Flood Analysis	6-17
6.1.3	Conclusions	6-46
6.2	Geotechnical Investigation and Construction Material Survey	6-51
6.2.1	Geological Investigation for Bridges	6-51
6.2.2	Road Alignment Soil Survey	6-62
6.2.3	Road Construction Material Investigation	6-66
6.3	Topographic Survey and Mapping	6-69

CHAPTER 7 ENGINEERING STUDY

7.1	General	7-1
7.2	Arterial Road Network System for Mamminasata Metropolitan Area	7-3
7.3	Review of the F/S Road Development Plan in the Mamminasata Study	7-7
7.3.1	Modification of Feasibility Study Road Routes	7-7
7.3.2	Busways (Bus-lane) and Left-lane-Use for Motorcycles	7-9
7.3.3	Review of Freeway and Toll Road Plan	7-10
7.3.4	Bikeways	7-17
7.4	Proposed Geometric Design Criteria for F/S Roads	7-23

7.5	Proposed Typical Cross Sections	7-26
7.6	Road Development Concept	7-29
7.6.1	Trans-Sulawesi Road Mamminasata Section (Maros – Takalar).....	7-29
7.6.2	Mamminasa Bypass.....	7-30
7.6.3	Hertasning Road	7-31
7.6.4	Abdullah Daeng Sirua Road.....	7-31
7.7	FS Road Route Study	7-33
7.7.1	Trans-Sulawesi Road Mamminasata Section (Maros – Takalar).....	7-33
7.7.2	Mamminasa Bypass.....	7-35
7.7.3	Hertasning Road	7-40
7.7.4	Abdullah Daeng Sirua Road.....	7-40
7.8	Intersection Plan.....	7-47
7.8.1	General	7-47
7.8.2	Applicable Design Standards.....	7-47
7.8.3	Design Traffic Volume.....	7-47
7.8.4	Selection of Intersection Types.....	7-47
7.8.5	Locations of Major Intersections.....	7-50
7.8.6	Intersection Plan for Each Intersection.....	7-52
7.9	Bridge Design Concept	7-72
7.9.1	Bridge List.....	7-72
7.9.2	Design Standard.....	7-77
7.9.3	Standard Bridge Cross Section	7-79
7.9.4	Major Bridges.....	7-81
7.9.5	Minor Bridges.....	7-92
7.10	Preliminary Design of F/S Roads.....	7-95
7.10.1	General	7-95
7.10.2	Roadways	7-95
7.10.3	Intersections.....	7-101
7.10.4	Bridges.....	7-110
7.10.5	Pavement	7-112
7.10.6	Drainage and Other Structures	7-127
7.10.7	Miscellaneous	7-136
7.11	Construction Plan.....	7-139
7.11.1	General	7-139
7.11.2	Procurement Plan.....	7-139
7.11.3	Construction Procedures.....	7-141
7.12	Road Development Methods in Harmony with Urban Development	7-146
7.12.1	Necessity of Applying Urban Development System for Road Construction.....	7-146
7.12.2	Possible Frictions between Road Development and Urban Settlements	7-146
7.12.3	Land Readjustment System for Road Development Method	7-148

7.12.4	Indonesian Context and Sulawesi.....	7-153
--------	--------------------------------------	-------

CHAPTER 8 ENVIRONMENTAL CONSIDERATION

8.1	Basic Approaches for Environmental Considerations.....	8-1
8.2	Methodology for Environmental Considerations Studies for Assessment of the F/S Roads.....	8-1
8.3	Scope of the Study for IEE and EIA	8-5
8.3.1	Scope of the Study for IEE.....	8-5
8.3.2	Scope of the Study for EIA.....	8-7
8.4	Methodologies of IEE and EIA.....	8-11
8.4.1	Methodologies of IEE.....	8-11
8.4.2	Methodologies of EIA	8-13
8.5	Summary of IEE for Route Selections for F/S Roads.....	8-19
8.5.1	Preliminary Survey for IEE.....	8-19
8.5.2	IEE for Mamminasa Bypass.....	8-19
8.5.3	IEE for Trans-Sulawesi Road Mamminasata Section.....	8-21
8.5.4	Hertasning Road (refer to Appendix B as to IEE and MCA Matrixes)	8-24
8.5.5	Abdullah Daeng Sirua Road (refer to Appendix B as to IEE and MCA Matrixes)	8-25
8.6	EIA Status for Feasibility Study Roads	8-26
8.6.1	Trans-Sulawesi Road Mamminasata Section	8-27
8.6.2	Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road	8-28
8.7	Community Involvement in EIA.....	8-28
8.7.1	Public Consultation Methodology	8-29
8.7.2	Outline of Public Consultations.....	8-30
8.7.3	Public Consultation Implementation	8-32
8.8	Summary of Final EIA Documents for Trans Sulawesi Road Mamminasa Section	8-41
8.8.1.	Environmental Category and Draft EIA (AMDAL) Report	8-41
8.8.2	Physical Environment (Natural Environment)	8-41
8.8.3	Social Environment	8-57
8.8.4	Summary of Impact under AMDAL Impact Matrix.....	8-67
8.9	Summary of Draft Final EIA for Mamminasa Bypass, Hertasning and Abdullah Daeng Sirua Roads	8-69
8.9.1.	Natural Environment	8-69
8.9.2.	Social Environment	8-80
8.9.3	Summary of Impacts under AMDAL Impact Matrix	8-91
8.10	Environmental Management Plan (RKL)	8-92
8.11	Environmental Monitoring Plan (RPL).....	8-99
8.12	LARAP policy Framework	8-106

8.12.1.	Objectives	8-106
8.12.2	Legal Basis for LARAP.....	8-106
8.12.3	Framework for LARAP	8-106

CHAPTER 9 COST ESTIMATE AND PROJECT EVALUATION

9.1	Cost Estimate	9-1
9.1.1	Composition of Project Cost	9-1
9.1.2	Conditions of Cost Estimate	9-1
9.1.3	Project Cost	9-4
9.1.4	Maintenance Cost	9-8
9.1.5	Cost Estimate for the Implementation Plan	9-10
9.2	Economic Evaluation	9-16
9.2.1	Target Roads for Evaluation	9-16
9.2.2	Evaluation Scenarios	9-17
9.2.3	Economic Costs	9-18
9.2.4	Economic Benefits.....	9-19
9.2.5	Economic Evaluation.....	9-23
9.2.6	Conclusions of Economic Evaluation.....	9-24
9.3	Financial Evaluation.....	9-32
9.3.1	Purpose of Analysis	9-32
9.3.2	Target Toll Road Sections for Financial Evaluation	9-32
9.3.3	Analytical Framework	9-32
9.3.4	Financial Return on Investment.....	9-33
9.3.5	Requirement of Government Subsidy	9-34
9.3.6	Comparison of Government Burden.....	9-37
9.3.7	Conclusions of Financial Evaluation.....	9-37
9.4	Role of Mamminasata Metropolitan Area in the Sulawesi and Eastern Indonesia Regional Development.....	9-38
9.4.1	National and Sulawesi Island Spatial Plans.....	9-38
9.4.2	Development Strategies and Concepts in the Master Plan	9-39
9.5	Logistic Support to promote Trade and Investment	9-44

CHAPTER 10 IMPLEMENTATION PLAN

10.1	Overall Implementation Plan for Major Road Development in Mamminasata Metropolitan Area	10-1
10.2	Implementation Plan for the FS Roads	10-5
10.2.1	Trans-Sulawesi Mamminasata Road	10-5
10.2.2	Mamminasata Bypass, Hertasing Road and Abdullah Daeng Sirua Road	10-8
10.3	Executing Agency	10-8
10.4	Contract Packaging	10-10

10.4.1	Trans-Sulawesi Mamminasata Road	10-10
10.4.2	Mamminasa Bypass, Hertasning Road, A.D. Sirua Road.....	10-13
10.5	Implementation Schedule.....	10-14
10.5.1	Trans-Sulawesi Mamminasata Road	10-14
10.5.2	Mamminasa Bypass, Hertasning Road, A.D. Sirua Road.....	10-16
10.6	Operation and Maintenance Plan	10-17
10.6.1	Key Maintenance Issue and Financing Source	10-17
10.6.2	Trans-Sulawesi Mamminasata Road	10-18
10.6.3	Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road	10-20
10.7	Financing Plan and Annual Fund Requirements	10-20
10.7.1	Trans-Sulawesi Mamminasata Road	10-20
10.7.2	Mamminasa Bypass Project, Hertasning Road Project and Abdullah Daeng Sirua Road Project.....	10-28
10.7.3	External Soft Loan for Mamminasa Bypass and Abdullah Daeng Sirua Road	10-35

CHAPTER 11 CONCLUSIONS AND RECOMMENDATIONS

11.1	Conclusions on F/S Roads	11-1
11.1.1	Trans-Sulawesi Mamminasata Road	11-1
11.1.2	Mamminasa Bypass.....	11-2
11.1.3	Hertasning Road	11-2
11.1.4	Abdullah Daeng Sirua Road	11-3
11.2	Recommendations on F/S Roads	11-4
11.2.1	Trans-Sulawesi Mamminasata Road	11-4
11.2.2	Mamminasa Bypass.....	11-4
11.2.3	Hertasning Road	11-5
11.2.4	Abdullah Daeng Sirua Road	11-5
11.3	Conclusion and Recommendations on Other Roads	11-6
11.3.1	Outer Ring Road.....	11-6
11.3.2	Tj.Bunga – Takalar Road (Jalan Lintas Barat Makassar - Takalar)	11-7
11.4	Recommendation on Establishment of Coordination Committee for Project Implementation of the F/S Roads	11-7

APPENDIX A Alternative Route Study Maps for the F/S Roads

APPENDIX B IEE Matrix

B-1 Mamminasa Bypass

B-2 Trans-Sulawesi Mamminasata Section

B-3 Hertasning Road

B-4 Abdullah Daeng Sirua Road

APPENDIX C Overall Rating Matrix based on Multi Criteria Analysis

- C-1 Mamminasa Bypass
- C-2 Trans-Sulawesi Mamminasata Section
- C-3 Hertasing Road
- C-4 Abdullah Daeng Sirua Road
- C-5 Evaluation Standard

APPENDIX D Pavement Design

APPENDIX E Geological Investigation and Analysis Data

- E-1 Development Concept and Route Selection
- E-2 Road Alignment Soil Survey
- E-3 Road Construction Material Investigation

APPENDIX F Pre-Feasibility Study for Outer Ring Road

- F-1 Route Selection and Development Concept
- F-2 Preliminary Design of Roadway and Intersections
- F-3 Bridge Plan and Preliminary Design
- F-4 IEE for Route Selection
- F-5 Cost Estimate
- F-6 Economic Evaluation

APPENDIX G A Supplemental Study for Tj.Bunga-Takalar Road (Jalan Lintas Barat
Makassar-Takalar)

- G-1 General
- G-2 Development Concept and Route Selection
- G-3 Evaluation and Recommendation on Alternative Plans
- G-4 Designs
- G-5 Cost Estimate and Economic Evaluation
- G-6 IEE for Route Selection
- G-7 Implementation Plan
- G-8 Conclusion and Recommendations

FINAL REPORT

VOLUME 2 : FEASIBILITY STUDY

LIST OF FIGURES

CHAPTER 1 INTRODUCTION

Figure 1.1.1	Concept of Regional Development Support for East Indonesia by GOJ	1-2
Figure 1.4.1	Overall Study Schedule.....	1-3
Figure 1.4.2	Work Flow of the Feasibility Study	1-4
Figure 1.6.1	Organization of the Study	1-7

CHAPTER 2 EXISTING CONDITIONS OF THE STUDY AREA

Figure 2.1.1	Monthly Mean Temperature and Rainfall (Data from Hasanuddin Meteorological Station, Maros)	2-1
Figure 2.1.2	Annual Rainfall Pattern on the Study Area	2-2
Figure 2.1.3	Monthly Mean Relative Humidity and Evaporation (Data from Hasanuddin Meteorological Station, Maros).....	2-2
Figure 2.1.4	Monthly Mean Wind Velocity and Rainfall (Data from Hasanuddin Meteorological Station, Maros)	2-3
Figure 2.1.5	Monthly Mean Sunshine Hour and Rainfall (Data from Hasanuddin Meteorological Station, Maros)	2-3
Figure 2.1.6	River Basins in the Study Area	2-4
Figure 2.1.7	Isohyetal Map of the Study Area (Annual Rainfall)	2-6
Figure 2.1.8	Relation between Rainfall and Runoff.....	2-7
Figure 2.1.9	Geological Formation of the Study Area along the North-South Axis.....	2-9
Figure 2.1.10	Geological Maps of Kabupaten Maros and Makassar City	2-10
Figure 2.1.11	Geological Maps of Kabupaten Gowa and Kabupaten Takalar	2-11
Figure 2.2.1	Population Pyramid in 2003: South Sulawesi (left), and Mamminasata (right)	2-13
Figure 2.2.2	Population Density in 2003.....	2-14
Figure 2.2.3	Population Growth Rate by Sub-District (2000-2003)	2-15
Figure 2.2.4	Economic Performance of Mamminasata (2000-2003)	2-16
Figure 2.3.1	Projected Economic Performance of Mamminasata (2005~2020)	2-18
Figure 2.3.2	A Satellite Image of KIMA	2-19
Figure 2.3.3	Mamminasata Metropolitan Area Development Plan	2-22
Figure 2.4.1	Road Network in South Sulawesi	2-23
Figure 2.4.2	Functional Classification of Roads in South Sulawesi	2-24
Figure 2.4.3	Surface Condition	2-25
Figure 2.4.4	Traffic Volume of Main Trunk Roads	2-26

Figure 2.4.5	Present Road Network in Mamminasata Metropolitan Area	2-27
Figure 2.4.6	Location of Bus Terminals along the Trans-Sulawesi Mamminasata Road.....	2-29
Figure 2.4.7	Present Situation of Mini Bus Operation on the Trunk Road Side	2-30
Figure 2.4.8	Pete-Pete Service Network.....	2-32
Figure 2.4.9	New Busway Plan of Makassar City.....	2-33
Figure 2.4.10	Proposed Vehicle Type (40ft) for New Busways	2-34
Figure 2.4.11	Inland Water Transportation Network Plan (2016) by Makassar City	2-35
Figure 2.4.12	Railway Network Plan by South Sulawesi Province	2-36
Figure 2.4.13	Present condition of Perintis Kemerdekaan	2-38
Figure 2.4.14	New Airport Terminal Access Road.....	2-38
Figure 2.4.15	Outline Map of the Makassar Port	2-39
Figure 2.4.16	Expansion Plan for the Makassar Port	2-41
Figure 2.4.17	Trend of Traffic Accident in the Mamminasata Metropolitan Area	2-43
Figure 2.4.18	Share of Traffic Accident by Vehicle Type	2-44
Figure 2.4.19	Black Spot Map in City Center Area	2-45
Figure 2.4.20	Axle Load Survey Result (At Macula Station in Maros).....	2-47
Figure 2.4.21	Axle Load Survey Result at Somba Opu Station in Gowa	2-47

CHAPTER 3 TRANSPORT PLANS

Figure 3.1.1	Road Development Plan of Mamminasata Spatial Plan 2003-2012	3-5
Figure 3.1.2	Road Development Plan by JICA	3-5
Figure 3.1.3	Road Development Concept of Makassar City Development Plan 2005-2025 ..	3-6
Figure 3.1.4	Trans-Sulawesi Road West Corridor and Mamminasata Road Section	3-7
Figure 3.2.1	Organization Chart of Directorate General of Highways.....	3-8
Figure 3.2.2	Status of Balai Besar	3-10
Figure 3.2.3	Organization of Balai Besar	3-10
Figure 3.2.4	Organization Chart of Dinas Prasarana Wilayah South Sulawesi Province.....	3-11
Figure 3.2.5	Organization Chart of Dinas PU of the City of Makassar.....	3-12
Figure 3.2.6	Institutional Set-up of Land Acquisition for National Roads.....	3-15
Figure 3.3.3	Implementation Set-up for EIRTP II.....	3-25
Figure 3.3.4	Funding Flow for EIRTP II	3-26
Figure 3.3.5	Implementation Set-up for Eastern Indonesia Road Improvement Project (EINRIP) - AusAID	3-27
Figure 3.4.1	Standard Cross section for Jl.Perintis Kemerdekaan Widening	3-29
Figure 3.4.2	Flyover and Jl.Perintis Kemerdekaan Widening Programs.....	3-30
Figure 3.4.3	Trans-Sulawesi Road Widening Project by APBN (Maros-Pangkep)	3-31
Figure 3.4.4	Metro Tanjung Bunga - Takalar Road.....	3-32
Figure 3.4.5	New Airport Terminal and Access Road	3-32

CHAPTER 4 DEVELOPMENT TREND AND POSSIBLE DEVELOPMENT SCENARIOS

ALONG THE STUDY ROUTE CORRIDOR

Figure 4.1.1	Existing Land Use.....	4-1
Figure 4.2.1	Spatial Development Structure for Mamminasata Metropolitan Area.....	4-3
Figure 4.2.2	Development Promotion and Permit Zoning System.....	4-5
Figure 4.2.3	Proposed Development Zoning Plan.....	4-5
Figure 4.3.1	Population Density (2005)	4-7
Figure 4.3.2	Population Density (2023)	4-7
Figure 4.3.3	Change in the GRDP (2005 - 2023)	4-9
Figure 4.4.1	Ongoing/Planned Development Projects in Mamminasata Metropolitan Area	4-11
Figure 4.4.2	Land Use Plan of South Sulawesi Province along Jl. Tol Ir. Sutami	4-12
Figure 4.4.3	Appropriate Topography for Satellite Towns	4-13
Figure 4.5.1	Depopulating Inside and Populating Outside (2000-2003).....	4-16
Figure 4.5.2	Makassar City Planning Measures	4-16
Figure 4.5.3	Development Potential Land at Outside of Makassar City	4-20
Figure 4.5.4	East Makassar Urban Service Center	4-22
Figure 4.5.5	Study Area for Satellite Town	4-23
Figure 4.5.6	Diagrammatized Development Concept of East Makassar Satellite Town.....	4-24
Figure 4.5.7	Spatial Development Structure	4-25
Figure 4.5.8	Land Readjustment for New Town Development.....	4-27
Figure 4.5.9	Basic System of KASIBA.....	4-27

