Bus Rapid Transit in Jakarta, Indonesia: Successes and "Lessons Learned"

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TransJakarta's BRT Characteristics

- 12.9 km trunk corridor on main corridor through city center
- 2nd Line Under Construction
- 14 Corridors Identified
- Fully physically segregated bus lanes
- Fare collection at enclosed stations rather than on bus
- Bus operator paid by the bus kilometer
- Bus operation is "private"

- BRT
- Jakarta
- Jkt BRT
- Success
- Problems
- Lessons

BRT Corridor 1 (& 2)

Jakarta's Planned 14 BRT Corridors

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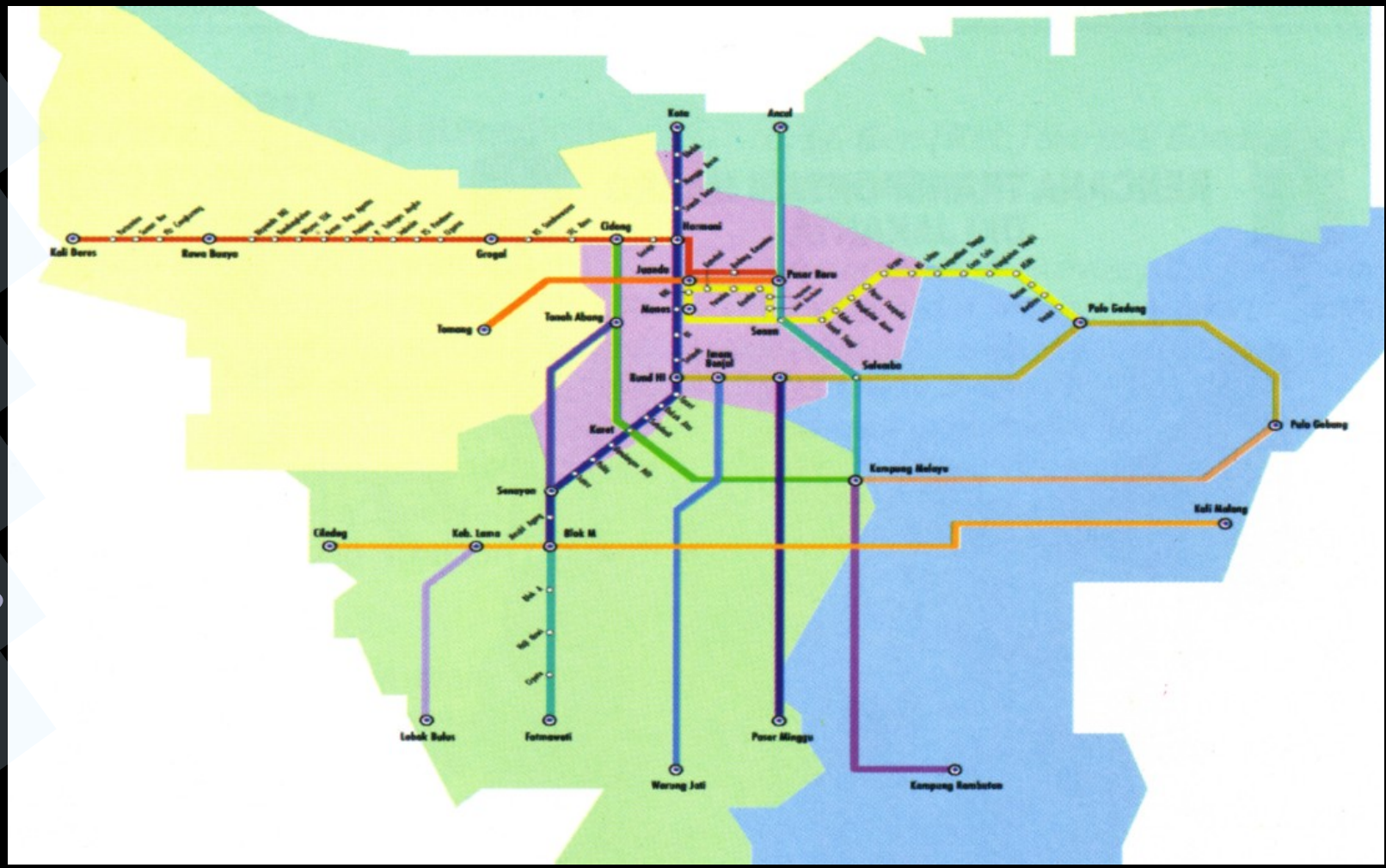
Jakarta
Jkt BRT
Success
Problems
Lessons



