

# URBAN PUBLIC TRANSPORT SYSTEM IN JAKARTA

PRESENTED BY

**DARYATI ASRINING RINI**

HEAD OF TRANSJAKARTA MANAGEMENT BODY  
JAKARTA - INDONESIA

UNITED NATIONS FORUM ON CLIMATE CHANGE  
MITIGATION, FUEL ECONOMY AND SUSTAINABLE  
DEVELOPMENT OF URBAN TRANSPORT

MARCH 2010

# EXISTING TRANSPORTATION CONDITION IN THE CITY OF JAKARTA - INDONESIA

Number of motorized vehicles  $\pm$  5,5 million consist of 98%(5,4m) private vehicles serving 44% trips & 2%(87.976) public transport serving 56%. Average growth per year 9,5% in the last 5 years.

Road length = 7.650 km with the road area = 40,1 km<sup>2</sup> (6,2% from total area of the city). Annual average growth of road length =  $\pm$  0,01%.

Total demand for public transport in DKI Jakarta has reached 17,1 billion trips/day

The total lost of traffic congestion has been estimated Rp 12,8 Trillion/year (Time value, fuel consumption, health cost)





**traffic jam!**

Congestion is not a problem, but the result of a larger problem:  
**Dependence of the private vehicle**

**PORTRAITS OF TRANSPORTATION PROBLEMS IN JAKARTA**





# Paradigm must be changed

1. **Road construction (0.01%/year) cannot keep up with vehicle growth (9.5%/year)**

*Vehicle growth illustrates the increasing number of people who leave public transport*

2. **Solutions to solve bottlenecks with road construction**

**Cannot solve bottlenecks with road construction**

*Congestion can't be solved by the construction of roads =>It is people who need to move, not cars*

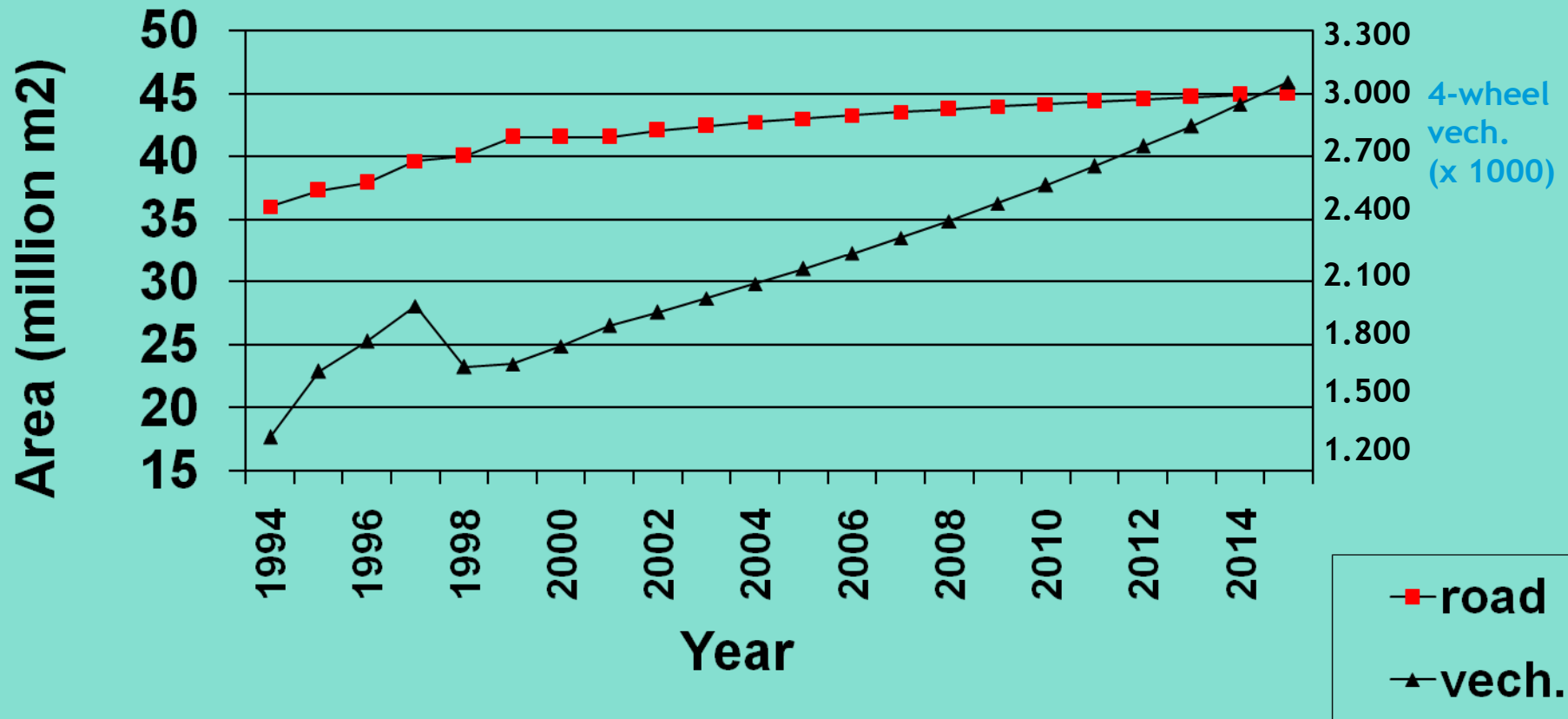
**The focus of the next Transport: how to move large quantities of PEOPLE??**