CHAPTER 5 TRAFFIC SURVEY AND TRAFFIC DEMAND FORECAST

Figure 5.1.1	Traffic Survey Stations in Mamminasata Metropolitan Area.....	5-2
Figure 5.1.2	Survey Stations for Intersection Traffic Count	5-4
Figure 5.1.3	Zoning Map and Existing Road Network	5-6
Figure 5.1.4	Vehicle Composition by Area	5-11
Figure 5.1.5	Hourly Fluctuation of Traffic on Jl.Veteran Utara (Station 25)	5-11
Figure 5.1.6	Hourly Fluctuation by Vehicle Type on Jl.Veteran Utara (Station 25).....	5-12
Figure 5.1.7	Hourly Fluctuation of Traffic on National Road at Kab.Maros/ Kab.Pangkep Boarder (Station 1)	5-12
Figure 5.1.8	Hourly Fluctuation by Vehicle Type on National Road at Kab.Maros/ Kab.Pangkep Boarder (Station 1)	5-13
Figure 5.1.9	Major Intersection Traffic	5-17
Figure 5.1.10	Trip Purpose by Vehicle Type	5-18
Figure 5.1.11	Travel Time by Vehicle Type	5-19
Figure 5.1.12	Loading Condition by Vehicle Type.....	5-20
Figure 5.1.13	Desired Line Across Mamminasata (2005).....	5-22
Figure 5.1.14	Bicycle and Motorcycle Movement in Mamminasata Metropolitan Area.....	5-23
Figure 5.1.15	Travel Speed Profile (PM Peak) in Makassar City	5-24
Figure 5.1.16	Travel Speed for Trans-Sulawesi Mamminasata Road (AM)	5-25

Figure 5.2.1	Traffic Demand Forecast Flow	5-26
Figure 5.2.2	Comparison of Car Ownership in Asian Cities	5-27
Figure 5.2.3	Motorcycle and Car Ownership by Income Level	5-28
Figure 5.2.4	Growth of Car Ownership.....	5-28
Figure 5.2.5	Network Maps used for Traffic Demand Forecast	5-29
Figure 5.2.6	Growth of PCU in Forecast OD Tables.....	5-31
Figure 5.3.1	Present Traffic Assignment (unit:100 pcu)	5-33
Figure 5.3.2	Future Traffic Forecast in Year 2023 (unit:100 pcu).....	5-34
Figure 5.3.3	Forecast of Traffic in Makassar (unit:100 pcu).....	5-35
Figure 5.3.4	Growth of Traffic Volume on Trans Sulawesi Road (unit:pcu).....	5-36
Figure 5.3.5	Case Study by Toll Road in Year 2023 (unit: 100 pcu).....	5-37
Figure 5.3.6	Share of Vehicle Type by PCU in Year 2023	5-37
Figure 5.3.7	Share of PCU in Year 2023	5-38
Figure 5.3.8	Intersection Traffic Analysis at Flyover Crossings in Year 2023	5-38
Figure 5.3.9	Desire Line in the Future	5-39
Figure 5.3.10	Desire Line in Sulawesi in Year 2007	5-39
Figure 5.4.1	Axle Load Survey Stations in Mamminasata Metropolitan Area	5-40
Figure 5.4.2	Effect of Overloading on Truck Vehicle Damage Factors	5-45
 CHAPTER 6 NATURAL CONDITION SURVEYS AND ANALYSIS		
Figure 6.1.1	Correlation between Rainfall Intensity and Daily Storm Rainfall (Salorijang and Pakelli Rainfall Stations).....	6-3
Figure 6.1.2	Correlation between Rainfall Intensity and Daily Storm Rainfall (Takalar and Malolo Rainfall Stations)	6-4
Figure 6.1.3	Flood Inundation Area, Flood Control Plan and Proposed Road Alignments in the Maros River Basin.....	6-6
Figure 6.1.4	Flood Inundation Area, Flood Control Plan and Proposed Road Alignments in the Tallo River Basin.....	6-7
Figure 6.1.5	Flood Control Plan (Gamanti and Pappa Rivers) and the Road Alignments	6-8
Figure 6.1.6	Cases of Flood Risk due to Land Reclamation in the Lower Reaches of the Tallo River.....	6-12
Figure 6.1.7	Probable Flood Inflow Hydrographs.....	6-13
Figure 6.1.8	Existing Drainage System.....	6-15
Figure 6.1.9	Monthly Rainfall Variation of Ujungpandang Rainfall Stations (Makassar)	6-18
Figure 6.1.10	Monthly Rainfall Variation of Salojirang Rainfall Stations (Maros)	6-18
Figure 6.1.11	One-Year Storm Rainfall at Ujungpandang Rainfall Station (Makassar)	6-19
Figure 6.1.12	One-year Rainfall at Salorijang Rainfall Station (Maros).....	6-19
Figure 6.1.13 (1/4)	Probable Daily Rainfall in the Maros River Basin (Maros)	6-20
Figure 6.1.13 (2/4)	Probable Daily Rainfall in the Tallo River Basin (Makassar)	6-21
Figure 6.1.13 (3/4)	Probable Daily Rainfall in the Jeneberang River Basin (Makassar and	

	Gowa).....	6-21
Figure 6.1.13	(4/4) Probable Daily Rainfall in the Pappa River Basin (Takalar).....	6-22
Figure 6.1.14	Comparison of Probable Maximum Rainfall (Existing and Updated Curves)..	6-23
Figure 6.1.15	Area of Regional Rainfall Intensity Analysis.....	6-24
Figure 6.1.16	Probable Rainfall Intensity-Duration-Frequency Curves for the Study Area ...	6-25
Figure 6.1.17	Probable Annual Storm Rainfall in the Maros and Tallo River Basins	6-25
Figure 6.1.18	Specific Discharge Curve (Creager's Curve) of Sulawesi Island.....	6-30
Figure 6.1.19	Answers on Serious Flooding Year	6-32
Figure 6.1.20	Interview Survey Results of 1998 – 1999 Flood.....	6-36
Figure 6.1.21	Locations of Flood Inundation Area, Flood Control Plan, and Interview Survey in Maros	6-37
Figure 6.1.22	Locations of Flood Inundation Area, Flood Control Plan, and Interview Survey in Makassar City	6-39
Figure 6.1.23	Locations of Flood Inundation Area, Flood Control Plan, and Interview Survey in Takalar City	6-41
Figure 6.1.24	Flood Inundation Extent and Depth in the Maros River Basin	6-43
Figure 6.1.25	Flood Inundation Extent and Depth in the Tallo River Basin	6-43
Figure 6.1.26	Flood Inundation Extent and Depth in the Gamanti-Pappa River Basin	6-44
Figure 6.1.27	Section of Proposed Bridge Site over the Maros River and Tallo River.....	6-47
Figure 6.1.28	Section of Proposed Bridge Site over the Jeneberang River.....	6-48
Figure 6.1.29	Typical Section of Dyke and Highway along Outer Ring Road	6-48
Figure 6.2.1	Location of Bridges.....	6-52
Figure 6.2.2	Boring Logs and Geological Cross Section for Maros Bridge on Mamminasa Bypass	6-55
Figure 6.2.3	Boring Logs and Geological Cross Section For Jeneberang No.1 Bridge on Mamminasa Bypass	6-57
Figure 6.2.4	Boring Logs and Geological Cross Section for Tallo Bridge on Trans-Sulawesi Mamminasata Road.....	6-59
Figure 6.2.5	Boring Logs and Geological Cross Section for Jeneberang No.2 Bridge on Trans-Sulawesi Mamminasata Road.....	6-61
Figure 6.2.6	Location and Characteristics of Construction Material Sources	6-68
Figure 6.3.1	Flight Map of Aerial Photography	6-70
Figure 6.3.2	GPS Network Route for Mamminasa Bypass.....	6-72
Figure 6.3.3	GPS Network Route for Trans Sulawesi Mamminasata Road.....	6-73
Figure 6.3.4	GPS Network Route for Hertasing Road	6-74
Figure 6.3.5	GPS Network Route for Abdullah Daeng Sirua Road	6-74
Figure 6.3.6	GPS Network for Outer Ring Road	6-75

CHAPTER 7 ENGINEERING STUDY

Figure 7.2.1	Urban Arterial Road Network System for Mamminasata Metropolitan Area.....	7-4
--------------	---	-----

Figure 7.2.2	Major Road Network in 2007 and 2023.....	7-6
Figure 7.3.1	Modification of Route of Trans-Sulawesi Mamminasata Section	7-7
Figure 7.3.2	Appropriate Topography for Satellite Towns and Location of Mamminasata Bypass.....	7-8
Figure 7.3.3	Left-lane-Use for Motorcycles on Jl A.P. Pettarani.....	7-10
Figure 7.3.4	Comparison of Future Traffic Between GHA Study and JICA F/S	7-13
Figure 7.3.5	Typical Section of Expressway / Frontage Road for Middle Ring Road	7-14
Figure 7.3.6	Typical Section of Expressway / Frontage Road for Middle Ring Road within the Current ROW	7-15
Figure 7.3.7	Future Expressway/Toll Road System (Preliminary Study).....	7-16
Figure 7.3.8	Bicycle of Retail Seller	7-17
Figure 7.3.9	Traffic Survey Stations in Mamminasata Metropolitan Area.....	7-18
Figure 7.3.10	Trip Purpose by Vehicle Type	7-19
Figure 7.3.11	Travel Time by Vehicle Type	7-19
Figure 7.3.12	Distribution of Bicycle Traffic Demand (Desired Lines).....	7-21
Figure 7.3.13	Typical Cross Section (Separated Bikeway on Sidewalk)	7-22
Figure 7.3.14	Typical Cross Section (Bicycle Lane on Travelway)	7-22
Figure 7.5.1	Typical Cross Section of Trans-Sulawesi Road (Perintis Kemerdekaan Road)	7-27
Figure 7.5.2	Typical Cross Section for Mamminasata Bypass and Trans-Sulawesi Road C-Section.....	7-28
Figure 7.5.3	Typical Cross Section for Hertasning Road and Trans-Sulawesi D-section (Sungguminasa-Takalar)	7-28
Figure 7.7.1	Proposed Route of Trans-Sulawesi Road Mamminasata Section	7-34
Figure 7.7.2	Alternative Routes for Mamminasata Bypass.....	7-37
Figure 7.7.3	Overview of Alternative Route 1 Crossing Jeneberang River	7-38
Figure 7.7.4	Road Improvement Plan for Section A	7-42
Figure 7.7.5	On-going Road Improvement for Section B	7-43
Figure 7.7.6	Alternative Road Improvement Plans for Section D.....	7-43
Figure 7.7.7	Alternative Plans of New Road Construction for Section D.....	7-44
Figure 7.7.8	Tallo River at the Start Point of Section E	7-45
Figure 7.8.1	Location Map of Intersections and Identification No	7-50
Figure 7.8.2(1)	Site Condition at TS-1 IC.....	7-52
Figure 7.8.2(2)	Alternative Intersection Plans for TS-1 IC.....	7-53
Figure 7.8.3(1)	Site Condition at TS-2 IC.....	7-54
Figure 7.8.3(2)	Alternative Intersection Plans for TS-2 IC.....	7-55
Figure 7.8.4(1)	Site Condition at TS-3 IC.....	7-56
Figure 7.8.4(2)	Intersection Plan at TS-3 IC.....	7-56
Figure 7.8.5(1)	Site Condition at TS-4 IC.....	7-57
Figure 7.8.5(2)	Intersection Plans at TS-4 IC	7-58
Figure 7.8.6(1)	Site Condition at TS-5 IC.....	7-59

Figure 7.8.6(2)	Intersection Plans at TS-5 IC	7-60
Figure 7.8.7(1)	Site Condition at TS-6 IC.....	7-61
Figure 7.8.7(2)	Intersection Plan at TS-6 IC.....	7-61
Figure 7.8.8(1)	Site Condition at TS-7 IC.....	7-62
Figure 7.8.8(2)	Alternative Intersection Plans at TS-7 IC	7-63
Figure 7.8.9(1)	Site Condition at TS-8 IC.....	7-64
Figure 7.8.9(2)	Alternative Intersection Plans at TS-8 IC	7-65
Figure 7.8.10(1)	Site Condition at MB-1 IC	7-66
Figure 7.8.10(2)	Alternative Intersection Plans at MB-1 IC.....	7-67
Figure 7.8.11(1)	Site Condition at MB-2 IC	7-68
Figure 7.8.11(2)	Alternative Intersection Plans at MB-2 IC.....	7-69
Figure 7.8.12(1)	Site Condition at MB-3 IC	7-70
Figure 7.8.12(2)	Alternative Intersection Plans at MB-3 IC.....	7-71
Figure 7.9.1	Location Map of Bridges and Box Culverts	7-76
Figure 7.9.2	“D” Lane Load.....	7-78
Figure 7.9.3	“T” Truck Load	7-79
Figure 7.9.4	Cross Section of 4-Lane and 2*2-Lane Type	7-79
Figure 7.9.5	Cross Section of 2*3-Lane Type	7-80
Figure 7.9.6	Cross Section of 2*4-Lane Type	7-80
Figure 7.9.7	Plane Photo and River Cross Section for Maros Bridge (Bridge No. 1-5)	7-81
Figure 7.9.8	Plane Photo and River Cross Section for Jeneberang No.1 Bridge (Bridge No.1-31).....	7-82
Figure 7.9.9	Plane Photo and River Cross Section for Tallo Bridge (Bridge No. 2-6)	7-83
Figure 7.9.10	Plane Photo and River Cross Section for Jeneberang 2 Bridge (Bridge No.2-10).....	7-84
Figure 7.9.11	Model of Bridge Layout Plan.....	7-87
Figure 7.9.12	Standard Layout of Minor Bridges and Box Culverts.....	7-94
Figure 7.10.1	Traffic Volume at Intersections on Trans-Sulawesi Road (PCU/day, 2023) ...	7-103
Figure 7.10.2	Lane Arrangements for Major Intersections on Trans-Sulawesi Road	7-106
Figure 7.10.3	Traffic Volume at Intersections on Mamminasa Bypass (PCU/day, 2023).....	7-107
Figure 7.10.4	Lane Arrangements for Major Intersections on Mamminasa Bypass	7-109
Figure 7.10.5	Work Flow for Pavement Design	7-112
Figure 7.10.6	Subgrade CBR and Modules for Pavement Design	7-114
Figure 7.10.7	Load Transfer Mechanism of Rigid and Flexible Pavements	7-117
Figure 7.10.8	Dowel Bars and Tie Bars for Rigid Pavement	7-118
Figure 7.10.9	VDF (Truck Factor) for Rigid and Flexible Pavements.....	7-118
Figure 7.10.10	ESAL and PCC Thickness Sensitivity	7-119
Figure 7.10.11	Subgrade Strength and PCC Thickness Sensitivity.....	7-120
Figure 7.10.12	Rigid Pavement Design by Portland Cement Association (Japan)	7-120
Figure 7.10.13	Rigid Pavement Design by Road Note 29 (UK)	7-121

Figure 7.10.14	Rigid Pavement Design Comparison by Road Note 29 (UK) and AASHTO 1993	7-121
Figure 7.10.15	Advantage Point of Rigid (PCC) and Flexible (AC) Pavements	7-122
Figure 7.10.16	Design Program for Flexible (AC) Pavement.....	7-125
Figure 7.10.17	Design Program for Rigid (PCC) Pavement.....	7-125
Figure 7.10.18	Design Diagram for AC Overlay	7-126
Figure 7.10.19	Existing Drainage Network of Section A (1/4)	7-128
Figure 7.10.20	Existing Drainage Network of Section A (2/4)	7-129
Figure 7.10.21	Existing Drainage Network of Section A (3/4)	7-129
Figure 7.10.22	Existing Drainage Network of Section A (4/4)	7-129
Figure 7.10.23	Regional Area for Calculation of Rainfall Intensity	7-130
Figure 7.10.24	Rainfall Intensity-Duration-Frequency Curves of Pakelli and Malolo	7-130
Figure 7.10.25	Designed Side Ditch Section.....	7-131
Figure 7.10.26	Calculation of Area and Hydraulic Radius	7-131
Figure 7.10.27	Relationship between Average Velocity and Stream Slope.....	7-132
Figure 7.10.28	Relationship between Flow Volume and Stream Slope of Designed Side Ditch.....	7-132
Figure 7.10.29	Relationship between Flow Volume and Stream Slope of Pipe Culvert	7-132
Figure 7.10.30	Section of Side Ditch	7-133
Figure 7.10.31	Section of Cross Drain Pipe and Catch Pit	7-133
Figure 7.10.32	Culvert Extension Plan.....	7-133
Figure 7.10.33	Planned Section for Structure on Soft Ground.....	7-134
Figure 7.10.34	Outline of Structure on Soft Ground.....	7-134
Figure 7.10.35	Plan and Profile of Retaining Wall Section.....	7-135
Figure 7.10.36	Example of Reinforced Earth Wall	7-135
Figure 7.10.37	Planned Location of Pedestrian Bridges	7-136
Figure 7.10.38	Pedestrian Bridge Plan.....	7-137
Figure 7.10.39	Street Light Plan.....	7-137
Figure 7.10.40	Typical Public Utilities Relocation Plan	7-138
Figure 7.11.1	Possible Aggregate Sources and Borrow Pits around the Project Road.....	7-140
Figure 7.11.2	Common Procedures for the Existing Road Widening Work.....	7-142
Figure 7.11.3	Common Procedures for the New Road Construction.....	7-143
Figure 7.11.4	Procedure of Soft Ground Countermeasure Works.....	7-145
Figure 7.12.1	Possible Frictions between road constructions and urban settlements for the F/Sand Pre-F/S Roads.....	7-147
Figure 7.12.2	Mechanism and Techniques of Land Readjustment System	7-148
Figure 7.12.3	Area-wide Land Readjustment Applied in Urban Sprawl Areas.....	7-149
Figure 7.12.4	Arterial Road Development through Area-wide Land Readjustment	7-150
Figure 7.12.5	Differences between Land Purchase Method and LR Type Method.....	7-151
Figure 7.12.6	Real Practice of Roadside-LR Type Road Construction in Japan.....	7-151

