

# Enhancing Wider Public Participation to Improve Transportation System Policy in Jakarta

by

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## **Abstract**

*Transportation system in Jakarta have had a tendency to depend on car traffic more intensely through the vicious circle between road congestion and the decline of bus services. Hourly traffic jam in daily bus s with population density reaches 13,470 pop/km<sup>2</sup> in night time while private vehicle ratio against population about 175 cars per 1000 populatio, indicates that the transport policy gives uneven attention to support public transport and non motorized transportation modes. This article describes community initiatives in open wider public participation on transportation system policy as a part of long-term strategy in developing Jakarta become a livable city.*

*A collaborative project titled “Indonesia Livable Communities Initiative (ILCI)” undertaking by Pelangi and Institute of Transport Development and Policy (ITDP) is attempting to open wider communities involvement on development of transport policy. The project enhances public participation in decision-making process in order to build better public transport system in Jakarta.*

## **Introduction**

Like most metropolitan cities in developing country, the Government of Jakarta has overemphasized on road projects. They are less interested on projects that support public transport and pedestrian access. The government does not like these projects even though they may achieve significant benefits to the citizen—especially for the poor people-- when accrued across a city transport network.

Traffic jam has been getting worse as well as social disparity in this metropolitan area during the last 2 decades. Therefore, health effect, traffic safety and equity are some problems that faced by transportation disadvantaged group such as disabled, elderly person, pregnant women, and children.

### The Existing Transportation System In Jakarta

Urban Structure in Jakarta has two faces. First is the urban face which located near with main roads, and second the village face which located behind the urban face. This situation creating informal transportation system to serve communities for those who live at villages faces which have narrow street that can't be covered by formal transportation system.



Pic.1. Map of Surrounding Area of Jl. MH Thamrin. Kebon Kacang is one example of Village faces in Jakarta.  
Source: Gunther, 1998

Becak (rickshaw), bajaj (three wheelers vehicle), bicycle taxi and motorcycle taxi, are kind of informal transportation mode that operate in Jakarta. Before the government of Jakarta decided to totally ban becak operation in Jakarta in 2002, trip share becak in Jakarta was relatively high, 6.7%<sup>1</sup> while motorized public transportation system has trip share 71.2%<sup>2</sup>.

During the last two decades, the development of transportation system in Jakarta is heavily based on road transport. Even when Jakarta has a railway system, the government didn't set a priority to improve the performance of train operation that serves more than 400 thousands commuter passengers per day. On the contrary, the government has much interest on expensive new roads investments which have only fuelled further private motor vehicle and taxi use.

The study of '*Integrated transport master plan in Greater Jakarta (SITRAMP) phase I*' (JICA, 2001), indicate that private motorized vehicle trip increased significantly from 22.8% (1985) to 30.8%, while non motorized vehicle (including walking) decreased from 60% (1970s)<sup>3</sup> to 28,8 % and bus trip from 41 %(1985) to 33.7%. Due to trip percapita by motorized vehicle consume road space 5 to 8 times than bus trip, this situation creates traffic congestion, decreases performance of public transport system. Eventually the public transport is steadily losing passengers. Other impact of bad transport management system are difficulties for walking or cycling as sidewalks are scarce, badly designed, and frequently obstructed.

Most bus public transport in Jakarta was operated under traditional management and owned by individuals or co-operatives. The role of the government on this system is only to give the licensing to operate based on determined number of buses on the proposed route by private companies or individuals. The government doesn't have authority to control the quality of service of the public transport. Sometimes the proposed route has more than 50% overlaps with other routes.

On the other hand, the traditional management doesn't have good mechanism to warrant that bus owner would get trust from the bus' crew about actual daily income of bus operation. This situation pushed the management of bus owner to implement sublet system on daily basis to the bus crew. Since the daily income of bus operation

depends on the number of daily passengers, the drivers always try to get as many passengers as possible by stop and go operation as well as cutting the routes. The bus drivers don't care with the quality of service to the passenger such as its punctuality, convenience and safety.

Highly dependent on private motorized vehicle and bad habit of bus drivers have been creating traffic congestion and decreasing performance of public transport system. This situation makes public transport steadily loses passengers because the bus passenger shift to be private motorcycles or cars user.

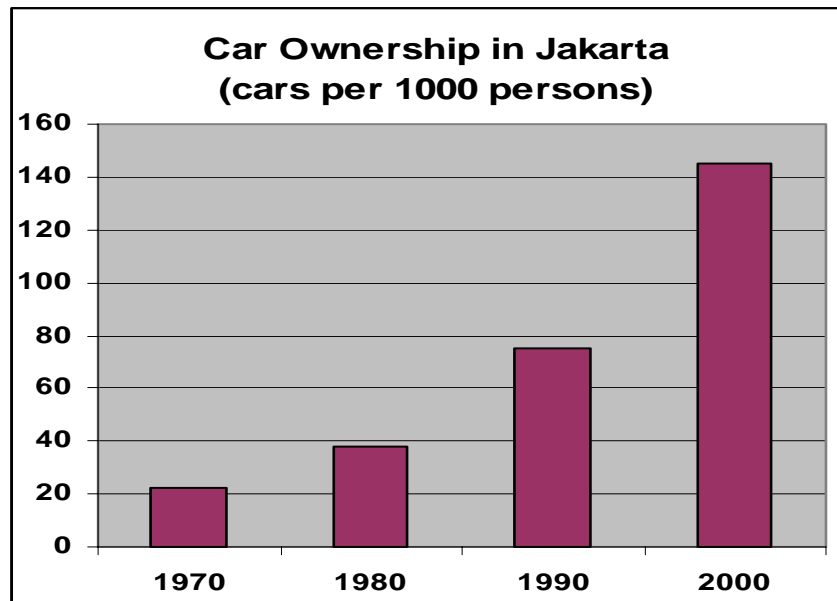
To overcome the problems, the government has conducted several studies for public transport system development in Jakarta. Unfortunately, the studies were defined by politicians and experts without any public consultation, the implementation of the studies results often fail because the system doesn't match public needs and expectation.