**SOLUTION: Mass Public Transportation**



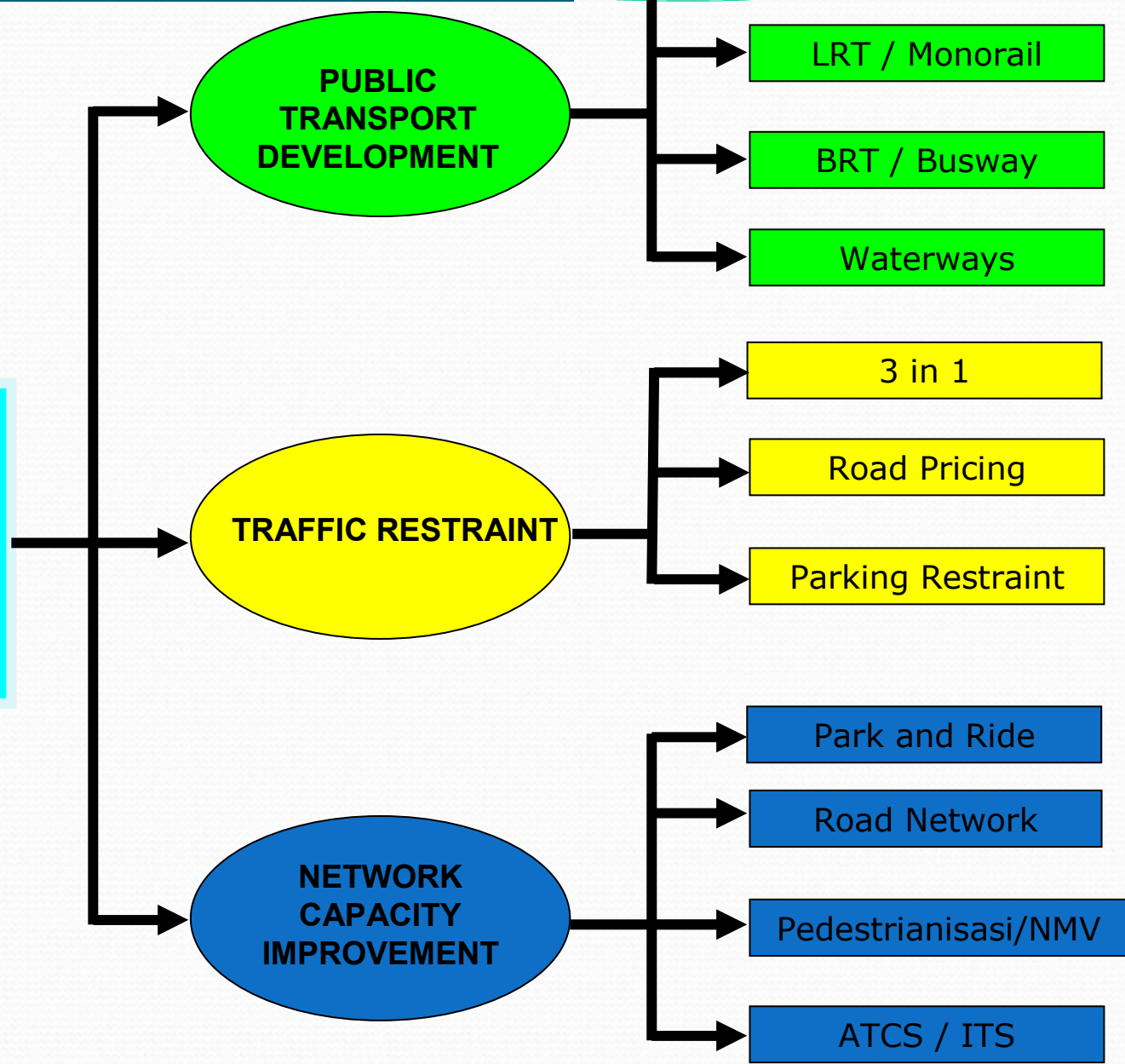
## Utilization of Vehicles compared to Road Area in Jakarta