Figure 7.12.7	Land Readjustment for Road Development.....	7-152
Figure 7.12.8	Roadside-Improvement Road Development.....	7-152
Figure 7.12.9	Desires/Intentions of Landholders about their Land.....	7-153
Figure 7.12.10	Land Transfer in Chain-Reaction between landholders.....	7-153

CHAPTER 8 ENVIRONMENTAL CONSIDERATIONS

Figure 8.2.1	Typical Site Conditions of Mamminasa Bypass for EIA.....	8-3
Figure 8.2.2	Typical Site Conditions of Trans-Sulawesi Road Mamminasata Section.....	8-3
Figure 8.2.3	Typical Site Conditions of Hertasning and Abdullah Daeng Sirua Roads.....	8-4
Figure 8.3.1	EIA Procedures.....	8-10
Figure 8.4.1	Site Survey Points for Natural Environment.....	8-16
Figure 8.7.1	Public Consultation Procedures Conducted by the project.....	8-30
Figure 8.8.1	On – Site Survey Points (Trans Sulawesi Road Mamminasata Section).....	8-43
Figure 8.8.2	Prediction Flow of Air Quality.....	8-49
Figure 8.8.3	Prediction Flow of Noise Level.....	8-52
Figure 8.8.4	Monthly Income of Interviewee (respondents).....	8-62
Figure 8.8.5	Expectations from the project.....	8-62
Figure 8.8.6	Cultural Heritages along Trans-Sulawesi Mamminasata Road.....	8-66
Figure 8.8.7	Traffic Congestion (Jam) Without-Project Case.....	8-67
Figure 8.9.1	On – Site Survey Points (Mamminasa Bypass).....	8-70
Figure 8.9.2	On – Site Survey Points (Hertasning Road).....	8-71
Figure 8.9.3	On – Site Survey Points (Abdullah Daeng Sirua Road).....	8-71
Figure 8.9.4	Illustration of land use in Abdullah Daeng Sirua, Hertasning and Mamminasata bypass Road.....	8-83
Figure 8.9.5	Project Affected Buildings in Abdullah Daeng Sirua Road.....	8-86
Figure 8.9.6	Project Affected Buildings in Hertasning Road.....	8-86
Figure 8.9.7	Project Affected Buildings in Mamminasata Bypass.....	8-86
Figure 8.9.8	Behavior of Community toward Project Planning.....	8-90

CHAPTER 9 COST ESTIMATE AND PROJECT EVALUATION

Figure 9.1.1	Project Cost Components.....	9-1
Figure 9.1.2	Sections of the Project Road.....	9-4
Figure 9.2.1	Economic Evaluation Scenarios for Trans-Sulawesi Mamminasata Road.....	9-18
Figure 9.2.2	VOC Curves by Vehicle Type (IRI=3).....	9-20
Figure 9.3.1	Target Road Sections for Fully Access-controlled Toll Road.....	9-32
Figure 9.3.2	Conclusion of Financial Evaluation.....	9-38
Figure 9.4.1	Industrial Development Plan for Sulawesi.....	9-41
Figure 9.4.2	Proposed Linkage of Development Belts in Sulawesi.....	9-42
Figure 9.4.3	Sulawesi's Role in Energy Resource Development in Eastern Indonesia.....	9-42
Figure 9.4.4	Concept of Industrial/Trade Centers.....	9-43

Figure 9.4.5	Development Plan on the basis of Economic Linkage between Makassar-Kendari	9-45
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CHAPTER 10 IMPLEMENTATION PLAN

Figure 10.1.1	Overall Road Development Plan for Mamminasata Metropolitan Area	10-2
Figure 10.1.2	Overall Implementation Schedule of Road Development in Mamminasata Metropolitan Area	10-3
Figure 10.1.3	Traffic Condition in Mamminasata Metropolitan Area With- and Without-Project Cases at Each Fiver Year Period	10-4
Figure 10.1.4	Estimate of Public Investment (Construction Cost) for Major Road Development for 2008-2023 Period	10-5
Figure 10.2.1	Land Acquisition and Resettlement Expenditures for Alternative Implementation Plans.....	10-7
Figure 10.4.1	End of Trans-Sulawesi Mamminasata Road at Maros (Package 1)	10-10
Figure 10.4.2	Implementation Plan B for Trans-Sulawesi Mamminasata Road	10-12
Figure 10.5.1	Implementation Schedule and Action Plan for Trans-Sulawesi Mamminasata Road Project (Case for Japanese ODA Facility)	10-15
Figure 10.5.2	Construction Schedule by Contract Package for Trans-Sulawesi Mamminasata Road	10-16
Figure 10.5.3	Construction Schedule of Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road	10-17
Figure 10.6.1	Location of Toll Gates for O&M Cost Recovery	10-19
Figure 10.7.1	Financing Methods for Trans-Sulawesi Mamminasata Road Project	10-20
Figure 10.7.2	Financing Plan for Trans-Sulawesi Mamminasata Road Project	10-25
Figure 10.7.3	General Financing Method for Mamminasa Bypass and Hertasning Road Projects.....	10-29
Figure 10.7.4	General Financing Method for Abdullah Daeng Sirua Road Project	10-29
Figure 10.7.5	Optional Financing Methods for Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road Project	10-31

FINAL REPORT

VOLUME 2 : FEASIBILITY STUDY

LIST OF TABLES

CHAPTER 1 INTRODUCTION

Table 1.5.1	Major Meetings, Presentations, Consultations and Workshop.....	1-5
-------------	--	-----

CHAPTER 2 EXISTING CONDITIONS OF THE STUDY AREA

Table 2.1.1	Climatic Records Gauged by Representative Stations.....	2-1
Table 2.1.2	Land Slope by City/Regency	2-4
Table 2.1.3	Topographic Features of Rivers in the Study Area	2-5
Table 2.1.4	Annual Rainfall Depth and Annual Runoff Depth in the Study Area	2-5
Table 2.1.5	Soil Conservation Works in the Catchment Area of Bili-Bili Dam	2-8
Table 2.2.1	Size and Population of Mamminasata Metropolitan Area (2003).....	2-13
Table 2.2.2	Economic Comparison (2004 Current Price).....	2-16
Table 2.2.3	Poverty and Other Socio-economic Indicators for Mamminasata	2-17
Table 2.3.1	GRDP Projection: Moderate Scenario	2-18
Table 2.3.2	Outline of Future Industrial Areas and Urbanization Areas.....	2-21
Table 2.4.1	Road Surface Condition in South Sulawesi	2-24
Table 2.4.2	Road Length in the Study Area by Road Classification.....	2-28
Table 2.4.3	Pavement Condition of National and Provincial Roads in Mamminasata Metropolitan Area.....	2-28
Table 2.4.4	Facilities and Capacity of DAYA and Mallengkeri Bus Terminal	2-29
Table 2.4.5	Present Bus Service Network and Operation Volume of Daya Bus Terminal	2-30
Table 2.4.6	Present Bus Service Network and Operation Volume at Mallengkeri Bus Terminal	2-31
Table 2.4.7	Present Service Network and Operation Volume of Mini Bus.....	2-31
Table 2.4.8	Outline of Airport Facilities	2-37
Table 2.4.9	Major Origin-Destination of Hasanuddin Airport.....	2-37
Table 2.4.10	Passenger and Cargo Traffic Volume of Hasanuddin Airport (2006).....	2-38
Table 2.4.11	Outline of Port Facilities and Cargo Handling.....	2-39
Table 2.4.12	Accumulated Number of Vehicles in Indonesia.....	2-42
Table 2.4.13	Traffic Accident in Indonesia.....	2-42
Table 2.4.14	Type of Traffic Accident in the Mamminasata Metropolitan Area	2-43
Table 2.4.15	Fatal Accident Ratio Comparison	2-44
Table 2.4.16	Number of Traffic Accidents by Vehicle Type in the Mamminasata Metropolitan Area	2-44

Table 2.4.17	Axle Load Control by Road Criteria.....	2-46
Table 2.4.18	Axle Load Survey Result (At Macula Station in Maros).....	2-47
Table 2.4.19	Axle Load Survey Result at Somba Opu Station in Gowa	2-47
 CHAPTER 3 TRANSPORT PLANS		
Table 3.2.1	Jurisdiction of Balai Besar	3-9
Table 3.2.2	Maintenance Force of Kota/Kabupaten	3-12
Table 3.2.3	Responsibilities of Highway Administrations in South Sulawesi.....	3-13
Table 3.3.1	Sources of Revenue for Local Government	3-16
Table 3.3.2	Expenditures of Central Government	3-17
Table 3.3.3	Share of Road Sector Budget.....	3-17
Table 3.3.4	Road Sector Budget of Central Government	3-17
Table 3.3.5	Revenue and Expenditure of Central Government (Budget)	3-18
Table 3.3.6	Composition of Road Sector Budget of South Sulawesi Province	3-20
Table 3.3.7	Revenue and Expenditure of South Sulawesi Provincial Government (Budget)	3-21
Table 3.3.8	Revenue, Development Expenditure and Road Sector Budget for South Sulawesi, Makassar, Gowa, Maros and Takalar.....	3-23
 CHAPTER 4 DEVELOPMENT TREND AND POSSIBLE DEVELOPMENT SCENARIOS ALONG THE STUDY ROUTE CORRIDOR		
Table 4.1.1	Existing Land Use.....	4-1
Table 4.3.1	Comparison of Original Estimate and Revised Population Forecast	4-8
Table 4.3.2	Comparison of Original Estimate and Revised GRDP Forecast.....	4-10
Table 4.5.1	Population Densities in Major Cities in Indonesia.....	4-15
Table 4.5.2	Changing Population Distribution and Projection	4-17
 CHAPTER 5 TRAFFIC SURVEY AND TRAFFIC DEMAND FORECAST		
Table 5.1.1	Outline of Traffic Surveys by Mamminasata Study.....	5-1
Table 5.1.2	List of Traffic Survey Stations in Mamminasata Study and F/S	5-3
Table 5.1.3	List of Intersection Traffic Count Survey Stations.....	5-4
Table 5.1.4	Traffic Zones for OD Survey for the Mamminasata Metropolitan Area.....	5-5
Table 5.1.5	Current Traffic Volumes in Mamminasata Metropolitan Area.....	5-7
Table 5.1.6	PCU Conversion Factors.....	5-7
Table 5.1.7	Comparison of Traffic Counts between the Mamminasata Study and the F/S....	5-9
Table 5.1.8	Vehicle Composition.....	5-10
Table 5.1.9	Traffic Growth from 1989 to 2005.....	5-13
Table 5.1.10	Seasonal Traffic Volume Variation Factors for Mamminasata Area	5-14
Table 5.1.11	Daily Traffic Volume Variation Factors for Mamminasata Area.....	5-15
Table 5.1.12	Traffic Volume Variation Factors for the Study	5-15

Table 5.1.13	Annual Average Daily Traffic (AADT) for Traffic Survey Stations.....	5-16
Table 5.1.14	Average Passenger Occupancy	5-18
Table 5.1.15	Commodity Types Transported by Trucks and Pickups.....	5-20
Table 5.1.16	Freight Transport Survey Stations.....	5-21
Table 5.1.17	Commodity Types by Location.....	5-21
Table 5.1.18	Summary of Travel Speed by Route	5-24
Table 5.2.1	Estimation Model of Frameworks $Y=a*\ln(\text{GDP per capita})+b$	5-27
Table 5.2.2	Present AADT OD Table	5-30
Table 5.2.3	Multi Regression Model for Zone by High correlation of Selected Variables..	5-31
Table 5.2.4	Forecast Future AADT OD Table in Year 2015	5-32
Table 5.2.5	Forecasted Future AADT OD Table in Year 2023	5-32
Table 5.4.1	Weigh Bridge Sampling Data at Maccopa Station in Maros.....	5-41
Table 5.4.2	Weigh Bridge Sampling Data at Somba Opu Station in Gowa.....	5-42
Table 5.4.3	Sampling Results of Overloading of Trucks	5-43
Table 5.4.4	Vehicle Damage Factors (VDF) of Trucks for Pavement	5-44

CHAPTER 6 NATURAL CONDITION SURVEYS AND ANALYSIS

Table 6.1.1	Collected Rainfall Data.....	6-1
Table 6.1.2	Basin Average Maximum One-day Rainfall	6-2
Table 6.1.3	Correlation for Supplement of Hourly Rainfall Data (Hourly Rainfall and One-day Storm Rainfall).....	6-4
Table 6.1.4	Estimated Rainfall Intensity at Pakelli (Maros).....	6-5
Table 6.1.5	Estimated Rainfall Intensity at Malolo (Takalar).....	6-5
Table 6.1.6	Design Scale in the Guideline	6-9
Table 6.1.7	Target Design Scales Adopted in Indonesia.....	6-9
Table 6.1.8	Design Scale by Rivers	6-10
Table 6.1.9	Design Criteria for Height of Freeboard	6-10
Table 6.1.10	Measures Included in the Flood Mitigation Plan	6-10
Table 6.1.11	Design Riverbed Slope.....	6-11
Table 6.1.12	Increase in the Maximum Discharge at the River Mouth from “Existing Condition (Case-0)” due to the Reclamation in the Low-lying Areas of the Tallo River	6-13
Table 6.1.13	Increase in the Flood Water Level from “Existing Condition (Case-0)” due to the Reclamation in the Low-lying Areas of the Tallo River.....	6-14
Table 6.1.14	Design Discharge at Sungguminasa Bridge.....	6-15
Table 6.1.15	Maximum Daily Point Rainfall and Basin Average Rainfall	6-17
Table 6.1.16	Revised Probable Maximum Daily Rainfall	6-22
Table 6.1.17	Results of Probable One-Year Storm Rainfall Analysis.....	6-26
Table 6.1.18	Regional Rainfall Intensity Factors (X,Y)	6-27
Table 6.1.19	Theoretical Values of Runoff Coefficient C.....	6-28

Table 6.1.20	Probable Peak Discharge	6-29
Table 6.1.21	Flood Peak Discharge by Storage Function Method and Creager's Method	6-30
Table 6.1.22	Creager's Coefficient by Return Period in Indonesia	6-31
Table 6.1.23	Summary of Results of Interview Survey (1/2)	6-33
Table 6.1.24	Summary of Results of Interview Survey (2/2)	6-34
Table 6.1.25	Summary of Interview Survey of Flood Inundation by Area (Village, City/District)	6-35
Table 6.1.26	Interview Survey Results of 1998 – 1999 Flood.....	6-36
Table 6.1.27	Results of Interview Survey on Flood Inundation in/around Maros City	6-38
Table 6.1.28	Results of Interview Survey on Flood Inundation in/around Makassar City	6-40
Table 6.1.29	Results of Interview Survey on Flood Inundation in/around Makassar City	6-41
Table 6.1.30	Results of Interview Survey on Flood Inundation in/around Makassar City	6-42
Table 6.1.31	Hydraulic Calculation Results at Bridge Sites	6-45
Table 6.1.32	Maximum Flood Velocity at Bridge Sites	6-49
Table 6.2.1	List of Bridge for Bore Hole Investigation (L>20m).....	6-53
Table 6.2.2	List of Soil Survey for the F/S Roads	6-62
Table 6.2.3	Existing Pavement Thickness of Perintis Kemerdekaan Road and Sungguminasa (Boka) – Takalar Road	6-64
Table 6.2.4	Subgrade Soil Characteristics for Trans-Sulawesi Mamminasata Road	6-64
Table 6.2.5	Subgrade Soil Characteristics for Mamminasa Bypass	6-64
Table 6.2.6	Existing Pavement Layers for Hertasning Road	6-65
Table 6.2.7	Existing Pavement Layers for Abdullah Daeng Sirua Road	6-65
Table 6.2.8	Subgrade Soil Characteristics for Hertasning Road and Abdullah Daeng Sirua Road	6-65
Table 6.2.9	Location and Estimated Quantity of Construction Materials.....	6-67
Table 6.3.1	Locations of Topographic Surveys.....	6-69
Table 6.3.2	List of Coordinates by GPS UTM Projection	6-71
Table 6.3.3	List of Coordinate Scale of Aerial Photography	6-76

CHAPTER 7 ENGINEERING STUDY

Table 7.1.1	List of F/S Roads and Pre-F/S Roads.....	7-1
Table 7.2.1	Current Status of JICA 1989 Road Plan and Relations with the FS.....	7-3
Table 7.3.1	Busways Routes for Makassar City	7-9
Table 7.3.2	Vehicle Composition on the F/S Roads in 2023.....	7-10
Table 7.3.3	Proposed Classification of Finance for Trans-Sulawesi Mamminasata Road in the Freeway/Toll Road Study of DGH.....	7-11
Table 7.3.4	FIRR and PPP Indicators	7-11
Table 7.3.5	Vehicle Composition for Sungguminasa – Takalar Road.....	7-12
Table 7.3.6	Bikeway Provision Criteria.....	7-17
Table 7.3.7	Bicycle Dimensions	7-17

