Transport Urban Infrastructure Innovations in the context of COVID-19 pandemic and the Climate Crisis



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Transportation Problem in Jakarta (before Covid-19 Pandemic)

Despite of public transport betterment, mode share of public transport user was still low (21,7% in 2019)

Traffic Congestion lead to high economic loss

Jakarta ranked as the most polluted city in South East Asia where transport accounted for 75% emission

3rd worst traffic in the world !!









PRIORITIES DEVELOPMENT ON JAKARTA TRANSPORTATION





PEDESTRIANIZATION



ENVIRONMENT FRIENDLY VEHICLES



PUBLIC TRANSPORT



PRIVATE TRANSPORT

Progress of COVID-19 Cases in Jakarta

Jakarta Covid-19 Monitoring Data

Tes COVID-19 Jakarta

Jumlah Orang Dites PCR
Hari Ini

7.121
Indonesia : 29.376
(Proporsi Tes Jakarta : 24%)

Jumlah Spesimen Dites PCR
Hari Ini

8.372
Indonesia : 42.006
(Proporsi Tes Jakarta : 20%)

Jumlah Orang Dites PCR
Sepekan Terakhir

85.180
Target WHO untuk Jakarta
setiap pekan: minimum 10.645

Persentase Kasus Positif
Sepekan Terakhir

9,9%
Indonesia : 18,2%

Tes PCR Total (test rate)
Per Sejuta Penduduk

172.559
Indonesia : 15.896

Persentase Kasus Positif
Secara Total

8,4%
Indonesia : 14,5%

Kasus COVID-19 Jakarta

Kasus Aktif
(Orang masih dirawat/isolasi)

12.114 (▲161)