**Uncontrolled use of private vehicles will caused saturated traffic congestion in Jakarta at 2014**

# 3 STRATEGY IN JAKARTA TRANSPORTATION MASTERPLAN

## JAKARTA TRANSPORTATION MASTERPLAN (PTM)



# CONCEPT OF BUSWAY SYSTEM

**“THINK RAIL, USE BUSES”**



## OPERATIONAL CHARACTERISTICS

- Exclusive lanes
- Scheduled/time table
- Stop in the certain place/bus stops or terminals
- Use of ticketing system
- Larger capacity

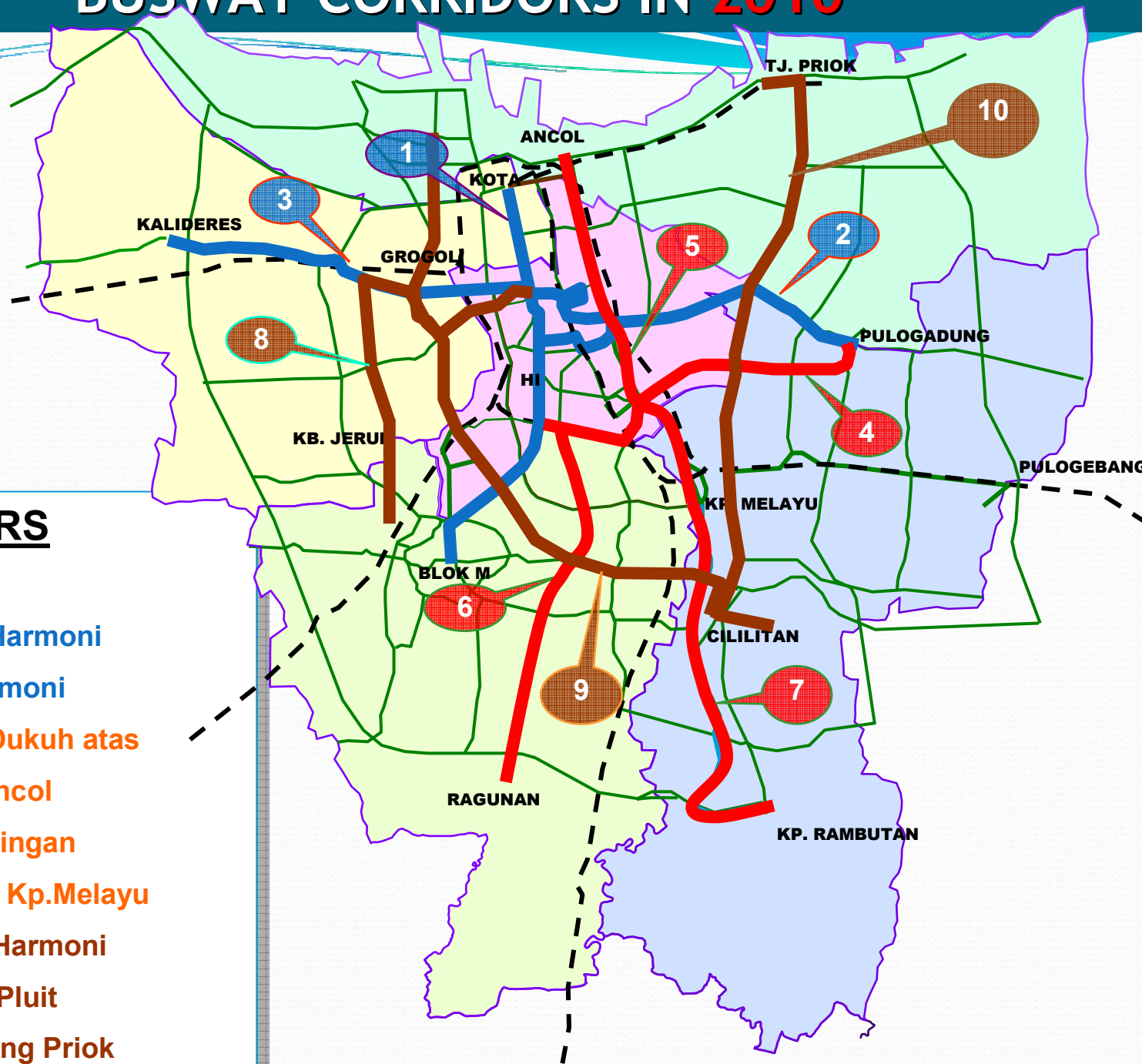


# BENEFIT OF BUSWAY

Compare to other 3 modes of public transport in Jakarta Transportation Masterplan (LRT, MRT, Waterways), Busway has several benefit:

- Local government holds the responsibility and policy
- Faster time of the construction
- Liability to finance the program
- Road infrastructure is relatively supported
- Flexibility in determining the bus route.
- Suitable infrastructure to implement culture engineering transition before the implementation of LRT/MRT
- Efficient for road space use
- Many success stories in other cities