Smart card fare collection

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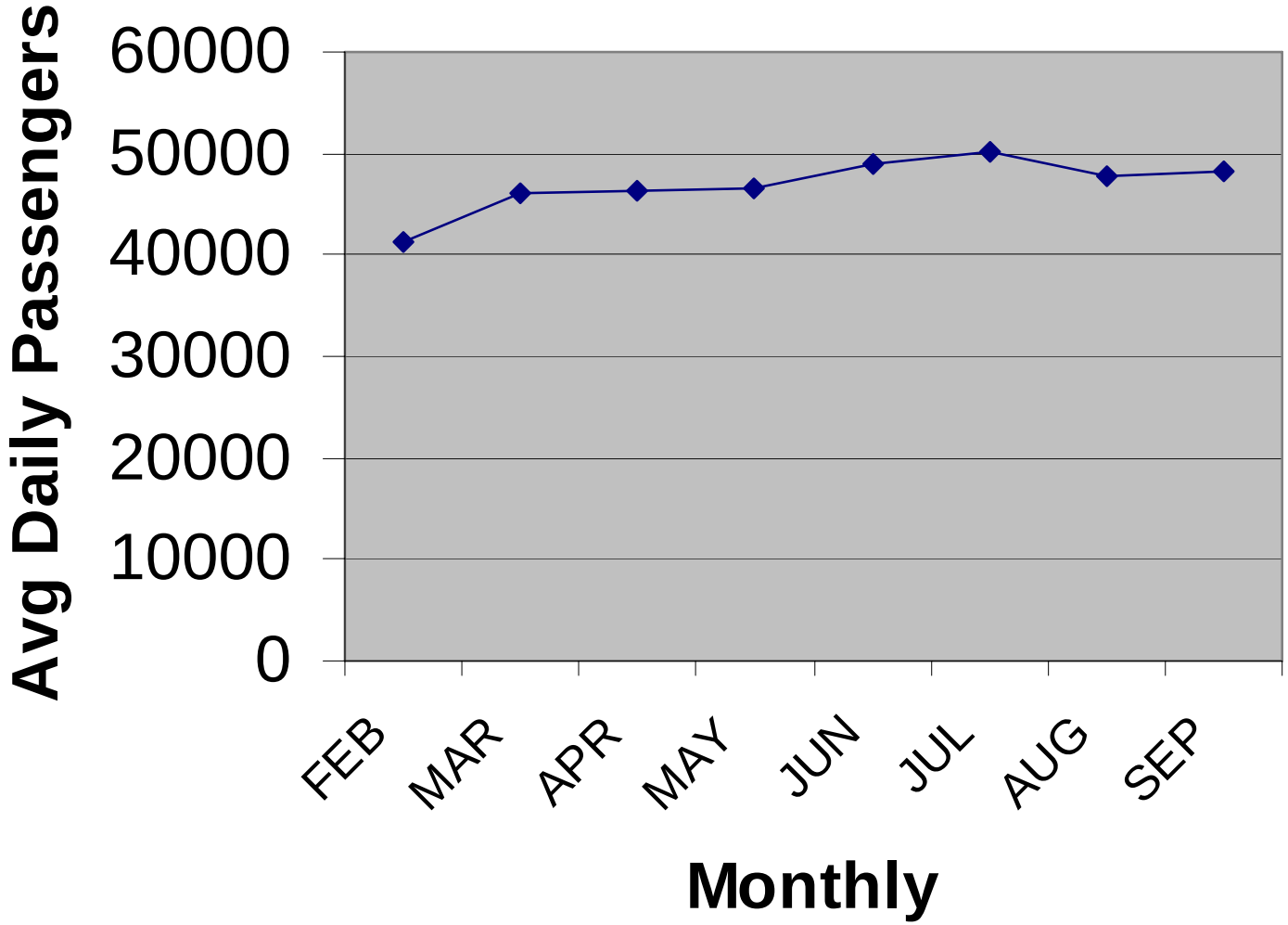
Success Points