Table 7.3.8	Geometric Design Standard of Bikeways	7-18
Table 7.3.9	Average Passenger Occupancy	7-18
Table 7.3.10	Traffic Volume around Trans Sulawesi (12h)	7-20
Table 7.4.1	Classification of the FS Roads	7-24
Table 7.4.2	Geometric Design Standards (Urban Road).....	7-25
Table 7.4.3	Geometric Design Conditions for Trans-Sulawesi (Inter-City Road Section)..	7-25
Table 7.5.1	Key Elements for Establishment of Typical Cross-sections for the FS Roads..	7-26
Table 7.5.2	Design Traffic for FS Roads	7-27
Table 7.6.1	Development Concept of Trans-Sulawesi Road Mamminasata	7-29
Table 7.6.2	Development Concept of Mamminasa Bypass	7-31
Table 7.6.3	Current Status and Development Concept of Jl. Hertasning.....	7-31
Table 7.6.4	Current Status and Development Concept of Jl. Abdullah Daeng Sirua.....	7-32
Table 7.7.1	Summary of Evaluation of Alternatives for Trans-Sulawesi Road by Section .	7-35
Table 7.7.2	Alternative Routes for Mamminasa Bypass by Section.....	7-36
Table 7.7.3	Summary of Evaluation of Alternatives for Mamminasa Bypass by Section ...	7-40
Table 7.7.4	Summary of Evaluation of Alternatives for Hertasning Road	7-40
Table 7.7.5	Alternative Plans for Abdullah Sirua Road by Section.....	7-41
Table 7.7.6	Summary of Evaluation of Alternatives for Abdullah Daeng Sirua Road by Section	7-46
Table 7.8.1	Selection of Interchanges, Grade Separations, and At-grade Intersections.....	7-48
Table 7.8.2	Equations for Estimating Capacity of Intersection Types	7-49
Table 7.8.3	General Evaluation Criteria for Intersection Type Selection	7-49
Table 7.8.4	List of Major Intersections	7-51
Table 7.8.5	Summary of Intersection Type valuation and Section	7-72
Table 7.9.1	Bridge and Box-culvert List on Mamminasa Bypass	7-72
Table 7.9.2	Bridge and Box-culvert List on Trans Sulawesi Mamminasata Road	7-73
Table 7.9.3	Bridge and Box-culvert List on Hertasning Road.....	7-74
Table 7.9.4	Bridge and Box-culvert List on Abdullah Daeng Sirua Road.....	7-74
Table 7.9.5	Nominal Self-weight.....	7-77
Table 7.9.6	Applicable Span Length by Bridge Type	7-84
Table 7.9.7	Typical Height by Abutment Type	7-85
Table 7.9.8	Typical Height by Pier Type.....	7-86
Table 7.9.9	Typical Foundation Type.....	7-86
Table 7.9.10	Comparison of Bridge Types for Maros Bridge.....	7-88
Table 7.9.11	Comparison of Bridge Types for Jeneberang No.1 Bridge	7-89
Table 7.9.12	Comparison of Bridge Types for Tallo Bridge	7-90
Table 7.9.13	Comparison of Bridge Types for Jeneberang No.2 Bridge	7-91
Table 7.9.14	Alternative Bridge Type Evaluation for Maros Bridge.....	7-92
Table 7.9.15	Alternative Bridge Type Evaluation for Jeneberang No. 1 Bridge	7-92
Table 7.9.16	Alternative Bridge Type Evaluation for Tallo Bridge	7-92

Table 7.9.17	Alternative Bridge Type Evaluation for Jeneberang No. 2 Bridge	7-92
Table 7.9.18	Applicable Span Lengths by Bridge Type for Minor Bridges.....	7-93
Table 7.10.1	List of Intersections on Trans-Sulawesi Mamminasata Road	7-101
Table 7.10.2	List of Intersections on Mamminasa Bypass	7-102
Table 7.10.3	Results of Intersections Capacity Analysis for Trans-Sulawesi Mamminasata Road	7-104
Table 7.10.4	Results of Intersections Capacity Analysis for Mamminasa Road	7-108
Table 7.10.5	Specification and Quantities for Major Bridges.....	7-110
Table 7.10.6	Specification and Quantity of Box Culverts and Minor Bridges	7-111
Table 7.10.7	Vehicle Damage Factor (VDF)	7-113
Table 7.10.8	Cumulative Equivalent Standard Axles for F/S Roads (CESA)	7-114
Table 7.10.9	Reliability.....	7-116
Table 7.10.10	Reliability Load Transfer Coefficients for Rigid Pavement.....	7-117
Table 7.10.11	Overall Evaluation of Pavement Types.....	7-123
Table 7.10.12	Recommended Application for F/S Roads.....	7-124
Table 7.10.13	Summary of Pavement Design for F/S roads.....	7-124
Table 7.10.14	Required Design Period for Culvert.....	7-127
Table 7.10.15	Applied Runoff Coefficients (C).....	7-127
Table 7.10.16	Retardance Coefficient (nd) for Kerby's Formula	7-128
Table 7.11.1	Major Construction Quantities.....	7-139
Table 7.11.2	Outline of Possible Aggregate Sources and Borrow Pits	7-141
Table 7.12.1	Achievement of Urban land consolidation in Sulawesi since 1983	7-154

CHAPTER 8 ENVIRONMENTAL CONSIDERATIONS

Table 8.2.1	Alternative Routes for F/S and/or Pre-F/S Roads by Section for IEE	8-2
Table 8.2.2	Grouping of F/S Roads for EIA	8-2
Table 8.3.1	Schedule of Route Selection for F/S roads and IEE	8-5
Table 8.3.2	Locations of Study Areas by F/S and Pre-F/S Road and District.....	8-6
Table 8.3.3	Schedule of FS Study and EIA.....	8-8
Table 8.4.1	IEE Matrix Designed for Environmental Assessment	8-11
Table 8.4.2	MCA Matrix Designed for the F/S Road Route Selection.....	8-12
Table 8.4.3	Relative Scoring Grade applied for MCA.....	8-13
Table 8.4.4	Survey Items and Survey Points (Air Quality)	8-14
Table 8.4.5	Survey Items and Survey Points (Noise Level)	8-14
Table 8.4.6	Survey Items and Survey Points (Water Quality)	8-15
Table 8.4.7	Survey Items and Survey Points (Flora and Fauna).....	8-15
Table 8.4.8	Date of Survey for Pollution and Sampling Points	8-16
Table 8.4.9	Survey Items and Survey Points (Social Environment).....	8-17
Table 8.6.1	EIA Study schedule.....	8-26
Table 8.7.1	Meeting Types and Document to be Discussed in Public Consultation.....	8-31

Table 8.7.2	Public Consultation Schedule and its Inter-relatedness with Other Activities..	8-31
Table 8.7.3	Public Consultation Implementation.....	8-32
Table 8.7.4	Outline of First Public Consultation for Trans Sulawesi Road (T1).....	8-33
Table 8.7.5	Summary of Comments and Inputs from Participants in First Public Consultation for Trans Sulawesi Road (T1).....	8-34
Table 8.7.6	Outline and Summary of Comments and Inputs from Participants in Second Public Consultation for Trans Sulawesi Road (T2).....	8-36
Table 8.7.7	Outline of 1 st Public Consultation for Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road.....	8-38
Table 8.7.8	Outline and Summary of comments and inputs from participants in public consultation (1) for By- pass, Mamminasa and other roads.....	8-38
Table 8.7.9	Relations of suggestion and inputs at public consultation (1) Among Sub-districts	8-39
Table 8.7.10	Outline and Summary of Comments and Inputs from Participants in Second Public Consultation (4) for By-pass Mamminasa, Hertasning and Sirua	8-40
Table 8.8.1	Air Quality Survey Result of Proposed Project Road.....	8-42
Table 8.8.2	Noise level Survey Result of Proposed Project Road	8-44
Table 8.8.3	Water level Survey Result of Proposed Project Road	8-45
Table 8.8.4	Survey Result of Fauna (Birds in Section A).....	8-46
Table 8.8.5	Survey Result of Fauna (Birds in Section B : Tallo River).....	8-46
Table 8.8.6	Survey Result of Fauna (Birds in Section B).....	8-47
Table 8.8.7	Survey Result of Fauna (Birds in Section C).....	8-48
Table 8.8.8	Survey Result of Fauna (Birds in Section D).....	8-48
Table 8.8.9	Unit Volume of Exhaust Gas in the regulation before 2003.....	8-50
Table 8.8.10	Unit Volume of Exhaust Gas in the new regulation after 2003.....	8-50
Table 8.8.11	Component of Operating Vehicles	8-50
Table 8.8.12	Reduction Ratio in Air Quality	8-51
Table 8.8.13	Multi Regression Analysis Result for Noise level	8-52
Table 8.8.14	Coefficient For Noise Level Prediction	8-53
Table 8.8.15	Traffic Demand Forecast Result in 2023	8-54
Table 8.8.16	Result of Prospect of Air in 2023.....	8-54
Table 8.8.17	Result of Prospect of Noise level in 2023.....	8-56
Table 8.8.18	Population number of affected villages of the Maros – Takalar road Development Planning.....	8-58
Table 8.8.19	Classification of Land Acquisition.....	8-60
Table 8.8.20	Project Affected Buildings in each District/Municipality by road section.....	8-61
Table 8.8.21	Number of Respondent in Each District/City	8-63
Table 8.8.22	Number of Respondent Based by Age Group	8-63
Table 8.8.23	Education Background of Respondents	8-63

Table 8.8.24	Respondents' Residential Status	8-64
Table 8.8.25	Function of Respondents' Houses	8-64
Table 8.8.26	Livelihood Type of Respondents	8-64
Table 8.8.27	Respondents' Income Level	8-65
Table 8.8.28	Respondents' perception on the project plan	8-65
Table 8.8.29	The Matrix of Hypothetical Significant Impact of Maros-Takalar Road Development in South Sulawesi	8-68
Table 8.9.1	Air Quality Survey result of Proposed Project Road	8-69
Table 8.9.2	Noise level Survey result of Proposed Project Road	8-72
Table 8.9.3	Water level Survey result of Proposed Project Road	8-73
Table 8.9.4	Survey Result of Fauna (Birds in Mamminasa Bypass South Section)	8-74
Table 8.9.5	Survey Result of Fauna (Birds in Mamminasa Bypass Middle Section)	8-74
Table 8.9.6	Survey Result of Fauna (Birds in Mamminasa Bypass North Section)	8-74
Table 8.9.7	Survey Result of Fauna (Birds in Hertasning Road).....	8-75
Table 8.9.8	Survey Result of Fauna (Birds in Abdullah daeng Sirua Road).....	8-75
Table 8.9.9	Traffic Demand Forecast Result in 2023 (Mamminasa Bypass).....	8-77
Table 8.9.10	Traffic Demand Forecast Result in 2023 (Hertasning Road).....	8-77
Table 8.9.11	Traffic Demand Forecast Result in 2023 (Abdullah Daeng Sirua Road).....	8-77
Table 8.9.12	Result of Prospect of Air Quality in 2023	8-78
Table 8.9.13	Result of Prospect of Noise level in 2023 (Mamminasa Bypass)	8-79
Table 8.9.14	Result of Prospect of Noise level in 2023 (Hertasning Road)	8-79
Table 8.9.15	Result of Prospect of Noise level in 2023 (Abdullah Daeng Sirua Road)	8-79
Table 8.9.16	Population number of affected villages by Abdullah Daeng Sirua, Hertasning and Mamminasata bypass road development.....	8-81
Table 8.9.17	Land Use Category by Road Development Plan.....	8-84
Table 8.9.18	Number of kind of buildings along the Abdullah Daeng Sirua, Hertasning, and Bypass Mamminasa roads which are directly affected by the project	8-85
Table 8.9.19	Number of Kinds of Buildings Affected by Projects in each District	8-87
Table 8.9.20	Number of Respondents in Project Area.....	8-88
Table 8.9.21	Number of Respondents by Age Group	8-88
Table 8.9.22	Educational background of Respondents	8-88
Table 8.9.23	Status of Respondents' Residency	8-89
Table 8.9.24	Function of Respondents' House	8-89
Table 8.9.25	Livelihood Type of Respondents	8-89
Table 8.9.26	Respondents' Income Level	8-90
Table 8.9.27	The Matrix of Hypothetical Significant Impact of Mamminasa Bypass And Two Other Roads.....	8-91
Table 8.10.1	Environmental Management Plan (RKL) for Trans-Sulawesi Mamminasata Section.....	8-93
Table 8.11.1	Monitoring Plan (RPL) for Trans-Sulawesi Mamminasata Section.....	8-100

Table 8.12.1	Estimated Compensation Amount for Land Acquisition for Trans-Sulawesi Mamminasata Section	8-108
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CHAPTER 9 COST ESTIMATE AND PROJECT EVALUATION

Table 9.1.1	Unit Prices for Major Items	9-2
Table 9.1.2	Land Acquisition and Compensation Cost of Mamminasa Bypass	9-3
Table 9.1.3	Land Acquisition and Compensation Cost of Trans-Sulawesi Mamminasata Road	9-3
Table 9.1.4	Land Acquisition and Compensation Cost of Hertasning Road.....	9-3
Table 9.1.5	Land Acquisition and Compensation Cost of A.D. Sirua Road	9-3
Table 9.1.6	Major Construction Quantities for Mamminasa Bypass.....	9-5
Table 9.1.7	Construction Cost of Mamminasa Bypass Project.....	9-5
Table 9.1.8	Major Construction Quantities for Trans-Sulawesi Mamminasata Road.....	9-6
Table 9.1.9	Construction Cost of Trans-Sulawesi Mamminasata Road Project	9-6
Table 9.1.10	Major Construction Quantities for Hertasning Road	9-7
Table 9.1.11	Construction Cost of Hertasning Road Project	9-7
Table 9.1.12	Major Construction Quantities for Abdullah Daeng Sirua Road	9-8
Table 9.1.13	Construction Cost of Abdullah Daeng Sirua Road Project	9-8
Table 9.1.14	Maintenance Cost of Trans-Sulawesi Mamminasata Project.....	9-9
Table 9.1.15	Maintenance Cost of Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road	9-10
Table 9.1.16	Cost Distribution for Implementation Schedule of Mamminasa Bypass	9-11
Table 9.1.17	Cost Distribution for Implementation Schedule Alternative A	9-12
Table 9.1.18	Cost Distribution for Implementation Schedule Alternative B	9-13
Table 9.1.19	Cost Distribution for Implementation Schedule Alternative C	9-14
Table 9.1.20	Cost Distribution for Implementation Schedule of Hertasning Road	9-15
Table 9.1.21	Cost Distribution for Implementation Schedule of Abdullah Daeng Sirua Road	9-16
Table 9.2.1	Economic Costs (Rp. Million, at 2006 Price)	9-18
Table 9.2.2	VOC Coefficients and Base VOC.....	9-20
Table 9.2.3	Passenger Travel Time Cost (Rp/hour/vehicle: 2006)	9-21
Table 9.2.4	Comparison of Time Values.....	9-21
Table 9.2.5	Estimated Economic Benefits	9-22
Table 9.2.6	Results of Economic Evaluation.....	9-23
Table 9.2.7	Sensitivity Analysis.....	9-24
Table 9.2.8	Cost Benefit Cash Flow (R1: Mamminasa Bypass).....	9-26
Table 9.2.9	Cost Benefit Cash Flow (R2: Trans-Sulawesi Mamminasata Road: Case 1-1:Non-Toll)	9-27
Table 9.2.10	Cost Benefit Cash Flow (R2: Trans-Sulawesi Mamminasata Road, Case 1-2: Non-Toll: Phasing).....	9-28

Table 9.2.11	Cost Benefit Cash Flow (R2: Trans-Sulawesi Mamminasata Road, Case 2: Toll Expressway).....	9-29
Table 9.2.12	Cost Benefit Cash Flow (R3: Hertasning Road).....	9-30
Table 9.2.13	Cost Benefit Cash Flow (R4: Abdullah Daeng Sirua Road).....	9-31
Table 9.3.1	Financial Cash Flow (No Government Subsidy).....	9-35
Table 9.3.2	Financial Cash Flow (With Government Subsidy).....	9-36
Table 9.3.3	Comparison of Government Burden.....	9-37
Table 9.4.1	National Urban System Development Plan for Sulawesi.....	9-39
Table 9.4.2	Activity Centers in Sulawesi Island Special Plan.....	9-40
Table 9.5.1	Cargo Throughput of the Makassar Port in 2006.....	9-46
Table 9.5.2	Projection of Cargo Throughput of the Makassar Port.....	9-46
Table 9.5.3	Cargo Volume Handled at the Makassar Port in 2006.....	9-47
Table 9.5.4	Projection of Cargo Volume of Processed Agricultural Products.....	9-48
Table 9.5.5	Projection of Cargo Volume at Northern Part and Southern Part of Makassar (2020).....	9-48

CHAPTER 10 IMPLEMENTATION PLAN

Table 10.2.1	Alternative Implementation Plans.....	10-7
Table 10.4.1	Implementation Section of Mamminasa Bypass.....	10-13
Table 10.4.2	Implementation Section of Abdullah Daeng Sirua Road.....	10-14
Table 10.7.1	Project Cost and Loan Amount by Alternative Implementation Plan.....	10-25
Table 10.7.2	Disbursement Schedule for Implementation Plan Alternative A.....	10-26
Table 10.7.3	Disbursement Schedule for Implementation Plan Alternative B (Phase 1).....	10-27
Table 10.7.4	Disbursement Schedule for Implementation Plan Alternative B (Phase 2).....	10-28
Table 10.7.5	Base Project Cost and Funding Options – Mamminasa Bypass.....	10-32
Table 10.7.6	Annual Distribution of Base Project Cost – Mamminasa Bypass.....	10-32
Table 10.7.7	Base Project Cost and Funding Options – Hertasning Road.....	10-33
Table 10.7.8	Base Project Cost and Funding Options – Abdullah Daeng Sirua Road.....	10-34
Table 10.7.9	Base Project Cost for External Finance.....	10-35
Table 10.7.10	Project Cost and Loan Amount for Middle Section of Mamminasa Bypass and Kab.Maros/Gowa section of A.D.Sirua Road (Option of External Loan).....	10-36
Table 10.7.11	Disbursement Schedule for Middle Section of Mamminasa Bypass and Kab.Maros/Gowa section of A.D.Sirua Road (Option of External Soft Loan).....	10-37