## **Problem Experience**

Either environmentally and socially, Jakarta has suffered due to negative externalities from its transportation system. Huge investments on road base transportation system has driven car dependency behaviour on the society. This situation has created several problems as follows:

### **1. Congestion**

Road development to provide enough space for private vehicle mobility has triggered high rate of vehicle ownership growth rate. As a result, during the last decade, the vehicle ownership growth rate is 8 % per year. Based on police department data in 2003, monthly vehicle accretion in Jakarta reaches about 6,300 private cars and 37,500 motor cycles, decreasing average travel speed in Jakarta from 20-30 km/h during the 1990s to 5-15 km/h in the 2000s at the peak hour.



Pic.1. Car Ownership in Jakarta, 1970-2000  
 Source: Barter, 1999 & Police Department RI, 2001.

## 2. Air pollution

Jakarta is covered by air pollution. Motor vehicles are responsible for around 70% of NO<sub>x</sub>, more than 40% of PM10 and TSP, a significant share of the SO<sub>2</sub> (from diesel), and most of the CO. Air pollution levels in Jakarta already exceeded international standards by as much as four times, and is projected to increase by 60% or more over the next decade. About 30,000 people in Jakarta will die prematurely per annum due to illnesses related to vehicular particulate emissions.

## 3. Safety

According to Jakarta Police Department data, every year more than 700 people died and 48 thousands people injured because of road accident<sup>4</sup>. Out of that numbers, 68% casualties of road accident caused by passenger cars and motor cycle s(24% and 47%) are young people between the age 16-30 years old.

#### 4. Equity

The development of transportation system in Jakarta seems only to accommodate the mobility of middle and upper income group of communities who could afford to buy private motorized vehicles. This system made low income group to become the transportation disadvantage group in transport. This group faces difficulties in doing regular trip to work and other places. According to YLKI (2002), monthly expenses for transportation for this community group more than 40% of their monthly income. This situation hinders to the low income group in their effort to increase the quality of life of their family.

### **Communities Initiatives Towards Better Transportation System in Jakarta**

The political changes since 1998 increased bargaining position of the society and altered some politician behaviour. Some of local parliament members as well as the Jakarta government officers opened to have good relationship with NGOs activists. In order to increase conducive situation to open wider participation, some NGOs make movements to the politician and the government officer such as:

1. Enhancing advocacy activities to support the government of Jakarta to build BRT system as kind of mass rapid transit system in Jakarta. Pelangi in collaboration with ITDP initiate the Indonesia Livable communities Initiative (ILCI) to support the government of Jakarta, both on technical aspect and public outreach to get support from the community. The effort to support decision making process of the BRT system started since 2001 by pay for former mayor of Bogota, Dr. Enrique Penalosa to present the success story of Bogota with development Transmillenio.

Currently, the first corridor of BRT system in Jakarta is connected north-south from and to Blok M-Kota. Its operated in the mid of January 2004 has serve more than 60 thousands passenger per day. The success of first corridor of BRT system increased the confidence of the government of Jakarta to accelerate

development of the second and the third corridor of BRT system which are connecting east-west of Jakarta and the CBD.

2. Lobbying to the local parliament members is aimed to produce better regulation about transportation system in Jakarta. As the result, at the new regulation, the local parliament agreed to incorporate a clause about establishment of city transportation board of Jakarta.
3. Enhancing institutional policy reform on transportation system in Jakarta. The activities will start by establishing city transportation board of Jakarta. On this stage, we have already made framework and role of the member of city transportation board of Jakarta as well as the legal instrument of recruitment for member of this institution.

In order to warrant that the new institution will open wider participation of community on decision process of transportation system development, we made special clause on the legal instrument of recruitment the member of city transportation board which has agreed by the government of Jakarta and the local parliament. The clause will prohibit both of the government of Jakarta and the local parliament to intervene the process as well as the result of the recruitment of the city transportation board member. The recruitment process will be started on July 2004.

4. Intensively undertaking series of public campaign activities will increase the awareness of the community for instance Car Free Day (CFD) event. This activity became a routine agenda since 2002. In a year 2004, in collaboration with Clean Emission Partnership, we are trying to put the Car Free Day event to be an official agenda of the government of Jakarta through Governor Decree.

Even the biggest barriers to open wider participation of the community on urban transportation system policy are corruption, collusion and nepotism, we have got better chance to make the alteration on it. We do hope that the election this year will increase our chance through new politician that has signed political commitment to take a side for public interest on making decision process.

## Lesson Learned

How to deal with the government as well as to the local parliament in order to assure the sustainable transport development is the most important think to make political changes on transportation system development direction in Jakarta.

## Refferences

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<sup>1</sup> Cervero, R (2000) *Informal Transport in the developing world*. Nairobi: United Nations Centre for Human Settlement.

<sup>2</sup> PCI Almec Corporation (2001), *The Study on Integrated Transportation Master Plan for Jabotabek Phase 1)*

<sup>3</sup> Barter, Paul, 1999, *An International Comparative Perspective on Urban Transport and Urban Form in Pacific Asia: The Challenge of Rapid Motorisation in Dense Cities*. Unpublished Ph.D. Thesis, Murdoch University, Western Australia

<sup>4</sup> Estimated based on data on Indonesia Road Safety Action Plan, ADB/ASEAN Road Safety Project 2004,