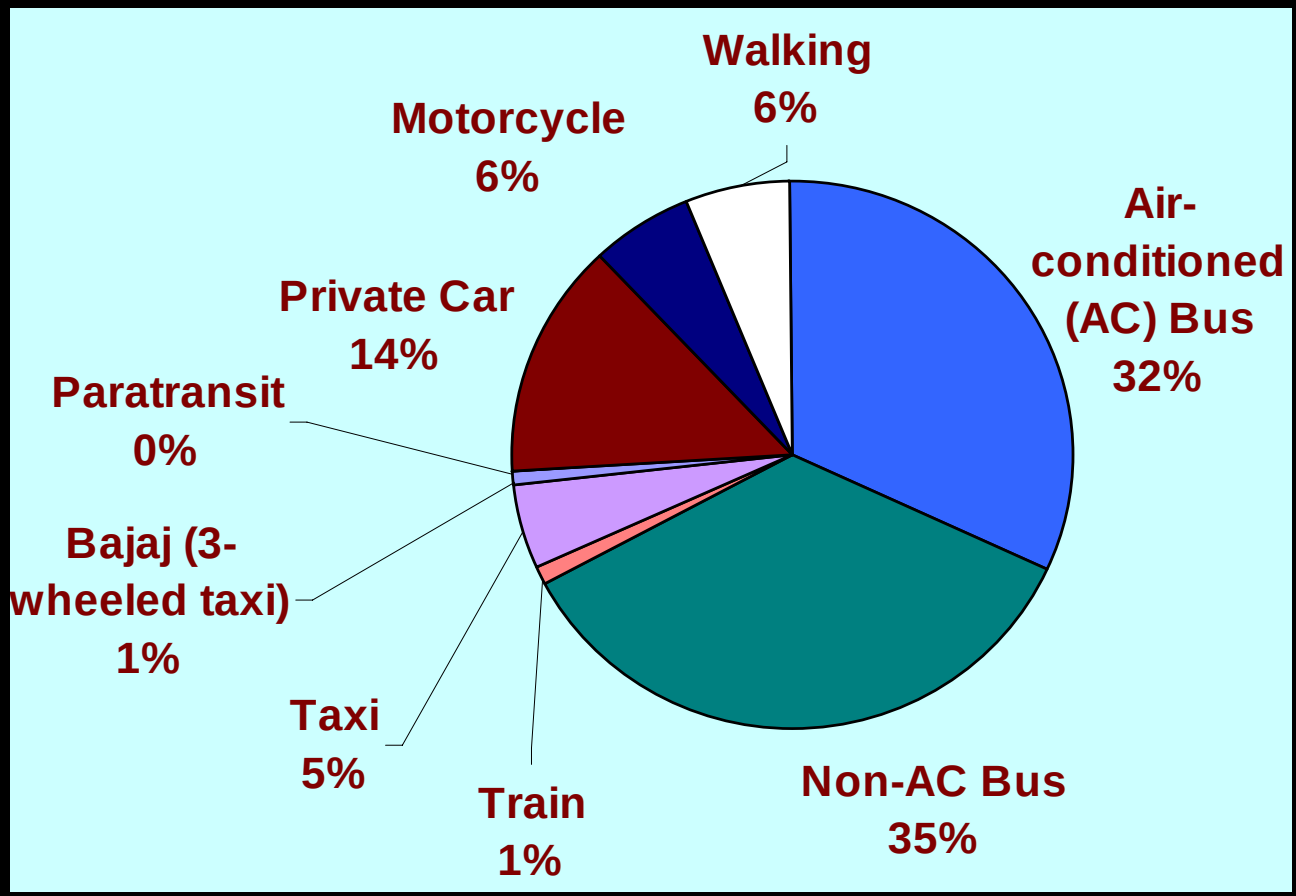
- Implemented rapidly (8 months)
- Public supports
- 1-hour reduction in travel time at peak for TransJakarta passengers
- Operational cost covered by fare revenue after 6 months