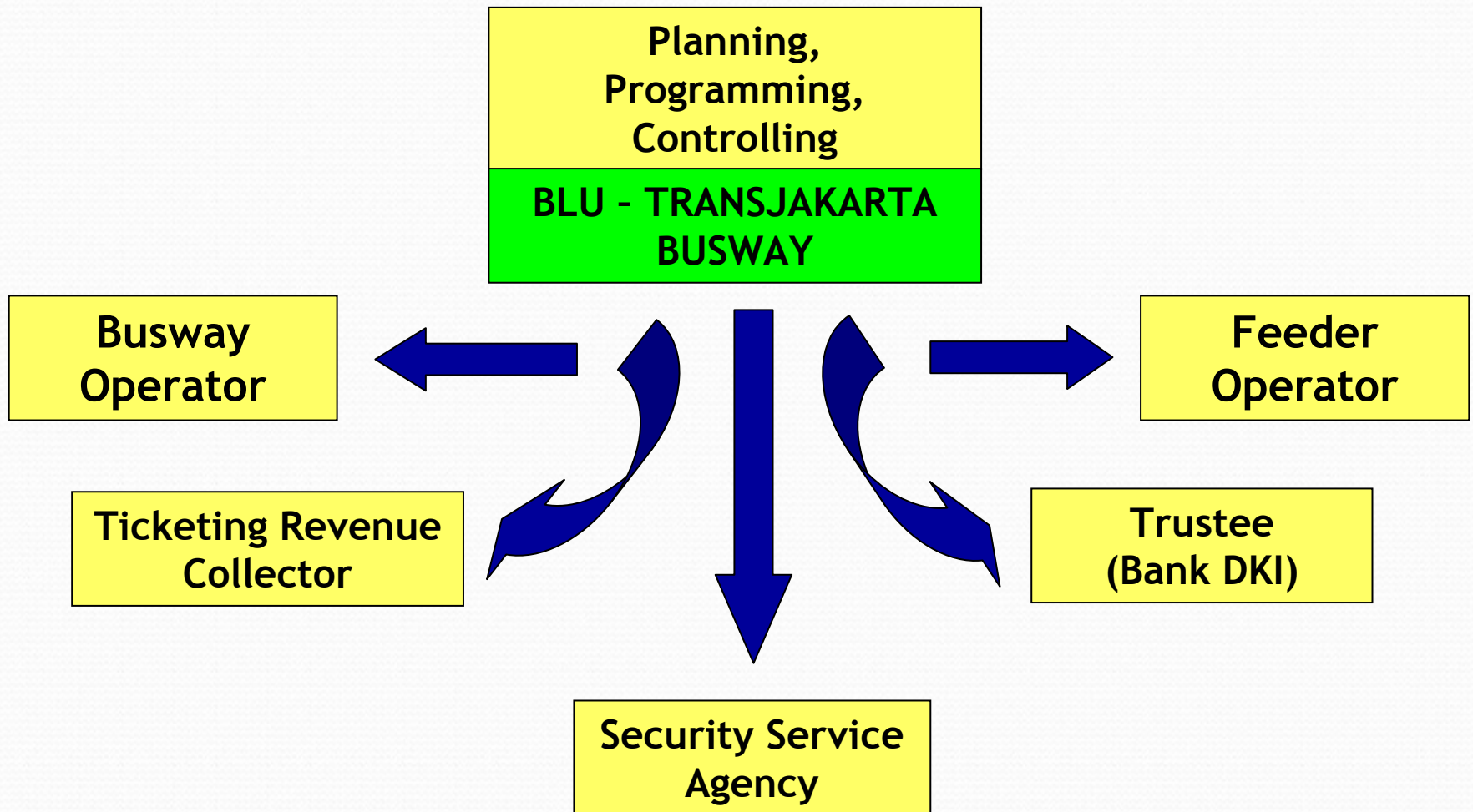
# BUSWAY CORRIDORS IN 2010



## 10 CORRIDORS

1. Blok M – Kota
2. Pulogadung – Harmoni
3. Kalideres – Harmoni
4. Pulogadung – Dukuh atas
5. Kp. Melayu - Ancol
6. Ragunan - Kuningan
7. Kp.Rambutan – Kp.Melayu
8. Lebak Bulus – Harmoni
9. Pinang Ranti – Pluit
10. Cililitan – Tanjung Priok