FINAL REPORT

VOLUME 1 : FEASIBILITY STUDY

LIST OF ABBREVIATIONS

A

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Office
ADT	Average Daily Traffic
AC	Asphalt Concrete
ACP	Asphalt Concrete Pavement
ADB	Asian Development Bank
ADS Rd.	Abdullah Daeng Sirua Road
AL	Amenity Level
AMDAL	Analisis Mengenai Dampak Lingkungan Hidup
ANDAL	Analisis Dampak Lingkungan (Environmental Analysis)
AP	Angkasa Pura (Aviation Service)
AP2B	Load Dispatching Center
APBD	Anggaran Pendapatan dan Belanja Daerah (<i>Local Budget of Income and Expenditure</i>)
APBN	Anggaran Pendapatan dan Belanja Nasional (<i>National Budget of Income and Expenditure</i>)
ASDP	Angkutan Sungai, Danau dan Penyeberangan (<i>Inland Ferry Service</i>)
ASEAN	Association of Southeast Asian Nations
ASKINDO	Asosiasi Kakao Indonesia (Indonesian Cacao Association)
ASTM	American Society for Testing and Materials
AusAID	Australian Agency for International Development

B

BALAI BESAR	Regional Office of DGH
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BAPEDALDA	Badan Pengelolaan dan Pengendalian Dampak Lingkungan Daerah (<i>Environmental Impact Management Agency</i>)
BAPPEDA	Badan Perencanaan Pembangunan Daerah (<i>Regional Planning and Development Agency</i>)
BAPPEDAL	Badan Pengendalian Dampak Lingkungan
BAPPENAS	Badan Perencanaan dan Pembangunan Nasional (<i>National Planning and Development Agency</i>)
B/C	Benefit/Cost Ratio
BDF	Bio-Diesel Fuel
BDS	Business Development Services
BH	Bore Hole
BIMP-EAGA	Brunei Darussalam, Indonesia, Malaysia and Philippines – East Asian Growth Area
BINA MARGA	Directorate General of Highways
BKPRS	Badan Kerja Sama Pembangunan Regional Sulawesi (<i>Sulawesi Regional Development Cooperation Board</i>)
BKSP	Badan Kerja Sama Pembangunan (<i>Development Cooperation Body</i>)
BKSPMM	Badan Kerja Sama Pembangunan Metropolitan Mamminasata (<i>Mamminasata Metropolitan Development Cooperation Body</i>)
BMG	Badan Meteorologi dan Geofisika (<i>Meteorology and Geophysics Agency</i>)
BMS	Bridge Management System
BOT	Built-Operate-Transfer
BP	Bypass
BPJT	Indonesian Toll Road Authority
BPN	Badan Pertanahan Nasional (<i>National Land Agency</i>)
BPPM	Badan/Biro Pengelola Pembangunan Mamminasata (<i>Mamminasata Development Management Agency/Bureau</i>)
BPPMD	Badan Promosi dan Penanaman Modal Daerah (<i>Regional Promotion and Investment Board</i>)
BPS	Badan Pusat Statistik (<i>Central Bureau of Statistics</i>)
BTS	Base Transceiver Station

C

CBD	Central Business District
CBR	California Bearing Ratio
CCC	Celebes Convention Center
CCC or 3C	Creative, Clean, Coordinated
CDM	Clean Development Mechanism
CESA	Cumulative Equivalent Standard Axle
CL	Comfort Level
CNO	Crude Coconut Oil
CPB	Cocoa Pod Borer
CTSB	Cement Treated Sub Base

D

DAK	Dana Alokasi Khusus (Special Allocation Fund)
DAU	Dana Alokasi Umum (General Allocation Fund)
DC	Double Circuit
DCF	Discount Cash Flow Method
DCP	Dynamic Cone Penetrometer
DGAC	Directorate General of Air Communication
DGH	Directorate General of Highways
DGLT	Directorate General of Land Transportation
DINAS	Regional Infrastructure Agency
PRASWIL	
DINAS PU	Dinas Pekerjaan Umum (Regional Public Works)
DP	Development Plan
DPUP	Departemen Pekerjaan Umum, Pengairan (Irrigation Public Works Agency)
DSM	Demand Side Management
DTV	Design Traffic Volume

E

EIA	Environmental Impact Assessment
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EINRIP	Eastern Indonesia National Road Improvement Project
EIRR	Economic Internal Rate of Return
EIRTP	Eastern Indonesia Region Transportation Project
EASL	Equivalent Standard Axle
ESCAP	Economic and Social Commission for Asia and Pacific
EU	European Union

F

FAO	Food and Agriculture Organization (of the United Nations)
FEZ	Free Economic Zone
FIRR	Financial Internal Rate of Return
FOB	Free on Board
FS or F/S	Feasibility Study

G

GBHN	Garis Besar Haluan Negara (<i>State Policy Guideline</i>)
GDP	Gross Domestic Product
GIS	Geographical Information System
GMTDC	Gowa Makassar Takalar Development Center
GOI	Government of Indonesia
GOJ	Government of Japan
GPS	Global Positioning System
GRDP	Gross Regional Domestic Product
GT	Gross Ton

H

Ha	Hectare
HCM	Highway Capacity Manual
HSPK	Main Activity Unit Price Harga Satuan Pokok Kegiatan
HRS	Hot Rolled Sheet
HSD	High Speed Diesel
HLRIP	Heavy Loaded Road Improvement Project

I

IBRD	International Bank for Reconstruction and Development
IC	Interchange
IEE	Initial Environment Examination
IHCM	Indonesian Highway Capacity Manual
IMF	International Monetary Fund
IP	Implementation Plan
IPP	Independent Power Producer
IRMS	Integrated Road Management System
IS	Intersection
ISPs	Internet Service Providers

J

JBIC	Japan Bank for International Cooperation
JC	Junction
Jembatan	Bridge
JICA	Japan International Cooperation Agency
JL	Jalan (Road / Steet)
JST	JICA Study Team

K

K A-ANDAL	Kerangka Acuan – ANDAL
KAB or Kab.	Kabupaten (Regency)
KANWIL	Kantor Wilayah (<i>Regional Office</i>)
KAPET	Kawasan Pengembangan Ekonomi Terpadu (<i>Integrated Economic Development Area</i>)
KEC, or Kec.	Kecamatan (District)
KIROS	Kawasan Industri Maros (<i>Maros Industrial Estate</i>)
KIMA	Kawasan Industri Makassar (<i>Makassar Industrial Estate</i>)
KITA	Kawasan Industri Takalar (<i>Takalar Industrial Estate</i>)
KIWA	Kawasan Industri Gowa (<i>Gowa Industrial Estate</i>)
KSDA	Kantor Semberdaya Alam

KSO Joint Operation Scheme

L

L&M Large and Medium Enterprise

LRT Light Rail Transit

M

MB Mamminasa Bypass

MBP Mamminasa Bypass Project

MBT Mobile, Bus, Truck

MCA Multi Criteria Analysis

MCM Million Cubic Meter

MDGs Millennium Development Goals

MICE Meeting, Incentive, Convention, Exhibition

ML Minimum Level

MOC Ministry of Communication

MOF Ministry of Finance

MOT Ministry of Transport

MoU Memorandum of Understanding

M/P, MP Master Plan

MRR Middle Ring Road

MRT Mass Rapid Transit

MSRI Ministry of Settlement and Regional Infrastructure

MST Muatan Sumbut Terbulat (Maximum Axle Load)

N

NAC National Activity Center

NGO Non-Government Organization

NJOP Tax Object Selling Value
Nilai Jual Objek Pajak

NPV Net Present Value

O

OD Origin/Development

O/D	Origin/Destination
ODA	Official Development Assistance
OECD	Organization for Economic Co-operation and Development
O&M	Operation and Maintenance
ORR	Outer Ring Road

P

P2JJ	Perencanaan dan Pengawasan Jalan dan Jembatan (Design and Supervision Road/Bridge)
PA	Prioritized Area
PAP	Project-Affected Persons
PC	Pre-stressed Concrete
PC	Public Consultation
PCC	Portland Cement Concrete
PCCP	Portland Cement Concrete Pavement
PCU	Passenger Car Unit
PD	Presidential Decree
PDAM	Perusahaan Daerah Air Minum (Regional Water Supply Company)
PFI	Private Finance Initiative
PIP	Public Investment
PKL	Pusat Kegiatan Lokal (<i>Local Activity Center</i>)
PKN	Pusat Kegiatan Nasional (<i>National Activity Center</i>)
PKW	Pusat Kegiatan Wilayah (<i>Regional Activity Center</i>)
PLN	Perusahaan Listrik Nasional (<i>National Electric Company</i>)
PMU	Project Management Unit
PPP	Public Private Partnership
Pre-FS	Pre-feasibility Study
PRASWIL	Infrastructure Agency
PROPENAS	Program Pembangunan Nasional

(National Development Program)

PT	Perseroan Terbatas <i>(Company Limited)</i>
PT. PELINDO	PT. Pelabuhan Indonesia <i>(Indonesian Port Service Company)</i>
PT. PELNI	PT. Pelayaran Nasional Indonesia <i>(Indonesian National Shipping Company)</i>
PU	Department of Public Works

Q

R

R&D	Research and Development
RAC	Regional Activity Center
RC	Reinforced Concrete
RCA	Revealed Comparative Advantage
Rd.	Road
RDB	Red Data Book
RDS	Road Design System
RKL	Rencana Pengelolaan Lingkungan
RKP	Rencana Kerja Pemerintah <i>(Government Action Plan)</i>
ROI	Return on Investment
RoRo	Roll on, Roll Off
ROW	Right of Way
RPJMD	Rencana Pembangunan Jangka Menengah Daerah <i>(Mid-term Regional Development Plan)</i>
RPJMN	Rencana Pembangunan Jangka Menengah Nasional <i>(Mid-term Nasional Development Plan)</i>
RPJP	Rencana Pembangunan Jangka Panjang <i>(Long-term Development Plan)</i>
RPL	Rencana Pemantauan Lingkungan
RRR (3R)	Reduce, Reuse, Recycle
RRSP	Road Rehabilitation Sector Project

Rp	Rupiah (Indonesian Currency)
RSP	Regional Spatial Plan
RTEPC (P3ED)	Regional Training and Promotion Export Center (<i>Pusat Pelatihan Promosi Export Daerah</i>)
RTR(WN)	Rencana Tata Ruang (Wilayah Nasional) (<i>(National) Spatial Plan</i>)
RTR Plau	Rencana Tata Ruang Plau (<i>Island Spatial Plan</i>)

S

SAIDI	System Average Interruption Duration Index
SC	Single Circuit
SEA	Strategic Environmental Assessment
SH	Stakeholder
SIMTAP	Sistem Informasi Manajemen Satu Atap (<i>One Stop System Management</i>)
SITRAMP	The Study on Integrated Transportation Master Plan for Jabotabek
SME	Small and Medium Enterprises
SPC	Special Purpose Company
SPT	Standard Penetration Test

T

TDM	Traffic Demand Management
TDS	Total Dissolved Solids
TELKOM	PT. Telekomunikasi Indonesia, Tbk
TEU	Twenty-foot Equivalent Unit
TIC	Tourism Information Center
TOR/EIA	Terms of Reference EIA
TPA	Tempat Pembuangan Akhir (<i>Land Fill Site</i>)
TSMRP	Trans-Sulawesi Mamminasata Road Project
TS	Trans-Sulawesi
TSSS	Transport Sector Strategy Study
TTC	Travel Time Cost

U

UFW	Unaccounted-for-water
UKL	Environmental Management Plan
UN	United Nations
UNHAS	University of Hasanuddin
UPL	Environmental Monitoring Plan
UPT	Unit Pelaksana Teknis (<i>Technical Implementor Unit</i>)

V

VAT	Value Added Tax
VCR	Volume Capacity Ratio
VDF	Vehicle Damage Factor
VOC	Vehicle Operation Cost
VSD	Vascular Streak Dieback

W

WB	World Bank
WTO	World Trade Organization

X, Y, Z

EXECUTIVE SUMMARY

(1) Background

The development of Eastern Indonesia (KTI) has been one of the priority policies of the GOI to reduce the disparity between Western Indonesia (KBI) and KTI. To support the regional development in KTI, strategic importance of infrastructure has been identified as one of the priority measures for linking different regions and for poverty reduction.

The GOI requested the GOJ to provide technical assistance in carrying out the Study on Arterial Road Network Development Plan for Sulawesi Island and Feasibility Study on Priority Arterial Roads in South Sulawesi Province. In response to this request, the GOJ conducted the Study in line with “The Northeastern Indonesia Regional Development Program” and “The South Sulawesi Province Regional Development Program” undertaken by JICA.

The Study has been implemented with the following objectives:

- i) To formulate the Sulawesi Island arterial road master plan;
- ii) To prepare an action plan for implementation of the arterial road development; and
- iii) To conduct Feasibility Study on Priority Arterial Roads in South Sulawesi Province.

(2) Study Roads

The Study covers the following four (4) feasibility roads and one (1) pre-feasibility study roads in the Mamminasata Metropolitan Area.

Table S.1 List of Feasibility Study Road

No.	Name of Road/Road Section	Length (km)	Function	Administrative Status	
1	Mamminasata Bypass	49.1	Arterial	- #	
F/S	Trans-Sulawesi Road Mamminasata Section (Total: 58 km)	Maros-Middle Ring (Perintis Kemerdekaan Road)	19.6	Arterial (Primary)	National
		Middle Ring Road	7.3	Arterial (Secondary)*	- **
		Middle Ring Road Access	8.6	Arterial (Secondary)*	- **
		Middle Ring Road Access-Takalar	22.5	Arterial (Primary)	National
3	Hertasning Road (Section D Only)	4.9	Arterial (Secondary)*	Province	
4	Abdullah Daeng Sirua Road (Excluding Section B)	15.3	Arterial (Secondary)*	Makassar/ - #	
Pre-F/S	5	Outer Ring Road	20.4	Arterial	- #
Total:		147.7	km		

Notes: * Proposed function
 ** Proposed to be national road in future (strategic road)
 # Proposed to be provincial road (strategic road)

(2) Future Development Plan for Mamminasata Metropolitan Area

Mamminasata's economy highly depended on *the manufacturing industry and trade, restaurant & hotel sectors* as of 2005 and these would still remain the mainstays in GRDP share even towards 2020.

Table S.2 GRDP Projection: Moderate Scenario

(1993 constant price, million Rp.)

Industry	2005		2010		2020		CAGR (%)
	GRDP	(%)	GRDP	(%)	GRDP	(%)	
Agriculture	665,608	13.3	760,568	10.1	1,043,014	7.5	3.0%
Mining & Quarrying	43,315	0.9	60,255	0.8	106,426	0.8	6.2%
Manufacturing Industry	1,046,325	20.9	1,420,147	18.8	2,616,181	18.8	6.3%
Electricity, Gas & Water Supply	139,965	2.8	214,245	2.8	436,259	3.1	7.9%
Construction	331,526	6.6	748,859	9.9	931,910	6.7	7.1%
Trade, Restaurants & Hotel	1,188,170	23.8	1,862,851	24.7	3,664,500	26.4	7.8%
Transportation & Communication	572,739	11.5	876,742	11.6	1,724,664	12.4	7.6%
Finance, Leasing & Business Services	366,918	7.3	622,097	8.2	1,472,730	10.6	9.7%
Services	643,829	12.9	979,567	13.0	1,910,794	13.7	7.5%
Total	4,998,395	100.0	7,545,331	100.0	13,906,478	100.0	7.1%

Source: Integrated Spatial Plan for Mamminasata Metropolitan Area (Main Report)

There are about 180 medium and large enterprises in Mamminasata, many of which are located in the existing KIMA (*Kawasan Industri Makassar*) industrial estate. KIMA was opened in late 1988 between Hasanuddin International Airport and Soekarno Hatta Seaport. Its original area was 192 ha and the current plan is 703 ha.

The Mamminasata Metropolitan Development Cooperation Board (MMDCB) recently has renewed a future development plan for the area, under the cooperation of JICA. There are five industrial areas and two new urbanization areas envisaged in the plan as strategic development areas as illustrated in Table S.3 and Figure S.1.

Table S.3 Outline of Future Industrial Areas and Urbanization Areas

Area Type	Name of Area	Location	Remarks
Industrial Area	① KIROS	Maros	Housing Industry, Sanitary Ware, Bricks, Furniture
	② KIMA2	Makassar, Maros	Processing of Cosmetics and Pharmaceuticals, Agro-processing, Warehouse
	③ KIMA (expansion)	Makassar	Agro-processing, Furniture, Electronics, etc.
	④ KIWA	Gowa	Recycling Industry, Packaging, Regional Final Disposal Site (TPA)
	⑤ KITA	Takalar	Processing of Fruit, Cocoa, Vanilla, Seaweed, Soybeans, Maize and Livestock
New Urbanization Area	⑥ To be named	Gowa, Maros	Residence, Business, Governmental Offices
	⑦ To be named	Takalar	Residence, Business

Source: JICA Mamminasata Study



Note: ① — ⑦ are correspond to the numbers in Table S.2.

Figure S.1 Mamminasata Metropolitan Area Development Plan

(4) Traffic Demand Forecast

The traffic volume on most sections of arterials road including the F/S roads will increase about 2 times in year 2023 from the present. The F/S and Pre-F/S will play an important role to meet the traffic demands in the future. Figure S.2 shows the present traffic and the year 2023 traffic with project case in the Mamminasata Metropolitan Area.