Political demonstrators, well-known for blocking traffic, let the busway through. Busway ridership surged during the 2004 campaigns.

2004 Ridership, TransJakarta



Previous mode used by BRT Passengers



That's a way to get us out of our cars!

(Even I used to drive in Jakarta!)

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TransJakarta Suceeded in Giving Public Transport a Better Image

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BRT

Jakarta

Jkt BRT

Success

Problems

Lessons

Security against pickpockets was a key to attracting upper and middle income

TransJakarta Breaks Even

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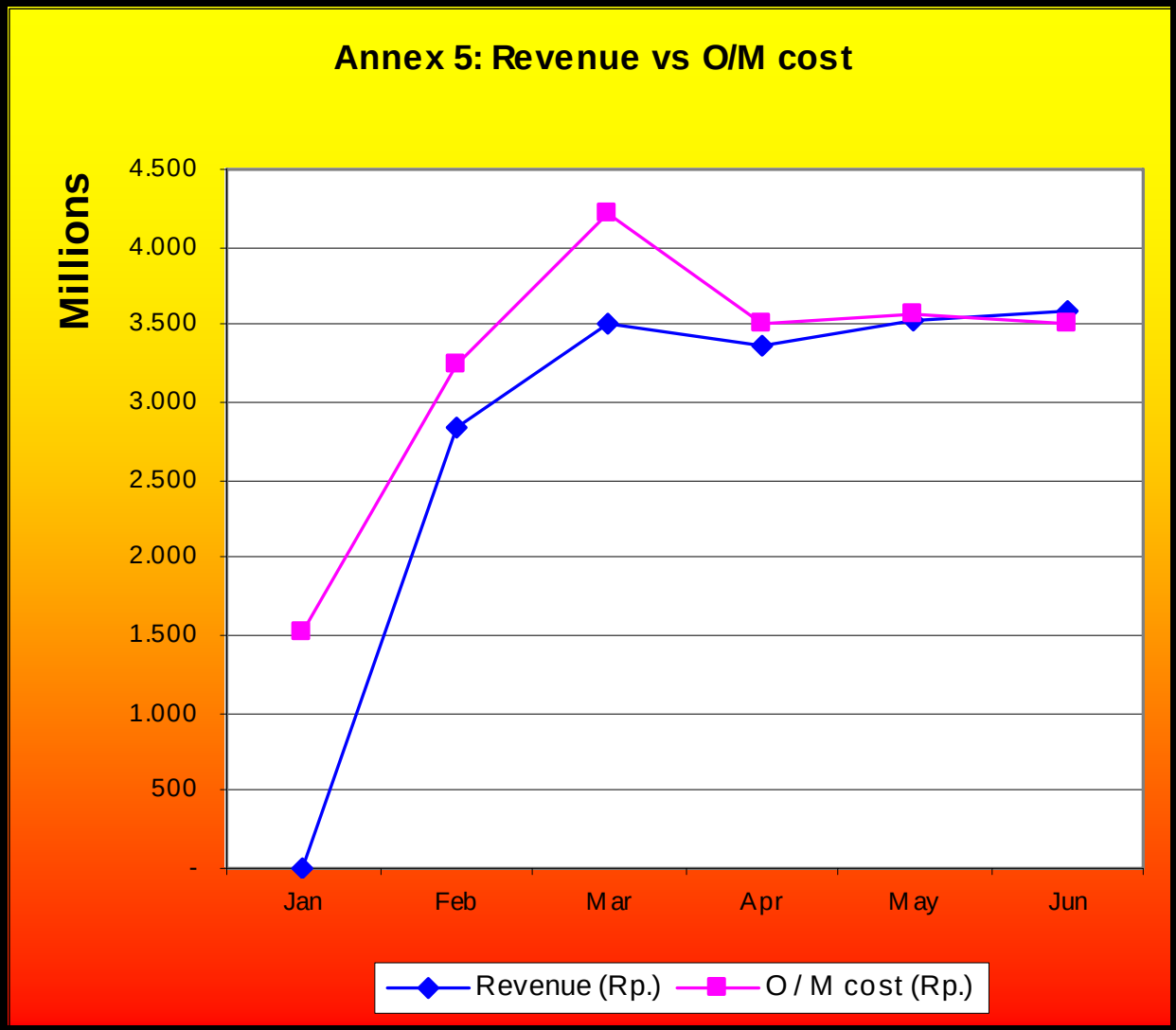

