ONE MAJOR CAUSE OF TRAFFIC CONGESTION IN JAKARTA IS ROAD CONSTRICCTIONS CAUSED BY SEVERAL FACTORS:

- Street Peddlers taking up road space
- Illegal on-street parking
- Cargo loading and unloading activities on road space
- Undisciplined public transport boarding alighting irregularly and at non-designated places
- Night market taking up road space
- Slow moving and space consuming Carts
- Undisciplined Pedestrians
Unequal number between road ratio and number of vehicles

**SUPPLY**

- Road length 6.936 km = 48.4 Km²
- Road ratio 7.3% (of DKI Jakarta area)
- Annual road growth ± 0.01%/Thn

**ROAD NETWORK**

**DEMAND**

- 25.7 million trip/day (in Jakarta Commuter included)
- 75% (± 19.2 million trip using private vehicles from Bodetabek)

**TRAVEL NEEDS**

- Number of vehicles ± 17.81 million
  - Private vehicles: 17.52 million (98.35%)
  - Public transport unit: 294 thousand (1.65%)
- Annual growth in last 5 years: ± 8.1% per-year

**VEHICLES**

- Using private vehicles (R4 & R2) 98% from Bodetabek.
- Using public transport 2% from Bodetabek

**MODAL SHARE**

Congestions cost

Approximately Rp. 45.2 Trillion/year (fuel, vehicle operating costs, time value, economic value and energy pollution)

---

Congestion from the number of daily trips to and from Jakarta amounted to 25.7 million trips/day consisted of 18.8 million trips/day in Jakarta and 6.9 million trips/day from Bodetabek to Jakarta (5.2 million trips dominated by private transport or as much as 98%, while the proportion of public transport is only 2%, causing congestion at the entrances to Jakarta).
SHIFT OF TRANSPORT PARADIGM → PUBLIC TRANSPORT AS A TRANSPORTATION BACKBONE

PREFERENCE:
To deliver car or people?

Unproductive Infrastructure

VS

Productive Transportation System

Jakarta Transportation Authority

Efficiency

- Oil Consume
- Land Use
- Operational Cost

Jakarta Transportation Authority
High Mobility Citizens

Need Support for Mass and Modern Transportation Infrastructure

Transport System with Fast, Safety, Efficient and high level of capacity

- BRT
- MRT
- LRT
AIM TO INCREASE THE USE OF PUBLIC TRANSPORT AND REDUCE DAILY USE OF PERSONAL VEHICLE:

• Network Development System BRT / Busway
• Public Transport Revitalization
• Development of MRT and LRT
• Supporting infrastructure that facilitates the integration of transport systems intermodal transfer
• Provincial Government supports the improvement of services by PT KAI Commuter Line
• Revitalization of Road Transport Terminal
Nowadays 12 Corridors already in operation

1. Blok M - Kota
2. P.Gadung – Harmoni
3. Kalideres - Harmoni
4. P.Gadung – Dukuh Atas
6. Ragunan – Kuningan
8. Lebak Bulus – Harmoni
9. Pinangranti - Pluit
10. Cililitan - Tanjung Priok
11. Ciledug - Blok M
12. Kalimalang - Blok M
13. Depok - Manggarai
15. Tanjung Priok - Pluit

Project to be proposed with elevated lanes
| Koridor | 13. Ciledug – Blok M (14.6 Km) |
| | ![Map](image1.png) ![Busway](image2.png) |
| | 14. Kali Malang – Blok M (17.7 Km) |
| | ![Kali Malang Map](image3.png) ![Kali Malang Busway](image4.png) |
| | 15. Depok – Manggarai (17 Km) |
| | ![Depok Map](image5.png) ![Depok Busway](image6.png) |

**ELEVATED BUSWAY PROJECT FOR 3 UPCOMING CORRIDORS**

- **ELEVATED BRT (XIAMEN-CHINA)**
General Operational Information of Transjakarta