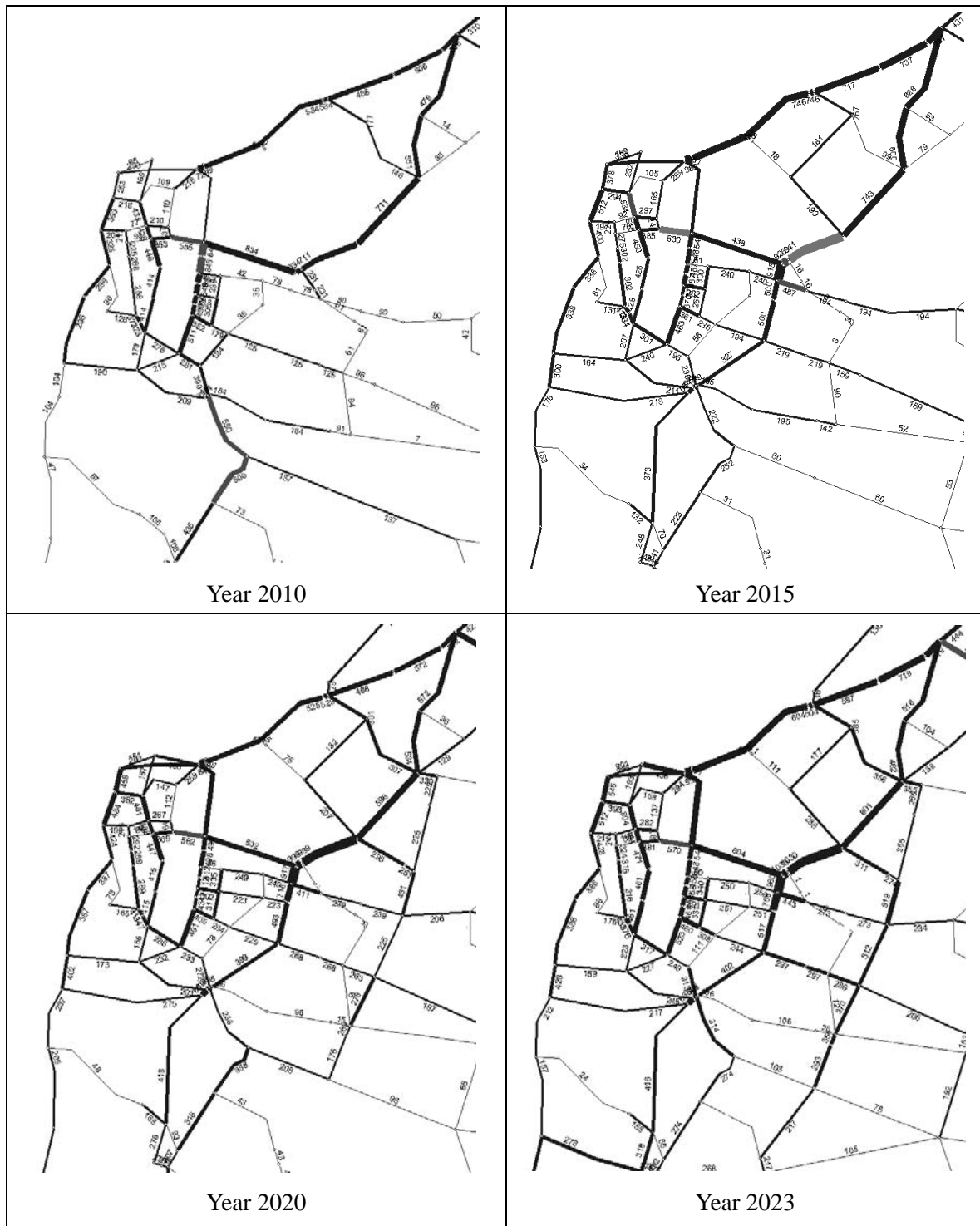


Figure S.2 Traffic Demand Forecast in Mamminasata Metropolitan Areas (With Project Case)

(5) Road Route of Trans-Sulawesi Mamminasata Road

The originally planned route of the Trans-Sulawesi Mamminasata Section was a new road running in parallel with the existing Trans-Sulawesi route (national road) in the Mamminasata Plan.

However, the north and south sections were modified, taking difficulty in land acquisition and resettlement, traffic flow, topography (Tallo River basin and swamp) and required road function into consideration, to use the existing national roads (Figure S.3). The middle section comprised of the Middle Ring Road and its southern extension over the Jeneberang River, which is the same as the original route of the south section between Sungguminasa and Takalar Town in the Mamminasata Spatial Plan was a new route running in parallel with the existing national road.

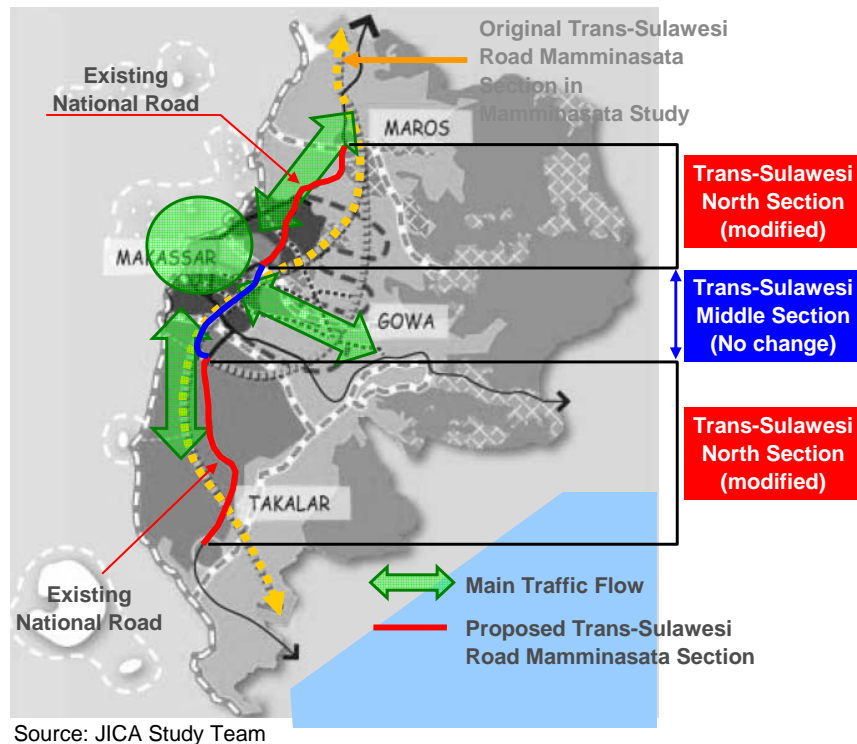


Figure S.3 Modification of Route of Trans-Sulawesi Mamminasata Section

(6) Location of Satellite Towns and Position of Mamminasa Bypass

The Study Team set up an appropriate location of Satellite Town at the west foot of Mt. Moncongloe, at the boarder of Maros and Gowa Regencies. The original location of the Mamminasa Bypass was along the existing Kabupaten road passing behind Mt. Moncongloe. But it was moved to the front of mountain in the Inception Report stage (Figure S.4).

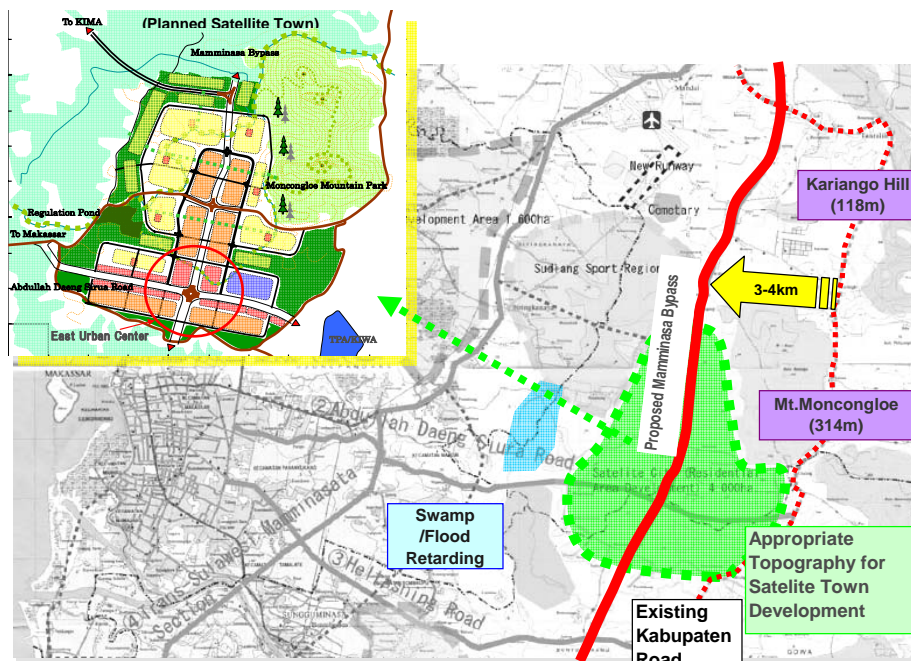


Figure S.4 Location of Proposed Satellite Town and Mamminasa Bypass

(7) Development Concept of the F/S Roads

1) Trans-Sulawesi Road Mamminasata Section (Maros – Takalar)

The development concept of the Trans-Sulawesi Mamminasata Road from Maros to Takalar through the middle ring road is the existing national road widening and new road construction as summarized in the following table.

Table S.4 Development Concept of Trans-Sulawesi Mamminasata Road

No.	Section	Classification				Traffic Volume		Number of Lanes		Development Plan	ROW Width (m)	Current Status of ROW Acquisition	Planned Interchanges (IC)
		Length (km)	Function	Administrative Status	Type / Class	2006	2023	Exsting	Plan				
A	Maros - Jl.Tol.Ir.Sutami IC	8.7	Arterial (Primary)	National	Types II / Class I	23000-30000	53000-54000	4	6	Widening	42	Not yet	Jl.Ir.Sutami
	Jl.Tol.Ir.Sutami IC-Middle Ring Road (Jl.Perintis)**	10.9	Arterial (Primary)	National	Types II / Class I	29000-62000	60000-100000	4	6-8	Widening	42	On-going	
B	Middle Ring Road	7.3	Arterial (Secondary)*	*	Types II / Class I	-	46000-52000	-	6	New Road	40-42	On-going	Jl.Sultan Alauddin
C	Middle Ring Road Access	8.6	Arterial (Secondary)*	*	Types II / Class I	-	47000	-	4	New Road	40	Not yet	-
D	Middle Ring Road Access-Takalar	22.5	Arterial (Primary)	National	Types II / Class I	13000-36000	30000-47000	2	4	Widening	30	Not yet	-
Total:		58.0 km											

Notes: * Proposed status after construction
 ** DGH started 6-lane widening and complete it by 2010

2) Mamminasa Bypass

The development objective of Mamminasa Bypass is to induce a new satellite town at about 15 km east of Makassar City, at the Kabupaten Gowa and Maros border. The development concept of

Mamminasa Bypass is to construct a new 4-lane road with a wide median (10 m for a widening space in the future) as in the following table.

Table S.5 Development Concept of Mamminasa Bypass

Section	Length (km)	Classification			Traffic Volume 2023(pcu)	Number of Lanes		Development Plan	ROW Width (m)	Bridge
		Function	Administrative Status	Type / Class		Existing	Plan			
South	16.7	Arterial * (Secondary)	Provincial **	Type II / Class I	20000 - 44000	-	4	New Road	40	Jeneberang River (L=154m)
Middle	19.7	Arterial * (Secondary)	Provincial **	Type II / Class I	15000 - 23000	-	4	New Road	40	-
North	12.6	Arterial * (Secondary)	Provincial **	Type II / Class I	11000 - 33000	-	4	New Road	40	Maros River (L=126m)
Total:		49.1 km								

Notes: * Proposed function
 * Proposed administrative status is provincial strategic road

3) Hertasning Road and Abdullah Daeng Sirua Road

Both Hertasning and Abdullah Daeng Sirua roads are radial roads of the Makassar Metropolitan Areas. The planned road is a 4-lane highway with median.

(8) Costs Estimate and Economic Evaluation

The estimated economic cost (excluding VAT and inflation) are as given the following table.

Table S.6 Project Cost of the F/S Roads

Target Road	Length (km)	Economic Cost (Rp. Million)
R1: Mamminasa Bypass	48.6	854,521
R2: Trans-Sulawesi Mamminasata	47.3	
- Non-Toll		1,175,761
- Toll Expressway*		1,382,835
R3: Hertasning Road	4.9	76,310
R4: Abdullah Daeng Sirua Road	14.6	271,692

Note: * For a review for possibility of the project implementation by PPP.

Economic viability is very high for all F/S roads. Trans-Sulawesi Mamminasata Road (non-toll and phasing construction case) and Hertasning Road indicate the higher EIRR of 30.2% and 33.8% respectively. NPV of Trans-Sulawesi Mamminasata Road is the highest among FS Roads.

Table S.7 Economic Evaluation Results for F/S Road

Target Roads	Evaluation Indicators		
	EIRR	NPV (Rp. million) (*)	B/C (*)
R1: Mamminasa Bypass	22.4%	171,550	1.97
R2: Trans-Sulawesi Mamminasata Road			
- (Non-Toll) 2013 simultaneous open	28.5%	768,273	2.30
- (Non-Toll) Phasing	30.2%	721,063	2.45
- (Toll Expressway)	26.7%	648,842	2.07
R3: Hertasning Road	33.8%	122,258	3.51
R4: Abd. Daeng Sirua Road	31.0%	110,466	1.96

Source: JICA Study Team

(*) Discount Rate = 15%

(9) Financial Evaluation for the Middle Ring Road Section of Trans-Sulawesi Road

A comparison of toll revenue and project cost of the toll expressway shows that Financial Internal Rate of Return (FIRR) will be at 6.5% without any subsidies or other financial support from the Government. In general, a toll road project with such a low financial return should be implemented under the conventional public investment as indicated in the following table.

S.8 Financial Viability and Category of Financing Scheme

		Economic Feasibility		
		Good EIRR>18%	Marginal 12% - 18%	Bad EIRR< 12%
Financial Viability	Good FIRR>20%	BOT*	BOT*	-
	Marginal 10%-20%	PPP**	PPP**	-
	Bad FIRR<10%	Public Finance	Public Finance	-

Note: As FIRR of the project was estimated at 6.5%, it is categorized into Public Finance.

In order to attract a private sector to investment, it is necessary to achieve the minimum 20% of FIRR through the Government subsidy on the initial investment. However, the necessary Government subsidy is estimated at 72.0% (Rp. 523,078 Million) of the total investment cost including the Land Acquisition. As this percentage of government subsidy is too high comparing with the normal PPP scheme, the project is recommended to be implemented under public finance.

(10) Environmental Considerations

EIA (AMDAL) report including environmental management and monitoring plans on the Trans-Sulawesi Mamminasata Road Project was approved by the Governor of South Sulawesi Province in September 2007. EIA (AMDAL) report including environmental management and monitoring plans on the Mamminasa Bypass, Hertasing Road and Abdullah Daeng Sirua Road was completed and under approval procedure.

(11) Implementation Plan for the F/S and Pre-F/S Road Projects

Trans-Sulawesi Mamminasata Road

The Trans-Sulawesi Mamminasata Road Project should be implemented in two phases: Phase 1 for Sections B and C (Middle Ring Road and its southern extension), and Phase 2 for Section A (Maros-Jl.Tol.Ir.Sutami IC) and Section D (Sungguminasa – Takalar) to provide sufficient time. Figures S.5 and S.6 show planned implementation plan and schedule.

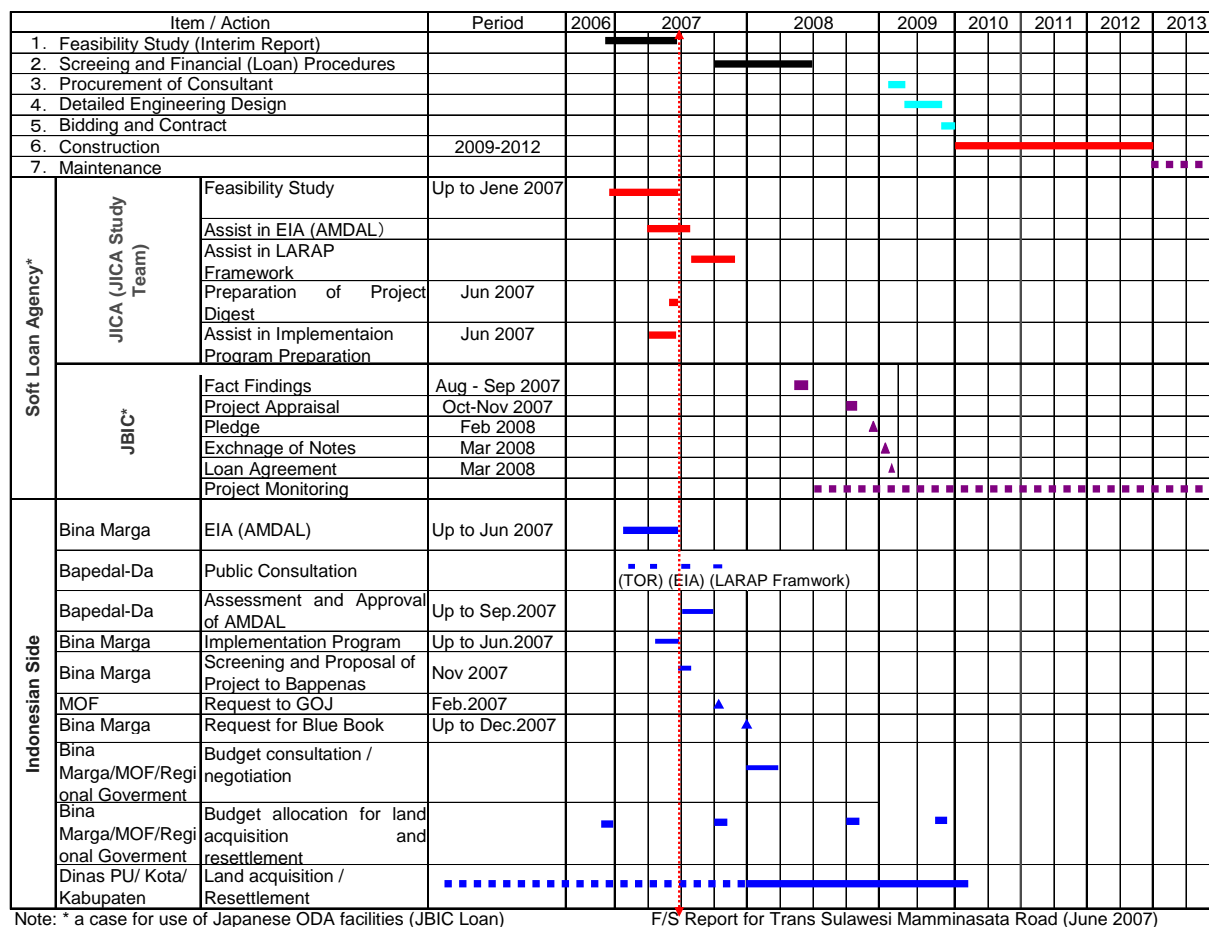


Figure S.5 Implementation Schedule and Action Plan for Trans-Sulawesi Mamminasata Road Project Phase 1 (Case for Japanese ODA Facility)

Mamminasa Bypass, Hertasning Roads, Abdullah Daeng Sirua Road and Outer Ring Road

All these FS roads (Mamminasa Bypass, Hertasning Roads and Abdullah Daeng Sirua Road) and Pre-F/S road (Outer Ring Road) will be implemented and completed by the year 2023. The implementation schedule of projects will differ by priority of sub-section of each road link, financing sources and availability of budgets. As to the anticipated or assumed financial sources and implementation schedule, refer to Section 10.5 of Summary Report.

