



REPUBLIK INDONESIA

Sustainable Urban Transport Development in Indonesia

Climate Action in Transport Conference

27 September 2018

Berlin

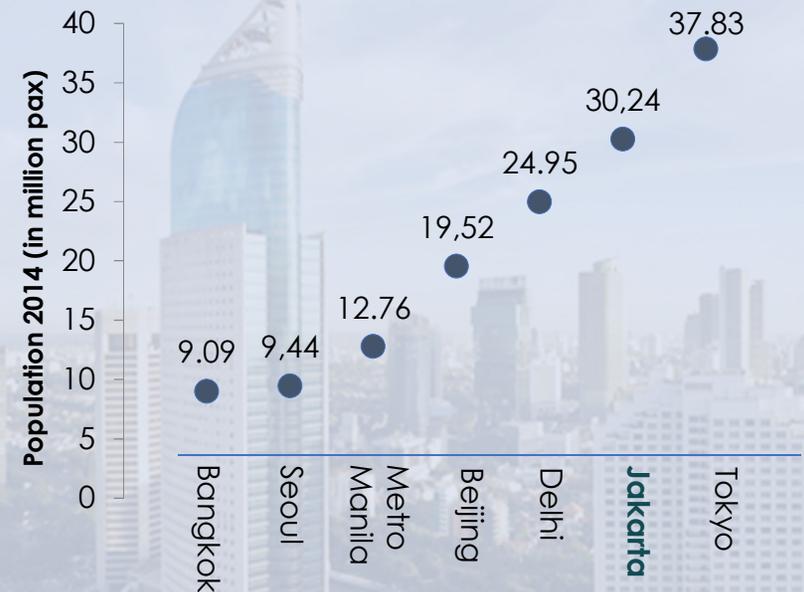
Indonesia Urban Potential

Potential of Urban Area

Population	4th largest in the world <i>Significantly increase since 1980</i>
Market Economy	2012: 16th 2030: 7th <i>Potential consumption contribution for economy growth</i>
Urban Population Ratio	2012: 52% national pop. (244.3 mio.) 2045: 69% national pop. (318.9 mio.) <i>Increasing urban attractiveness</i>
National GDP Contribution	2012: 74% National GDP 2030: 86% National GDP <i>The urban economy substantial contribution for national economy</i>

Comparison of World Urban Population

Jakarta One of the Largest Metropolitan in the World



- The population of Jakarta Metropolitan (Jabodetabek) 2nd after Tokyo Metropolitan

City Profile



:: Legend ::

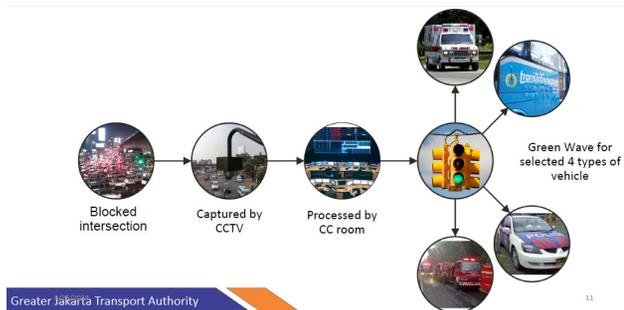
- : Existing Metropolitan Area
- : New Metropolitan Area
- : Medium City
- : New City (RPJMN)

Source:
Peta : www.freevectormaps.com
MP3EI 2011-2015
Kepmen KP.725/2014 dan KP.414/2013

Strategy for Urban Transport Development

National target: increase modal share of public transport by 32% in 2019 contributes to GHG emission reduction target of 29% + 11% in 2030

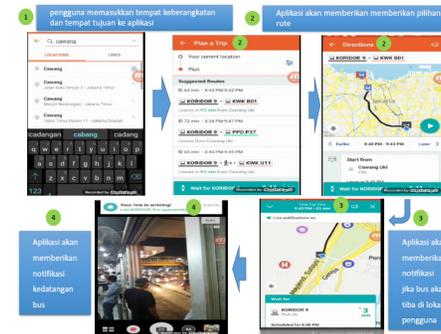
"The development of urban transport needs to be integrated with mass transit support and Transit Oriented Development infrastructure facilities as well as utilization of technological developments."



