Faculty of Economic Sciences, Communication and IT

J O I C E

PUBLIC TRANSPORT IN JABODETABEK AREA

Service Science
Project Report

Date/Term: Spring 2009
Supervisors: Bo Enquist
Samuel Petros Sebhatu

Karlstads Universitets 651 88 Karlstad
Tfn 054-700 10 00 Fax 054-700 14 60
Information@kau.se www.kau.se

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1 Introduction

1.1 Background

JABODETABEK is a region that consists of DKI Jakarta Province, the capital of Republic of Indonesia, as the center of activities, and 7 other regions such as Bogor Regency, Bogor City, Depok City, Tangerang Regency, Tangerang City, Bekasi Regency, and Bekasi City, which surroundings Jakarta, as the hinterland. Other name for JABODETABEK region is also called Jakarta Metropolitan Area (JMA) or Greater Jakarta (The Jakarta Post, 2003; International Association of Traffic and Safety Sciences, 2007).

Everyday people commute from the hinterlands to Jakarta and vice versa. This situation makes transportation as a basic need for people to do their activities, is a very important issue. To commute, most of the inhabitants in the area are using private vehicle, such as car and motorcycle. Some others are using public transport.

For the one that using the private vehicles, especially cars, beside the artery roads, there are also toll roads that connect between the surrounding areas with DKI Jakarta Province. From the The numbers of registered vehicles in 2007 in Jakarta is 7,967,498 units. This number is the sum of all types of vehicles that has been registered in the region such as motorcycles, passenger cars, cargo cars and buses. This number is not adding the number of vehicles which is used by people from the hinterlands to travel from their homes to Jakarta to do their activities. Through their website, Jasa Marga, a State-Owned Company to operate the toll road, also released that in 2008, the traffic volume for the inner-city toll roads are 249,153,892 vehicles on Cawang-Tomang-Cengkareng toll road and 105,978,345 vehicles on Jakarta Outer Ring Road toll. Although this number is including the vehicles which just passing through (their origin and destination are not in JABODETABEK area), but it is still caused problems for the transportation in the area. This situation is describing the first transportation problem in JABODETABEK area, its high demand of transportation because of the high population and most of them are using private vehicles. This is also explaining the reasons why traffic jams is also happened in toll roads in JABODETABEK area, especially during the peak hours.

For the people who use the public transport, there are two choices, by using bus or train which connects the hinterland and the DKI Jakarta Province. But in each region in JABODETABEK area, there are quite a lot of different public transports which consists of taxis and paratransit, such as bajaj, becak, “ojek” (hired motorcycle or bicycle). But still, these alternatives to travel by public transport are not quite attractive enough for the society. Based on that, this research will describe about public transport in JABODETABEK area to give an overview of its transportation problem.

1.2 Objective

The objective of this research is to describe about public transport in JABODETABEK, Indonesia and its problems with specification on land transport only.

1.3 Scope of Work

This research will focus on JABODETABEK area in Indonesia. This research is more about describing the public transport in JABODETABEK, Indonesia and its problems. The public transport which will be discussed is the land transport such as bus, taxi, paratransit, and train. The train which is discussed is the JABODETABEK commuter train.

1.4 Research Method

This research is a descriptive one. It will describe the overview of public transport in JABODETABEK area. I collect data from websites, journals and newspaper which can be used as primary and secondary data based on its relevance to the research.

1.5 Writing Structure

Chapter 1 : Introduction.
This chapter is describing the background, objectives, scope of work and the writing structure of the research.

Chapter 2 : Theoretical Framework
This chapter is describing the theoretical frame of reference. It consists of theory which is related to the public transport and previous researches about transportation in JABODETABEK area.

Chapter 4 : Public Transport in JABDETABEK Area
This chapter is describing the existing condition of public transport in JABODETABEK, Indonesia, which consists of bus, taxi, paratransit, and train.

Chapter 5 : Contribution
This chapter is describing the contribution of the research.

1.6 Limitation

The limitations of this research are the distance and resources, because it has been some difficulties to access websites from Indonesia which related to the topic. The discussion is limited on JABODETABEK area.

2 Theoretical Framework

2.1 Service Concept

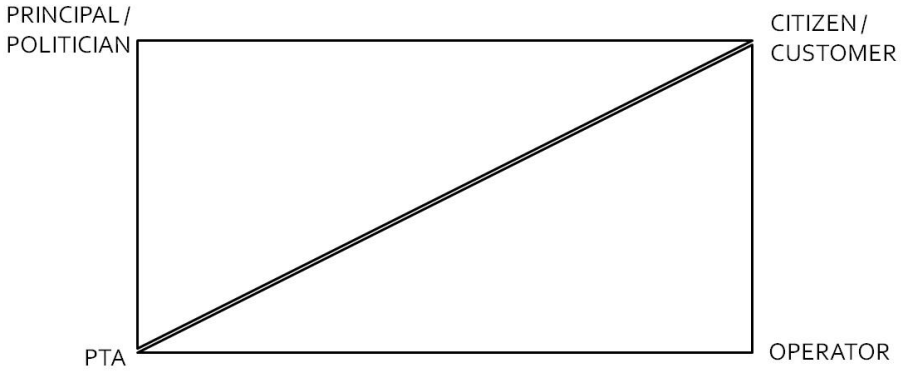
Based on Lovelock and Wirtz (2007), he sees services as economic activities offered by one party to another. Edvardsson (2005) sees service as a link in time and space activities and interactions which provided solutions to customer problems. He defines that service from the customer aspect is a matter of value-in-use which resulting customer experience. And Gronroos (2006) defines service as a process that consists of a set of activities which take place in interactions between a customer and people, goods and other physical resources, systems and/or infrastructures representing the service provider and possibly involving other customers, which aims at assisting the customer's everyday practices.

Lovelock and Wirtz (2007) is developing the conceptual framework of a service into 3 categories, they are service operations, service delivery, and other contact points. Service operations are related to conditions where inputs are processed and the elements of the service products are created. Service delivery is related to conditions where final "assembly" of these elements takes place and the product is delivered to the customer. And other contact points are related to conditions which embraces all points of contact with customers.

2.2 Public Transport

Based on Enquist, Johnson and Camen (2005), there are four actors who are influenced to the public transport development in a country or region. They are principal or politician, i.e the owner or the authority responsible, representing the political level; the executive management of a regional public transport company, i.e the Public Transport Authority (PTA); the employees or, as is the case in public transport, the operators (contractors); and the customers, i.e passengers and citizens. The stakeholders of the network are driven by different interests, which is an important thing to bear in mind when discussing this; the common good of the principals; the external efficiencies of the PTA, and the customer satisfaction and external efficiencies of the contractors. And the relationship between these actors is shown in Figure 1.

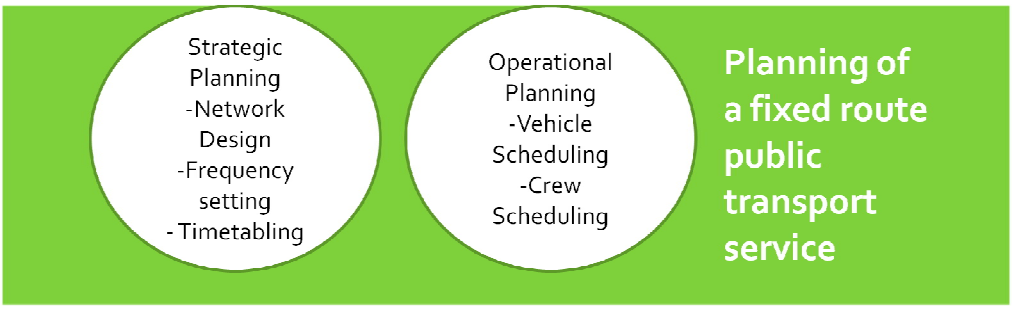
Figure 1 The Relationship of Actors in Public Transport



Source : Enquist, Johnson, Camen (2005)

The planning of public transport is made based on the type of service of the public transport. There are two types of public transport service, they are a fixed route service and demand responsive service. For the fixed route service for public transport in JABODETABEK, Indonesia area is the train, bus and TransJakarta busway. For the demand responsive service is the taxi and paratransit. The planning process on fixed route service contains of strategic planning and operational planning (Shown in Figure 3). On the strategic planning, it is divided into three steps; they are the network design, frequency setting and timetabling. Network design is related to types of public transport that will be built; the feasibility to build the public transport, based on its demand and its cost; the route of the public transport that will be implement; how many shelters will be provided; the location of its shelter and terminal; what kind of operational system that will be used, etc. This step is more concerned to the infrastructure. And the basic point of this step is the OD-matrix. So, it will need an accurate OD-matrix in order to create a good public transport network. Then, the most crucial step is the frequency setting, because it will influence to the operational planning, which are vehicle and crew scheduling. This step is also influence by the network design. For example, in order to set the frequency of a bus operation, it will need to know how long the travel time from origin to destination, because this is influenced by the route that is chosen. Other example is, the time travel is also influence by the sum of the shelter that will be serviced and the time to stop on each shelter. On this step, the type of vehicle that will be used is also had an important role. Because by knowing its capacity, it will also influence the need of the fleet and its frequency, which will be used for our next step, timetabling.

Figure 2 Planning Process of Public Transport



Source : Hall (2006)

Based on Nash (1982), public transport operations give an impact to the social and environmental aspects. First, it influences on social need for some level of service. Second, it effects on the existence of economies of scale and monopoly power. And third, it is the externalities of private and public transport. These externalities can be formed into delay to other vehicles and pedestrians; environmental degradation such as noise, air pollution, visual intrusion and destruction of facilities to provide new infrastructure; accidents; and depletion of non-renewable natural sources.

2.3 Research about the major issues of Transportation In JABODETABEK, Indonesia

Based on BAPPENAS-JICA (2004), there is a deterioration of public transport in JABODETABEK which can be seen through its low level services. And another problems which is critical for the public transport sector is its less effective inter- and intra-modality.

Based on Joewono, Parikesit, Santosa and Susilo (2007), there are several things which need to be concerned in order to create a better public transport system in JABODETABEK area. First, the government has to have greater commitments to develop public transport. This is emphasized to the government commitment in order to create a good public transport system which encourages people to use it. Second is improving the existing public transport conditions. The main problem of public transport in JABODETABEK area is the poor management, regulation, supervision, and financial sectors. These things have to be the priority to be solved, instead of implementing new systems which need a lot of efforts and money to invest. Related public transport parties should give a good achievement on the existing public transport service before involving for the next period service or further public transport project. Third is the government initiative to encourage Transit-Oriented Development (TOD). Jakarta already has a commitment to implement TOD planning system but its result and comprehensiveness is still disputed. Fourth is integrating and funding TOD development with the road charging scheme. There is no single strategy to overcome the transportation problems. Based on transportation experience in Singapore, they can cover all expenses on externalities of using automobiles, supports public transport finance and, at the same time, restrain the use of private vehicles by using the road charging scheme. Fifth is maintaining the consistency of commitments, cooperation, and coordination between stakeholders through a regulation. But to make all the stakeholders follow the regulation, it also needs law enforcement. Sixth, it is supervising the government's decision-making processes. This is needed to prove the consistency of the government. Jakarta has City's Transportation Board (Dewan Transportasi Kota), to supervise the government policy. But in the reality, they approved some policies which not relevant with the TOD planning system. And the last is developing a unique approach for each developing country, based on its culture, society, and travel behavior, as well as resources. This means a depth study of people behaviors are really needed to make a successful transportation policy. Because each country, and even each region in a country, has its own characteristics which make it needs a special treatment to solve the transportation problems.

Other issue that is considered by Djoko Setijowarno (2007) is the fuel consumption, because 50 % of fuel consumption in Indonesia is used by the transportation sector and 60% of it is happened in JABODETABEK area.

Based on Asri (2005), to solve transportation problems in JABODETABEK was not only about how the physical development of transportation network evolved but also how to ensure the required funds including sharing responsibility, regulatory reform, institutional rearrangement, and consensus among stakeholders. And it was also indicated the failures of planning coordination in a region-wide context and what should be done to make the master plan materialize by establishing a new agency or organization with strong power for authorization of region-wide plans that covers multiple local governments and supported by sufficient technical staff and funds.

3 Overview of JABODETABEK Area

3.1 Regions of JABODETABEK Area

JABODETABEK is a region on the north of Java Island that consists of DKI Jakarta Province, the capital of Republic of Indonesia, as the center of activities, and 7 other regions such as Bogor Regency, Bogor City, Depok City, Tangerang Regency, Tangerang City, Bekasi District, and Bekasi City, which surroundings Jakarta, as the hinterland. Picture below is showing the JABODETABEK area.

Figure 3 JABODETABEK Area

Source : (Picture) Bekasi City, 2009,(insert) SITRAMP, 2004

DKI Jakarta consists of 5 municipals and a regency; they are North Jakarta, West Jakarta, South Jakarta, East Jakarta, Centre of Jakarta and Thousands Island Regency on the north region of Jakarta which consists of lots of small islands (See Appendix1).

Bekasi Regency consists of 23 Districts (See Appendix 2). Bekasi City consists of 12 districts (See Appendix3). Bogor Regency consists of 40 districts. Bogor City consists of 6 districts. Depok City consists of 6 districts (See Appendix4). Tangerang Regency consists of 36 districts. And Tangerang Kota consists of 13 districts. In 2008, there was a split in Tangerang Regency. Some part is separated in to a new

region called South Tangerang City. But due to the new region, it is still on a process of settlement. And in this report, it was still part of Tangerang Regency.

3.2 Demographics

DKI Jakarta Province area is about 661.52 km-square with population around 8.49 million people. Bekasi Regency, Bekasi City, Bogor Regency, Bogor City and Depok City are parts of municipals of West Java Province. The area and its population for each region are shown on figure 4.

Figure 4 Area and Population of JABODETABEK Which Parts of West Java Municipals in 2007

No	Municipal	Area (Km^2)	Population (person)
1	Bekasi Regency	1,484.37	2,032,008
2	Bekasi City	210.49	2,084,831
3	Bogor Regency	3,440.71	4,316,236
4	Bogor City	21.56	866,036
5	Depok City	200.29	1,412,772
	TOTAL	5,371.57	10,711,883

Source : Jawa Barat Province website, 2009

And the last two regions are parts of municipals of Banten Province, they are Tangerang City with region about 164.539 Km-square and population 1,531,666 persons; and Tangerang Regency with region about 1,110.38 Km-square and population 3,574,048 persons based on Banten in Figures 2008 from the Banten Statistic Agency website.

4 Infrastructure

4.1 Road Networks

Based on Statistics DKI Jakarta Provincial Office (2007), the length of roads in Jakarta is 6,540.22 km, which consists of toll roads, primary and secondary artery roads, primary and secondary collector roads and local roads (See Appendix5 for Road Network in DKI Jakarta Province). The length of roads for each region in municipals of West Java which part of JABODETABEK area are 925.95 Km in Bekasi Regency, 562.54 km in Bekasi City, 1,507.52 Km in Bogor Regency, 749.21 Km in Bogor City and 485.35 Km in Depok City (West Java Central Bureau of Statistic, 2009). And the length of roads in Banten is 491,289.01 Km.