Governor Got Some Political Benefit (for better or worse)

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“Lessons”

- No clear or enforced structure of making decisions
- Contracting and procurement non-competitive and non-transparent!
- System was designed with no reference to potential demand.
- System capacity only 8000 pphpd when total bus demand in corridor was about 12000.
- System only captures 1/3 of potential demand.
- Ticketing system disfunctional and non-transparent

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Institutional Issues

- Budget went through Department of Transportation. (DisHub)
- Nominal Authority was head of the busway coordination team (Tim Coordinasi). (ITDP input was to this body)
- All procurement, contractual, and ultimately technical decisions were made by DisHub. Influence of coordination team was not so strong.

Contracting Issues

- Bus Procurement done by government (DisHub) rather than private operators w/out competitive bid in non-transparent way. Price high and bus sub-optimal.
- Ticketing system equipment and software also procured by DisHub. The system is almost useless for fiscal control and ridership monitoring.
- Operating contract awarded w/out competitive bid to consortium of existing operators and govt owned taxi company. (operating cost/km are too high)

Problems w/ the Buses

- 12 meter non-articulated is too small
- 1 floor-level / platform-level door is two few
- Overweight, damaging the road and consuming too much fuel
- Cost too much
- Euro I (not exactly clean)
- Non-owner operated means maintenance is an issue

Station Issues

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Single door, single station at each stop dramatically reduces capacity

Designed to protect the bus, not the passenger . A few minor accidents.

Station design and operating schedule main capacity problem

- Bus queuing due to slow boarding times
- Also caused by weak schedule enforcement
- A passing lane and a second station at each stop could triple capacity

“Blok-M” Bus Terminal badly designed:a major bottleneck

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“Blok M” Terminal Alighting & Boarding Problems

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Fortunately, mistakes reasonably easy to fix

