



Enhancing Wider Public Participation to Improve Transportation System Policy in Jakarta

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Trends and Problems

- Rapid growth of number of private vehicles have occurred in Jakarta since 1970s.
- High annual private vehicle growth by 8% during last two decades (from 0.92 million in 1983 to 4,12 million in 2002) indicated the transportation policy has limited attention to support public transport and nonmotorised transportation modes.
- Currently, ratio of private vehicle and population in Jakarta is 1:2 (BPS, 2002).

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Trends and Problems

- Urban sprawling and car dependence resulted in:
 - Population density:
 - In a day time (work-day) = 18,301 pop/km²
 - In a night time = 13,470 pop/km²
 - Traffic congestion occurred all the time (work-days). Average vehicle speeds are falling to only 5-15 km/hour during the peak hour in 2002.

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Trends and Problems

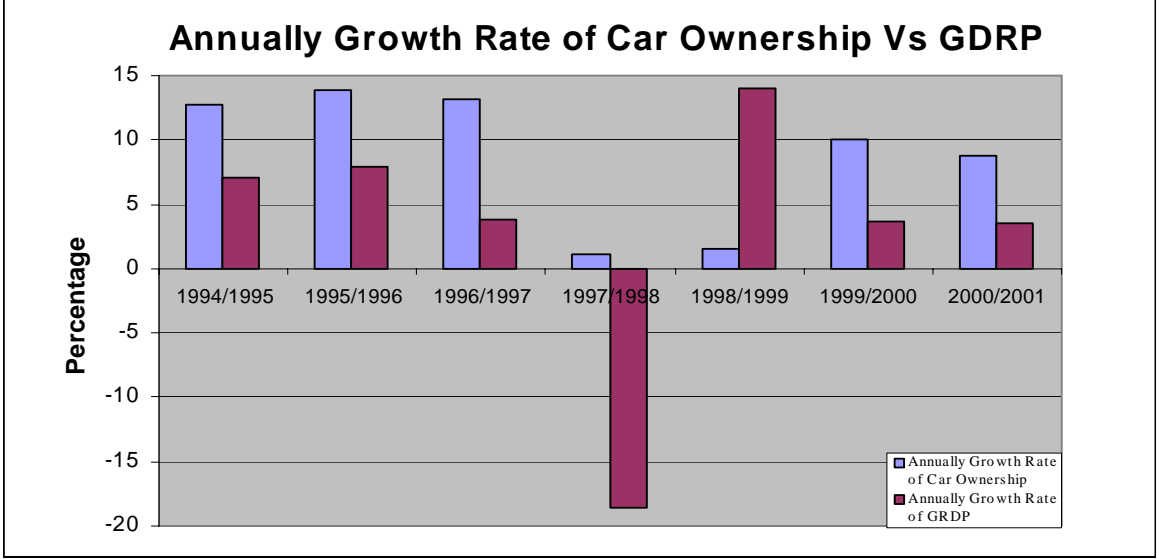
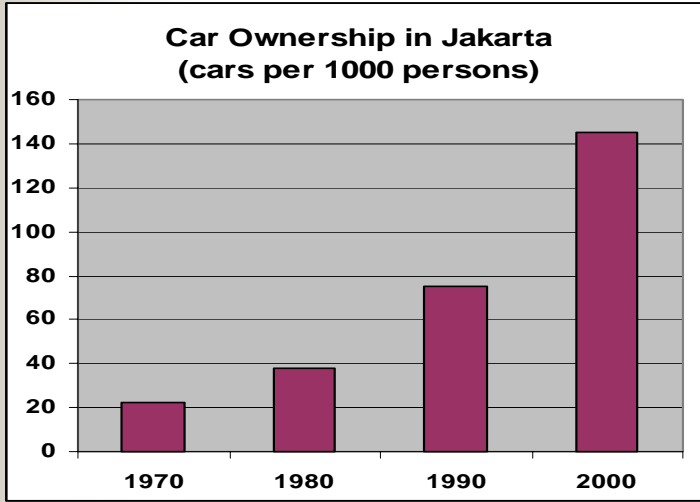
- **Urban sprawling and car dependence resulted in:**
 - High annual growth of energy consumption in transportation sector (13.4% during last three decades)
 - Degraded air quality (Jakarta has the worst air quality in Indonesia)
 - Health cost accounted for USD 1.79 billion in 1998 (app. 1% of Jakarta's GDP)
 - Reduced expected life (below 60 years old)

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Trends and Problems



Source: JICA, 2000; BPS, 2002



Trends and Problems

- Mismanagement of public transport resulted in:
 - losing passengers,
 - Aging the bus fleets
 - Pollution
 - Low return on investment
 - Low quality of service due to sublet system

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Trends and Problems

- Lack of “link function” of transport system results in lack of integrated policy of public transport. This leads to:
 - Uncontrollable quality of service of public transport
 - Overlap of public transportation route > 50%
 - Insufficient space for pedestrian and NMT users

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Trends and Problems

- Urban sprawling and car dependence resulted in:
 - Decreasing safety. Every year more than 700 people died and 48,000 people injured due to road accident. 68% casualties of road accident are young people at age 16-30 years old.
 - Increasing social disparity between high income and low income group of society. The low income group should spent more than 40% of their monthly income for transportation cost

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Some Issues of Public Transport Policies