Avoid

Reducing the need to travel and avoid unnecessary trip

- ❑ Travel management with urban planning with mixed use concept
- ❑ Infrastructure Development Transit Oriented Development (TOD) - A source of urban transport finance



Shift

Promote Shifting to Public Transport with Inclusive Design

- ❑ Increase the use of Public Transport, Pedestrian, and Bicycles
- ❑ Develop and improve Public Transport and non-motorized level of service



Improve

Increasing the energy efficiency of vehicles, fuels and transport operations

- ❑ Energy-saving technologies (fuel)
- ❑ Development and application of Intelligent Transportation Systems (ITS) Development



National Intervention for Urban Transport Development

Mass Transit Improvement

- ✓ Rail Based Mass Transit
 - MRT Jakarta Phase I (operation in 2019):
 - Project investment: 1.1 billion USD
 - South Sumatera LRT (operation in 2018):
 - Project investment: 750 million USD
 - Jabodebek LRT (operation in 2020):
 - Project investment: 2 billion USD
- ✓ Road Based Mass Transit
 - Transit system in 25 cities
 - BRT international standard in Jakarta with total pass/day = 450,000
 - Pilot BRT international standard in 5 cities
- ✓ LRT and BRT Medan: PPP Project
 - Project investment: 15 billion USD

Digitalization of Public Transport

- ✓ Public Transport
 - Integrated ticketing system with electronic payment
 - Real time timetable
- ✓ Ride-hailing
 - Private operator ride-hailing:
 - 2 biggest operator
 - Driver > 1 Mio.
 - Public owned apps (under preparation)
- ✓ Regulation for ride-hailing (Minister Regulation #108/2017):
 - Fare
 - Quota
 - Operational area
 - Safety and security
 - Database

Financial Support

- ✓ Framework for urban public transport:
 - National Policy: Medium-term-plan, presidential regulation (on-going)
 - Principle:
 - Increase city ownership
 - Cost-sharing
 - Selection criteria:
 - Eligibility, readiness, and viability
- ✓ Financing
 - National government support: infrastructure max. 100%
 - Cities responsibilities: Operation and maintenance

Example on Institutional Arrangement

The establishment of Greater Jakarta Transport Authority

“To develop, manage and improve integrated transport services in Greater Jakarta area (Jakarta, Bogor, Depok, Tangerang, and Bekasi)”

”To execute its duties, Greater Jakarta Transport Authority (GJTA) refers to Transportation Grand Design for Greater Jakarta (Presidential Decree no 55/2018)”



1. Public transport share is 60 %
2. Maximum travel time from origin to destination is 1.5 hours at peak hours.
3. Minimum average speed is 30 km / h at peak hours.
4. Coverage of public transport services in urban areas is 80 % of the length of the road.
5. Maximum walking distance to public transport is 500 m .
6. Each region must have feeder line connected to the trunk line in transit point.
7. The transit must have facilities for pedestrians and car park and ride, with the maximum transfer distance between mode is 500 m.



Example

- Private vehicle and freight transport restriction (odd-even license plate) in Greater Jakarta (Jabodetabek) Area - Pilot during ASIAN Games
 - Applied in the major road network including toll gate from Greater Jakarta
 - Extensive timeframe (Mo-Su - 06-19)
 - Result:
 - ✓ Increase in traffic flow 44.08% in main road but 2.17% less in alternative road
 - ✓ Reduce in VC Ratio 20.37% in main road but increase VC Ratio 6.48% in alternative road
 - ✓ CO2 emission reduction 20.3% in main road but CO2 emission increase 6.95% in alternative road
 - ✓ Increase Transjabodetabek ridership 46.8%
 - ✓ Increase Transjakarta ridership 40.21%
 - ✓ Increase commuter train ridership 6.13%
 - Replicated to additional cities applying odd-even licence plate restriction (Medan, Bandung, Surabaya, Makassar)
- Pilot bike-sharing in Bandung and Central Jakarta



THANK YOU