Total Sembuh

138.988 (+1383)
Indonesia : 510.957

Total Meninggal

2.963 (+22)
Indonesia : 18.956

Kasus Positif Secara Total

154.065 (+1566)
Indonesia : 623.309

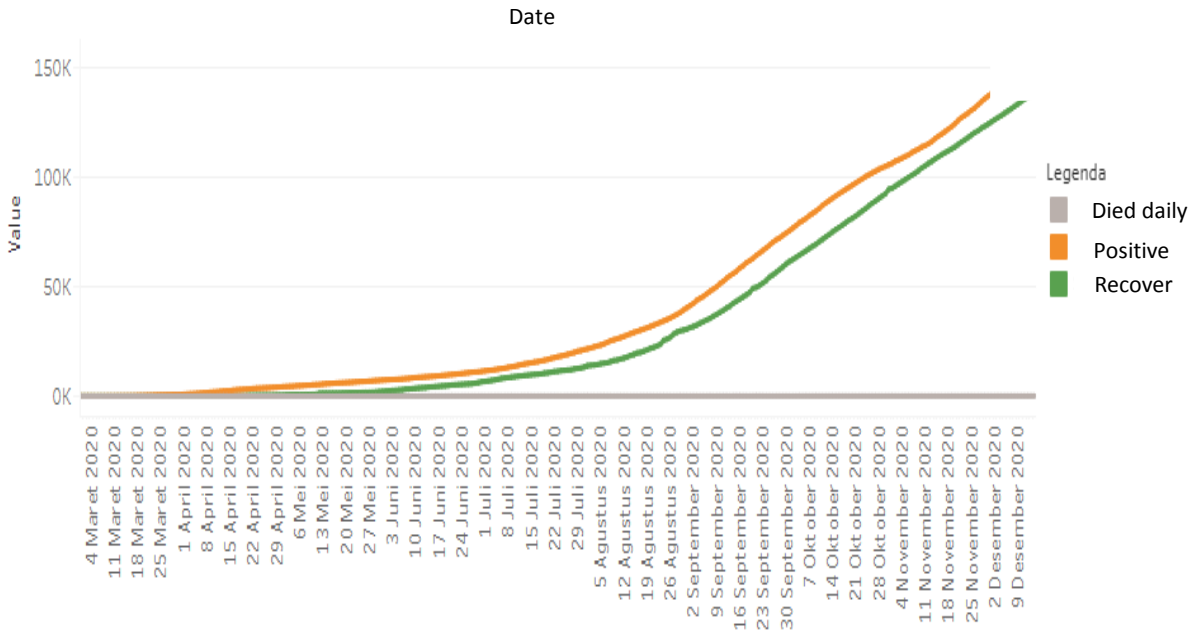
Tingkat Kematian

1,9%
Indonesia : 3,0%

Tingkat Kesembuhan

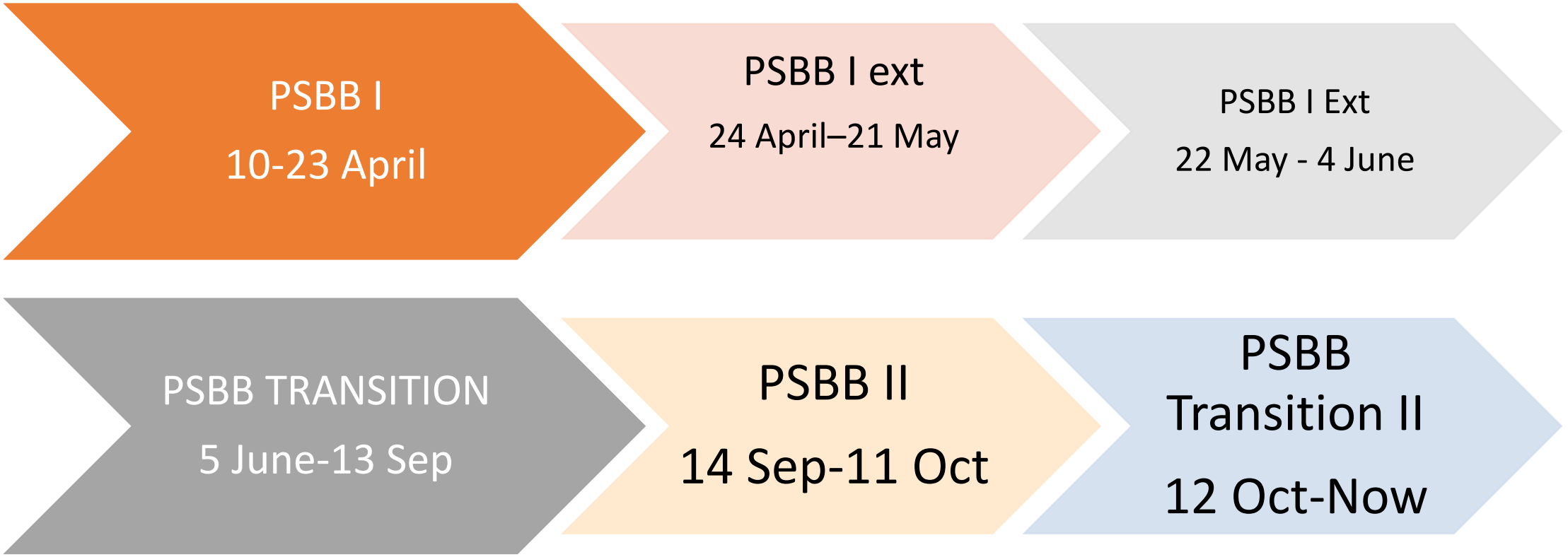
90,2%
Indonesia : 82,0%

Jakarta Case Trends



The first case that occurred in Indonesia was against two residents of Depok, West Java on March 3rd 2020. Since then, the positive rate of Covid-19 is increasing rapidly.

Large-Scale Social Restriction Policy (PSBB) in Jakarta



based on positive cases that occur every day and based on recommendations from the Ministry of Health of the Republic of Indonesia, the Provincial Government of DKI Jakarta implements Large-Scale Social Restrictions (PSBB) and PSBB Transition after the positive rate become slower

Large-Scale Social Restriction Policy (PSBB)



Public Transport Control

1. Maximum capacity 50%
2. Operating hours
   a. Transjakarta : 5 AM – 10 PM
   b. Regular Public Transport : 5 AM – 10 PM
   c. Mass Rapid Transit : 5 AM – 9 PM
   d. Light Rapid Transit : 5.30 AM – 9 PM
   e. Water Transportation : 7 AM – 3 PM
3. Ojek Online: wearing a mask, providing a hand sanitizer, not operating in the red zone of COVID-19 disinfecting helmets and vehicles, using jackets and helmets with the identity of the application company
4. Application of geofencing by online transportation companies in covid-19 red zone



Priority Bicycle Use and Walking

1. Offices and Shopping Centers
   a. Provision of bicycle-only parking, 10% of parking capacity, located near the main door
   b. b Shower facilities for cyclists
2. Facilities at stops, stations, terminals, ports/piers, airports:
3. the provision of bicycle parking facilities with special signs and directions.



Protection Passengers/Crew/Facilities

1. Provision of hand sanitizer for passengers
2. Provision of PPE at least masks for employees and crew
3. Disinfection of means of transportation before and after use

Transport Intervention before and after Pandemic



a. Prioritize pedestrian movement;
b. Encourage the use of unmotorized vehicles and/or environmentally friendly vehicles;
c. Optimizing the use of public transportation as the backbone of the transportation system;
d. Implementing Transport Demand Management (TDM) policy.

