



Ministry of Transportation Republic Indonesia
Directorate General of Land Transportation

BUS FOR INDONESIAN CITIES

Why is it more suitable?





OUTLINE

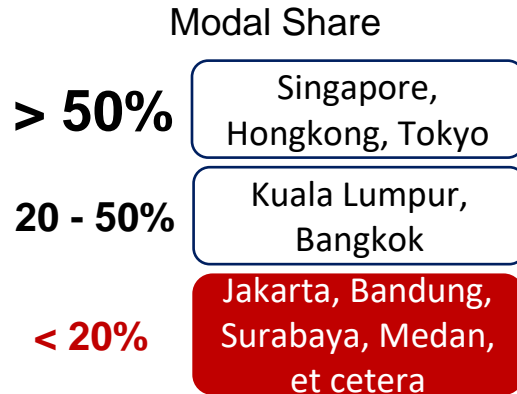
- 1 Portrait of Urban Transportation Issues in Indonesia
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- 4 Get To Know BRT More
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PORTRAIT OF URBAN TRANSPORTATION ISSUES IN INDONESIA

LIMITED PUBLIC TRANSPORT NETWORK

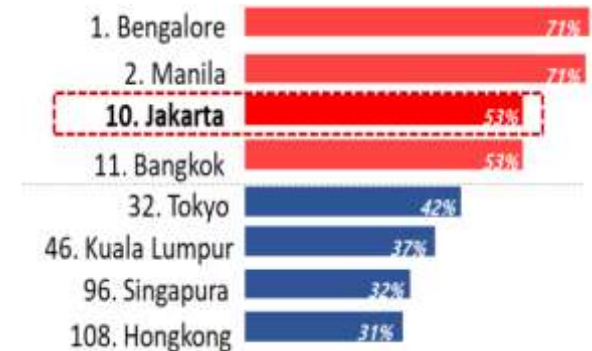


MASSIVE MOTORIZATION

The number of **private vehicles in Indonesia** has been **increased rapidly** (average growth rate of 8% per year in the last 5 years)

CONGESTION IN INDONESIAN METROPOLITAN CITIES

Congestion Rate 2019

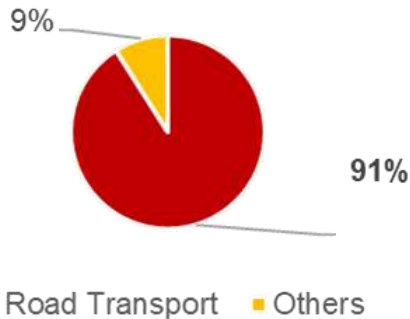


Jakarta, Surabaya, Medan, Bandung are among **the most congested cities** in Asia

PORTRAIT OF URBAN TRANSPORTATION ISSUES IN INDONESIA

GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SECTOR

26%, second largest after the
power generation and refinery sector.



Sources: IESR; LTS LCCR (2021)



ECONOMIC LOSSES DUE TO CONGESTION

Jakarta

65T/year

Semarang, Surabaya, Bandung, Medan, Makassar

12T/year

HOW TO OVERCOME THESE ISSUES?



TEMAN BUS PROGRAM IN 10 CITIES

10
Cities

49
Corridors

82 Bus
140 Feeder

1. Medan
2. Palembang
3. Bandung*
4. Banyumas
5. Surakarta
6. Yogyakarta
7. Surabaya*
8. Banjarmasin
9. Makassar
10. Bali*



*per 1 Oct. 2022

35,638,593
Total Passengers

BTS Objectives:

- a. **stimulate transport development**
- b. increase **public interest**
- c. **facilitate community mobility**

*Electric Bus
Implementation Plan

| Critical aspects of BTS user perception | Shifting to BTS |
|---|-----------------|
| | Motorcycle |
| Palembang | 60% |
| Solo | 77% |
| Yogyakarta | 56% |
| Denpasar | 61% |
| Medan | 52% |
| Makassar | 54% |
| Banyumas | 66% |
| Bandung | 63% |
| Banjarmasin | 67% |
| Surabaya | 58% |

Modal Shift from motorcycle to BTS: 62%





HOW TO OVERCOME THE ISSUES?



Medan

It has been included in the DRPPLN-JM/ Greenbook 2021 and the List of Bappenas Activities and will be implemented in mid-2022

It has been entered on DRPLNJM/ Bluebook 2021 and is being processed to immediately enter the DRPPLN-JM/Greenbook 2023 to be implemented immediately