- **Corridors**: 12 (26 busway routes + 1 BKTB Routes)
- **Length of Corridors**: ± 210 Km (12 Corridors)
- **Station**: 232 Bus Station
- **Operator**: 8 existing companies + 2 companies are in process of preparing the bus + UP.Transjakarta Busway (Dishub)
- **Pool Bus**: 13 pool
- **Number of Buses**: 461 unit
- **Km Outturn**: ± 43-44 million kilometer per year
- **Gas Station**: 7 location (3 PGN + 4 Pertamina)
- **Ticket Fares**: Rp.3.500 & Rp.2.000 (5 am-7am)
- **Passengers**: +/- 280,000 per day
ITS Consist of three systems:
1. Area Traffic Control System (ATCS)
2. Bus Tracking System (BTS)
3. Traffic Information System (TIS)

Three Corridors Busway have been connected with ITS Systems.

Central Control Room at Gedung Dinas Pelayanan Pajak, Jl. Abdul Muis Lt. 16
DKI Jakarta Non-BRT Public Transport Revitalization

S.66 Pilot Project

Elements of Revitalization:
1. Service operated with schedules to meet demand
2. Setoran system replaced by payment-per-km system
3. Current vehicles replaced by proper-spec city buses
4. Properly located bus stops introduced and enforced
5. Traffic engineering to support bus priority
6. Fleet management with electronic ticketing system
Pre-Launch Preparation
Provision of bus stops and traffic engineering measures

Considerations:
• Observed passenger requirements
• Road layout & pedestrian crossings
• Locations of existing shelters
• Interchange with BRT services
• Impact on other traffic

Phase 1:
• Temporary bus stop signs
• “No parking” marking
• Enforcement of use by all services

Phase 2:
Evaluation and adjustments as required

Bus stop components:
• Concrete base
• Bus stop sign with info panel
• Bus stop lane markings
• Shelter with info panel (as required)
• Crossing/access to interchange to BRT as required
Bus Reform Proposed Operating Model

a. Each route operated and managed by one operator (company/cooperative) which owns the buses, under contract to PT. Transportasi Jakarta

b. The operator holds the permit for the route. Buses operated to schedules based on demand (varying frequencies at different times) to optimise vehicle utilisation

c. Drivers and conductors employed by the operator and paid salaries based on hours worked

d. Bus size and design specified according to route characteristics
Future Division of Responsibilities

**JAKARTA TRANSPORTATION AUTHORITY**
- Plan route network (and regularly update)
- Specify service capacity/frequencies for each route
- Specify bus types for each route
- Issue permits to operators
- Monitor TransJakarta’s performance in ensuring service delivery in compliance with Dishub’s specification
- Enforce relevant regulations (vehicle inspection, use of bus stops, etc)

**TRANSJAKARTA**
- Select suitable operators for each route through competitive tendering process
- Negotiate contracts with successful bidders
- Monitor operation of each route to ensure compliance with licence conditions and standards specified by Dishub
- Provide operational data to Dishub as required for monitoring purposes

**BUS COMPANY**
- Purchase and maintain buses
- Employ drivers, conductors, administrative, supervisory and maintenance staff, all on salaried basis
- Operate routes in accordance with schedules, conditions and standards specified by Dishub (and included in contract)
- Provide operational data to TransJakarta as required for monitoring purposes
JABODETABEK COMMUTER LINE

- Operated by PT KAI Commuter Jabodetabek (PT KCJ)
- Supervision by Ministry of Transportation
- Development Plan: Elevated track on loop line
## Number of Passengers Growth 2010-2015

<table>
<thead>
<tr>
<th>Year</th>
<th>Volume</th>
<th>Passengers per day</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>124,345,164</td>
<td>340,672</td>
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<tr>
<td>2011</td>
<td>121,092,235</td>
<td>331,760</td>
</tr>
<tr>
<td>2012</td>
<td>124,307,618</td>
<td>339,638</td>
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<tr>
<td>2013</td>
<td>158,118,170</td>
<td>433,200</td>
</tr>
<tr>
<td>2014</td>
<td>206,809,273</td>
<td>566,601</td>
</tr>
<tr>
<td>2015*</td>
<td>79,344,185</td>
<td>661,202</td>
</tr>
</tbody>
</table>