Jakarta Transportation Ecosystem



Jak Lingko

Jaklingko realizes the Integration of Infrastructure, facilities & Operational System



1 Road Users Priority Reform

2 Jaklingko Transport Integration Scheme

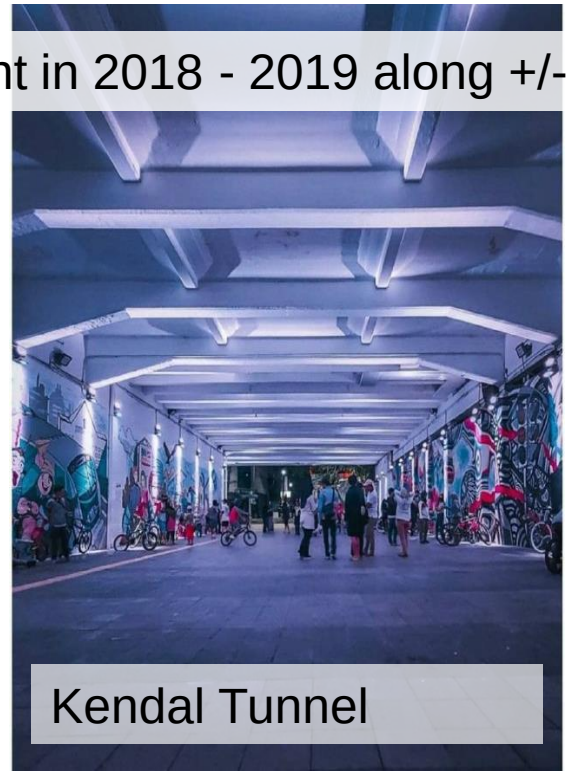
3 Government Collaboration & Community

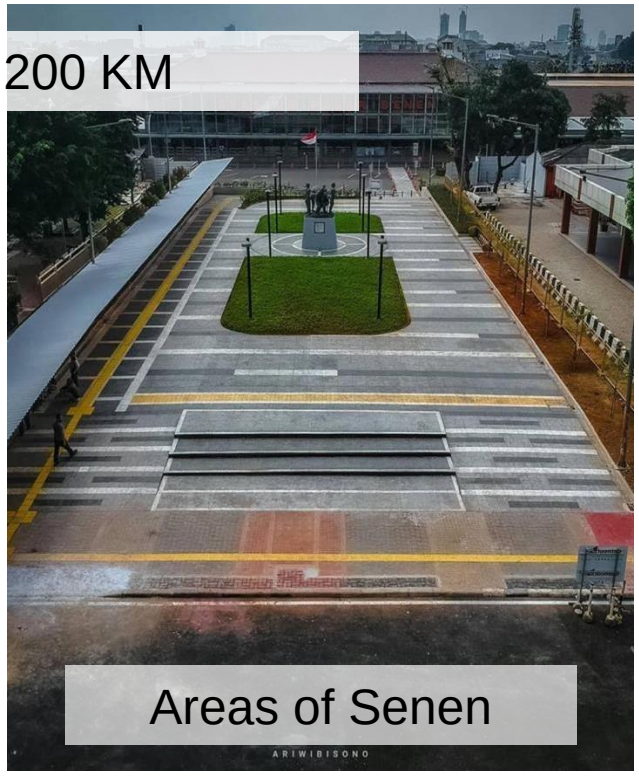
Pedestrians are a top priority, private vehicle are the last