Bandung

Semarang

Surabaya

Makassar

INDONESIA MASS TRANSIT PROJECT

Capacity Building
and Institutions

Procurement of
Facilities &
Operations

BRT
Infrastructure
Development



THE WORLD BANK

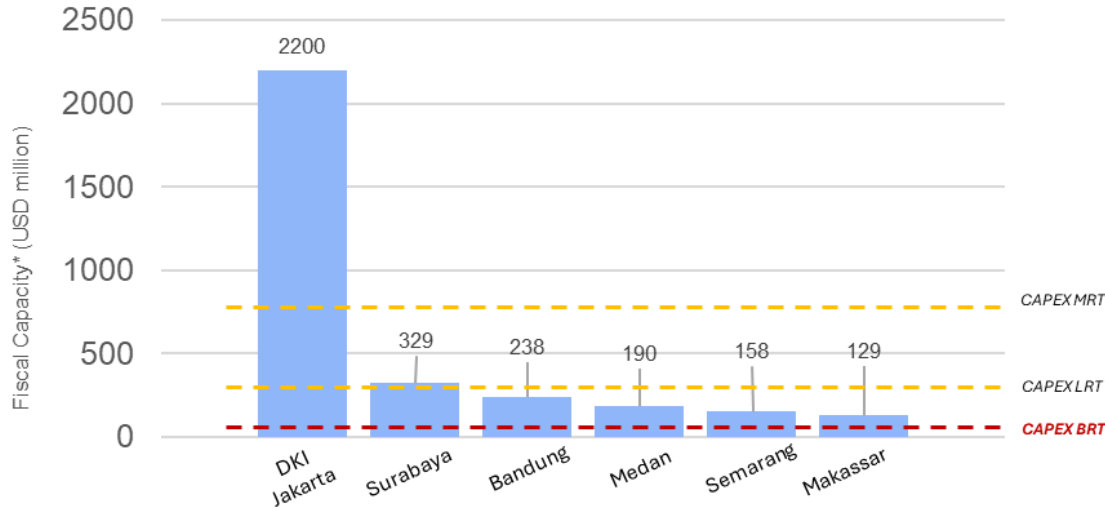


AFD
AGENCE FRANÇAISE
DE DÉVELOPPEMENT

OUT OF ALL PUBLIC TRANSPORT, WHY BUS?

Regional Fiscal Capacity Issues

If only relying on the **regional budget**, **no cities** can afford to build **MRT** and **LRT** other than **DKI Jakarta**.



*) Fiscal Capacity in terms of regional borrowing capacity

- 1) Capex MRT: USD 1 Billion/10 km;
- 2) Capex LRT: USD 460 Million/20 km;
- 3) Capex BRT: USD 140 Million/30 km

Regional budget of **DKI Jakarta, Surabaya, Bandung, Medan, Semarang, and Makassar** are enough to build **BRT**.

Road Capacity and Width

Cities in Indonesia have **relatively narrow road widths**, so they are more suitable for **bus implementation**.

MEDAN



Jl. Sisingamangaraja



Jl. Jend. Achmad Yani

BANDUNG



Jl. Sudirman



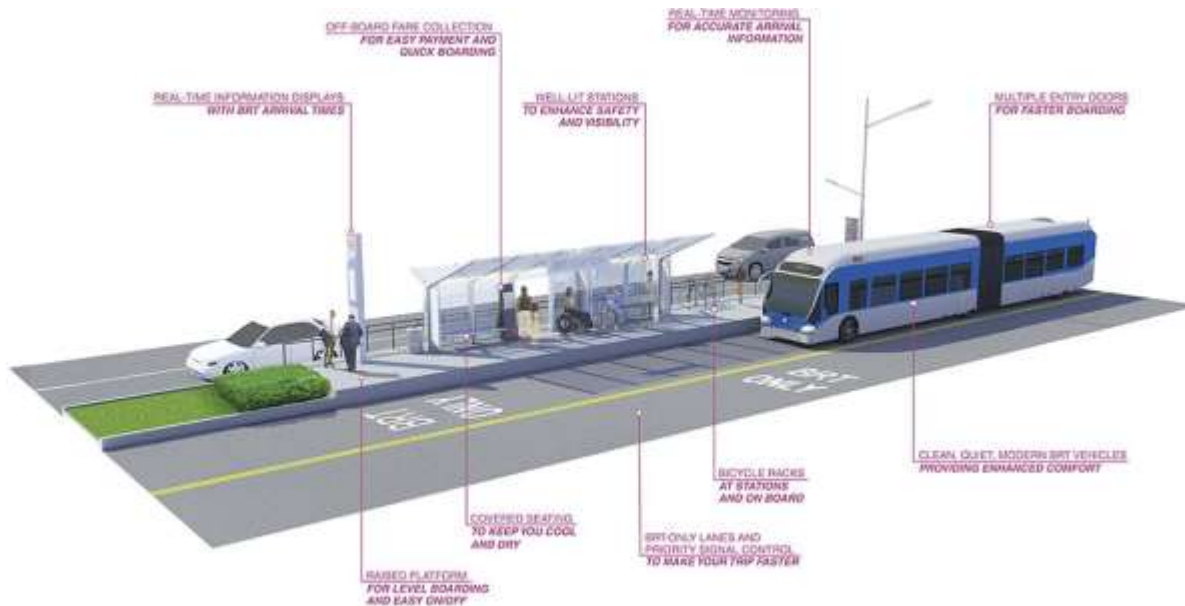
Jl. Jend. Ahmad Yani

GET TO KNOW BRT MORE

What is Bus Rapid Transit (BRT)?

a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities.

Advantages of Bus Rapid Transit (BRT)



✓ Relatively **short construction and implementation timeframes** compared to rail-based systems

✓ **Minimal development** of new infrastructure that will take up **land, time, and greater costs**

✓ **More flexible**, it can reach urban areas that cannot be reached by the rail system due to the rigidity of the infrastructure.

✓ **More reliable** than regular bus services, as it has **dedicated lanes** and **high bus speeds**.

WHICH TYPE OF BUS IS MORE SUITABLE?

HIGH-DECK

Trans Jakarta



Trans Semarang



- Not inclusive
Requires a large additional cost for a portable shelter

HIGH-DECK (MODIFIED)

Trans Metro Pasundan: High Deck buses modified in such a way as to be accessible via sidewalks and inclusive for people with disabilities.



LOW-DECK

Low Deck (Medium or Big Bus)



Ensures inclusivity and increases accessibility for the marginal group such as women, children, the elderly, persons with disabilities, and so on.



THANK YOU

Kiel. Sailing City