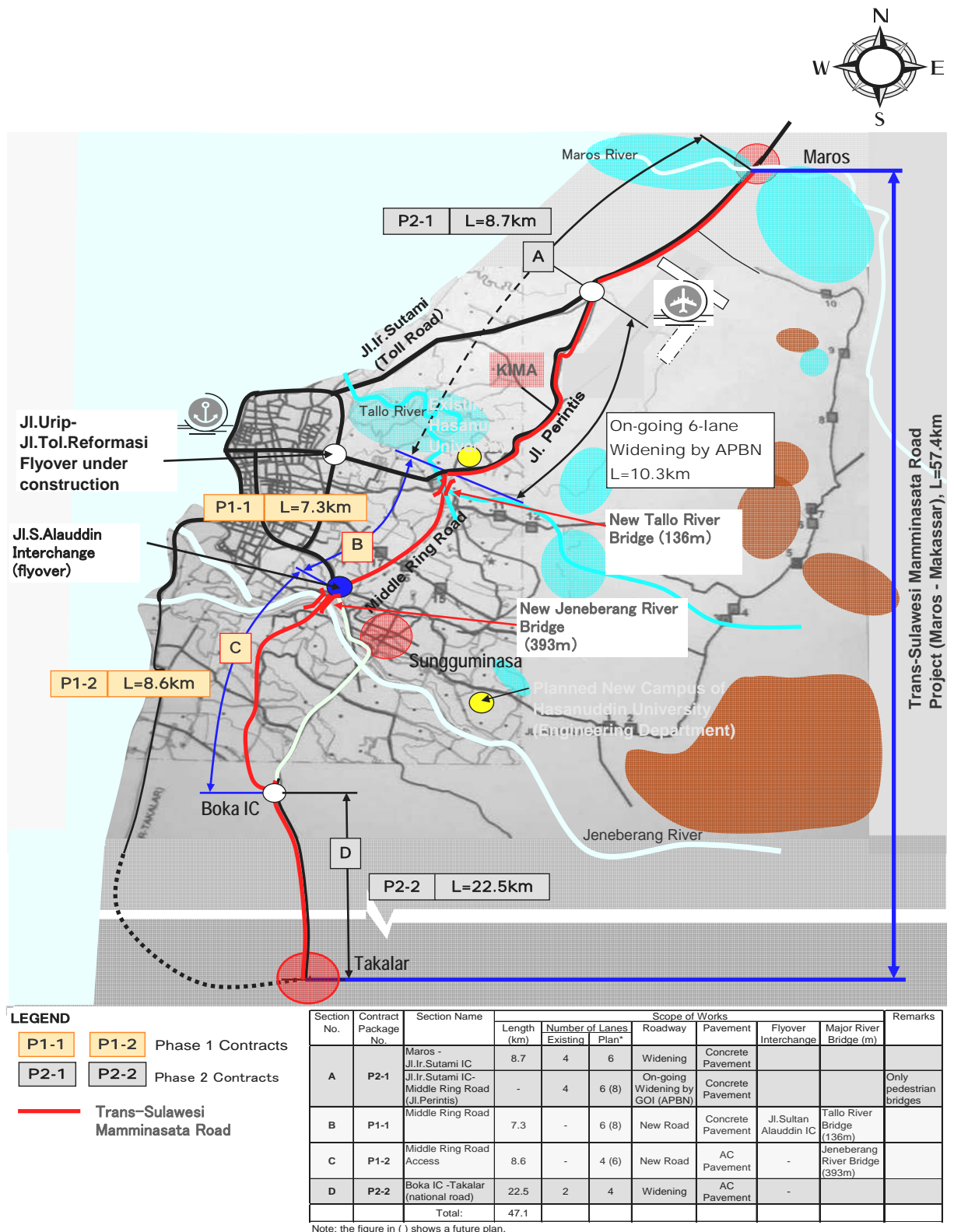


Figure S.6 Implementation Plan B for Trans-Sulawesi Mamminasata Road

(12) Conclusion and Recommendations

1) Trans-Sulawesi Mamminasata Road

The Study Team identified that the Trans-Sulawesi Mamminasata Road (TSMR) is the highest priority road link among four the F/S roads. The F/S for the Trans-Sulawesi Mamminasata Road (the TSMR) has shown that the TSMR Project is highly viable in both technical and economic aspects (EIRR: 28.5-30.2%). Therefore, it is recommended that the Project be implemented at an earliest date for the benefit of national and regional economy by public financing. It will directly contribute to the development of the Mamminasata Metropolitan Area by:

- improving the present urban road network
- coping with the increasing traffic demand
- enhancing regional development.
- supporting logistic flow for inducing trade, investment and industrial development.

It also will indirectly contribute to:

- expanding development to the whole eastern regions of Indonesia
- reducing poverty and regional development gaps.

The current progress of ROW acquisition for the Middle Ring Road (Section B) is approximately 60-70%. The Project should be implemented in two phases: Phase 1 for Sections B and C (Middle Ring Road and its southern extension), and Phase 2 for Section A (Maros-Jl.Tol.Ir.Sutami IC) and Section D (Sungguminasa - Takalar) to provide the sufficient time for land acquisition and resettlement.

2) Mamminasa Bypass, Hertasning Road and Abdullah Daeng Sirua Road

The feasibility study for Mamminasa Bypass has shown that the Project is viable on both technical and economic aspects (EIRR: 22.4%). The Study Team identified that Mamminasa Bypass is the second highest priority road link among four F/S roads. Mamminasa Bypass should be constructed as a new road. The appropriate route is at passing through appropriate topography and location where a new satellite town can be developed.

The north section of Mamminasa Bypass should be planned as a bypass for Maros Town while avoiding a planned flood retarding basin of the Maros River. The southern route should be connected to Jl.Tj.Metro Bunga where many development projects have been in progress or under planning. It will directly contribute to the development of the Mamminasata Metropolitan Area by:

- inducing a new satellite town at the east of Makassar City and the west foot of Mt.

Moncongloe, where flood free 4,000 ha of land could be available for regulated urban development.

- enhancing regional development, especially contributing to the development of KIWA (planned new industrial area of Gowa Regency).

The MB Project should be implemented in phases. The middle part of Mamminasa Bypass should be constructed in the first phase since it is an arterial road for a planned new satellite town.

A separate study should be conducted for establishment of a satellite town development plan. The private sector should be encouraged to participate in the required infrastructure construction, including access road for the new satellite town development.

The regional governments should control housing and other development on the route of Mamminasa Bypass and the planned new town area to secure the land for these developments.

3) Hertasning Road

The Hertasning Road construction project is an ongoing development project by South Sulawesi Government. It is divided into four sections, Sections A, B, C and D. Section A has already been completed and Section B is under construction. The detailed design for Section C has been completed. Implementation of the Hertasning Road Project (the HRP) should be continued under South Sulawesi Province as a provincial strategic road since it is an arterial road of the Mamminasata Metropolitan Area.

Hertasning Road has the following functions:

- Direct access road from the east suburbs to the Makassar City center as one of the radial roads.
- A main access road to TPA (new final waste disposal area planned at Pattallassang in Gowa Regency).
- Enhancement of regional development, especially contributing to the development of KIWA (new industrial area of Gowa Regency).
- A short cut route for the Bili-bili Dam and Malino.

A stage construction approach might be applied for Sections C and D of HRP taking tight budget required for both ROW acquisition and construction into consideration. The 1st Stage is widening of the existing 4.5m travelway (carriageway) to a 7.0 m standard road. The 2nd stage is further widening from 2-lanes to 4-lanes with a median.

4) Abdullah Daeng Sirua Road

The Abdullah Daeng Sirua Road construction project is an on-going project of Makassar City.

This is the direct access road from the Makassar City center to the planned new satellite town and the new industrial area of Gowa Regency (KIWA).

As the F/S for the Abdullah Daeng Sirua Road has verified that the Project is viable on both technical and economic aspects, the project should be continued for the benefit of national and regional economy with a financial assistance of the central government.

5) Outer Ring Road

The Outer Ring Road is one of the important links in the Mamminasata Metropolitan Area arterial road network and its expected functions are as follows:

- Ring road to contribute to harmonizing urban development
- Logistic route for the coming in and out traffic from/to the southern area of the South Sulawesi Province to/from KIMA, Makassar Port, new industrial areas along Jl.Tol.Ir.Sutami
- Connection between the north educational center and the south educational center.

The northern section between Jl.Tol.Ir.Sutami and Jl. Perintis Kemerdekaan through New Industrial Area (Kawasan Pergudangan dan Industri Parangloe Indah) is under construction by a private investor and be completed as it planned. The route of on-going north section should keep a 500-700 m buffer zone between the Tallo River and the on-going north section to avoid negative effects to the river environment.

As the project is vital on both technical and economic aspects, it is recommended to conduct a feasibility study for implementation including EIA for its implementation.

6) Recommendation on Establishment of Coordination Committee for Project Implementation of the F/S Roads

The Study Team understands that good cooperation and coordination between the central governments (Bappenas, MOF and MPW) and regional governments (South Sulawesi Province, Makassar City and Regencies of Maros, Gowa and Takalar) are very important for implementation of the F/S road projects as these are part of the arterial road network for the Mamminasata Metropolitan Area.

The Study Team recommends establishment of a “Project Implementation Committee for Arterial Road Network Development for the Mamminasata Metropolitan Area”. The committee, comprised of the representatives of concerned central and regional governments, holds periodic meetings for monitoring progress of the project implementation, discusses on problems and measures to solve and takes required actions for smooth implementation of the projects.

CHAPTER 1 INTRODUCTION

1.1 Background

In Indonesia, the quality of life and social welfare has been significantly improved due to the recent development policies, while regional disparity has appeared as a new problem. Particularly between Western Indonesia (KBI) and Eastern Indonesia (KTI), the disparity is quickly getting serious being one of the major issues for the Government of the Republic of Indonesia (hereinafter referred to as “GOI”) to tackle. The development of KTI has been advocated in the past National Development Plans and also in the new National Mid-Term Development Plan 2005-2009. To support the regional development in KTI, strategic importance of infrastructure has been identified as one of the priority measures for linking different regions and for poverty reduction.

Under these circumstances, the Government of Japan (hereinafter referred to as “GOJ”) has introduced and the South Sulawesi Regional Development Program to orientate the development of entire KTI. In the light of this initiative, development of intercity roads as well as urban radial/circumferential roads is proposed in South Sulawesi Province to accelerate the economic development in a balanced manner.

For entire Sulawesi, a master plan for arterial road development is needed to support the sustainable economic development of the island. The plan should include an investment plan with a balance between new construction and maintenance of existing facilities considering the limited resources, and efficient and effective policies for transport network development.

Addressing to the above, the GOI requested the GOJ to provide technical assistance in carrying out the Study on Arterial Road Network Development Plan for Sulawesi Island and Feasibility Study on Priority Arterial Roads in South Sulawesi Province (hereinafter referred to as “the Study”). In response to this request, the GOJ has conducted in close cooperation with the relevant authorities concerned of the GOI.

The Study was conducted in line with the objectives of “The Northeastern Indonesia Regional Development Program” and “The South Sulawesi Province Regional Development Program” undertaken by the GOJ. The F/S on Priority Arterial Roads in South Sulawesi Province is one of the South Sulawesi regional programs as illustrated in the following figure.

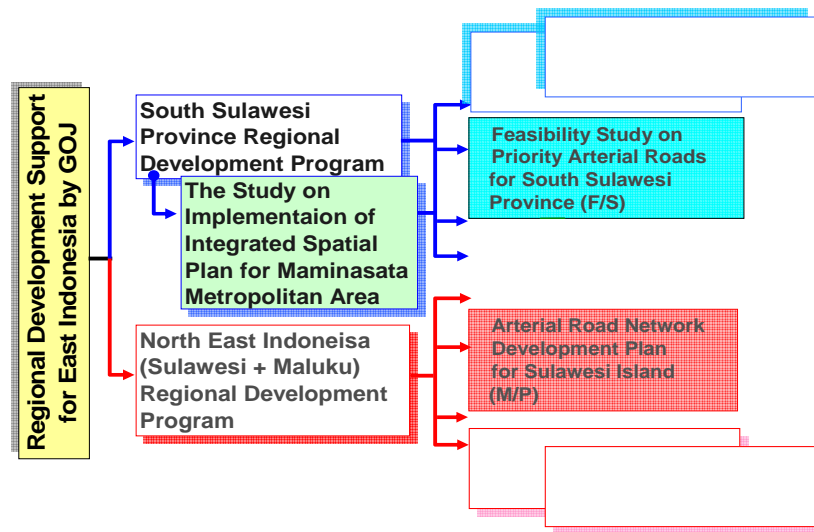


Figure 1.1.1 Concept of Regional Development Support for East Indonesia by GOJ

1.2 Study Objectives

The major objectives of the Study are:

- i) To formulate the Sulawesi Island arterial road master plan.
- ii) To prepare an action plan for implementation of the arterial road development.
- iii) To conduct Feasibility Study on Priority Arterial Roads in South Sulawesi Province.

In particular, the Study is expected to contribute to the acceleration of economic and social development (poverty reduction) in the region.

1.3 Study Area and Study Roads

The study area for the feasibility study covers the South Sulawesi province with a focus on the Mamminasata Metropolitan Area. The feasibility study route and road sections, which were selected from the proposed priority roads in the Integrated Spatial Plan for Mamminasata Metropolitan Area and agreed in this inception stage after site reconnaissance and discussions with the central and provincial government agencies concerned, are as follows:

- i) Mamminasa Bypass
- ii) Trans-Sulawesi Road Mamminasata Section (Maros-Takalar through Perintis Kemerdekaan Road and Middle Ring Road)
- iii) Hertasing Road
- iv) Abdullah Daeng Sirua Road

In addition to the above four roads, a pre-feasibility study was conducted on the Outer Ring Road as proposed by the South Sulawesi government and Makassar City and agreed between the Directorate General of Highways and JICA on 28th December 2006.

1.4 Study Schedule and Work Flow

The entire work period of the Study is expected to be sixteen months, beginning with the preparatory work in December 2006 in Japan and completing with the submission of the Final Report in March 2008. The Study is composed of Part I - Sulawesi Island Arterial Road Network Development Plan (Master Plan) and Part II - Feasibility Study on Priority Arterial Roads in South Sulawesi province. Part I and Part II shall be undertaken simultaneously. The Study is divided into four stages: Preparatory work in Japan, the first and second studies in Indonesia, and the final study in Japan. **Figure 1.2** illustrates the overall work schedule.

Study Category		2006	2007												2008		
		Des	Jan	Feb	Mar	Apr	Mei	Jun	Jul	Agt	Sep	Okt	Nov	Des	Jan	Feb	Mar
Part I: Master Plan Study	Studi di Indonesia	■								■					■		
	Studi di Jepang	□															□
Part II: Feasibility Study	Studi di Indonesia	■								■					■		
	Studi di Jepang	□															□
Report		△ IC/R		△ PR/R(1)			△ IT/R				△ PR/R(2)		△ DF/R				△ F/R
Technical Committee		△ 1st T/C		△ 2nd T/C			△ 3rd T/C				△ 4th T/C		△ 5th T/C				
Workshop/ Seminar				▲ Workshop			▲ Seminar				▲ Workshop		▲ Seminar				▲ Workshop

Figure 1.4.1 Overall Study Schedule

The work flow of the F/S is shown in Figure 1.4.2.

