PROBLEMS OF THE CONSTRUCTION PRIORITY OF URBAN RAILWAY NETWORK PROJECT: JAKARTA
• DKI Jakarta Mobility Condition
• Motorization Scenarios
• Public Mass Transportation System Network in DKI Jakarta Existing Condition
• Public Mass Transportation System Network Indications for DKI Jakarta 2030
• Public Transportation System Implementation Hierarchy
DKI JAKARTA MOBILITY CONDITIONS

MOTORIZATION

MOTORIZATION GROWTH IS NOT PARALLEL WITH THE PROVISION OF PUBLIC TRANSPORT

Congestion continues to increase with motorization and urbanization. District utilization change and economy growth also increases the movement needs that need to be facilitated by public transportation.

Motorization will continue to increase without network development (“Do-Nothing Scenario”) and lack of public transportation quality in Jabodetabek

Network development and transportation policy will reduce motorization (“Do-Something Scenario”) to improve public transportation market share.

Congestion and Lack of Public Transportation Quality in Jabodetabek

External impacts such as wasted time, air pollution and the declining of public health

2010 2019 2025 2030 2040 2050

Public Mode 27% 20% 22% 26% 30% 40%

Private Mode 73% 80% 78% 74% 70% 60%

POLICY DIRECTION

ACCESSIBILITY-ORIENTED TRANSPORTATION DEVELOPMENT

LIVING PLACE

- Feeder Services
- Pedestrian Facilities
- Bicycle Paths
- Park and Ride
- Taxi Stand

ACTIVITY PLACE

- Feeder Services
- Pedestrian Facilities
- Bicycle Paths
- Transfer Facilities
- Park and Ride
- Taxi Stand

USE OF PRIVATE VEHICLE

Proportion of Private Vehicle and Public Transportation Users

USE OF PUBLIC TRANSPORTATION

Capital Split Trend and Scenarios 2010 – 2050
(Do Something)

Congestion around Ragunan occurs with the nearby TB Simatupang business area which has a large generation and attraction.

Congestion and Lack of Public Transportation Quality in Jabodetabek

DKI JAKARTA MOBILITY CONDITIONS

External impacts such as wasted time, air pollution and the declining of public health

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External impacts such as wasted time, air pollution and the declining of public health
MOTORIZATION SCENARIO

High Motorization Rate
- The increase of Road Ratio from 15% - 20%
- Massive Road Development - High Infrastructure Investment -
- Inefficient Transportation System
- Road Capacity vs. Traffic Volume
- The increase of Air Pollution

Low Motorization Rate
- To manage the growth in the use of Private Vehicles
- Development Priorities of the Mass Public Transportation System
- Big investment - exploratory of KPBU (PPP) project
- More efficient Transportation System
- Better Environment

“Roads and Public Transportations Play Important Roles in Urban Mobility”

The Road Ratio and Public Transportation Ratio in Jakarta are still low compared to other cities in the world
The condition of mass public transportation in DKI Jakarta is still not well developed. Based on the Macro Transportation Pattern (PTM) recommends four modes of public transportation that are needed to overcome the transportation problems comprehensively. In line with the development of existing modes, it is also necessary to take steps to limit the use of private vehicles by restricting the traffic. Scenarios’ development with the priority of developing public transportation systems with various alternatives, including scenarios for implementing Transport Demand Management.
PUBLIC MASS TRANSPORTATION SYSTEM NETWORK INDICATIONS IN DKI JAKARTA 2030

- MRT I Lebak Bulus-Bundaran HI (2019)
- LRT Jakarta (2020)
- LRT Jabodebek (2022)
- LRT Jakarta Velodrom-Manggarai (2022)
- MRT Phase II Bundaran HI - Kota (2024)
- Jakarta Loopline (2024)
- MRT East-West (2028)

Constraints and obstacles to pursue infrastructure development targets:
- The great need for funding/financing, inadequate government fiscal
- Limited number of competent human resources
- High demand for construction material and equipment sources
- Supporting policies that is still need to be formulated
- Institutional and regulatory support
The purpose of public transport system development:
• Efficiency to support economic growth
• Justice/equality in community mobility, including:
  • promoting the use of public transportation
  • reduction of traffic jams rate.

Public transport system development concept:
• Transportation System Flexibility
• Ease of Developing Transportation Systems
• Inter-modes Integration
• Integration of Transportation Systems and Land Use
• Long-term Development Consistency
• Consistency between areas/regions in JABODETABEK

Central government

DKI Jakarta Province local government

Feeder system & restructured regular bus system

Non motorized transport:
• Pedestrian
• Bicycle
• Taxi
• Paratransit

Jabodetabek railway system
• Tangerang Line
• Serpong Line
• Bogor – Depok Central Line
• Bekasi Line
• Loop Line
• Tanjung Priok Line

Mass transit system backbone (Jakarta)
• Transjakarta Busway (15 corridors)
• MRT Lebak Bulus-Kota
• MRT East-West
• Proposed New LRT Lines

Non motorized transport:
• Pedestrian
• Bicycle
• Taxi
• Paratransit

Public transportation system implementation hierarchy
Cooperation between the Government and Business Entities (KPBU/PPP) in the provision of infrastructure for public interest refers to the specifications that have been predetermined by the Person in Charge of the Cooperation Project (PJPK), which partially or completely uses the resources of the business entity by having regard to the risk management between the parties.
19 TYPES OF KBPU (PPP) INFRASTRUCTURE SECTORS
INVESTMENT RETURN PATTERN

**USER FEE**

- **KPBU/PPP Agreement**
- **Tarif**
- **Business Entity**
- **User**
- **Contractor**
- **Operator**

- **Credit Agreement**

**AVAILABLE PAYMENT**

- **Tarif**
- **KPBU/PPP Agreement**
- **Business Entity**
- **Contractor**
- **Operator**

- **Credit Agreement**

**Definition**

- Periodic payment by the Minister/Institutional Head/Regional Head to the Implementing Business Entity on the availability of infrastructure services that are in accordance with the quality and/or criteria as specified in the KPBU/PPP Agreement.
The Benefits of AP:

- **Sustainability**: Planning-construction-operation-maintenance stages
- **On schedule, on budget, on service**

Payment towards SLA:

Minimum Service Standards for the availability of:
1. Rail-based Mass Transportation Capacity
2. Headway, Waiting time and Travel time according to the operating plan