There are three toll roads that connect Jakarta to its hinterland. Jagorawi (Jakarta-Bogor-Ciawi) toll road is connecting Jakarta to Bogor City, Bogor Regency and other municipals in West Java Province. This is the first toll road in Jakarta which built on 1978. Jakarta-Cikampek toll road is connecting between Jakarta to Cikampek (another municipal of West Java Province) which passing through and having toll-gate to Bekasi City and Bekasi Regency. This toll road is commonly used for interstate connection to other region in West Java, Middle Java, East Java, even Bali, because in East Java, there is ferry port to connect Java Island to Bali Island. Jakarta-Tangerang toll road is connecting Jakarta to Tangerang Regency and Tangerang City. This toll road is also commonly used for interstate connection to other regions in Banten, or even regions in Sumatera, because in Banten Province, there is ferry port which connects Java Island to Sumatera Island. And there are also two inner-city toll roads; they are Cawang-Tomang-Cengkareng toll road and Jakarta Outer Ring Road toll. The first toll road is connecting east part to west part of Jakarta region and Soekarno-Hatta International Airport that is part of Tangerang City. The second toll road is the expansion of toll road in order to overcome the traffic jams which happened on the first toll road related to the high demand of it, especially during the peak hours.

4.2 Jakarta Macro Transportation Scheme

Based on Jakarta Macro Transportation, there are 15 corridors which planned to be operated in Jakarta (Appendix6) and 8 of them are already operated. The first corridor is operated in January 15th, 2004. Corridor II and III are operated in January 15th, 2006. Corridors IV to VII are operated in January 27th, 2007. And corridor VIII is operated in February 21st, 2009.

Corridor I with route from Blok M to Kota has length of 12.9 Km and it has 20 shelters. For corridor II (Pulogadung – Harmoni), it has length of 14 Km with 23 shelters. Corridor III (Harmoni – Kalideres) has length of 19 Km with 14 shelters. Corridor IV (Pulogadung – Dukuh Atas II) has length of 11.85 Km with 17 shelters. Corridor V (Kampung Melayu – Ancol) has length of 13.5 Km with 17 shelters. Corridor VI (Ragunan – Kuningan) has length of 13.30 Km with 20 shelters. Corridor VII (Kampung Rambutan – Kampung Melayu) has length of 12.80 Km with 14 shelters (ITDP, 2009). And for corridor VIII (Harmoni – Lebak Bulus) has length of 26 Km with 24 shelters. But due to the lack of vehicles in this corridor, the route is shortened until Tomang Taman Anggrek shelter (Suara TransJakarta, 2009).

There are also some alternative routes. They are Pulogadung – Kalideres (passing through the Harmoni shelter), Rawa Buaya – ASMI (not finish the route till Kalideres and Pulogadung), TU Gas – Dukuh Atas (routes is almost the same with corridor IV, but it was not end in Pulogadung), Pulogadung – Ragunan (passing through Dukuh Atas 2 shelter), Clilitan PGC – Ancol (passing through Kampung Melayu shelter), Cililitan PGC – Ancol (passing through Senen Sentral shelter) and Cililitan PGC – Senen Sentral (end of the route is Senen shelter) (Suara TransJakarta, 2009).

There are few interchange shelters in the network. They are Harmoni Central Busway shelter (corridor I, II and III), Senen shelter (corridor II and V), Kampung Melayu shelter (corridor V and VII), Juanda shelter and Pecenongan shelter (corridor II and III), Dukuh Atas (corridor I, IV and VI), Halimun shelter (corridor IV and VI), Matraman shelter (corridor IV, V and VII), Kampung Melayu (corridor V and VII), Indosiar, Jelambar and Grogol 2 (corridor III and VIII), and Pulogadung shelter (corridor II and IV). But there are also shelters which connected to interstate bus and intercity bus, such as Pulogadung Terminal, Kalideres Terminal, Kampung Rambutan Terminal, Lebak Bulus Terminal and Blok M Terminal.

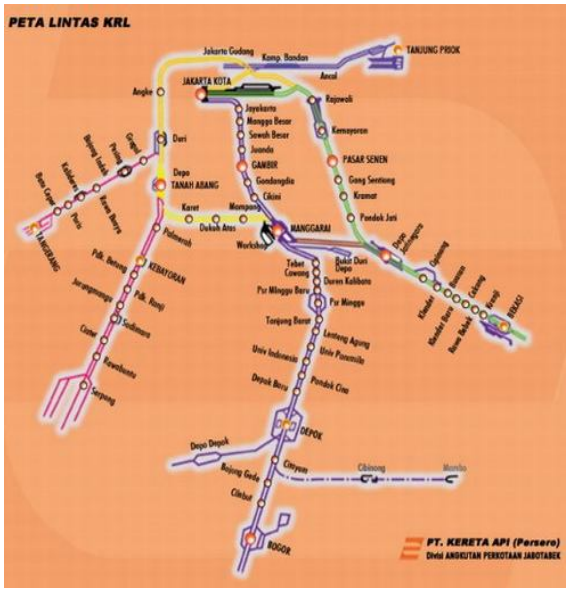
On Jakarta Macro Transportation Scheme also describe the future line of monorail project, Mass Rapid Transit (MRT) project and Banjir Kanal project. There will be 2 lines of monorail, Green Lines and Blue Lines (See Appendix7). For the MRT Project, there will be 2 phase. First is Lebak Bulus – Dukuh Atas. Then, it will continue with the second phase which is Dukuh Atas – Kp. Bandan (See Appendix8). For the Banjir Kanal project, there will be 3 phase for this project. First, it will be Banjir Kanal Timur, and it is continued with Banjir Kanal Selatan and Banjir Kanal Barat (See Appendix9).

4.3 Railway Networks

There are several lines of electric train which operate in JABOTABEK region. They are Jakarta – Bogor line; Jakarta – Tanahabang line; Jakarta – Bekasi line; Jakarta – Tangerang line; and Jakarta – Serpong line. And there is also loop line train called Ciliwung train which operates for Manggarai – Tanahabang – Angke – Kemayoran – Pasarsenen – Jatinegara - Manggarai and vice versa. The network of JABODETABEK commuter railway is shown in figure 3.

When it started to operate independently outside of DAOP 1 of Indonesian Railway Company, JABODETABEK commuter railway company operates 343,895 km electricity line (KRL, 2009). There are also Depok depo, Manggarai depo, Jatinegara depo, and a dryport.

Figure 3 JABODETABEK Commuter Railway Network



Source : KRL, 2009

4.4 Nodes

4.4.1 Bus Station

There are 23 bus stations in JABODETABEK. DKI Jakarta Provice has 5 bus stations type A and 6 stations type B. Bekasi Regency has 2 bus stations type B. Bekasi City has 1 bus station type A. Bogor Regency has 2 bus stations type A. Bogor City has 1 bus station type A and 1 bus station type C. Depok City has 1 type B bus station. Tangerang Regency has 2 type B bus stations. And Tangerang City has 1 bus station type A and 1 type B station (See Appendix10).

4.4.2 Train Station

There are 70 stations in JABODETABEK area (which belongs to both JABODETABEK commuter railway company or DAOP 1 Indonesian Railway Company). Station which fully responsible by the JABODETABEK commuter train company is a station specific/only serves by electric train (KRL, 2009). There are 7 major train stations in JABODETABEK area. They are Jakarta Kota, Gambir, Manggarai, Jatinegara, Tanjung Priok, Tanah Abang and Pasar Senen. Beside the Mangggarai station, all of them are the embarkation station for the interstate train which connects between DKI Jakarta Province and other province in Java Island. The starting point

4.4.3 Point of Connection between TransJakarta and JABODETABEK Commuter Train

There are several busway shelters which close to JABODETABEK railway station. They are Kota shelter (close to Jakarta Kota train station), Juanda shelter (close to Juanda train station), Gambir 1 and 2 (close to Gambir train station), and Dukuh Atas shelter (close to Sudirman train station). Because the busway system is placed in the middle line of the road, most facilities to connect between the shelter and train station are formed in pedestrian facilities and signage.

Both train system and bus system starts and ends in Kota. Because the location of bus shelter in Kota is in the middle of the road which has high volume of traffic and pedestrian in this location, a tunnel is built in order to connect between the bus shelter to each side of road. The tunnel exits in two directions, to Mandiri Bank and to the train station. But the exit of this tunnel to the train station is not directly in the station which connects to the platform. But it was placed near to the west and south gate of the station. This train station served for JABODETABEK commuter train to all direction, and also for interstate and interurban train. The description of this location is shown in Appendix11.

In Juanda, the bus shelter and the train station has different level, because the Juanda station as part of the centre line of JABODETABEK railways is elevated line. This train station serves train from and to Bogor and Bekasi. The description of this location is shown in Appendix12.

At Gambir station, a station for express commuter train from and to Bogor and Bekasi; and interstate train, there are two busway shelters. Gambir 1 is located near to the exit gate of the train station. And Gambir 2 is located in the enter gate of the train station. The description of this location is shown in Appendix13.

At Dukuh Atas, the people which use the busway to reach the Sudirman station needs to walk for quite a long distance. This train station serves people which will go to or from Bekasi, Serpong and Bogor. At this shelter, between the train station and the bus shelter also has different level. The road is higher than the train station. And at this location also will integrate with the future MRT train station. The description of this location is shown in Appendix14.

Beside those four busway shelters, there are also other potential connections between busway shelter and train station. But due to the the distance which is quiet far away, it becomes the problem of the connection. They are between Pasar Jatinegara shelter and Jatinegara train station; Manggarai shelter and Manggarai train station; and Pasar Senen shelter and Senen train station. The description of these locations is shown in Appendix15, Appendix16 and Appendix17.

Other than connection between busway shelter and train station as part of the hardware integration, there are also other integration aspects such as pedestrian facilities and “park and ride” facilities for hardware, signage for software and fare integration for finware. This can be seen through pictures in Appendix 18 to 21.

5 Public Transport

5.1 Bus

Based on Jakarta in Figures 2007, the numbers of bus operators which operate in Jakarta are 21 companies. There are 14 companies which operate large bus, including the TransJakarta, 6 companies operate the medium bus and 2 companies operate the small bus (minivan). And the total of unit buses is 22,476 buses, which consists of 4,513 large buses (159 of them are TransJakarta), 4,979 medium buses and 12,984 small buses (minivan). In Regency of Bekasi, City of Bekasi, Regency of Bogor, City of Bogor and City of Depok, most of their public transport is using small buses or minivan. They are only using big buses for interstate transportation and between municipals in the province, for example from Bogor to Jakarta and Bogor to Bekasi. And even City of Bogor, beside known as "The Rain City", it is also known as "City of Angkot (Public Minivans)" (Jakarta Post, 05/31/2008). This is caused by its large number of public minivans operate in the region. It has 3,455 public minivans which operate inside the Bogor City area and 6,000 public minivans which operate to the outer area of Bogor City. In Tangerang City, there are 2,482 minivans for the inner-city operation and 661 minivans for the outer-city operation.

Two of medium bus operators in Jakarta are Metro Mini and Kopaja. Metro Mini serves on 55 routes, and Kopaja serves on 15 routes. And for small buses, there are only 2 operators, KWK and Mikrolet. KWK has 16 routes, and Mikrolet has 10 routes. And more detail of it is shown in Appendix22. There are 23 operators for interstate buses in Jakarta. And the lists of is shown in Appendix 23.

There are 39 routes of small buses routes in Bekasi City. And the list of it is shown in Appendix24. There are 3 routes of interstate buses, 5 routes of interurban buses, 6 routes of urban buses and 30 routes of small buses in Bekasi Regency (Shown in Appendix25, Appendix26, Appendix27 and Appendix28).

There are 22 routes of small buses in Bogor City (Shown in Appendix29). And they also have 10 interurban buses routes (Shown in Appendix30). There is also the list of train schedule in Bogor City (See Appendix30).

There are 17 routes of urban buses in Tangerang city (Appendix31) and there are 6 routes of interurban buses also. There are 4 train station in Tangerang city. They are Tangerang station, Tanah tinggi station, Batu ceper station, and Poris station. And the trend of passengers in this area is shown in Appendix33.

As it was mentioned by Mochtar and Hino (2006) that the poor service quality of public transport in Jakarta is caused by the poor public transport system. This is happened because the public transports in Jakarta, and it's also apply to other regions, include BODETABEK area, mostly are owned by individual or co-operatives. In this system, the local government has a role as the one that gives license for individual or co-operatives which proposed to operate a public transport route, but not in controlling the service quality. This is the reason why the driver is not considering the punctuality, passenger safety and

convenience. This is also made the poor performance of public transport and the reason why people use the private vehicle (Steinberg, 2007).
Some figures about the public transport performance describe in Jakarta Post (2003). This article illustrates that using public transport is a risk taking but also giving an entertainment. The risk taking part is about hazardous drivers which perform speeding and zig-zag through traffic, aging and neglected vehicles which emitting black clouds of exhaust, run-down interior of the vehicles, during the peak hour the bus is fully loaded, even it reaches twice than its normal capacity, which makes it easier for pickpockets and armed robbers to grab some wallets. The entertainment stuff is seeing newspaper vendors, beggars, poets, street musicians, people asking for donations for religious organizations and traders offering a variety of items.

5.1.1 TransJakarta busway

TransJakarta busway is one of several public transports which operate in Jakarta. It first operated on January 15th, 2004. The goal of this bus system is to deliver a more reliable public transport for the people in Jakarta region. The implementation of the TransJakarta busway is based on the experience of Bogota TransMilenio BRT system in Colombia. First, it was just established on the main corridor in Jakarta, Blok M – Kota from 15 corridors which already planned. On the first two weeks of the operation, in order to encourage people to use the new bus system, it is not charged a single cent to the passengers. But then, on 1 February 2004, it is commercialized for the first time (ITDP, 2004). On April 21st, 2005, on the National Day of Kartini, the patriot of equality of women rights in Indonesia, TransJakarta is employing a women driver for the first time as the symbol of women emancipation. Up till May 2006, there are about 50 women driver is employed (Suara TransJakarta, 2009).

The PTA for TransJakarta busway is BLU TransJakarta. First, there are 4 operators which operate BRT system in Jakarta. They are PT. Jakarta Express TransJakarta (operate corridor I), PT. TransBatavia (operate corridor II and III), PT Jakarta Trans Metropolitan (operate corridor IV and VI) and PT Jakarta Mega Trans (operate corridor V and VII). All these companies are a consortium of bus operators which its routes was eliminated. The consortium consists of PT. Mayasari Bhakti, PT. Bianglala, PPD, PT. Steady Safe, PT. Pahala Kencana, and PT. Metromini. But there is also one telecommunication company joined the consortium. It is PT. Ratax which joins the consortium in corridor I. With the exception in corridor I, all the operators are the one that responsible to provide the buses. But in 2009, due to the lack of procurement of vehicles in corridor IV to VII, there 2 other bus operators that joined the consortium. They are PT. Primajasa Perdanaraya Utama for corridor VI, and PT. Eka Sari Lorena Transport for corridor V and VII. And both operators also operate in corridor VIII.

Impact of busway project during the construction and operation is traffic jam. Traffic jam happens everywhere and every day. Busway is narrowing all the road line in Jakarta. It took one lane in the middle for each road line for the busway. But it is not followed by widening the road, which make the road capacity decrease and an inconvenience situation for the motorist (Jakarta Post, 2006). This is also worst, based on the statement of Governor, because the BRT system is only shifted 14% the private vehicles user to the new bus system (Tempo, 2006).