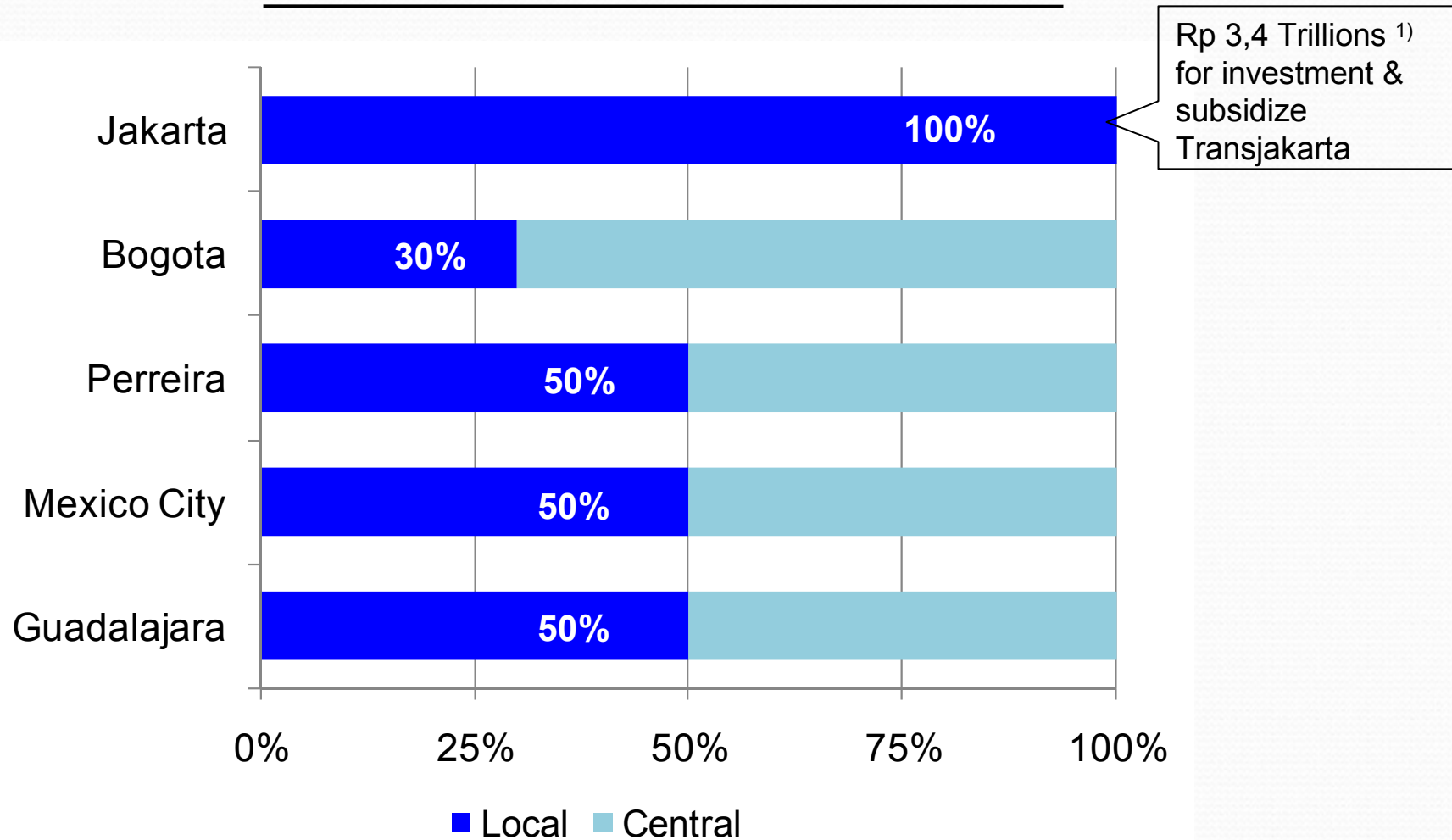
# MANAGEMENT OF BUSWAY IMPLEMENTATION





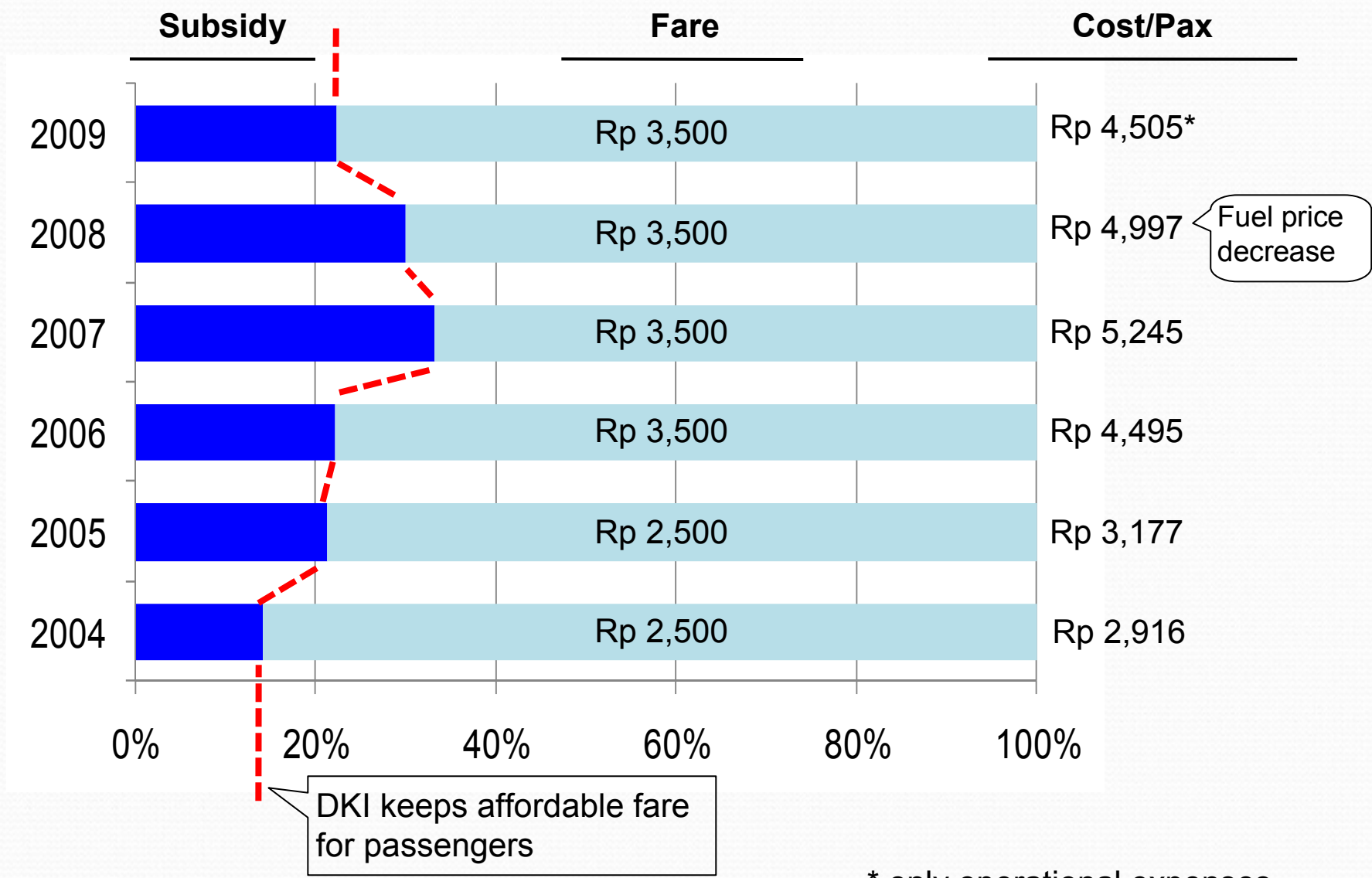
# CITY COMMITMENT TO DEVELOP BUSWAY

## FUNDING SOURCE OF BRT



1) = APBD DKI Total for busway 2004-2010

# CITY COMMITMENT TO GIVE BEST SERVICE IN AFFORDABLE FARE



\* only operational expenses

A map of Jakarta showing eight bus corridors, numbered 1 through 10. Corridors 1, 2, and 3 are blue; 4, 5, 6, 7, 8, 9, and 10 are red. The map includes labels for various districts: Ancol, Grogol, Pulogadung, Pulogebang, KB. Jeru, Blok M, Kp. Melayu, Kp. Rambutan, and Tj. Priok. The title 'BUS OPERATION – TRANSJAKARTA' is overlaid on the map.

# BUS OPERATION – TRANSJAKARTA

- Length Corridor : 143,35 Km (8 Corridor)
- Number of Shelter : 142 shelter  
(distance each shelter ~ 1000 m)
- Number of Buses : 426 bus
- Number of Operator : 6 operator bus
- Number of Depot Bus : 7 Depot
- CNG Station : 6 CNG Station
- Ticket Cost : IDR 3.500 & 2.000 (5-7am)





## MAJOR OPERATIONAL ISSUES FOR BUS OPERATION



Long queue at the Gas Station

# MAJOR OPERATIONAL ISSUES FOR BUS

## OPERATION

Exclusive bus lane to maintain headways, waiting time and spacing between buses.

CNG Supply and its strategic location as the backbone of bus operation.

Control system of bus operation (GPS)

Ticketing system to support faster transaction on each bus stop.

# CONCLUSION

Transjakarta has served more than 294 million trips from 2004 to 2009, has successfully changed the paradigm of transport behavior of all stakeholders (users, operators and government).

Transjakarta, as the current alternative of public transport system provided by the City Government, is still needed comprehensive policies to maintain good services for passengers and support the operation aspects.