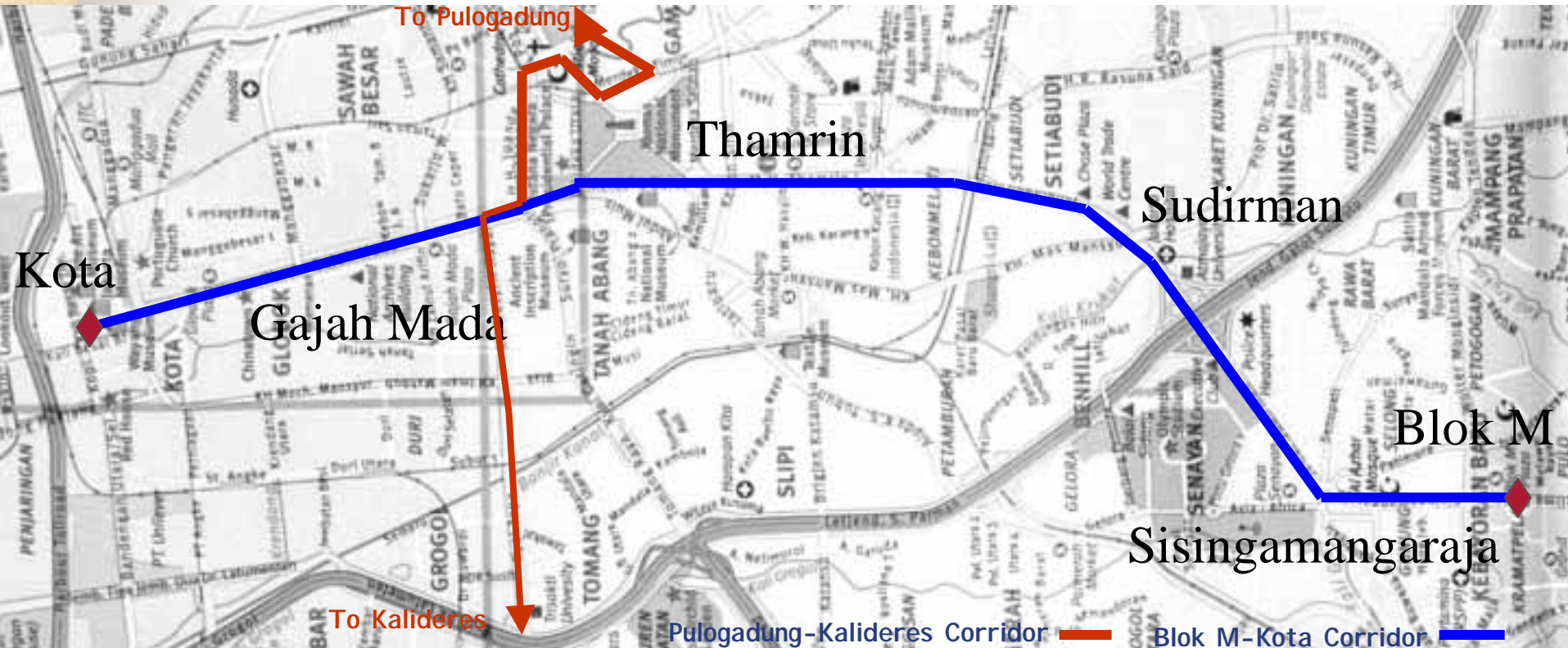
- Corruption-Collusion-Nepotism (CCN) cases related to public transport (projects) policies are:
 - Triple decker in 1997
 - MRT which has been proposing since 1998
 - BRT system (*Busway*)
 - Monorail system in 2004
- All policies intend to project based than program based

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BRT Route





Current Policy Issues

and The Role of Civil Society

- Institutional conflict between Central Government and the Jakarta City Government
- All of transport policies in Jakarta had defined by the government without any consultation with the communities.
- The role of civil society on transport policy become stronger since Pelangi and Institute of Transport Development and Policy (ITDP) initiated Indonesia Livable Communities Initiative (ILCI) project.

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Current Policy Issues

and The Role of Civil Society

- Some efforts to lobbying the local parliament members succeed to produce new regulation on transportation which incorporate a clause about establishment of city transportation board of Jakarta
- Enhancing institutional policy reform on transportation system in Jakarta by actively participation on establishment process of city transportation board of Jakarta.

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Project Overview

- **Title** : Indonesia Livable Communities Initiative
- **Objective**: reducing air pollution by enhancing development of sustainable transportation system in Jakarta and other city in Indonesia
- **Strategy**:
 - Raise awareness among key decision-makers and the public regarding proven transport management methods to address air quality problems created by motor vehicle

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Project Overview

•Strategy:

- Provide technical support and capacity-building for local government that have a demonstrated commitment to implementing BRT and Integrating improved conditions for pedestrian and non-motorized travel (NMT) with the new BRT measures.
- Facilitate meaningful participation of NGOs and civil society in the development of these transport management methods.

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Project Overview

•Potential Barrier:

- Institutional capacity.
- Human resources capability: the municipality lacked of experienced engineers and planners.
- Lack of accountability

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Project Overview

- **Progress of the project**

Some technical assistance have convinced the Jakarta City Government to make some improvements by:

- Established special team who are responsible with the whole planning of BRT system
- Redesign of bus fleet
- Rethinking to redesign BRT system
- Accelerate development of the second and the third corridor of BRT system.

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Project Overview

•Suggestion:

- Establishing Public Transport Authority Body
- Restructuring urban public transport management;
- Improving routing and scheduling;
- Efficient urban bus system operation;
- Strengthen the law enforcement

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Project Overview

Lesson learned:

- How to deal with the Jakarta City Government and the citizen in order to assure the BRT system is a first step to develop sustainable transportation system in Jakarta
- How to deal with individual owners of public transport vehicles - this most likely the case in many developing countries



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