Because the busway shelter is located in the middle of the road, to make busway user comfortable to reach it, local government fixed all pedestrian flyovers which connect to the shelter based on technical assistance suggestions for the first corridor, corridor 2 and 3 (ITDP, 2003; 2005). Besides that, they also improve sidewalks along the corridor by widening it in some areas which has lots of pedestrian (ITDP, 2008). And to connect between corridors of busway, they also built Sky Walk Paid Area (SWPA). This facility enables people holding paid tickets won't have to go out from the shelters (Jakarta Post, 2005).

TransJakarta is not friendly enough for disable people. The design of the crossing bridge is too high for wheelchair people. They could not able to climb the bridge. There were not any special seats for the disable people in the bus (Tempo, 2004). But in order to facilitate the handicap, some shelters provide an elevator. These shelters are Tosari shelter and Sarinah shelter.

Based on ITDP (2008), on their magazine, Sustainable Transport, by 2008, the busway system has contributed positive for the Jakarta environment by reduction of emission as describe on Figure 6. The largest reduction is carbon dioxide about 32,309.69 tons per year.

Figure 6 Emission Reduction from TransJakarta

	Emission				
	Nitrogen Oxides NOx	Particulate Matter PM	Carbon Monoxide CO	Carbon Dioxide CO2	Hydro-carbons HC
Without Busway (tons/day)	1.53	0.18	11.25	135.48	2.63
With CNG Busway (tons/day)	0.24	0.00	0.02	28.78	0.22
Reduction (tons/day)	1.29	0.18	11.22	107.70	2.41
Reduction (tons/year)	385.68	53.42	3,367.24	32,309.69	722.84

Source : Sustainable Transport ITDP (2008)

TransJakarta is using flat tariff. First it was Rp. 2,000.00 per person during 07.00 am to 10.00 pm with discount fare for students and commuters during operation between 05.00-07.00 am into Rp. 1,500.00 per person. Then it was change on October 5th, 2005 into Rp. 2,000.00 per person during 05.00 to 07.00 am and Rp. 3,500.00 per person during 07.00 am to 10.00 pm (Jakarta Post, 2005). There two types of ticket that is used in TransJakarta busway. First is the smart card (shown in figure 7). This is used in corridor I to III. This ticket has to be entered into the slot on one of the ticket barriers which let the passenger to pass through the turnstile barrier. There was a multi-trip ticket, but now this ticket is not provided anymore because of the low demand of this ticket system. But on the others corridor, it still used the traditional ticket which is paper ticket.

There are also few problems on the busway operations. TransJakarta busway does not have schedule. This is happened because the headway on this service is planned to be around 5 minutes. But due to operational problems in intersections,, and also in some corridors,where dutring the peak hours the lines for busway also mixed with the private vehicles, these make the headway could not be achieved.

Figure 7 Ticket of TransJakarta

Source : (left) Kompas Cyber Media, 2004 and (right) Anggriawan, 2007

In order to support the BRT system, JTA added the location and time period of 3-in-1 corridor. The 3-in-1 policy is to restrain movement of private car which no less than 3 persons. It was implemented for the first time in 2002. This policy implements in two main corridors; Jl. Sudirman – Harmoni and Jl. Gatot Subroto – Kuningan (new), during two peak hours, 07.00 to 10.00 am and 04.30 to 07.00 pm (new) from Monday to Friday (Jakarta Post, 2008). But on the process, it creates problems such as inconsistency of enforcement, lack of coordination amongst field enforcers, weak legal support, inadequate number of enforcer, and "jockey" (rent the 3rd person) (ITDP, 2006).

Park and ride facilities are also provide in order to encourage people to use Transjakarta. Local government of Jakarta has built parking facilities in Kalideres Terminal, Ragunan Terminal, and Kampung Rambutan Terminal. They also will build this facility in Lebak Bulus Terminal and new terminal in Rawa Buaya. This facility is provided to facilitate private vehicle users who want to use public transport to their end destination (Suara Karya, 2007; KCM, 2007). It offers facilities to motorist who used car, motorcycle and bike (Kompas, 2007). But on the other hand, TransJakarta did not provide parking facilities for its employees which make them park their motorcycles in the shelter area (Berita Jakarta, 2009).

The performance of TransJakarta busway related to the waiting time, number of passengers and infrastructure report from Jakarta Post (2009) is as follow :

Waiting Time	Targets	Reality
Less than 5 minutes	27.26%	9.72%
5-15 minutes	44.97%	36.21%
15-20 minutes	14.15%	22.55%

From data above it can be seen that Transjakarta couldn't reach its target for waiting time, especially for waiting time 15-20 minutes.

This data below shown that there are 329 single bus and 10 articulated bus which operates in TransJakarta busway. This data was published, before the busway system in corridor VIII operated.

Table 1 Infrastructure and Vehicle Information of TransJakarta Busway

Koridor	Rute	Panjang Koridor	Jumlah Bus		Jumlah Halte
			Single	Gandeng	
I	Blok M - Kota	12.90	91	-	20
II	Pulogadung - Harmoni	14.00	55	-	23
III	Harmoni - Kalideres	19.00	71	-	14
IV	Pulogadung - Dukuh Atas II	11.85	30	-	17
V	Kampung Melayu - Ancol	13.50	-	10	17
VI	Ragunan - Kuningan	13.30	31	-	20
VII	Kampung Rambutan - Kampung Melayu	12.80	51	-	14
	TOTAL	97.35	329	10	125

Source : ITDP, 2009

The BLU TransJakarta Busway (at Berita TransJakarta Busway 2009) recorded in 2004 the number of passengers reached 14,924,423 passengers (from 1 corridor), in 2005 total 20,798,196 passengers (1 corridor), in 2006 total 38,828,039 passengers (3 corridors), in 2007 increased to 61,439,961 passengers (7 corridors) and in 2008 rose became 74,619,995 passengers (7 corridors).

5.2 Taxi

There are 7.097 taxis operates in Tangerang city and Tangerang Regency with 34 of operators (Appendix34). In Jakarta, there are 20,642 taxis which consist of 19,827 reguler taxis with 41 operators and 815 executive taxis with 2 operators (Appendix35). In regions of JABODETABEK which are parts of West Java Province there are 25 taxi operators in Depok City, 17 taxi operators in Bekasi City and 7 taxi operators in Bekasi Regency with the total vehicles of 8,459 taxis (Appendix36).

5.3 Paratransit

There are also some paratransit which operate in JABODETABEK area. Most of them are operates in residence are. These paratansit are becak, bajaj, bemo, and “ojek” of both motorcycles and bicycles. Becak is already suspended to be operated in Jakarta. But still, you can find it in the hinterland of Jakarta. “Ojek” bicycle is found in Kota area. Bemo is less to find. But it still operates in some region in Jakarta. And so does bajaj. But bajaj is still found quite a lot in Jakarta region. The one that is widely used by the inhabitants of JABODETABEK is “ojek” motorcycle.

5.4 Train

JABODETABEK Urban Transport Division railway is a company which operates to provide commuter transport in JABODETABEK area. All rolling stock is using electric train that has a travel time from place of origin to destination station for a maximum of two hours in the journey and stop at every station.

Before, PT. KAJ was a division of JABODETABEK commuter of DAOP (Operation Area) 1 Jakarta of Indonesian Railway Company (PT Kereta Api (Persero)). Then, it separated into 2 parts. For the electric

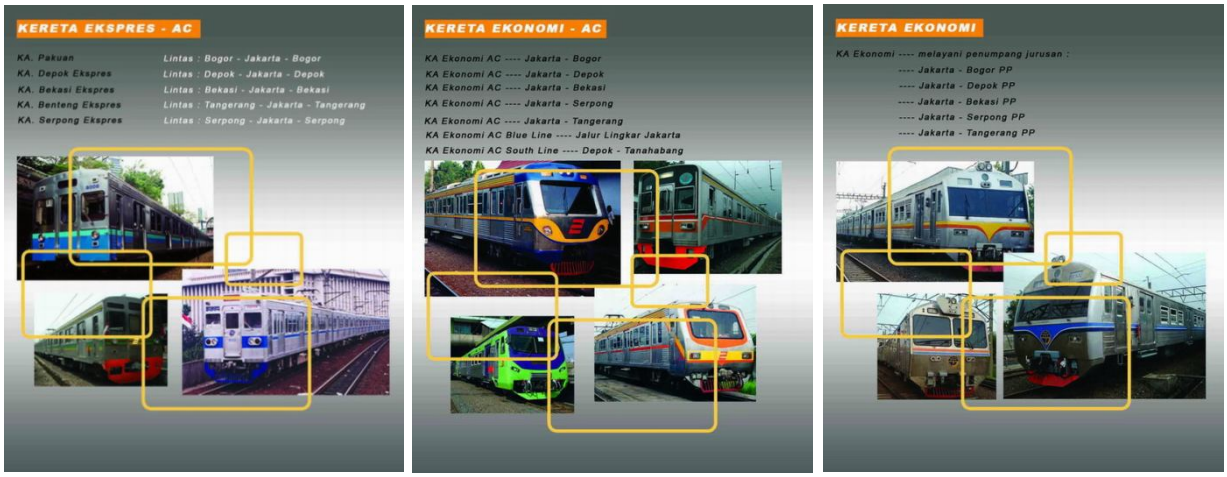
train services in JABODETABEK area are organized by PT. KAJ and for the interstate and interurban train services in JABODETABEK area is organized by DAOP 1 Jakarta, PT Kereta Api (Persero).

When it start to operate independently outside of DAOP 1 of Indonesian Railway Company, JABODETABEK commuter railway company operates 395 units electric train (KRL), and 43 units of diesel trains (KRD), which now it is not operated again (KRL, 2009). Most of the trains which used in JABODETABEK are given by Government of Japan. There are also trains which produced by the local company called INKA.

On railway, the actual PTA is the Directorate General of Railway (DGR). The Indonesian Railway Company, as the operator, has to operate several economy trains which are assigned by the Government including the JABODETABEK commuter train. Government gives a compensation for the assigned train by giving a subsidy called Public Service Obligation (PSO). PSO calculation is still too complicated because many aspects that should not be considered involved. IRC receives PSO every trimester thereafter. In order to make the subsidy more focused, e-ticketing system is developed in order to change the current subsidy scheme which is given to all passengers. But for human resource reasons, DGR also gave the responsibility to operate the infrastructure through a contract called Infrastructure Maintenance and Operation (IMO) to IRC. This scheme makes the IRC also responsible to manage the railway infrastructure including the station and its facilities. And for using the infrastructure, IRC has to pay Track Access Charge (TAC) to the Government.

There are few services which offered to the customer. They are economic train, AC economic train and express train. And this type of service operates in lines which describe in figure 8.

Figure 8 Services of JABODETABEK Commuter Railway



Source : KRL, 2009

The JABODETABEK commuter trains starts to operate around 4 am from Bogor, around 5 am from Serpong, and around 6 am from Bekasi and Tangerang. And since 2008, in order to accommodate to workers in the region JABODETABEK who forced to return home at night, there are AC economic trains which operate on Jakarta – Bogor, Jakarta – Depok, Jakarta – Bekasi, Manggarai – Tangerang and Manggarai – Serpong. Before, most of the trains are operated till 9 pm, but then it is extended till 11

pm. Although train operation already has a schedule, but there is a problem for its operation, because they are sharing the track with the interstate and interurban train. And other problem is they are not integrated yet between one line to others.

For several years now, on Saturday and Sunday, there are several direct train to a tourism place on the north of Jakarta called Taman Impian Jaya Ancol. The direct lines which provide this service are Bogor – Ancol, Serpong – Ancol, Tangerang – Ancol, Bekasi – Ancol. Most of the electric trains which used in JABODETABEK area are the former electric trains from Japan. But on electric train which operates for the loop line (Ciliwung train) are using local product train. It was made by PT INKA Madiun and it is called as KRL I (KRL Indonesia).

JABODETABEK commuter train tariff is based on zone tariff. There are 6 zone tariffs in the area. For economy, the range of tariff between Rp.1,000 into Rp.2,000. For AC economy, its range is between Rp.4,500 to Rp.6,000. And for express train, the fare range between Rp.7,500 into Rp.16,000 (KRL, 2009; Detik, 2009). Beside the retail ticket, the company also provides subscribe ticket (abonemen) for regular user and pupil which is valid for a month. Other ticket is the fine tickets (tiket suplisi kondektur) which are given by the train conductor for free-riders. This ticket is worth five times of the retail price. Based on an interview with Operation Director of JABODETABEK Commuter Train, Achmad Marzuki, there will be a change of ticketing system in JABODETABEK commuter train, which is will be implemented an e-ticketing system. This system is a co-operation between JABODETABEK commuter train with 5 banks in Indonesia. They are local bank called DKI Bank; and some of national banks, such as BCA, Mandiri Bank, BRI and BNI. But all types of ticket that are used in JABODETABEK commuter train nowadays are shown in figure below.

Figure 16 Tickets of JABODETABEK Commuter Train

Retail ticket Subscribe ticket Fine ticket

Source : KRL, 2009

Based on Kompas (2009), the Head of Public Relations of Indonesia Railway Company said that from around 30 million passengers (15% of total passengers in Indonesia in 2008) were free-riders. Most of the free-riders are happens in urban train.

Table 2 The trend of Train Passenger in JABODETABEK Area.

	2004	2005	2006	2007	2008
JABOTABEK	100,583	100,970	104,424	111,843	126,699
NON JABOTABEK	49,416	50,519	56,867	56,362	71,074
TOTAL	149,999	151,489	161,291	168,205	197,773
PERSENTASE JABOTABEK	67.06%	66.65%	64.74%	66.49%	64.06%

Source : DGR, 2009

From table above, it can be seen that there are quite increasing of the train passenger in JABODETABEK area.

6 Contribution

Based on description above, it can be seen that there are a lot of public transport services which served the society of JABODETABEK area, from buses, taxi, paratransit and train. But it seems that this public transport is not attractive enough to be used by the society. And based on the research which already done, there are quite a lot issues which influence why the public transport is not attractive. One of the issues is stated in SITRAMP, that the public transport is lack of inter- and intramodality. And this is also supported by Joewono, Parikesit, Santosa and Susilo (2007) by noting that the TOD system that the local government of DKI Jakarta not giving a good result. But on the other hand, Asri (2005) said, that fund is the main problems in ttransportation in JABODETABEK. Based on that, I will explore more on how to integrate the public transport in JABODETABEK area.

