

Summary Record
On
The Java North Line Upgrading Project

Date: September 24, 2019

Place: Jakarta, Indonesia

On September 24, 2019, in Jakarta, the Government of the Republic of Indonesia and the Government of Japan confirmed the following points regarding both governments' common recognition to implement the Preparatory Survey (hereinafter referred to as "the P/S") of the Java North Line Upgrading Project (hereinafter referred to as "the Project") conducted by Japan International Cooperation Agency (hereinafter referred to as "JICA") from June, 2019.

1. Both sides agreed on the following preconditions as technical specifications for the P/S of the Project.
 - (1) Narrow gauge (1,067mm) configuration
 - (2) Single track operation
 - (3) Not electrified
 - (4) Ballast-less track
 - (5) DEMU (Diesel Electric Multiple Unit) type of rolling stock
 - (6) Fixed block (ATS-P) signaling system
 - (7) Operation maximum train speed at 160km/h
 - (8) Target travel time between Jakarta and Surabaya is around 5.5 hours

2. Both sides agreed to implement the Project with two Phases and the Japanese side accepted to conduct the survey on current track upgrading works between Semarang and Surabaya in the P/S. Specific phases are as follows.
 - (1) Phase 1: Construction works between Jakarta and Semarang with technical specifications as mentioned in paragraph 1. In parallel, current track upgrading works between Semarang and Surabaya
 - (2) Phase 2: Construction works between Semarang and Surabaya with technical specifications as mentioned in paragraph 1.

3. Both sides agreed that the civil structure basically consists of viaduct and on-ground sections from the viewpoint of replacing level crossings for the existing lines with flyovers (or underpasses). And the Indonesian side agreed to finalize a specific civil structure type allocation plan based on the site conditions in the early stage of the P/S, in 6 months at the latest.

In addition, the Indonesian side agreed that flyovers (or underpasses) across the existing and new rail lines in the Project will be constructed as a roads improvement project under the responsibility of Ministry of Public Works and Housing and both sides recognized the importance of maximizing the use of local contents and local technology for constructing

flyover/ underpass, which will be developed by the Indonesian side.

4. Both sides agreed to seek to maximize of local contents in the P/S based on the capability of the local enterprises by exploring technology transfer, joint manufacturing or other methodologies including:
 - (1) Ballast-less track for semi-high speed operation,
 - (2) Pile Slab Reinforced Concrete (PSRC) track-bed,
 - (3) Pre-cast rigid frame structure type viaduct,
 - (4) Diesel Electric Multiple Unit (DEMU), and
 - (5) Automatic Train Stop type-P (ATS-P)
5. The Japanese side agreed to consider the PPP scheme to the Project in the P/S based on the comments from the Indonesian side including Indonesian legal framework on the proposed rolling stock leasing scheme at the Pre F/S.
6. The Indonesian side agreed to full cooperation in providing necessary information including geological and topographical data to implement the P/S.
7. Both sides agreed to have continuous discussion regarding the Project through the Implementation Management Committee established in October 2018, as necessary to discuss upcoming issues that arise after starting the P/S and to monitor the smooth implementation of the Project.

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