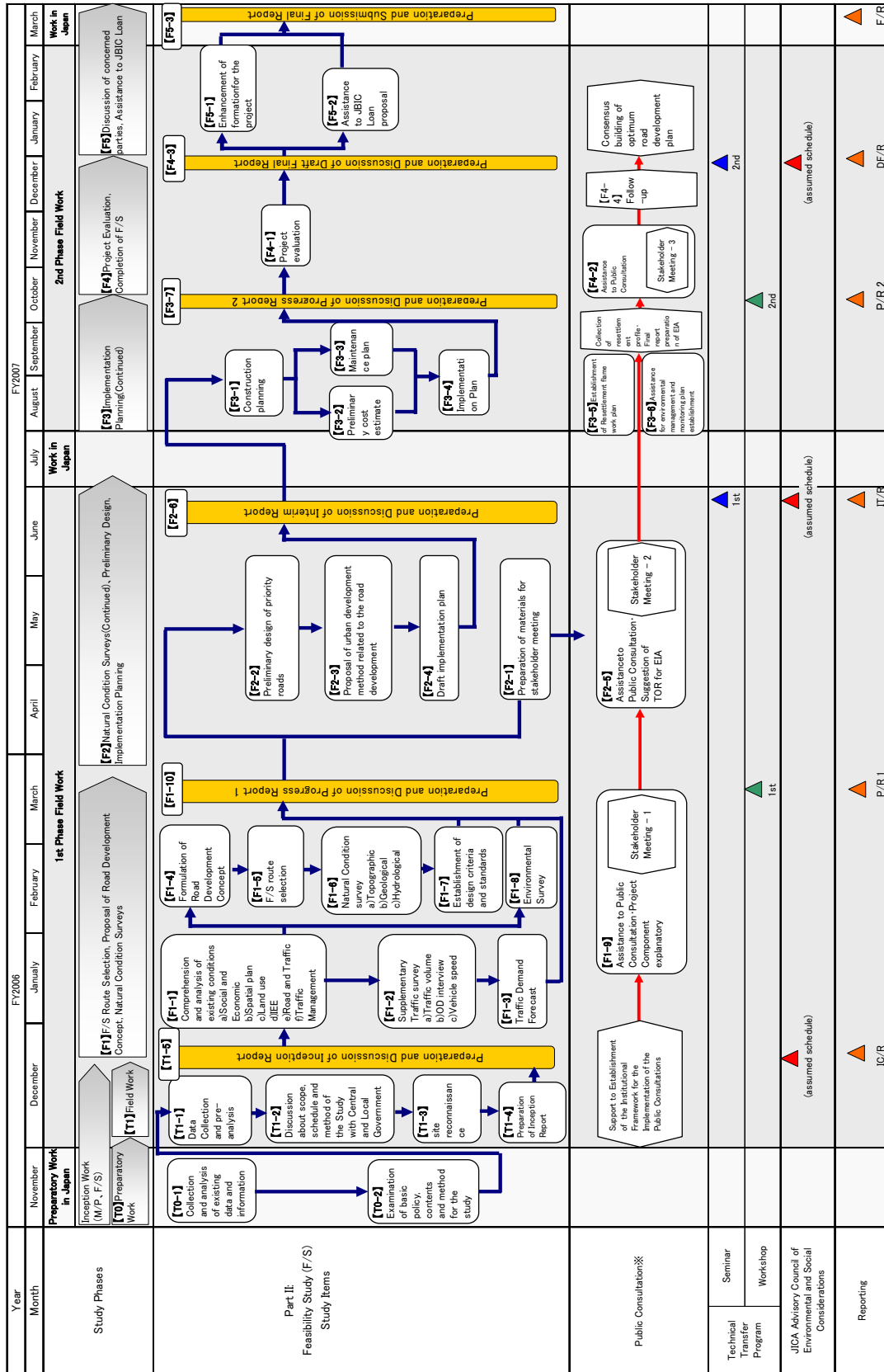


Figure 1.4.2 Work Flow of the Feasibility Study

1.5 Major Meetings, Presentations, Consultations and Workshop/Seminar

Major meetings, presentations, consultations and Seminars/workshops held through the F/S are as listed in **Table 1.5.1**.

**Table 1.5.1 Major Meetings, Presentations, Consultations and Workshop/Seminar
Held through the F/S**

Date	Activity	Participants	Outcome
Milestone Meetings			
January 9, 2007	Technical Committee at Bina Marga	Technical Committee members, JICA Indonesia Office, JICA Study Team	Presentation of Inception Report and approval of the scope and methodology of the Study
March 6-7, 2007	Workshop 1 at Makassar	Technical Committee members, JICA Makassar Field Office, JICA Study Team, Provincial Government (North Sulawesi, Gorontalo, Central Sulawesi, Southeast Sulawesi, West Sulawesi, South Sulawesi), Working Team South Sulawesi Province	1 st Day: Presentation on the M/P. Presentation by each province on development plan. Presentation and discussion on environmental survey. 2 nd Day: Presentation and discussion on the FS road route selection, road and bridge development concept and environmental considerations.
June 7, 2007	Seminar 1 for the F/S at Makassar	Technical Committee Members, Working Team Members, JICA Indonesia Office, JICA Study Team	Presentation and consultation on Interim Report and Trans-Sulawesi Mamminasata Road Implementation Plan.
September 10-11, 2007	Workshop 2 at Makassar	Technical Committee members, JICA Makassar Field Office, JICA Study Team, Provincial Government (North Sulawesi, Gorontalo, Central Sulawesi, Southeast Sulawesi, West Sulawesi, South Sulawesi), Working Team South Sulawesi Province	1 st Day: Presentation on the M/P. Presentation by each province on road development plan. Presentation and discussion on environmental considerations. 2 nd Day: Presentation and discussion on the preliminary design of FS roads and environmental considerations.
November 5, 2007	Technical Committee at Bina Marga	Technical Committee Members, JICA Indonesia Office, JICA Study Team	Presentation and consultation on Progress Report (2).
December 13, 2007	Seminar 2 for the F/S at Makassar	Technical Committee Members, Working Team Members, City/Regency Governments, Public representative, JICA Indonesia Office, JICA Study Team	Presentation on Draft Final Report of the F/S and Stakeholder Meetings
December 18, 2007	Technical Committee Meeting at Bina Marga	Technical Committee Members, Working Team Members, JICA Indonesia Office, JICA Study Team	Presentation and consultation on Draft Final Report
Presentation and Discussion with Agencies Concerned			
January 16, 2007	South Sulawesi Working Team Meeting at Dinas Prasarana	South Sulawesi Working Team members (Bappeda, PU, Spatial Plan, Bappedalda of Province, Makassar, Gowa, Maros and Takalar), JICA Study Team	Presentation and discussion on Inception Report.
February 6, 2007	Stakeholders Meeting on FS Road route selection and public consultation preparation at Dinas Bappeda Office	Central Bina Marga (Bipran and Bintek), South Sulawesi Working Team members (Bappeda, PU, Spatial Plan, Bappedalda of Province, Makassar, Maros and Takalar), JICA Study Team	Presentation and discussion on alternative route selection for the Trans-Sulawesi Mamminasata and public consultation preparation.
February 19, 2007	FS Roads Route Selection Meeting at Gowa Bupati Office	Bupati, Bappeda, Dinas PU, Bappedalda, Tata Ruang of Kabupaten Gowa, Dinas Prasarana, JICA Study Team	Presentation and discussion on alternative routes for Mamminasa Bypass and Trans-Sulawesi Mamminasata.
February 21,	FS Road Route	Bappeda, Dinas PU, Tata Ruang of	Presentation and discussion on alternative

Date	Activity	Participants	Outcome
2007	Selection Meeting at Maros Bappeda	Kabupaten Maros, JICA Study Team	routes for Mamminasa Bypass and Trans-Sulawesi Mamminasata.
February 22, 2007	FS Roads Route Selection Meeting at Takalar PU	Dinas PU/Takalar, JICA Study Team	Presentation and discussion on alternative routes for Mamminasa Bypass and Trans-Sulawesi Mamminasata.
February 28, 2007	FS Roads Route Selection Meeting at Makassar PU	Bappeda, Dinas PU, Bappedalda, PDAM, Tata Ruang of Makassar, JICA Study Team	Presentation and discussion on alternative routes of Mamminasa Bypass, Trans-Sulawesi Mamminasata and Abdullah Daeng Sirua Road.
March 2, 2007	FS Roads Route Selection Meeting at Dinas Prasarana	Bappeda, Dinas Prasarana, Tata Ruang, JICA Study Team	Presentation and discussion on alternative routes of Mamminasa Bypass, Trans-Sulawesi Mamminasata and Abdullah Daeng Sirua Road.
March 13, 2007	Working Team Meeting at Bina Marga	Working Group Members, JICA Study Team	Presentation and discussion on Progress Report No.1.
April 26, 2007	South Sulawesi Working Team Meeting at Bappeda, South Sulawesi Province	South Sulawesi Working Team members (Bappeda, PU, Spatial Plan, Bappedalda of Province, Makassar, Gowa, Maros and Takalar), JICA Study Team	Presentation and discussion on work schedule from April to June 2007 and route selection for the Outer Ring Road.
May 15, 2007	Outer Ring Road Route Selection Meeting at Gowa Bupati Office	Bupati, Bappeda, Dinas PU, Bappedalda, Tata Ruang of Kabupaten Gowa, Dinas Prasarana, JICA Study Team	Presentation and discussion on alternative routes for the Outer Ring Road
May 22, 2007	Outer Ring Road Route Selection Meeting at Makassar City Mayer's Office	Mayer, Bappeda, Dinas PU, Bappedalda, Tata Ruang of Kabupaten Gowa, Dinas Bina Marga, Balai Bear, JICA Study Team	Presentation and discussion on alternative routes for the Outer Ring Road
May 31, 2007	South Sulawesi Working Team Meeting at Bappeda, South Sulawesi Province	South Sulawesi Working Team members (Bappeda, PU, Spatial Plan, Bappedalda of Province, Makassar, Gowa, Maros and Takalar), Bina Marga, Balai Besar, JICA Study Team	Presentation and discussion on outline of Interim Report, route selection of the Outer Ring Road and implementation plan for the Trans-Sulawesi Mamminasata Road Project
November 1, 2007	South Sulawesi Working Team Meeting at Bappeda, South Sulawesi Province	South Sulawesi Working Team members (Bappeda, PU, Spatial Plan, Bappedalda of Province, Makassar, Gowa, Maros and Takalar), JICA Study Team	Presentation and discussion on Progress Report (2)

1.6 Organization for the Study

1.6.1 Organization

The Study organization established as shown in the following figure. Technical Committee of GOI was formed for the Study to ensure its efficient conduct under the initiative of the Indonesian side. Working teams was established in relation to the M/P and the F/S as the Study executing body as well.

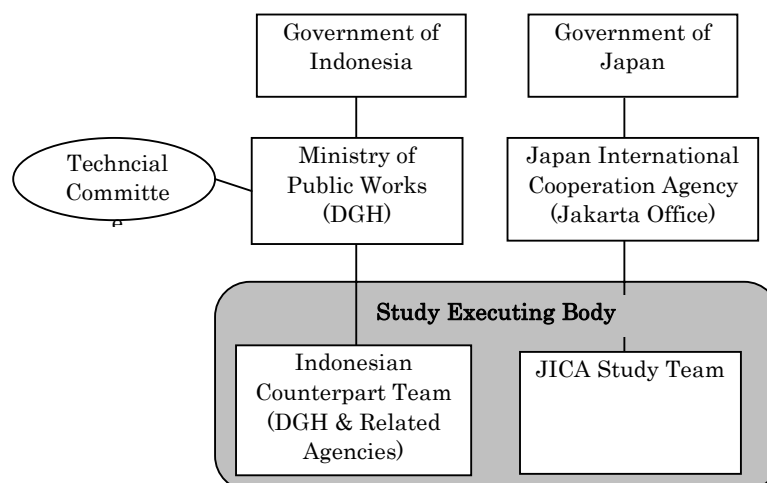


Figure 1.6.1 Organization of the Study

1.6.2 Study Team

The JICA Study Team is composed of the following members:

Mr. Hiroki Shinkai	Team Leader /Transport Planning
Mr. Isamu Asakura	Deputy Team Leader /Regional Development
Mr. Takashi Shoyama	Road Planning 1
Mr. Takashi Shimizu	Road Planning 2
Mr. Naoaki Sonobe	Road Planning 3
Mr. Hajime Koizumi	Development Strategy/Spatial Development Planning
Mr. Kenji Tanaka	Urban Planning/Land use Planning
Mr. Takeshi Yamashita	Regional Economy
Mr. Takuya Okada	Industrial Promotion
Mr. Isamu Koike	Trade/Distribution
Mr. Shubun Endo	Transport Facility Survey
Mr. Hideo Arikawa	Traffic Demand Forecast
Mr. Jamaluddin Rahim	Traffic Survey
Mr. Yuichi Koda	Environmental & Social Consideration 1
Mr. Takehiko Ogawa	Environmental & Social Consideration 2
Ms. Akiko Urago	Environmental & Social Consideration 3
Ms. Keiko Nagai	Public Consultation 1
Ms. Dorothea Agnes Rampisela	Public Consultation 2
Mr. Shigeru Konda	Deputy Team Leader /Road Planning 2/Maintenance
Mr. Narihiro Morisaki	Natural Condition (Hydraulics/Hydrology)
Mr. Takayasu Nagai	Road Design 1/Natural Condition (Topography)
Mr. Sthapit Naresh	Road Design 2
Mr. Takeshi Yoshida	Bridge Design/Natural Condition (Geology)

Mr. Masayoshi Iwasaki	Implementation Planning /Funding/Institutional Study
Mr. Masahito Homma	Economic & Financial Analysis
Mr. Ippei Iwamoto	Construction Planning/Cost Estimation/Coordination 1
Mr. Hiroaki Ueyama	Construction Planning/Cost Estimation/Coordination 2

1.6.3 Technical Committee

The Technical Committee consisted of the following officials from the respective ministries and agencies:

Chief:	Ir. Sri Apriatini Soelardi, MM/Ir. Taufik Widjoyono, MSc. Director of Planning, Directorate General of Highways, Ministry of Public Works
Secretary:	Ir. Harris H. Batubara, MEng/Dr. Max Antameng, MA. Sc. Chief of Sub-Directorate of General Planning, Director of Planning, Directorate General of Highways, Ministry of Public Works
Member:	Ir. Nurden Manurung, MM. Director of Freeways and Urban Roads, Directorate General of Highways, Ministry of Public Works Ir. Frankie Tayu, Director of Technical Guidance, Directorate General of Highways, Ministry of Public Works Ir. R.Bambang Goeritno Soekamto, MSc, MPA. Chief of Planning and Foreign Cooperation Bureau, Ministry of Public Works Ir. U.Hayati, Triastuti, MSc, Director of Transportation, National Development Agency Ir. Arifin Rudiyanto, MSc, Ph.D. Director of Regional Development 1, National Development Agency Drs. Suroyo Alimoeso, Director of Road Transportation Traffic, Directorate General of Land Transportation, Ministry of Transportation Dr. H.S.Ruslan, SE. Chief of Regional Development Planning Agency, South Sulawesi Province* Ir. H. Iriantasyah Kasim DM, MSi, Chief of Provincial Infrastructure Agency, South Sulawesi Province*

Note:* only for the feasibility study on Priority Arterial Roads for South Sulawesi Province

1.6.4 Working Team

The JICA Study team and Indonesian counterpart jointly conducted the Study. In this context, DGH established the Working Team consisted of the following officials from the concerned agencies:

Coordinator:	Ir. Harris H. Batubara, MEng. Sc. Chief of Sub-Directorate of General Planning, Directorate General of Highways, Ministry of Public Works
Secretary:	Drs. Edi Prasetyo Hs. Section Chief of Road Network Development, Sub-Directorate of General Planning, Directorate General of Highways, Ministry of Public Works

- Member: Ir. Arief Witjaksono, MEng.Sc. Chief of Sub-Directorate of Urban Road and Bridge Planning, Directorate of Freeways and Urban Roads, Ministry of Public Works
- Ir. Jany Augustin, MSc. Chief of Sub-Directorate of Environmental Engineering, Directorate of Technical Guidance, Directorate General of Highways, Ministry of Public Works
- Ir. Sumito, Chief of General Planning, Planning and Foreign Cooperation Bureau, Ministry of Public Works
- Ir. Aryawan S.P, MSi, Chief of Sub-Directorate of Road Transportation, National Development Agency
- Ir. Abdul Muis, MEng Sc. Chief of Sub-Directorate of Road Transportation Traffic, Directorate General of Land Transportation, Ministry of Transportation
- Ir. H. Nurdin Samalia, Msi. Chief of Sub-Agency of Technical Affairs, Infrastructure Agency, South Sulawesi Province/Head of Balai Besar VI Jalan Nasional (Representative office of Central Government in Sulawesi)*
- Note:* only for the feasibility study on Priority Arterial Roads for South Sulawesi Province

1.6.5 Provincial Working Team for Feasibility Study on Priority Roads for South Sulawesi

The Working Team established in South Sulawesi Province for Feasibility Study consisted of the following agencies and members:

- Coordinator: Dr. H. S. Ruslan, SE, MS, Chief of Regional Development Planning Agency, South Sulawesi Province
- Secretary: Ir. H. Iriantasyah Kasim, DM, MSi, Chief of Provincial Infrastructure Agency, South Sulawesi Province
- Member: Ir. H. Syarifuddin Pattiwiri, MSi, Chief of Spatial Planning Bureau, South Sulawesi Province
- Ir. H. Tan Malaka Guntur, MSi, Chief of Bappedalda, South Sulawesi Province
- H. M. Anis Kama, SH, MH, MSi, Chief of Bappeda, Kota. Makassar
- Ir. H. Kusaiyyeng, MSi, Chief of Public Works, Kota Makassar
- Drs. H. M. Thamrin Ramli, MSi, Chief of Bappeda, Kab. Maros
- Drs. H. Anshar Syarif, MM, Chief of Public Works, Kab. Maros
- Drs. H. Baharuddin Mangka, MSi, Chief of Bappeda, Kab. Gowa
- Ir. H. Muh. Amin Yacct, MSi, Chief of Public Works, Kab. Gowa
- Ir. H. A. Jen Syarif Riva, MSi, Chief of Bappeda, Kab. Takalar
- Ir. H. Nirwan Nesrullah, MSi, Chief of Public Works, Kab. Takalar
- Ir. H. M. Nasser Parawarsa, Chief of Directorate of Natural Resources Development and Regional Infrastructure
- Ir. H. Faisal Lukman, MT, Chief of Sub-Bureau of Regional Infrastructure