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APPENDIX1 DKI Jakarta Province

Source : http://upload.wikimedia.org/wikipedia/id/2/28/Peta_Jakarta.gif, 2009

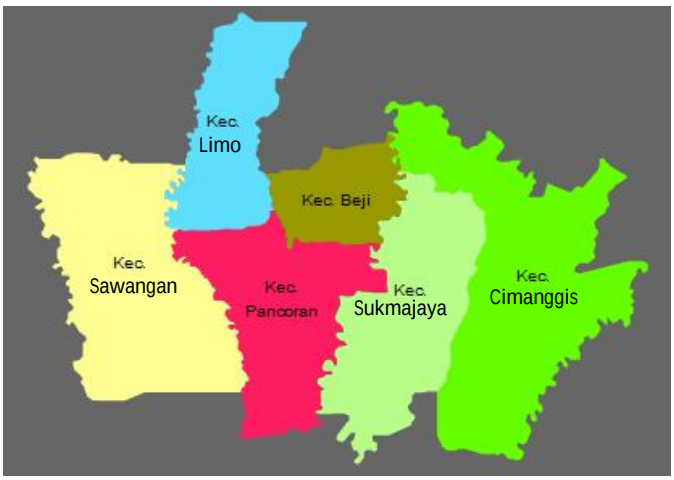
APPENDIX2 Bekasi Regency

Source : Bekasi Regency Website (http://www.bekasikab.go.id/,2009)

APPENDIX3 Bekasi City

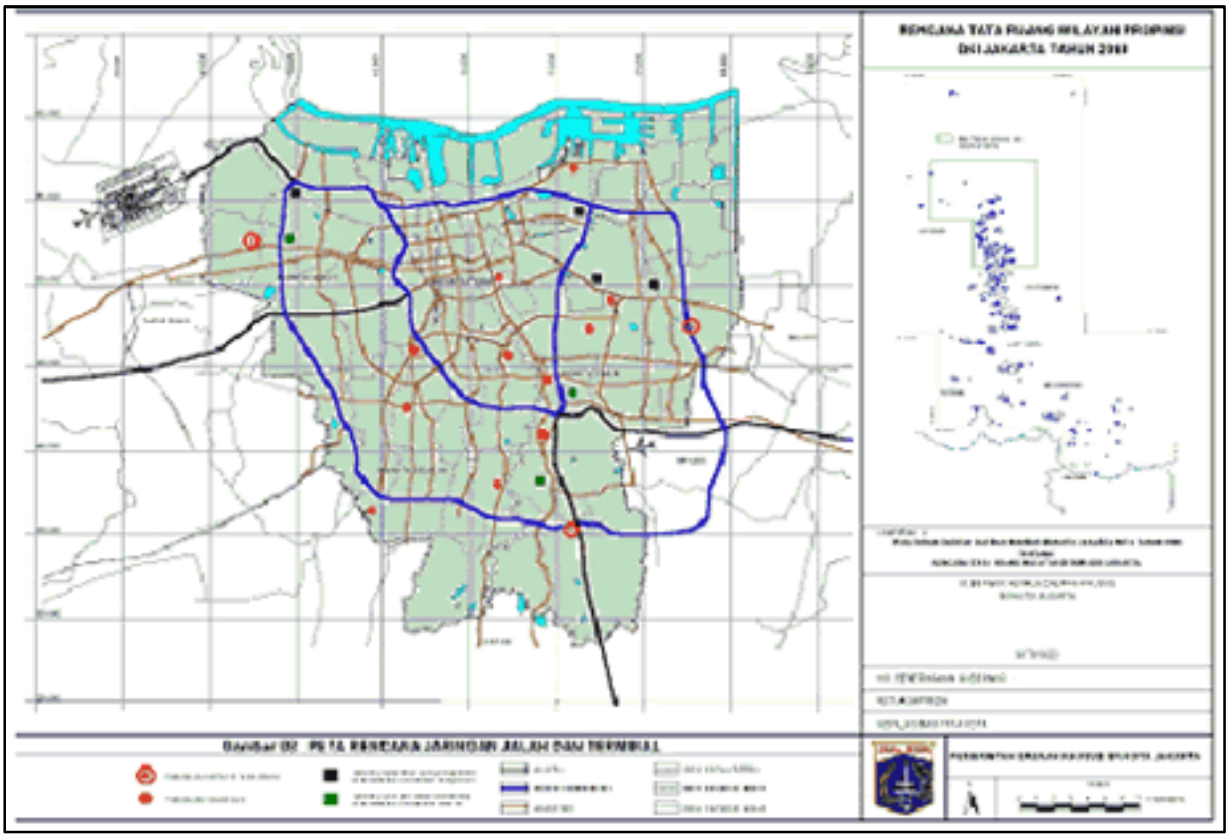
Source : Bekasi City Website (*http://www.kotabekasi.go.id/*,,2009)

APPENDIX4 Depok City



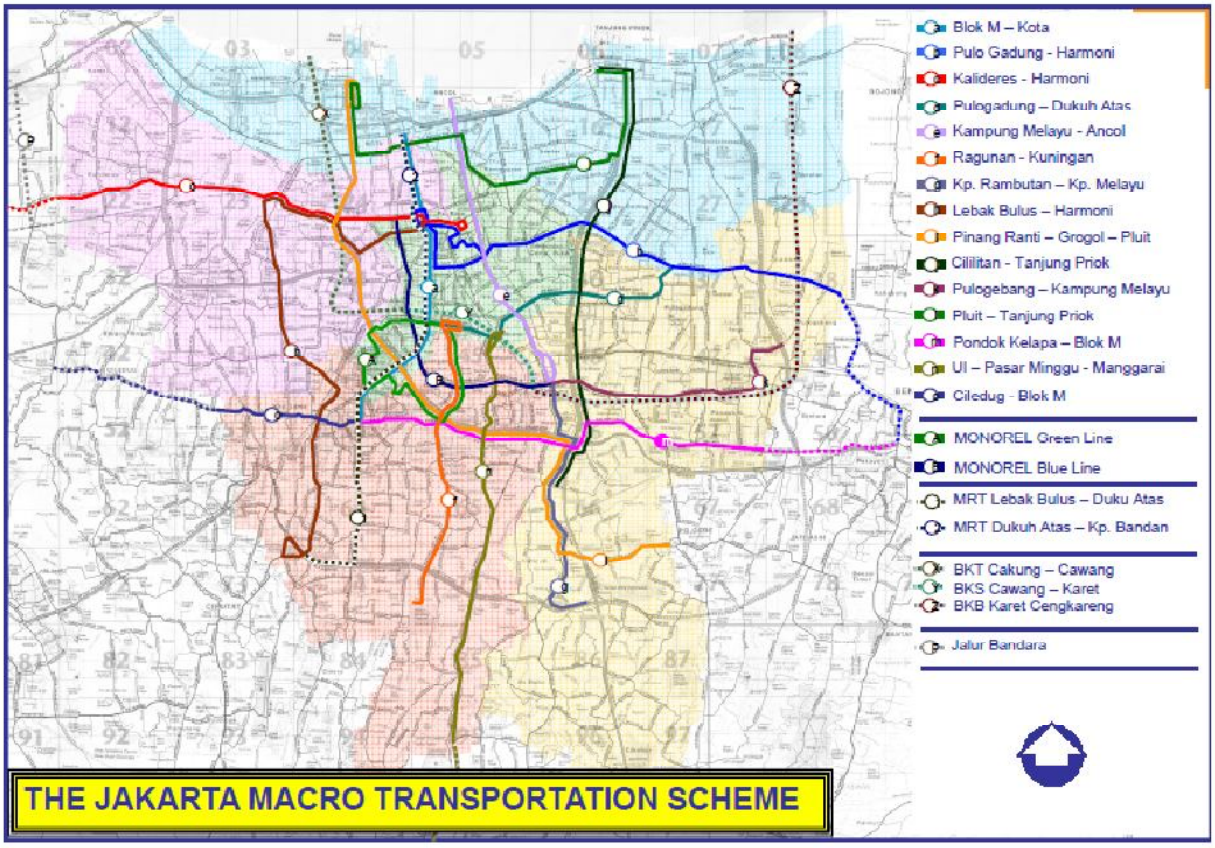
Source : Depok City Website (*http://www.depok.go.id/*,2009)

APPENDIX5 Road Network in DKI Jakarta Province



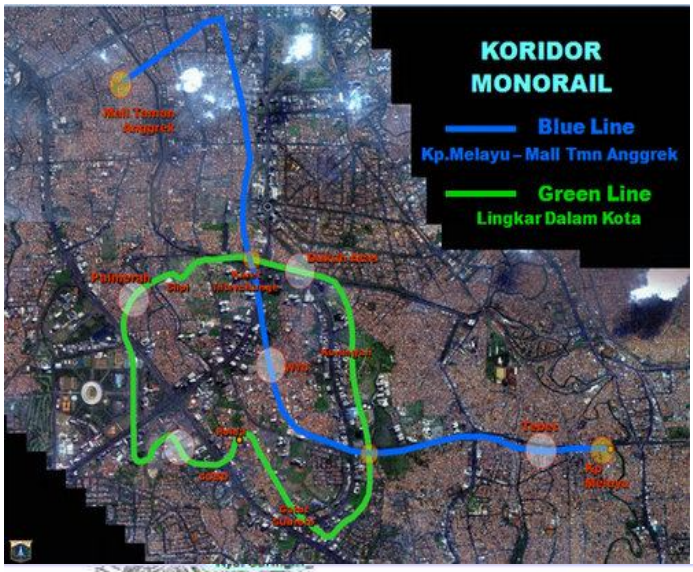
Source : DKI Jakarta Province, 2009

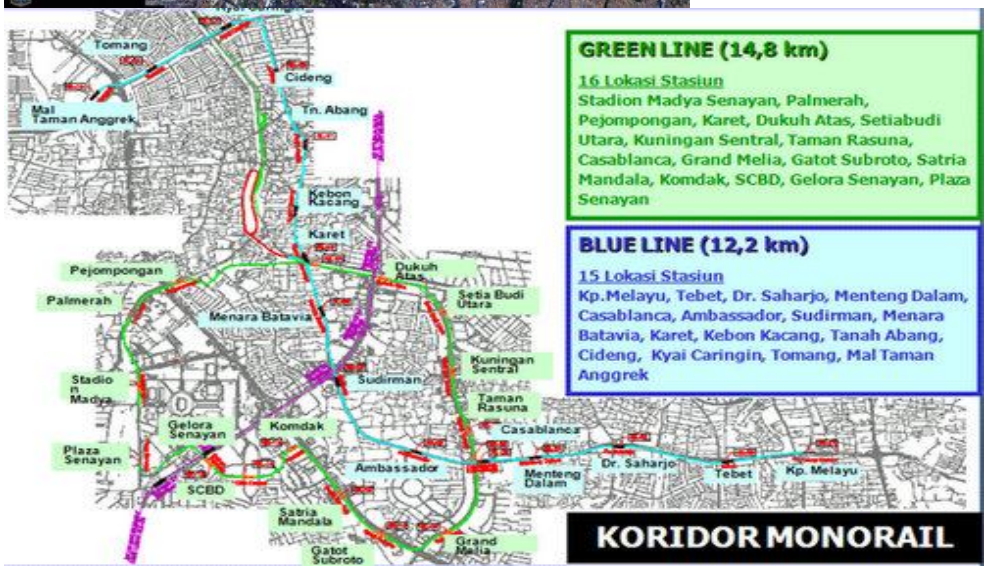
APPENDIX6 Jakarta Macro Transportation Scheme



Source : BLU TransJakarta, 2009

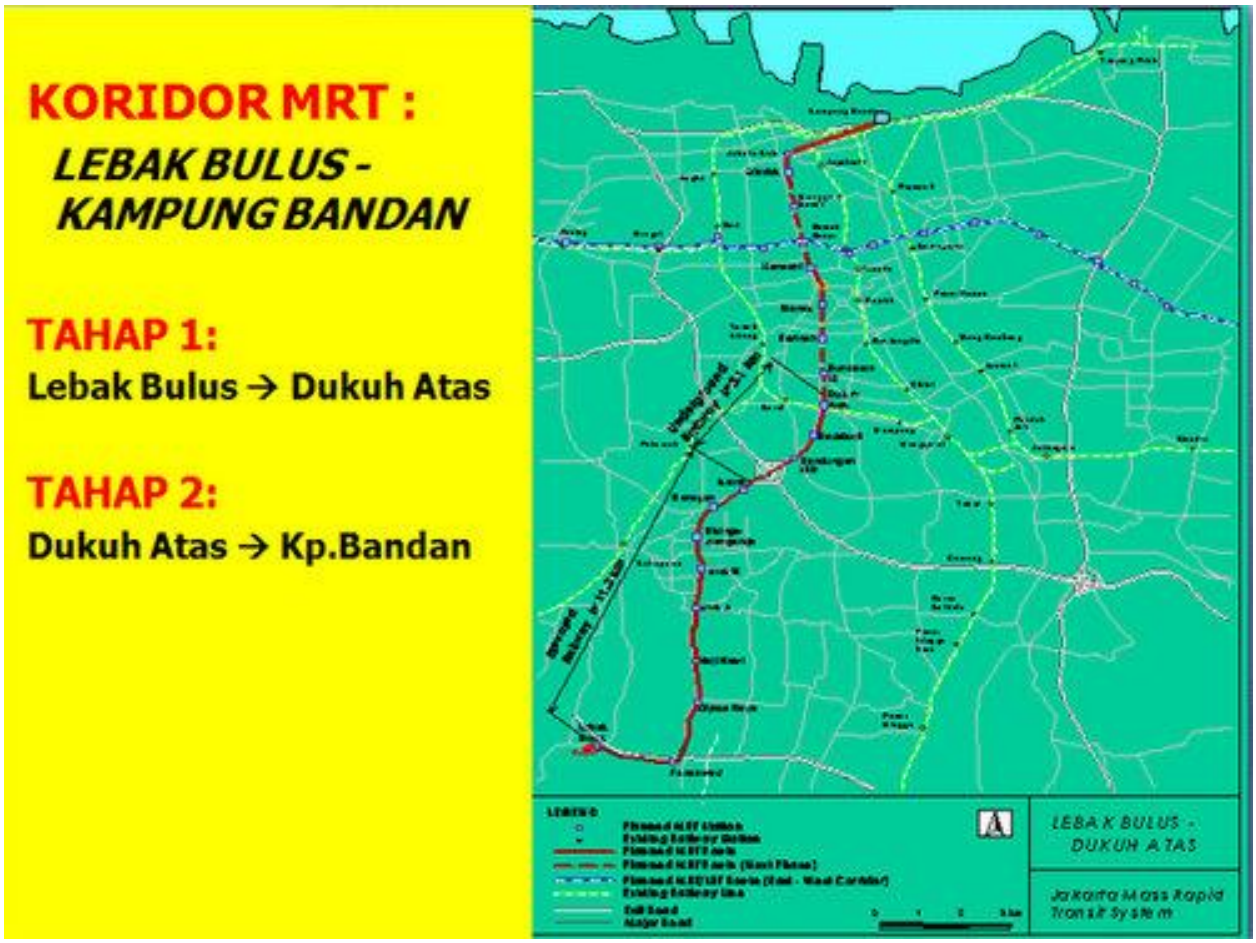
APPENDIX7 Monorail Project





Source : Jakarta Transport Agency (*http://dishub.jakarta.go.id/*, , 2009)

APPENDIX8 MRT Project



Source : Jakarta Transport Agency (http://dishub.jakarta.go.id/, , 2009)

APPENDIX9 Banjir Kanal Project

Source : Jakarta Transport Agency (http://dishub.jakarta.go.id/, , 2009)

