“Jakarta City of Collaboration”
Basri Fahriza

**Profession:**
- Head of Program Bachelor of Transport & Logistics at Trisakti Institute of Transport & Logistics (ITL Trisakti).
- Founder of Nesia Aeroparts Pte. Ltd
- Research Studies interest on Transportation and Logistics Studies.

**Education:**
- Candidate PhD from Transport from Malaysian Institute of Transport (MITRANS) University Technology MARA, Malaysia
- MBA from RMIT University, Australia
- Bachelor Transport Management from Trisakti Institute of Transport & Logistics, Indonesia
Greater Jakarta
(Jakarta, Bogor, Bekasi, Depok, Tangerang & South Tangerang City)

Population:
- Jakarta 10.56 million peoples
- Greater Jakarta 31.24 million peoples

Metropolitan area:
- Jakarta 662.3 km2 (255.7 sq mi)
- Greater Jakarta 6,343 km2 / (2,449 sq. mi)
Public Transport Transformation in Jakarta

Early 2000

2020
FIRST BRT IN SOUTHEAST AND SOUTH ASIA

TransJakarta is the first Bus Rapid Transit (BRT) transportation system in Southeast and South Asia with the longest track in the world (208 km). This BRT system was designed based on the TransMilenio system in Bogota, Colombia. As of February 1, 2004, TransJakarta officially operates...
In its operation, Transjakarta is supported by several operator companies that manage the fleet to serves each corridor:

- Unit Swakelola PT. Transportasi Jakarta (TJ) – Coridor 1-12
- PT Jakarta Trans Metropolitan (JTM) – Coridor 4 and 6
- PT Primajasa Perdanaraya Utama (PP) – Coridor 8
- PT Jakarta Mega Trans (JMT) – Coridor 5, 7A, and 7B
- PT Eka Sari Lorena (LRN) – Coridor 5 and
- PT Bianglala Metropolitan (BMP) – Coridor 9, 10, 12, and Amari
- PT Trans Mayapada Busway (TMB) – Coridor 9 and 10
- Perum DAMRI (DMR/DAMRI) – Coridor 1, 8, 11
- Kopaja - BKTB, 4, 6A, 7A, and 7B
- Mayasari Bakti - Koridor 2 and 3
- Perum PPD – Koridor 2, 3, 4, anda6
Jakarta's transportation transformation through the Jaklingko program which increases the mobility of residents through the integration of urban transportation includes integrated routes, physical infrastructure, management, and payments for the Transjakarta Bus Rapid Transit (BRT) which has reached 1,000,000 passengers per day, an increase of 3 times in just 3 years. With the commencement of Mass Rapid Transportation (MRT) Phase 1 in Indonesia, the massive development of pedestrian and bicycle lanes, and several public transport policies have resulted in a reduction in Jakarta's congestion level from rank 4 to 10 within two years as assessed by the traffic monitoring agency in UK, TomTom Traffic Index.
Transjakarta Service and Operational Performance

Transjakarta Network Coverage 2017 - 2020

Service Coverage, Passengers, Distance KM and Cost of Production

<table>
<thead>
<tr>
<th>Year</th>
<th>Service Coverage</th>
<th>Passengers</th>
<th>Distance KM</th>
</tr>
</thead>
<tbody>
<tr>
<td>2017</td>
<td>42%</td>
<td></td>
<td></td>
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<tr>
<td>2018</td>
<td>63%</td>
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<tr>
<td>2019 &amp; 2020</td>
<td>83%</td>
<td></td>
<td></td>
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<tr>
<td>2021</td>
<td>86%</td>
<td>133</td>
<td>119</td>
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<tr>
<td></td>
<td></td>
<td>189</td>
<td>150</td>
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<tr>
<td></td>
<td>2021 (RKA)</td>
<td>221</td>
<td>191</td>
</tr>
</tbody>
</table>

IN MILLIONS
Cost of Production and Subsidized in Transjakarta

- Biaya Produksi
- Subsidi
- Biaya Produksi per Pelanggan
- Subsidi per Pelanggan

Cost of Production Increment per Passengers in year 2020 due to COVID-19
Free paid Passengers (Gratis) reach up to 31.6% from the total of Transjakarta Passengers.