Reconstruction at Blok M Terminal, Jakarta

Kota terminal alighting & boarding

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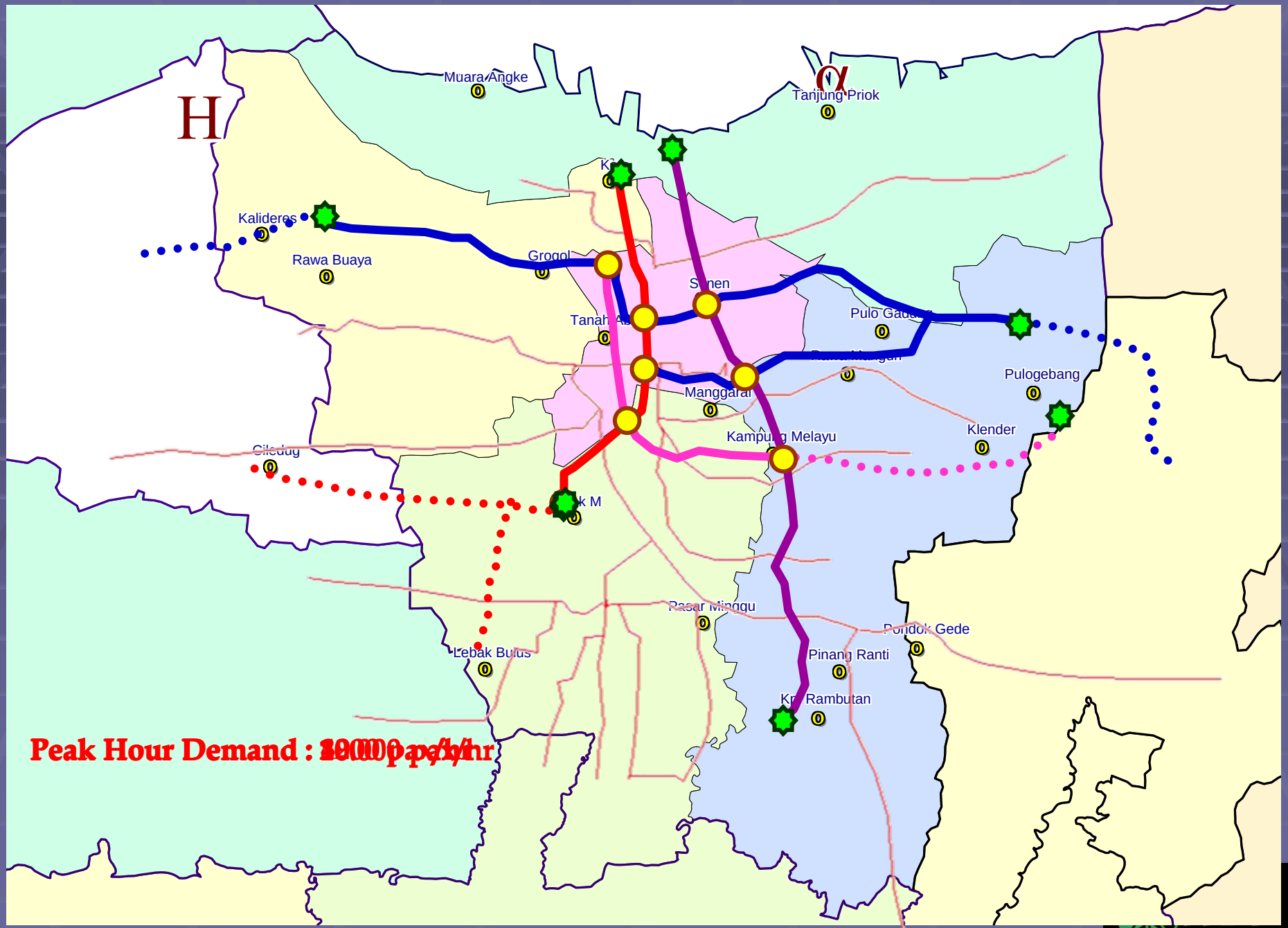
Enforcement is good, but roundabouts are difficult to control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Muara Angke
Tanjung Priok
Kalideres
Rawa Buaya
Grogol
Senen
Tanah Abang
Pulo Gadung
Pulogebang
Manggarai
Kampung Melayu
Klender
Ciledug
Pasar Minggu
Pondok Gede
Lebak Bulus
Pinang Ranti
Rambutan
Peak Hour Demand :

Pedestrian facilities

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typical pedestrian ramp

primary route from train station to Kota busway terminal

Pavement Damage: Should have used concrete and lighter buses

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Lessons Learned

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- Essential that the decision maker empowers people who are technically competent
- Building supporting institutions and regulatory structure is more difficult than physical BRT design issues
- Public and local NGOs can play a role in pressing govt to fix problems