APPENDIX10 Bus Stations in JABODETABEK Area

No.	Location	Bus Station	Bus Station Type	Area (m^2)
1	DKI Jakarta	Lebak Bulus	A	6,150
		Kalideres	A	4,300
		Rawamangun	A	2,300
		Kampung Rambutan	A	4,500
		Pulo Gadung	A	5,450
		Blok M	B	2,100
		Pasar Minggu	B	1,750
		Cililitan	B	750
		Kampung Melayu	B	2
		Senen	B	2,100
		Tanjung Priok	B	2,750
2	Tangerang City	Poris Plawad	A	50,000
		Cimone	B	11,000
3	Bogor Regency	Citeureup	A	2,150
		Cibinong	A	2,500
4	Bekasi Regency	Cikarang	B	4,212
		Pondok Gede	B	4,175
5	Bogor City	Baranangsiang	A	3,100
		Jl. Pajajaran	C	13,500
6	Bekasi City	Bekasi	A	20,000
7	Tangerang Regency	Ciputat	B	6,000
		Balaraja	B	4,900
8	Depok City	Depok	B	2,300

Source : Directorate General of Land Transport, Ministry of Transportation http://www.hubdat.web.id/,2009

APPENDIX11 Kota

Source : http://www.skyscrapercity.com/showthread.php?t=584647&page=2 by =NaNdA

Source : http://www.skyscrapercity.com/showthread.php?t=584647&page=1 by =NaNdA,


Source : http://www.tongkatali.org/indonesiaphotos/pembelian.htm by 2005 Sumatra Pasak Bumi

APPENDIX12 Juanda

Source : Google Earth (2009)

Source : http://www.beritajakarta.com/v_ind/berita_detail.asp?idwil=0&nNewsId=33073

APPENDIX13 Gambir

Source : Google Earth (2009)

Gambir 1

Source : http://www.skyscrapercity.com/showthread.php?t=314069&page=6 by BauIng

Gambir 2

Source : http://en.wikipedia.org/wiki/File:JakartaTransjakartaHaltestelleGambir2.jpg by Maximilian Dörrbecker

APPENDIX14 Dukuh Atas

Source : Google Earth (2009)

Source : http://www.skyscrapercity.com/showthread.php?t=314069&page=12 by ace4

Source : http://www.mytwentyfive.com/blog/2008/11/food-i-ate-in-jakarta/ by Tien Soon. Law

APPENDIX15 Jatinegara

Source : Google Earth (2009)

APPENDIX16 Manggarai

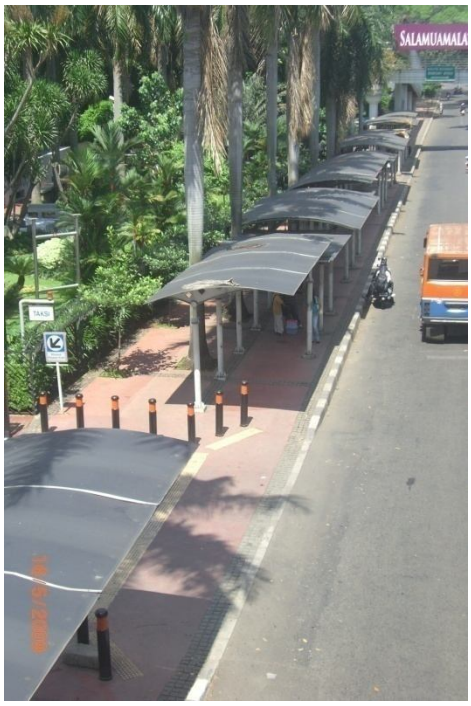
Source : Google Earth (2009)

Source : http://www.skyscrapercity.com/showthread.php?t=314069&page=11 by DMahendra

APPENDIX17 Senen

Source : Google Earth (2009)

APPENDIX18 Pedestrian Facilities



Dukuh Atas

Juanda

Kota

Source : http://www.flickr.com/photos/irafoto/3362862723/ By Ira

APPENDIX19 “Park and Ride” Facilities

Source : (Picture Right) http://img169.imageshack.us/img169/5636/dsci0192so2.jpg by NaNdA

Bogor

Jatinegara

Tangerang

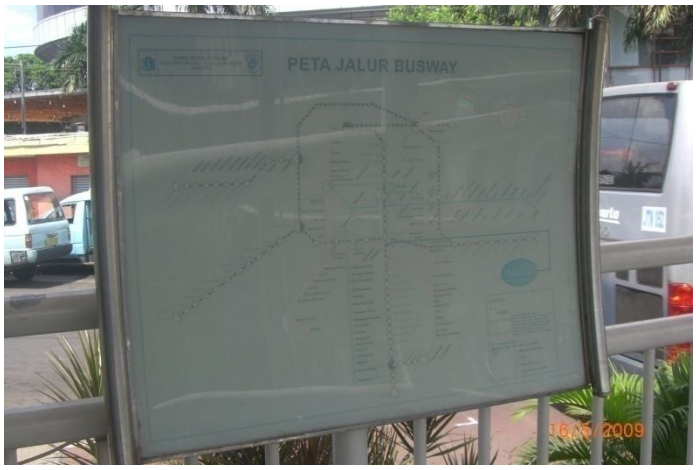
Rawa Buntu

Source ; http://foto.inilah.com/view.php?id=20323 by Bayu Suta

APPENDIX20 Software

Dukuh Atas

Source :
http://1.bp.blogspot.com/_bbQ9gLR8RGg/Sb8u73XsSkI/AAAAAAAAAiU/6G47rJJBdqU/s400/2579_84185093384_754753384_2351983_979311_n.jpg by http://amalkann.blogspot.com/2009/03/tour-de-stasiun-duku-atas.html



Manggarai

Dukuh Atas

Gambir

Source : http://ntanchan.files.wordpress.com/2008/07/dsc01512.jpg by intan permata sari

Kota

APPENDIX21 Finware

SENEN

Source : http://www.flickr.com/photos/unrealpro/2878774079/ by –tiara-

Dukuh Atas

Source : http://www.skyscrapercity.com/showthread.php?t=314069&page=12 by ace4

APPENDIX22 List of Medium Buses and Small Buses (minivans) Routes in Jakarta

No	Operators & Bus No.	Type of Vehicles	Routes
1	MetroMini 001	Medium Bus	Senen - RS Islam Cempaka Putih - Taman Solo
2	MetroMini 003	Medium Bus	Senen - Cempaka Putih - Rawamangun
3	MetroMini 005	Medium Bus	Senen - Johar Baru - Mardani
4	MetroMini 007	Medium Bus	Senen - Cempaka Mas - Semper
5	MetroMini 010	Medium Bus	Senen - Kemayoran - Sunter
6	MetroMini 011	Medium Bus	Senen - Kemayoran - Bendungan Jago
7	MetroMini 015	Medium Bus	Senen - Sabang - Setiabudi
8	MetroMini 017	Medium Bus	Senen - Cikini - Manggarai
9	MetroMini 023	Medium Bus	Tanjung Priok - Cilincing
10	MetroMini 024	Medium Bus	Tanjung Priok - Sunter - Senen
11	MetroMini 029	Medium Bus	Kota - Pademangan - Sunter
12	MetroMini 030	Medium Bus	Kota - Pluit - Muara Angke
13	MetroMini 041	Medium Bus	Pulo Gadung - Tugu - Tanjung Priok

No	Operators & Bus No.	Type of Vehicles	Routes
14	MetroMini 042	Medium Bus	Pulo Gadung - Penggilingan - Perumnas Klender
15	MetroMini 043	Medium Bus	Pulo Gadung - Pondok Ungu - Seroja
16	MetroMini 044	Medium Bus	Pulo Gadung - Penggilingan - Pulo Gebang
17	MetroMini 045	Medium Bus	Pulo Gadung - Jatiwaringin - Pondok Gede
18	MetroMini 046	Medium Bus	Pulo Gadung - Utan Kayu - Kampung Melayu
19	MetroMini 047	Medium Bus	Senen - Cempaka Putih - Pondok Kopi
20	MetroMini 049	Medium Bus	Pulo Gadung - Utan Kayu - Manggarai
21	MetroMini 050	Medium Bus	Kampung Melayu - Duren Sawit - Perumnas Klender
22	MetroMini 052	Medium Bus	Kampung Melayu - Buaran - Stasiun Cakung
23	MetroMini 053	Medium Bus	Kampung Melayu - Condet - Kampung Rambutan
24	MetroMini 054	Medium Bus	Kampung Melayu - Kalimalang - Pondok Kelapa
25	MetroMini 058	Medium Bus	Cililitan - Pondok Bambu - Perumnas Klender
26	MetroMini 060	Medium Bus	Manggarai - Tebet - Kampung Melayu
27	MetroMini 061	Medium Bus	Manggarai - Bukit Duri - Kampung Melayu
28	MetroMini 062	Medium Bus	Manggarai - Pancoran - Pasar Minggu
29	MetroMini 064	Medium Bus	Pasar Minggu - Kalibata - Cililitan
30	MetroMini 069	Medium Bus	Blok M - Kyai Maja - Kreo - Ciledug

No	Operators & Bus No.	Type of Vehicles	Routes
31	MetroMini 070	Medium Bus	Blok M - Pos Pengumben - Joglo
32	MetroMini 071	Medium Bus	Blok M - Tanah Kusir - Kodam Bintaro
33	MetroMini 072	Medium Bus	Blok M - Pondok Indah – Lebak Bulus
34	MetroMini 074	Medium Bus	Blok M - Tanah Kusir - Rempoa
35	MetroMini 075	Medium Bus	Blok M - Kemang - Pasar Minggu
36	MetroMini 076	Medium Bus	Blok M - Cilandak - Kampung Rambutan
37	MetroMini 077	Medium Bus	Blok M - Mampang - Ragunan
38	MetroMini 078	Medium Bus	Blok M - Mayestik - Kebayoran Lama - Cidodol
39	MetroMini 079	Medium Bus	Blok M - Fatmawati - Lebak Bulus
40	MetroMini 082	Medium Bus	Kalideres - Kamal - Kapuk - Grogol
41	MetroMini 084	Medium Bus	Kalideres - Pluit - Kota
42	MetroMini 085	Medium Bus	Kalideres - Permata Hijau - Lebak Bulus
43	MetroMini 091	Medium Bus	Batusari - Tanjung Duren - Citraland - Grogol - Roxy Mas - Tanah Abang
44	MetroMini 092	Medium Bus	Joglo - Kedoya - Jalan Panjang - Daan Mogot - Grogol
45	MetroMini 506	Medium Bus	Kampung Melayu - Klender - Pondok Kopi
46	MetroMini 610	Medium Bus	Blok M - Cipete - RS Fatmawati - Pondok Labu
47	MetroMini 611	Medium Bus	Blok M - Pondok Pinang - Pasar Jum'at

No	Operators & Bus No.	Type of Vehicles	Routes
48	MetroMini 619	Medium Bus	Blok M - Pangeran Antasari - Pondok Labu - Cinere
49	MetroMini 640	Medium Bus	Pasar Minggu - Pancoran - Tosari
50	MetroMini 719	Medium Bus	Lebak Bulus - Pondok Gede - Jatiasih
51	MetroMini 733	Medium Bus	Blok M - Bintara - Kranji
52	MetroMini 783	Medium Bus	Kampung Melayu - Kalimalang - Cibubur - Cileungsi
53	MetroMini 789	Medium Bus	Perumnas Klender - Pulo Gadung - Harapan Indah
54	MetroMini 792	Medium Bus	Perumnas Klender - Pondok Kelapa - Bekasi
55	MetroMini 811	Medium Bus	Blok M - Lebak Bulus - Rempoa - Bintaro
56	Kopaja 608	Medium Bus	Blok M -Tanah Abang
57	Kopaja 66	Medium Bus	Blok M - Manggarai
58	Kopaja 605A	Medium Bus	Blok M-Cilandak
59	Kopaja P20	Medium Bus	Lebak Bulus-Senen
60	Kopaja 86	Medium Bus	Lebak Bulus-Kota
61	Kopaja U 27	Medium Bus	Sunter - Tanjung Priok
62	Kopaja 614	Medium Bus	Pasar Minggu -Cipulir
63	Kopaja S 602	Medium Bus	Tanah Abang - Ragunan
64	kopaja 613	Medium Bus	Blok M - Bintaro

No	Operators & Bus No.	Type of Vehicles	Routes
65	Kopaja S 57	Medium Bus	Blok M - Kampung Rambutan
66	Kopaja 27	Medium Bus	Pasar Senen-Kelapa Gading
67	Kopaja 75	Medium Bus	Blok M - Pasar Minggu
68	Kopaja 502	Medium Bus	Kampung Melayu - Tanah Abang
69	Kopaja 612	Medium Bus	Kp.Melayu - Ragunan
70	Kopaja P 19	Medium Bus	Pasar Minggu-Tanah Abang
71	Minivans B03	Small Bus	Joglo - Citraland, via Meruya, Kedoya, Tanjung Duren.
72	Minivans B14	Small Bus	Puri Indah - Citraland, via Pasar Puri, Kedoya, Terusan Arjuna, Tanjung Duren.
73	Minivans C01	Small Bus	Kebayoran Lama - Ciledug
74	Minivans C14	Small Bus	Lebak Bulus - Ciledug
75	Minivans C05	Small Bus	Kebayoran Lama - Ceger
76	Minivans D18	Small Bus	Ciputat - Ciledug
77	Minivans D01	Small Bus	Kebayoran Lama - Ciputat
78	Minivans D02	Small Bus	Pondok Labu - Pamulang
79	Minivans S03	Small Bus	Kebayoran Lama - Pondok Labu
80	Minivans S08	Small Bus	Lebak Bulus - Bintaro
81	Minivans S11	Small Bus	Lebak Bulus - Pasar Minggu

No	Operators & Bus No.	Type of Vehicles	Routes
82	Minivans S12	Small Bus	Lebak Bulus - Bona Indah
83	Minivans S14	Small Bus	Lebak Bulus - Petukangan
84	Minivans M09	Small Bus	Kebayoran Lama - Tanah Abang
85	Minivans M11	Small Bus	Meruya - Tanah Abang
86	Mikrolet M16	Small Bus	Pasar Minggu - Kampung Melayu
87	Mikrolet M06	Small Bus	Kampung Melayu - Gandaria
88	Mikrolet M18	Small Bus	Kampung Melayu - Pondok Gede [via Kali Malang]
89	Mikrolet M19	Small Bus	Cililitan - Klender Bekasi
90	Mikrolet M29	Small Bus	Cililitan - Kranji
91	Mikrolet M28	Small Bus	Kampung Melayu - Pondok Gede [via Cawang]
92	Mikrolet M01	Small Bus	Kampung Melayu - Pasar Senen
93	Mikrolet M27	Small Bus	Pulo Gadung - Kampung Melayu
94	Mikrolet M20	Small Bus	Pasar Minggu - Jati Padang
95	Mikrolet M44	Small Bus	Kampung Melayu - Ambassador Mall - Karet Kuningan
96	Minivans 461	Small Bus	UKI cawang - Pondok Gede

Source : DKI Jakarta (http://kopaja44.web44.net/angkot/2008/07/rute-transportasi-angkutan-umum-jakarta/, 2009)