*Volume 2015 - April 2015
MRT DEVELOPMENT PLAN

Progress:
- Lebak Bulus – Bundaran HI under construction until 2018

Next Phase:
- Bundaran HI – Kp. Bandan
- East – West (Cikarang – Balaraja)
MRT Lebak Bulus - Bundaran HI
(Under Construction Until 2018)

Elevated Section
MRT Lebak Bulus – Bundaran HI
(Under Construction Until 2018)

Underground Section
SOEKARNO HATTA – HALIM PERDANAKUSUMA AIRPORT RAILWAY (EXPRESS LANE)
(KEPMENHUB NO: KP 1264 TAHUN 2013)

STATION Location Plan:
1. Soekarno Hatta International Airport Terminal 3
2. Soekarno Hatta International Airport Terminal 2
3. Pluit
4. Tanah Abang
5. Dukuh Atas
6. Manggarai
7. Halim

DEPOT Location Plan: Halim
Integration between Sudirman Airport Train Station and MRT Station
TOD Development and Integration between Transportation Mode in Dukuh Atas Area

Future Development:
- Express Airport Railway
- High Speed Railway (Jakarta – Bandung – Surabaya)
- LRT Cibubur – Dukuh Atas (PT Adhi Karya)
- LRT Tanah Abang – Pulo Mas (DKI Jakarta Government)
- BRT on Jakarta Inner Toll Road
LRT DEVELOPMENT PLAN (Initiated by PT Pembangunan Jaya)

LRT Proposed Lane = 80.2 km
1. Kebayoran Lama – Kelapa Gading - 21.6 km
2. Tanah Abang – Pulo Mas - 17.6 km
3. Joglo – Tanah Abang - 11 km
4. Puri Kembangan – Tanah Abang - 9.3 km
5. Pesing – Kelapa Gading - 20.7 km
6. Cempaka Putih – Ancol - 10 km
7. Bandara Soetta – Kemayoran - 30.5 km

Notes
- Initiated by PT Pembangunan Jaya
- Progress: Feasibility Study
- LRT Concept: 7 Corridors (Elevated Track)
- Development concept: Design and Build
LRT DEVELOPMENT PLAN (Initiated by PT Pembangunan Jaya)
PRIORITY LANE/TRACK (prepare for Asian Games 2018)

- Line 1: Kebayoran Lama – Kelapa Gading 21.6 km
- Line 7: Bandara-PIK-Ancol-Kemayoran-Cempaka Putih 30.5 km
### General Specification

<table>
<thead>
<tr>
<th>Specification</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed</td>
<td>plan: 80 km/h</td>
</tr>
<tr>
<td></td>
<td>Average: 40 – 50 km/jam</td>
</tr>
<tr>
<td>Capacity (passengers/train)</td>
<td>250 passengers</td>
</tr>
<tr>
<td>Weight</td>
<td>20,000 – 23,000 (kg)</td>
</tr>
<tr>
<td>Length</td>
<td>20,000 mm</td>
</tr>
<tr>
<td>Width</td>
<td>2,950 – 3,000 mm</td>
</tr>
<tr>
<td>Height</td>
<td>3,700 – 3,750 mm</td>
</tr>
<tr>
<td>Gauge</td>
<td>1,067 mm</td>
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<tr>
<td>Gradient design</td>
<td>3% (on track) MC-TC-MC</td>
</tr>
<tr>
<td>Horizontal curve radius</td>
<td>100 m</td>
</tr>
<tr>
<td>Train set</td>
<td>3 Cars per train set</td>
</tr>
<tr>
<td>Body</td>
<td>Stainless steel/Aluminum Car body</td>
</tr>
<tr>
<td>Doors</td>
<td>4 / Side</td>
</tr>
<tr>
<td>Bogie</td>
<td>Solid Frame</td>
</tr>
</tbody>
</table>
THANK YOU