

**JTTRI International Seminar on
"Railway and Area Development in Jakarta"
Mr. Heru's speech**

Good morning. I will speak in Indonesian.

At first, please allow me to express my sincere apologies. Originally, Mr. Budi Karya Sumadi, the Minister of Transport (MOT) would have been attending today's seminar, or else, the Director General of Railway should have attended as a substitute for our Minister. However, due to their other appointment, I address as a representative for MOT today.

First of all, I would like to express our gratitude to those who have arranged and supported today's seminar on railway and area development in Jakarta.

In terms of the current development situation, particularly the big projects in Jakarta, currently CBD Jakarta is facing a very high growth of population. The daytime population exceeds 14 million, and there is a long-term congestion, causing traffic jams in the east-west and north-south directions. In regard to this, Japan's ODA loan was provided for the investment of Jakarta MRT, which is already in operated. I would like to thank you again.

In addition, Indonesia's railway development in the past five years from 2015 to 2019 exceeded 1,000km. This is the largest compares to the past. This 1,000km development includes the construction of the MRT in Jakarta, a quadruple track construction between Manggarai and Bekasi, and the construction of the LRT Jabodebek.

Today, in this seminar, I would like to discuss how railway development will be taken in Indonesia, particularly in the CBD of Jabodetabek. Currently, the government has promoted rapid infrastructure development. I would like to use this opportunity to inform the Japanese government that, we are utilizing a large number of the train set we own, which includes the used trains gifted from Japan. The Indonesian government hopes not only railway infrastructure, but also a support for diesel-engine train as a vehicle. The current transportation infrastructure, especially the railway, has been developed for more than 1,000km, but this is not properly utilized. This is because there is an insufficient vehicle to put on the infrastructure. Although the infrastructure has been largely improved, there is an insufficient in terms of vehicle to carry passenger. Currently, the

number of passengers is very high. During peak hours, the passengers are in a very crowded situation, and losing their comfort. We are determined to make further improvements, and we hope to improve not only the infrastructure but also the vehicle. However, the government has not been able to invest in these improvements. This is because the law states that only operators can procure equipment. As for us, that new train set are expensive, so we have to use the used-diesel train from Japan in Indonesia.

In addition, I would like to present some information about the four mega projects being conducted by the Indonesian government in Jabodetabek.

The first is the development of Jakarta MRT. It was already operated from 2019. We are grateful for the support of the Japanese government for this. After a very long process, we were finally able to see the completion. In addition, we are extending the line from Bundaran HI Station to Kota Station. We are currently under the bidding process and are trying our best to open the line extension by 2024. By this extension, we can increase the mobility of the residents of Jakarta even further.

The current milestone is that we have achieved the number of passenger by 95,000 people per day. However, our target has not been met. At the survey stage, we expect the number of 100,000 people. Accordingly, in order to further improve this situation, it is necessary to integrate various other modes of transportation, as well as the area development around the designated TOD station. In addition to the current North-South line, we are currently planning the East-West Line for MRT in Jakarta. The East-West Line has slightly different plan from the North-South Line. When we were preparing the North-South Line, the area remained in the Special Capital Region of Jakarta, and in that sense, it was the Special Capital Region of Jakarta that has taken the lead in this project. On the other hand, as the East-West Line will be running between Banten Province to West Java Province, so it will be developed by the Central Government. On November 4 last year, we are conducting the bidding process. We are planning to start the construction this July.

The second big project is a quadruple-track project. As a strategic project, we hope to complete the project as soon as possible, but the start is delayed due to land acquisition issue. Land acquisition has been always a long-standing problem for transportation infrastructure investment for many times. We have also

extended Japan's loan, but it has already expired and we need to procure other funding. We are providing a quadruple track with electrification, I think we can go further beyond this.

Next, we are having LRT in Jakarta. This is invested by the Special Capital Region of Jakarta and we expect it to contribute to the mobility of residents. However, the distance is still very short, and is still only 5.8km. Local governments will continue to expand. Phase 1 is already operated from 2019 and is expected to continue. In the regards with the integration of MRT and LRT, we have stated in various forums that the development of railway does not have to be in a single system. Development of each system separately may not be the best, so it is necessary to proceed with the integration of different system. We believe that it is necessary to provide intermodal connectivity, that is, to other systems and modes such as buses, as well as trains.

Apart from that, there are other large-scale LRT development in the Jabodetabek area. The progress is already about 70%. The target is scheduled to open in December 2021. There are three routes, one from Cibubul to Cawang, from Cawang to Dukuh Atas and from Bekasi Timur to Cawang. We intend to optimize the railway construction in this city as much as possible by working with TOD. To this end, we will proceed with several TODs, including by the consortiums of PT Kereta Api and state-owned companies.

Regarding the concept of TOD, there are various issues, but I think it is proceeding smoothly. I expect that knowledge will be transferred through the today's seminar and that this will contribute to the development of human resources, and that various TOD models or Park & Ride can be applied in Jakarta.

I would like to finish my remarks from here.

Thank you very much.