APPENDIX23 List of Operators for Interstate Buses in Jakarta

NO	NAMA PERUSAHAAN	DOMISILI	ALAMAT	TELEPON I	TELEPON II
1	LORENA	JAKARTA	JL.KH. HASYIM ASHARI 15/C2	353662	375662
2	ARIMBI	JAKARTA	JL.DAAN MOGOT KM. 20	615164	22173
3	DAYA MELATI INDAH cq.PT.SJML	JAKARTA	JL. DI.PANJAITAN No.12	8191929	----
4	PUTRA REMAJA	JAKARTA	JL.DARMAJAYA 3	7990276	
5	KRAMAT DJATI	JAKARTA SELATAN	SGR.PELITA JAYA STD.LEBAKBULUS	7290077	7290066
6	BIMA SUCI	JAKARTA	JL. DAAN MOGOT KM 20	615164	22173
7	LIMAS	JAKARTA	JL.KP.MELAYU BESAR RT.005/01	324698	325698
8	SINAR JAYA MEGAH LANGGENG	JAKARTA	JL. DI.PANJAITAN NO.12	8191929	----
9	DAMRI ST.BANDARA SOETTA	JAKARTA	JL. ANGKASA NO.1-2	414823	----
10	RYANTA MITRA KARINA	JAKARTA	JL.K.H.HASYIM ASHARI NO.15 C-2		
11	PT.SAFARI DHARMA SAKTI/RAYA	JAKARTA	JL.RAYA KEBAYORAN LAMA NO.40	5485644	----
12	MUNCUL Cabang JAKARTA	JAKARTA	Jl.ALAYDRUS No.84c	----	
13	PRIMAJASA PERDANARAYA	JAKARTA TIMUR	Jl.MAYJEN SUTOYO No.32	8009545	8094486
14	PAHALA KENCANA	JAKARTA	JL. MATRAMAN RAYA NO. 114	8580015	8560501
15	GARUDA MAS Cab JAKARTA	JAKARTA	JL. PEGANGSAAN DUA No. 11	4602839	4603628
16	GAJAH ASRI RAYA	JAKARTA	JL.MANDALA V NO.32	----	----
17	HIBA UTAMA cq. LAJU UTAMA	JAKARTA TIMUR	RAYA BEKASI KM.17 JATINEGARA	4713003	4892616
18	PT.BPW.PAHALA KENCANA	JAKARTA	JL.BOULEVARD RAYA BL-CNI/19	4517376	4584364
19	BOGOR INDAH	DKI.JAKARTA	JL.GEMPOL No.7 CEGER- JAKTIM	8444461	----
20	HIBA UTAMA cq. LAJU PRIMA	JAKARTA	JL.RAYA BEKASI KM.17,KLENDER	4786168	4755776
21	BINA OPTIMA SJ cq.PANDU JAYA	JAKARTA SELATAN	JL.WIJAYA I No.62 KBYR BARU	----	----
22	ANUGERAH MAS	JAKARTA	JL.JANUR KUNING VIII KP.GADING	4531112	4500583
23	PT.WIFEND DARMA PERSADA	JAKARTA	JL.DEPSOS RAYA NO.42B	73885442	----

Source : Jakarta Transport Agency (http://dishub.jakarta.go.id/index.php?option=com_content&task=view&id=52&Itemid=75,2009)

APPENDIX24 List of Small Buses Routes in Bekasi City

NOMOR ANGKUTAN	RUTE
ELF	Bekasi-Cikarang
K - 02	Bekasi-Ps. Rebo-Pondok Gede
K - 03	Bekasi-Klender
K - 04	Bekasi-Perumnas I
K- 01	Perumnas III-Bekasi-Pulogadung
K -04B	Bekasi-Teluk Angsa-Ganda Agung
K- 07	Bekasi-Seroja
K- 16	Bekasi-Villa Nusa Indah
K- 16A	Bekasi-Villa Nusa Indah
K- 19	Bekasi-Jatimulya
K- 19A	Bekasi-Pondok Hijau
K- 22	Sumber Arta - Pondok Gede
K- 23	Bekasi-Tambun Setu
K- 25	Sumber Arta - Pulo Gebang
K- 25A	Sumber Arta - Pekayon
K- 25B	Sumber Arta - Terminal Bekasi
K- 30	Bekasi - Pejuang Jaya
K- 31	Bekasi - Harapan Baru
K- 31A	Bekasi - Orchid Garden
K- 36	Bekasi - Cibitung CBL
K- 36A	Bekasi - Cibitung
K- 39	Bekasi - SKU
K- 39A	Bekasi - Tri Jaya
K- 39B	Bekasi - Tambun Trias
K- 45	Bekasi - Lippo Cikarang (Tol Barat)
K- 55	Bekasi - Lippo Cikarang (Tol Timur)
K-05	Bekasi-Perumnas II-Cikunir
K-05A	Bekasi-Kranji-Galaksi
K-09	Bekasi-Babelan
K-09B	Bekasi-Wisma Asri-Villa Nusa Indah Permai
K-10	Bekasi-Ujung Harapan
K-11	Bekasi-Bantar Gebang
K-11A	Bekasi-Prum Naragong
K-11B	Bekasi-Perum Rawalumbu
K-12	Bekasi-Duren Jaya-Kompa
K-12A	Bekasi-Wisma Jaya-Borobudur
K-15	Bekasi-Tarumajaya
K-15A	Bekasi-Paku Bojong
K-26	Sumber Arta - Cikunir
K-27	Sumber Arta - Komplek KODAU

Source: Bekasi City (http://www.kotabekasi.go.id/, 2009)

APPENDIX25 List of Interurban Buses Routes in Bekasi Regency

No.	Kode	Tujuan	Perusahaan
1.	24	Bandung	Primajasa, Gagak Rimang
2.	22	Tasik, Banjar , Pangandaran	Budiman, Doa Ibu
3.	8	Garut , Singaparna	Kurnia Bhakti
4.	45	Majalengka, Raja galuh	Widia, Bingtang Senepa
5.	10	Sukabumi, Bogor	Giri Indah Pahala Kencana, Laju utama

Source: Bekasi Regency (http://www.bekasikab.go.id/, 2009)

APPENDIX26 List of Interstate Buses Routes in Bekasi Regency

No.	Kode	Tujuan	Perusahaan
1.	12	Tanjung Priok	Mayaraya
2.	10	Kalideres	Giri Indah, Pahala Kencana
3.	15	Tanggerang	Giri indah, Mayaraya

Source: Bekasi Regency (http://www.bekasikab.go.id/, 2009)

APPENDIX27 List of Urban Buses Routes in Bekasi Regency

No.	Kode	Tujuan	Perusahaan
1.	30	Kampung Rambutan	Mayasari Bhakti 9 b,c
2.	9	KaliDeres	Mayasari Bhakti
3.	10	Blok M	Mayasari Bhakti 121
4.	9	Pasar Senen	Mayasari Bhakti 122
5.	5	Kota	Mayasari Bhakti 128
6.	180	Pulo Gadung	Bus 3/4

Source: Bekasi Regency (http://www.bekasikab.go.id/, 2009)

APPENDIX28 List of Small Buses Routes in Bekasi Regency

No.	Kode	Tujuan
1.	K - 14	Kp Utan – Setu – Serang pp
2.	K - 14 A	Setu – Cibening – Psr Serang – Lippo City pp
3.	K - 16	Tambun – Tambelang – Balong asem pp
4.	K - 17	Cikarang – Cibarusah PP
5.	K - 18	Cikarang – Sukatani PP
6.	K - 18 A	Cikarang – Sukatani – Muara gembong PP
7.	K - 18 B	Sukatani – Cb Pulo Bambu - bl Kembang - Ponombo PP
8.	K - 18 B	Sukatani – Cb Pulo Bambu - bl Kembang - Ponombo PP
9.	K -29	Cikarang – Bojong – Pabayuran-Sb Urip – Kp Garon pp
10.	K -29 A	Cikarang – Rengas Bandung –Suka makmur – Pabayuran PP
11.	K -29 B	Cikarang – Lm Abang – Kp Juang – Rw Kuda – Kp Kramat- Pabayuran PP
12.	K -32	Cikarang – Bojong – Pabayuran-Sb Urip – Kp Garon pp
13.	K -32 A	Cikarang – Cibitung - MM 2100
14.	K -33	Cikarang – Lm abang - Psr Gombong - Serang
15.	K -35	Cikarang – Lm abang – Tegal Danas - Sukamahi
16.	K -36 A	Cikarang – Cibitung - CBL PP
17.	K - 38	Cikarang – Sukamantri – Pule PP
18.	K -39 C	Cikarang – Cibitung – SKU – Graha Prima
19.	K - 42	Cikarang – Lm Abang – Psr Gombong – Lippo City PP
20.	K - 49	Cibarusah – Cipamingkis – Ridogalih – Kp Bedeng PP
21.	K - 51	Cabang bugin – Bojong Karatan – Taruma jaya – Marunda PP
22.	K -52	Cikarang – Citarik – Tg Danas PP
23.	K -53	Sukatani – Bojong – Pabyuran PP
24.	K -55	Cikarang – cipayung – Cilampayan PP
25.	K -57	Cikarang – Kalijaya – Tambelang pp
26.	K -60	Ujung Harapan – Babalan – Buni bakti pp
27.	K -99	Kawasan Jababeka I – Perum Cikarang Baru PP
28.	K -61	Cibitung (Sn Jaya) – Tg Gede – Tg Danas PP
29.	K -62	Perum Harapan Jaya – Bogor panganutan – Ter. Babaelan pp
30.	K -35 A	Sukamahi – Cicau – Cilangkara – Sn Jaya –Cikutul – Cibarusah PP

Source: Bekasi Regency (http://www.bekasikab.go.id/, 2009)

APPENDIX29 List of Small Buses Routes in Bogor City

CIPINANG GADING – CIPAKU – MERDEKA PP. (01-AK) / 13,83 KM	
MASUK	CIPINANG GADING – CIPAKU – JL.PAHLAWAN – JL.EMPANG – JL.Ir.H.DJUANDA – JL.PALEDANG – JL.KAPTEN MUSLIHAT – JL.VETERAN – JL.PERINTIS KEMERDEKAAN - TERMINAL MERDEKA
KELUAR	TERMINAL MERDEKA – JL.Dr.SEMERU – JL.MAWAR – JL. MERDEKA – JL. MA SALMUN - JL.NYI RAJA PERMAS – GG. MESJID – JL.DEWI SARTIKA – JL.KAPTEN MUSLIHAT – JL.Ir.H.DJUANDA – JL.OTISTA – PASAR BOGOR – JL.RODA – GG.AUT – JL.SILIWANGI – JL.BATUTULIS – CIPAKU – CIPINANG GADING

BARANANG SIANG – TAJUR – CIAWI PP. (01.A-AK) / 8 KM	
MASUK	BARANANGSIANG – JL.BANGKA – JL.OTISTA – PAJAJARAN – JL.TAJUR – CIAWI
KELUAR	CIAWI – JL.TAJUR – JL.PAJAJARAN – JL.SAMBU - BARANANGSIANG

SUKA SARI – TERMINAL BUBULAK PP. (02-AK) / 14,4 KM	
MASUK	SUKASARI – JL.LAWANG GINTUNG – JL.PAHLAWAN – JL.EMPANG – JL.Ir.H.DJUANDA – JL.PALEDANG – JL.KAPTEN MUSLIHAT – JL.VETERAN – JL.GUNUNG BATU – JL.SINDANG BARANG – JL.SINDANG BARANG PILAR – JL.R.1 - TERMINAL BUBULAK
KELUAR	TERMINAL BUBULAK – JL.R-1 – JL.SINDANG BARANG PILAR – JL.SINDANG BARANG – JL.GUNUNG BATU – JL.VETERAN – JL.PERINTIS KEMERDEKAAN – JL.MALL.1 (TERMINAL MERDEKA) – JL.MERDEKA - JL.KAPTEN MUSLIHAT – JL.NYI RAJA PERMAS – GG.MASJID – JL.DEWI SARTIKA – JL.KAPTEN MUSLIHAT – JL.Ir.H.DJUANDA – JL.SURYA KENCANA – JL.SILIWANGI – SUKASARI

BARANANG SIANG – TERMINAL BUBULAK PP. (03-AK) / 11,3 KM	
MASUK	BARANANGSIANG – JL.BANGKA – JL.OTISTA – JL.RAYA PAJAJARAN – JL.JALAK HARUPAT – JL.Ir.H.DJUANDA – JL.KAPTEN MUSLIHAT – JL.VETERAN – JL.GUNUNG BATU – JL.SINDANG BARANG – JL.SINDANG BARANG PILAR – JL.R-1 – TERMINAL BUBULAK
KELUAR	TERMINAL BUBULAK – JL.R-1 – JL.SINDANG BARANG PILAR - JL.SINDANG BARANG – JL.GUNUNG BATU – JL.VETERAN – JL.PERINTIS KEMERDEKAAN – JL.MALL.1 (TERMINAL MERDEKA) – JL.MERDEKA – JL.KAPTEN MUSLIHAT – JL.NYI RAJA PERMAS – GG.MASJID – JL.DEWI SARTIKA – GG.MEKAH – JL.GEDONG SAWAH – JL.Ir.H.DJUANDA – JL.JALAK HARUPAT - JL.SALAK – JL.RAYA PAJAJARAN – JL.SAMBU - BARANANGSIANG

WARUNG NANGKA - RANCAMAYA – RAMAYANA PP. (04-AK) /16 KM	
MASUK	WARUNG NANGKA - RANCAMAYA – DETOUR ROAD / COGREG – JL.CIPAKU - JL.PAHLAWAN – GG.AUT – JL.LAWANG SAKETENG – RAMAYANA
KELUAR	RAMAYANA – JL.EMPANG – JL.PAHLAWAN – JL.CIPAKU – DETOUR ROAD / COGREG - RANCAMAYA - WARUNG NANGKA

CIMAHPAR – PANGRANGO – RAMAYANA PP. (05-AK) / 8,9 KM	
MASUK	CIMAHPAR – JL.SANCANG – JL.KUMBANG – JL.LODAYA - JL.PANGRANGO – JL.JALAK HARUPAT – JL.Ir.H.DJUANDA - RAMAYANA
KELUAR	RAMAYANA – JL.Ir.H.DJUANDA – JL.OTISTA – JL.PAJAJARAN – JL.LODAYA – JL.SANCANG - CIMAHPAR

CIHEULEUT – JL.BANGKA – RAMAYANA (08-AK) / 11,85 KM	
MASUK	CIHEULEUT – JL.PAJAJARAN – JL.SAMBU – JL.BANGKA – JL.OTISTA – JL.PAJAJARAN – JL.JALAK HARUPAT – JL.Ir.H.DJUANDA - RAMAYANA
KELUAR	RAMAYANA – JL.Ir.H.DJUANDA – JL.OTISTA – JL.PAJAJARAN – CIHEULEUT

CIPARIGI – TERMINAL MERDEKA PP. (07-AK) / 14,1 KM	
MASUK	CIPARIGI – JL.RAYA PEMDA KD. HALANG – SIMPANG TALANG - WARUNG JAMBU – JL.JEND.A.YANI – JL.JEND.SUDIRMAN – JL.Ir.H.DJUANDA – JL.KAPTEN MUSLIHAT – JL.VETERAN – JL.PERINTIS KEMERDEKAAN – TERMINAL MERDEKA
KELUAR	TERMINAL MERDEKA – JL.Dr.SEMERU – JL.MAWAR – JL. MERDEKA – JL.MA.SALMUN – JL.DEWI SARTIKA – PENGADILAN – JL. JEND. SUDIRMAN – JL.PEMUDA – JL.DADALI – WARUNG JAMBU - SIMPANG TALANG – JL. RAYA PEMDA KD. HALANG - CIPARIGI