Proportion of Free Paid (Gratis) versus Paid (Bebayar) of Transjakarta Passengers in Year 2020

- **Jenis Pelanggan Gratis**
  1. GRATIS JAK LINGKO: 32,981,990
  2. 14 KATEGORI PELANGGAN GRATIS: 3,091,189
  3. ANGKUTAN GRATIS: 2,330,154
  4. TTMP: 72,159
  5. ROMBONGAN: 43,639
  6. TRANSJAKARTA CARES: 14,637
  **Grand total**: 38,533,168

- **14 Kategori Pelanggan Gratis**
  1. Lansia: 1,930,664
  2. PNS DKI dan Pensiunan PNS: 259,252
  3. Tenaga Kontrak DKI: 195,489
  5. Penerima KJP: 143,401
  6. Penyandang Disabilitas: 102,614
  7. Karyawan Swasta Tertentu: 91,564
  8. Jumantik: 48,885
  9. Paud: 45,636
  10. Penerima RASKIN: 38,407
  11. KTP Kepulauan Seribu: 36,123
  12. Veteran: 18,385
  13. Anggota TNI / POLRI: 12,098
  **Grand total**: 3,091,189

**Tren Pelanggan Gratis vs Berbayar**
- Jan 2020: 36M
- Feb 2020: 30M
- Mar 2020: 26M
- Apr 2020: 20M
- May 2020: 16M
- Jun 2020: 10M
- Jul 2020: 6M
- Aug 2020: 3M
- Sept 2020: 3M
- Oct 2020: 2M
- Nov 2020: 1M
- Grand total: 3,091,189

*Transjakarta*
Dewan Transportasi Kota Jakarta
Jakarta Transportation Council

10 Complains reported to Jakarta Transportation Council on Transport Services in Jakarta During the Covid 19 Pandemic
1. Request to Reactivate the Transjakarta shut downed routes at beginning of pandemic.

2. Traffic Jammed on the main road within the city and outskirt of Jakarta after relaxation allowing resident to do activity outside their home. Due to limit number of public transport most of resident using private car for travelling within the city.

3. Headway duration were delay causing passengers gathered in bus top or Bus station and the Passenger Information System (PIS) show incorrect information on bus arrival
4. No optimum physical distancing in the public transport as well as the bus station and bus stop.

5. No self awareness among the crew on Non Transjakarta Bus operator and carrying passenger more that its capacity according to covid 19 health protocol.

6. Inconsistency on the Policy limiting operation hours for the public transport, caused confusion among the passengers, lack of information on the policy and new adaption on the policy.
7. Unilateral fare increment by non Transjakarta operator due to physical distancing policy and lack of control by the authority on pricing during the pandemic.

8. Illegal Parking on the roadside caused unsmooth traffic.

9. Ticket Broker for inter state bus by selling high price and unsettling condition in the Bus Terminal.

10. Pro and Contra on Bike line, and promoting Bike to work on the other sides said that bicycle is not essential and caused more traffic density on the road.
Conclusion

◊ Jakarta Government is open for Collaboration, Jakarta Development Collaboration Network (JDCN) was created as the medium to gather all parties to networking and Collaborate to evolve Jakarta as 4.0 smart city. Anies the Jakarta Governor creating JDCN is like 'borrow the brains' of its citizens to jointly contribute ideas and initiation for the better Jakarta.

◊ Jakarta Transportation council with the vibe of Collaboration now actively approaching community and organization that concern on transportation issues to contribute input and ideas to the Jakarta government to create proper policy for better transportation in Jakarta and beyond.
thank you