PASAR ANYAR – PONDOK RUMPUT PP. (07.A-AK) / 6,8 KM	
MASUK	PONDOK RUMPUT – JL.RE MARTADINATA – AIR MANCUR – JL. JEND. SUDIRMAN – JL.SAWOJAJAR - PASAR ANYAR
KELUAR	PASAR ANYAR – JL.PENGADILAN – JL. JEND. SUDIRMAN - AIR MANCUR – JL.RE MARTADINATA – PONDOK RUMPUT

WR. JAMBU – JL.Ir.H.DJUANDA – RAMAYANA PP. (08-AK) / 7,1 KM	
MASUK	WARUNG JAMBU – JL.PAJAJARAN – JL.PANGRANGO – JL.JALAK HARUPAT – JL.Ir.H.DJUANDA – RAMAYANA
KELUAR	RAMAYANA – JL.OTISTA – JL.PAJAJARAN – WARUNG JAMBU

CIPARIGI – SUKA SARI PP. (09-AK) / 10,15 KM	
MASUK	CIPARIGI – JL. PEMBANGUNAN (KOPEM) – JL. KEDUNG HALANG - WARUNG JAMBU – JL.PAJAJARAN – SUKASARI
KELUAR	SUKASARI – JL.PAJAJARAN – JL.SAMBU – JL.BANGKA – JL.OTISTA – JL.PAJAJARAN – WARUNG JAMBU - JL. KEDUNG HALANG – JL. PEMBANGUNAN (KOPEM) - CIPARIGI

BANTAR KEMANG – SUKA SARI – MERDEKA PP. (10-AK) / 8,75 KM	
MASUK	BANTAR KEMANG – JL.PAJAJARAN – JL.SILIWANGI – JL.LAWANG GINTUNG – JL.PAHLAWAN – JL.EMPANG – JL.Ir.H.DJUANDA – JL.PALEDANG – JL.VETERAN – JL.PERINTIS KEMERDEKAAN – TERMINAL MERDEKA
KELUAR	TERMINAL MERDEKA – JL.Dr.SEMERU – JL.MAWAR – JL. MERDEKA – JL. MA.SALMUN – JL.NYI RAJA PERMAS – JL.DEWI SARTIKA – GG. MESJID – JL. KAPTEN MUSLIHAT – JL.Ir.H.DJUANDA – JL.SURYAKENCANA – JL.SILIWANGI – SUKASARI I – JL.PAJAJARAN – BANTAR KEMAN

PAJAJARAN INDAH – PASAR BOGOR PP. (11-AK) / 7,3 KM	
MASUK	PAJAJARAN INDAH – JL.PAJAJARAN – JL.SAMBU – JL.BANGKA – JL.OTISTA – PASAR BOGOR
KELUAR	PASAR BOGOR – JL.RODA – GG.AUT – JL.SILIWANGI – JL.SUKASARI III – JL.PAJAJARAN – PAJAJARAN INDAH

CIMANGGU – MA. SALMUN – PASAR ANYAR PP. (12-AK) / 9,8 KM	
MASUK	CIMANGGU PERMAI – JL.CIMANGGU – JL.MERDEKA – JL.MA.SALMUN – PASAR ANYAR
KELUAR	PASAR ANYAR - JL.PENGADILAN – JL. JEND. SUDIRMAN – JL. RE MARTADINATA – JL.CIMANGGU – CIMANGGU PERMAI

BANTAR KEMANG – JL.BANGKA – RAMAYANA PP. (13-AK) / 7,6 KM	
MASUK	BANTAR KEMANG – JL.RAYA PAJAJARAN – JL.SAMBU – JL.BANGKA – JL.OTISTA – JL.RAYA PAJAJARAN – JL.JALAK HARUPAT – JL.Ir.H.DJUANDA – RAMAYANA
KELUAR	RAMAYANA – JL.Ir.H.DJUANDA – JL.OTISTA – JL.RAYA PAJAJARAN – BANTAR KEMANG

SUKASARI – PASIR KUDA - BUBULAK PP. (14-AK) / + 12,85 KM	
MASUK	SUKASARI – JL.LAWANG GINTUNG – JL.PAHLAWAN – JL.LAYUNGSARI – JL.SADANE – JL.R.ARIA SURIAWINATA – JL.R.ARIA SURIALAGA – JL.R.E.ABDULLAH – JL.MAYJEN ISHAK DJUARSA – JL.LETJEN IBRAHIM ADJIE – JL.K.H.ABDULLAH BIN NUH – TERMINAL BUBULAK
KELUAR	TERMINAL BUBULAK – JL. K.H.ABDULLAH BIN NUH - JL.LETJEN IBRAHIM ADJIE – JL.MAYJEN ISHAK DJUARSA – JL.R.E.ABDULLAH – JL.R.ARIA SURIALAGA – JL.R.ARIA SURIAWINATA – JL.SADANE – JL.LAYUNGSARI – JL.PAHLAWAN – JL.BATUTULIS – JL.SILIWANGI - SUKASARI

MERDEKA – BUBULAK – SBJ PP. (15-AK) / 8,2 KM	
MASUK	SBJ – TERMINAL BUBULAK – JL. R.1 – JL.SINDANG BARANG – JL.DARUL QUR'AN – JL.DR.SEMERU – JL.MAWAR – JL.MERDEKA – TERMINAL MERDEKA
KELUAR	TERMINAL MERDEKA – JL.DR.SEMERU – JL.DARUL QUR'AN – JL.SINDANG BARANG – JL.R.1 – TERMINAL BUBULAK - SBJ

PASAR ANYAR – SELABENDA PP. (16-AK) / 12 KM	
MASUK	PASAR ANYAR – JL.PENGADILAN – JL.JEND.SUDIRMAN – JL.PEMUDA – KEBON PEDES – JL.SOLEH ISKANDAR - SELABENDA
KELUAR	SELABENDA – JL.SOLEH ISKANDAR – KEBON PEDES – JL.PEMUDA – JL.HEULANG – JL.JEND.A.YANI – JL.JEND.SUDIRMAN – JL.SAWOJAJAR – JL. DEWI SARTIKA – PASAR ANYAR

POMAD – TANAH BARU – BINA MARGA PP. (17-AK)/ 8,2 KM	
MASUK	POMAD – JL.PANGERAN SOGIRI (TANAH BARU) – JL.R.KAN AN (PASAR TANAH BARU) – JL.PANDU RAYA (R3) – JL.PADI – JL.BINA MARGA – BINA MARGA
KELUAR	BINA MARGA – JL.BINA MARGA – JL.PADI – JL.PANDU RAYA (R3) – JL.TUMENGGUNG WIRADIRDJA – JL.PANGERAN SOGIRI (TANAH BARU) - POMAD

RAMAYANA - MULYAHARJA PP. (18-AK) / 9 KM	
MASUK	MULYAHARJA - CIBEUREUM - EMPANG - GG.AUT - LAWANG SAKETENG - RAMAYANA
KELAUR	RAMAYANA - EMPANG - CIBEUREUM - MULYAHARJA

TERMINAL BUBULAK – KENCANA PP. (19-AK) / 9,6 KM	
MASUK	TERMINAL BUBULAK – JL. R.1 – JL. YASMIN – JL. SOLEH ISKANDAR – JL. KAYUMANIS – JL. MEKAR WANGI – KENCANA
KELUAR	KENCANA – JL. MEKARWANGI - KAYUMANIS – JL. SOLEH ISKANDAR – JL. YASMIN – JL. R.1 – TERMINAL BUBULAK

PASAR ANYAR – KENCANA PP. (20-AK) / 9,6 KM	
MASUK	PASAR ANYAR – JL. KEBON PEDES – JL. SOLEH ISKANDAR - KENCANA
KELUAR	KENCANA – JL. SOLEH ISKANDAR – JL. KEBON PEDES – PASAR ANYAR

NO	KODE	JURUSAN	LINTASAN
1	02	SUKASARI – CICURUG PP.	SUKASARI – JL.SILIWANGI – JL.RAYA TAJUR – CIAWI – CICURUG PP.
2	02 A	SUKASARI – CISARUA PP.	SUKASARI – JL.SILIWANGI – JL.RAYA TAJUR – CIAWI – CISARUA PP.
3	02 B	SUKASARI – CIBEDUG PP.	SUKASARI – JL.SILIWANGI – JL.RAYA TAJUR – CIAWI – CIBEDUG PP.
4	03	RAMAYANA – CIAPUS PP.	RAMAYANA – JL.OTISTA – LW. SAKETENG – JL.LOLONGOK – PULO EMPANG – CIAPUS PP.
5	04 A	RAMAYANA – CIHIDEUNG PP.	RAMAYANA – JL.OTISTA LW.SAKETENG – JL.RODA – JL.RAYA PAHLAWAN JL.BATUTULIS – CIPAKU – CIHIDEUNG PP.
6	05 A	TERMINAL MERDEKA – CIOMAS PP.	TERMINAL MERDEKA – JL.VETERAN – JL.PANARAGAN – GUNUNG BATU - - CIOMAS PP.
7	06	TERMINAL MERDEKA – PARUNG PP.	TERMINAL MERDEKA – JL.DR.SEMERU – SEMPLAK – PARUNG PP.
8	06 A	TERMINAL MERDEKA – BANTAR KAMBING PP.	TERMINAL MERDEKA – JL.DR.SEMERU – SEMPLAK – BANTAR KAMBING PP.
9	07	PASAR ANYAR – BOJONGGEDE PP.	PASAR ANYAR – JL.PENGADILAN – JL.SUDIRMAN – JL.PAJAGALAN – KEBON PEDES – BOJONGGEDE PP.
10	08	PASAR ANYAR – CITEUREUP PP.	PASAR ANYAR – JL.PENGADILAN – JL.SUDIRMAN – JL.PAJAGALAN – KEDUNG HALANG – CITEUREUP.

Bogor city website, *http://www.kotabogor.go.id/, 2009*

APPENDIX30 List of Train Schedule in Bogor City

NO	NOMOR	BERANGKAT	TIBA	KETERANGAN
	501	04.30	05.57	
1.	503"	04.45	06.12	
2.	505"	44.57	06.21	Kri untuk Depok
3.	507	05.00	06.29	
4.	509	05.15	06.45	
5.	513	05.44	07.15	
6.	515	06.05	07.25	
7.	517	06.12	07.43	
8.	521	06.30	08.03	
9.	527	07.02	08.45	
10.	529	07.20	08.47	
11.	533	07.44	09.14	Tanah Abang
12.	535	08.07	09.29	
13.	537	08.15	09.47	
14.	539	08.24	09.52	
15.	543	08.45	10.15	
16.	547	09.09	10.35	
17.	549	09.24	10.55	
18.	553	10.11	11.40	
19.	555	10.27	11.56	
20.	557	10.51	12.23	
21.	559	11.10	12.44	
22.	561	11.25	12.45	
23.	563	11.35	13.07	Tanah Abang
24.	565	12.05	13.23	
25.	567	12.24	13.51	
26.	569	12.40	14.07	
27.	571	13.10	14.37	
28.	569	12.40	14.07	
29.	571	13.10	14.37	
30.	573	13.22	14.29	
31.	575	13.35	15.07	Manggarai
32.	577	13.48	15.17	
33.	579	14.14	15.43	
34.	583	14.31	16.03	
35.	585	14.48	16.21	
36.	587	15.00	16.07	
37.	589	15.08	16.37	Manggarai
38.	591	15.24	16.52	
39.	593	15.51	17.20	
40.	595	16.19	17.50	
41.	597	16.31	18.05	
42.	599	16.56	18.26	
43.	601	17.05	18.35	
44.	603	17.25	18.54	
45.	605	17.42	19.09	
46.	607	17.52	19.19	
47.	609	18.06	19.17	
48.	611	18.20	19.49	Manggarai
49.	613	18.33	19.53	
50.	615	18.56	20.30	Tanah Abang
51.	617	19.20	20.27	Jakarta Terakhir
52.	619	19.30	20.37	Manggarai
53.	621	20.03	21.10	Manggarai
54.	623	20.30	21.25	Manggarai
55.	625	20.40	21.47	Manggarai
56.	627	20.50	21.57	Manggarai
57.				

NO	NOMOR	BERANGKAT	TIBA	JENIS KA
1.	500	05.15	06.26	KRL Ekonomi
2.	504	05.42	06.51	KRL Ekonomi
3.	512	06.22	07.50	KRL Ekonomi
4.	516	06.35	08.06	KRL Ekonomi
5.	514	06.35	07.57	KRL Ekonomi
6.	520	07.01	08.41	KRL Ekonomi
7.	522	07.21	50.30	KRL Ekonomi
8.	524	07.37	09.06	KRL Ekonomi
10.	530	08.14	09.43	KRL Ekonomi
11.	532	08.22	09.52	KRL Ekonomi
12.	536	09.00	10.29	KRL Ekonomi
13.	540	09.16	10.47	KRL Ekonomi
14.	542	09.27	10.54	KRL Ekonomi
15.	544	09.42	11.09	KRL Ekonomi
16.	546	09.55	11.22	KRL Ekonomi
17.	548	10.15	11.49	KRL Ekonomi
18.	550	10.30	11.59	KRL Ekonomi
19.	552	10.55	12.22	KRL Ekonomi
20.	554	11.06	12.33	KRL Ekonomi
21.	556	11.30	12.57	KRL Ekonomi

Bogor city website, http://www.kotabogor.go.id/, 2009

APPENDIX31 List of Urban Buses in Tangerang City

No	Trayek	Lintasan	Jumlah
1	T. 01 (R.01)	Term. Poris Plawad – Term. Cimone – Jatake	425
2	T. 02 (R.02)	Term. Poris Plawad – Term. Cimone – Perum 1	454
3	T. 03 (R.03)	Term. Poris Plawad – Term. Ps.Baru - Cadas	375
4	T. 04 (R.04)	Term. Poris Plawad – Sewan – Selapajang	122
5	T. 05 (R.05)	Term. Poris Plawad – Kebonn Besar – Duta Garden	244
6	T. 06	Term. Poris Plawad – Jurumudi	15
7	T. 07 (RB)	Term. Poris Plawad – Cikokol – Pasar Anyar	78
8	T. 08 (G.06)	Gembor – Cikokol – Term. Poris Plawad	68
9	T. 09 (B.10)	Batu ceper – Term. Poris Plawad – Stadion Benteng	20
10	T. 10 (R.10)	Term. Poris Plawad – Ampera – Cipondoh – Jl. Marga	200
11	T. 11 (B.11)	Term. Poris Plawad – Ampera – Pondok Bahar	12
12	T. 12 (B.02)	Ciledug – Cikokol – Term. Poris Plawad	279
13	T. 13 (B.02A)	Term. Poris Plawad – Stadion Benteng – Ciledug	0
14	T. 14 (C.06A)	Ciledug – Cipete – Cikokol – Term. Poris Plawad	52
15	T. 15 (C.06S)	Term. Ciledug – Pasar Bengkok – Kunciran	71
16	T. 16 (C.06T)	Ciledug – Pusdiklantas – Cikokol – Term. Poris Plawad	47
17	AK.02	Pintu M1 – Tem. 2 Bandara – Rawa Bokor – Term. 1	20
Jumlah			2482

Tangerang City website, http://www.tangerangkota.go.id/, 5 May 2009

APPENDIX32 List of Interurban Buses in Tangerang City

No	Trayek	Uraian	Jumlah
1	A, 03A	Cimone – Hanagan Kota – Curug	87
2	R, 06B	Perumahan Kelapa Dua – Term. Poris Plawad	50
3	R, 11	Perumnas III, II, I – Cikokol - Term. Poris Plawad	279
4	R, 11A	Term. Poris Plawad – Cikokol - Jl Cemara – Pagandayan Ry	51
5	R, 14	Perumnas II – Cimone – Cikokol – Term. Poris Plawad	124
6	R, 15A	Cimone – regency – Kotabumi	60
Jumlah			651

Tangerang City website, *http://www.tangerangkota.go.id/*, *5 May 2009*

APPENDIX33 Trend of Train Passenger in Tangerang City

Bulan	2003		2004		2005	
	Penumpang (orang)	Pendapatan (Rp.000)	Penumpang (orang)	Pendapatan (Rp.000)	Penumpang (orang)	Pendapatan (Rp.000)
Januari	68,035	100,259	83,515	146,063	62,767	143,130
Februari	58,192	84,717	72,420	121,708	51,869	111,686
Maret	69,516	101,022	81,417	142,770	56,530	121,338
April	68,320	101,773	77,020	137,142	55,205	118,122
Mei	73,318	105,823	80,063	148,202	57,672	125,046
Juni	73,676	120,172	78,695	150,070	58,083	127,826
Juli	82,055	133,636	81,540	148,013	59,192	128,064
Agustus	74,269	117,747	75,979	138,551	54,871	125,156
September	76,640	127,483	75,352	139,433	59,950	140,035
Oktober	82,525	142,061	84,136	154,992	73,494	177,599
Nopember	85,202	133,977	77,946	137,396	64,064	156,664
Desember	78,482	132,614	67,200	143,897	69,637	176,594
Jumlah	890,230	1,401,284	935,283	1,708,237	723,334	1,651,260

Tangerang City website, http://www.tangerangkota.go.id/, 5 May 2009

APPENDIX34 LIST of TAXI OPERATORS IN BANTEN

No.	Name of Company	Taxi Name	Place	Fleet
1	PT. ABDI GADING KENCANA	GADING TAKSI	TANGERANG CITY	394
2	PT. ARIMBI JAYA AGUNG	AJA TAKSI	TANGERANG CITY	41
3	PT. BLUE BIRD	BLUE BIRD TAKSI	TANGERANG CITY/REGENCY	950
4	PT. SARDO BAKTI PERSADA	ASTRO TAKSI	TANGERANG CITY	40
5	KOPERASI TAKSI MITRA SEJAHTERA	TAKSI MITRA	TANGERANG CITY	170
6	KOPERASI TAKSI INDONESIA	KOPERASI TAKSI	TANGERANG CITY	550
7	PT. SARDO BAKTI PERDANA	ASTRO TAKSI	TANGERANG CITY	86
8	PT. WAHYU MUSTIKA KINASIH	EXPRESS TAKSI	TANGERANG CITY	575
9	KOPERASI WARTAWAN INDONESIA	KATI TAKSI	TANGERANG CITY	42
10	PT. MITRA TRANSPORT OPERATOR	MITRA TAKSI	TANGERANG CITY	70
11	PT. MEDAN ANDALANS	PAMILI TAKSI	TANGERANG CITY	200
12	PT. TUNAS GADING ILHAM	GADING TAKSI	TANGERANG CITY	30
13	PT. ANUGERAH MANGGALA PUNNASIRI	BOROBUDUR TAKSI	TANGERANG CITY	60
14	PT. BART DAKASMORI	KOSTI	TANGERANG CITY	25
15	PT. MERSINDO PUTRA PRATAMA	PUSAKA BIRU	TANGERANG CITY	150
16	PT. PERMATA PUSAKA INDONESIA	PUSAKA PRIMA	TANGERANG CITY	15
17	KOPERASI NASIONAL TRANSPORTASI (KONTRAS)	TAKSI KITA	TANGERANG CITY	100
18	PT. SUMATRA RAYA	PAMILI TAKSI	TANGERANG CITY	200
19	PT. SABDA KENCANA PRADANA	CENTRIS GROUP	TANGERANG REGENCY	20
20	PT. LINTAS BUANA	LINTAS BUANA TAKSI	TANGERANG REGENCY	700
21	PT. ADHI CITRA SARANA		TANGERANG REGENCY	250
22	PT. PUSAKA SATRIA UTAMA	PUSAKA TAKSI	TANGERANG REGENCY	1300
23	PT. GEMA CIPTA SARANA GEMILANG		TANGERANG REGENCY	50
24	PT. PUTERA TRANSPORT NUSANTARA	PUTERA TAKSI	TANGERANG REGENCY	225

No.	Name of Company	Taxi Name	Place	Fleet
25	KOPERASI SUPIR TAKSI TANGERANG BANTEN INDONESIA (KOSTABI)	BINTANG TAKSI	TANGERANG REGENCY	70
26	PT. SAOSOAN KENCANA SAKTI	JAYA SAKTI TAKSI	TANGERANG REGENCY	100
27	KOPERASI SERBA USAHA (KSU) MERAH PUTIH		TANGERANG REGENCY	20
28	KOPERASI PENGEMUDI EXPRESS (KOPEX JAYA)		TANGERANG REGENCY	75
29	PT. SUMIT JAYA ABADI	MANUK MIRA TAKSI	TANGERANG REGENCY	133
30	PT. SINABUNG MULTI PRIMA	DEN TAKSI	TANGERANG REGENCY	50
31	PT. TAXI CAB	TAXI CAB	TANGERANG REGENCY	100
32	KOPERASI TAKSI SEPAKAT	TAKSI SEPAKAT	TANGERANG REGENCY	206
33	PT. LINTAS MANDIRI EXPRESS	TAKSI 18	TANGERANG REGENCY	50
34	PT. TRANSPORTASI NASIONAL INDONESIA	PUSAKA LINTAS	TANGERANG REGENCY	50
	SUM			7097

Source : *Directorate General of Land Transport, Ministry of Transportation http://www.hubdat.web.id/bstp/datakota/taksi2008.pdf, 5 May 2009*

APPENDIX35 LIST of TAXI OPERATORS IN DKI JAKARTA

No.	Name of Company	Taxi Name	Place	Fleet
1	PT. PRESIDENT TAKSI	PRESIDEN TAKSI	DKI JAKARTA	4254
2	PT. STEADY SAFE		DKI JAKARTA	172
3	KOP. PEMBELA TANAH AIR		DKI JAKARTA	98
4	PT. BUANA METROPOLITAN		DKI JAKARTA	230
5	PT. WAHANA ARTHA SANTOSA		DKI JAKARTA	25
6	PT. LUHUR SATRIA DWIRAYA		DKI JAKARTA	40
7	PT. CITRA PANCAKABRAJA		DKI JAKARTA	81
8	PT. PRIMAJASA PERDANARAYA		DKI JAKARTA	371
9	PT. BLUE BIRD		DKI JAKARTA	1590
10	PRT. CENDRAWASIH PERTIWI J		DKI JAKARTA	450
11	PT. MORENTE JAYA		DKI JAKARTA	500
12	PT. GAMYA		DKI JAKARTA	700
13	PT. LINTAS BUANA TAKSI		DKI JAKARTA	200
14	PT. LUHUR SATRIA SEJATIK		DKI JAKARTA	493
15	PT. DIAN TAKSI		DKI JAKARTA	796
16	PT. TRI DIAN REJEKI		DKI JAKARTA	100
17	PT. BHAKTI DIAN SARDO		DKI JAKARTA	380
18	PT. SRIYANI ASTI (A TAKSI)		DKI JAKARTA	158
19	PT. SRIYANI ASTI (LIBERTY TAKSI)		DKI JAKARTA	108
20	PT. RATAX ARMADA		DKI JAKARTA	772
21	PT. CENTRIS WAHANA TAKSI		DKI JAKARTA	100
22	PT. SRI MEDALI		DKI JAKARTA	500
23	PT. EXPRESS TRANSINDO UTAMA		DKI JAKARTA	996
24	PT. ROYAL CITY TAKSI		DKI JAKARTA	536
25	PT. IRDAWAN MULTI TRANS		DKI JAKARTA	196

No.	Name of Company	Taxi Name	Place	Fleet
26	PT. MASTER TAKSI INDONESIA		DKI JAKARTA	718
27	PT. CITRA TRANSPORT N		DKI JAKARTA	990
28	KOP. TAKSI INDONESIA		DKI JAKARTA	958
29	YAYASAN GOTONG ROYONG		DKI JAKARTA	50
30	KOSTI JAYA		DKI JAKARTA	1349
31	KOP. BIMA SAKTI		DKI JAKARTA	200
32	KOP. TAKSI SEPAKAT		DKI JAKARTA	246
33	TRANSKOVERI DKI		DKI JAKARTA	110
34	KOP. PERISAI BANGSA		DKI JAKARTA	130
35	PT. CENTRAL NAGA EUROPINDO		DKI JAKARTA	347
36	PT. PRIMA SRIJATI AGUNG		DKI JAKARTA	245
37	PT. SEMESTA INDO PRIMA		DKI JAKARTA	81
38	KOPTAJASA		DKI JAKARTA	232
39	PT. TULUS SINAR SELATAN		DKI JAKARTA	85
40	PT. BERSATU AMAN SEJAHTERA		DKI JAKARTA	230
41	PT. PRIMER METRO TRANSINDO		DKI JAKARTA	10
	SUM			19827

Source : Directorate General of Land Transport, Ministry of Transportation http://www.hubdat.web.id/bstp/datakota/taksi2008.pdf, 5 May 2009

EXECUTIVE TAKSI

No.	Name of Company	Taxi Name	Place	Fleet
1	PT. RATAX ARMADA		DKI JAKARTA	75
2	PT. SILVERINDA NUSABIRD		DKI JAKARTA	740
	SUM			815

Source : Directorate General of Land Transport, Ministry of Transportation http://www.hubdat.web.id/bstp/datakota/taksi2008.pdf, 5 May 2009

APPENDIX36 LIST of TAXI OPERATORS IN WEST JAVA

No.	Name of Company	Taxi Name	Place	Fleet
1	PT. SEJAHTERA KHARISMA UTAMA	SILVERA	DEPOK CITY	200
2	PT. BOGOR ADIPRADANA	CENTRIS GROUP	DEPOK CITY	170
3	PT. ABDI TRANSPORT NUSANTARA	ABDI	DEPOK CITY	50
4	PT. CENDRAWASIH PERTIWIJAYA	CENDRAWASIH	DEPOK CITY	200
5	PT. MASTER TAKSI NUSANTARA	TIFFANI	DEPOK CITY	300
6	PT. BLUE BIRD	BLUE BIRD	DEPOK CITY	315
7	PT. LINTAS BUANA	PUSAKA LINTAS	DEPOK CITY	200
8	PT. WAMUPURA	STAR QUEEN	DEPOK CITY	150
9	PT. SUMUR JAYA	GADING	DEPOK CITY	10
10	PT. AJISONA CONTRANS	GADING	DEPOK CITY	10
11	PT. PUSAKA NURI UTAMA	PUSAKA NURI	DEPOK CITY	300
12	PT. BATAVIA RAYA SEJAHTERA	BATAVIA	DEPOK CITY	70
13	PT. DELAPAN BERLIAN MOTOR	ROSALINDA	DEPOK CITY	89
14	PT. CENTRAL NAGA EUROPINDO	PUSAKA CENTRAL	DEPOK CITY	200
15	PT. LUHUR SATRIA SEJATI KENCANA	PUSAKA SATRIA	DEPOK CITY	300
16	PT. DAYA MITRA UTAMA	TAXIKU	DEPOK CITY	301
17	PT. SIMPATI ANUGERAH ABADI	CONCORDE	DEPOK CITY	200
18	PT. IRDAWAN MULTITRANS	STAR QUEEN	DEPOK CITY	50
19	PT. TRIKARTIKA SAMUDRA	BIZTRO	DEPOK CITY	97
20	PT. MITRA TRANSPOR OPERATOR	MITRA	DEPOK CITY	50
21	PT. INTAN PUSAKA PRATAMA	DIAMOND TAXI	DEPOK CITY	50
22	PT. BERKAT OTO SEJAHTERA	TAXIKU	DEPOK CITY	100
23	PT. BERSATU AMAN SEJAHTERA	TAXIKU	DEPOK CITY	100
24	PT. PRIMA SRIJATI AGUNG	PUSAKA PRIMA	DEPOK CITY	250
25	PT. TRIDIAN REZEKI	DIAN TAKSI	DEPOK CITY	310

No.	Name of Company	Taxi Name	Place	Fleet
26	PT. PUSAKA NURI UTAMA	PUSAKA NURI	BEKASI CITY	500
27	PT. BLUE BIRD PUSAKA	PUSAKA BIRU	BEKASI CITY	300
28	KOSTIJAYA	KOSTI	BEKASI CITY	100
29	PT. LINTAS BUANA	PUSAKA LINTAS	BEKASI CITY	136
30	PT. BLUE BIRD	PUSAKA BIRU	BEKASI CITY	165
31	PT. PRIMA SRIJATI AGUNG	PUSAKA PRIMA	BEKASI CITY	250
32	PT. CENTRAL NAGA EUROPINDO	PUSAKA CENTRAL	BEKASI CITY	300
33	PT. ANDIKA SEMESTA	CONCORDE	BEKASI CITY	100
34	PT. MERLIN TAXI	MERLIN "O"	BEKASI CITY	60
35	PT. GARUDA SAKTI PERSADA	GARUDA TAXI	BEKASI CITY	150
36	PT. INTAN PUSAKA PRIMA	DIAMOND TAXI	BEKASI CITY	50
37	PT. SUMATRA RAYA	INDAH FAMILY	BEKASI CITY	150
38	PT. SIMPATI ANUGERAH ABADI	MERDEKA	BEKASI CITY	50
39	PT. INTAN ANUGERAH PRATAMA	DIAMOND TAXI	BEKASI CITY	100
40	PT. DELTA SUBUR MAKMUR		BEKASI CITY	10
41	PT. MUTIARA EXPRESS PERDANA	EXPRESS	BEKASI CITY	300
42	PT. CIPTA DAYA QUADRANT	QUADRANT	BEKASI CITY	50
43	PT. KAIMAS RAYA ANDA SEJAHTERA	BATAVIA	BEKASI REGENCY	360
44	PT. SEJAHTERA KHARISMA UTAMA	SILVERA	BEKASI REGENCY	429
45	KOPERASI TAKSI SEPAKAT	SEPAKAT	BEKASI REGENCY	329
46	PT. ADHI CITRA SARANA II	CENTRIS GROUP	BEKASI REGENCY	150
47	PT. CITRA TRANSPOR NUSANTARA	PUTRA	BEKASI REGENCY	250
48	KOPERASI TAKSI SEPAKAT	SEPAKAT	BEKASI REGENCY	48
49	PT. PESONA BUMI MANDIRI	CONCORDE	BEKASI REGENCY	50
	SUM			8459

Source : Directorate General of Land Transport, Ministry of Transportation http://www.hubdat.web.id/bstp/datakota/taksi2008.pdf, 5 May 2009