Jakarta Pavement Arrangement in 2018 - 2019 along +/- 200 KM



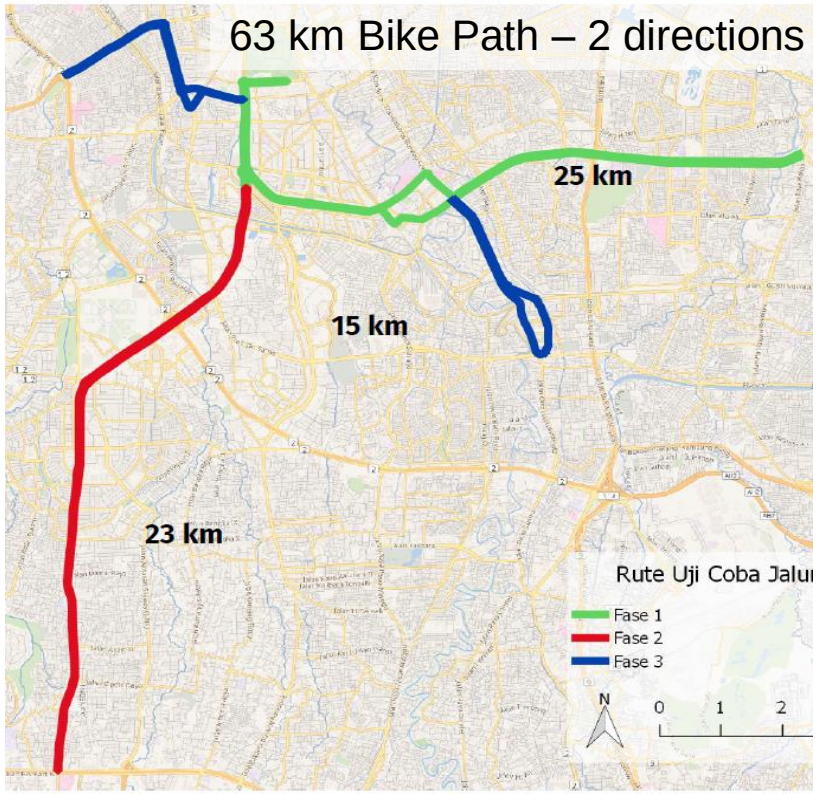
Sudirman street sidewalk


Kendal Tunnel


Areas of Senen

The provincial government DKI Jakarta is committed to continuing to build sidewalks on arterial roads, protocols and the surrounding environment

Encourage emission-free vehicles as a solution to Jakarta's air pollution









Cycling has become the lifestyle of Jakartans, especially in supporting first mile-last mile connectivity, short-distance travel, sports and recreation, and access to the activity center

We commit to build 200 km of bike lanes and introduce the ease of bike sharing

Encourage emission-free vehicles as Jakarta's air pollution solution – electric buses

Electric Bus Trial



- 1 July – 31 December 2020
- 2 units on Blok M – Kota route (free fare)
- **Target 2021: 100 units of TJ buses**



Incentives for Electric Vehicles





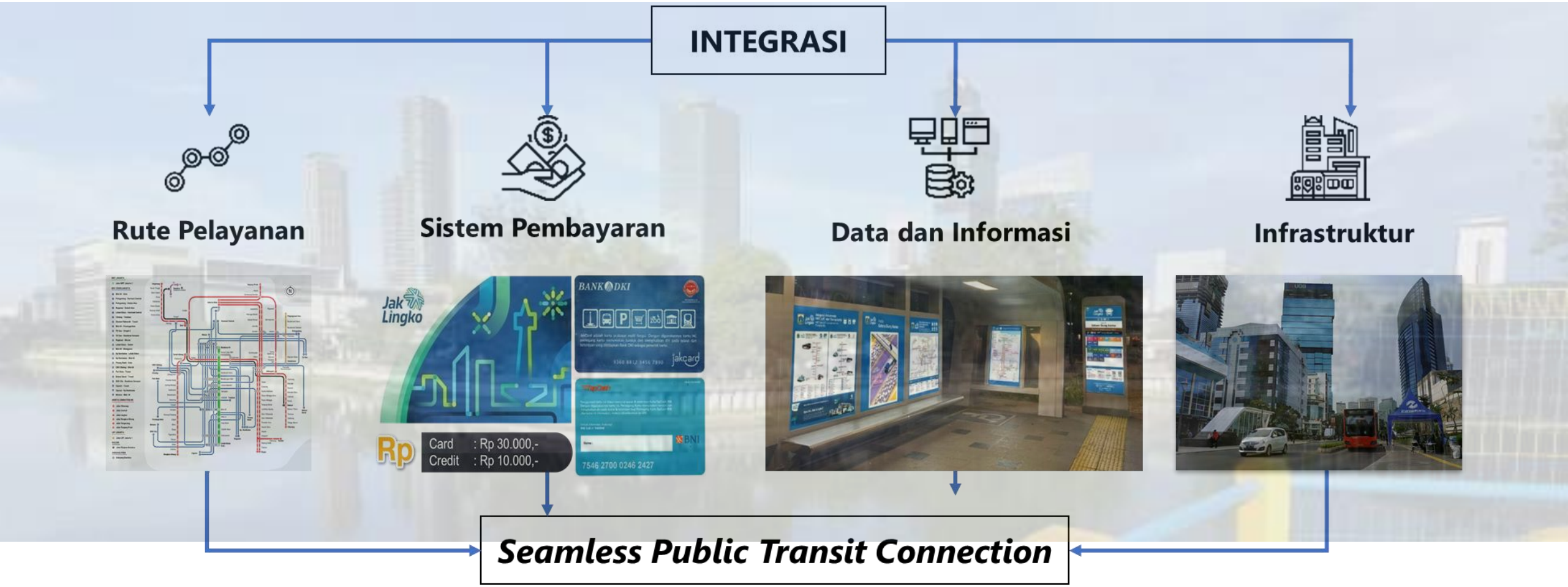


Some issues that still need to be solved with the support of all stakeholders:

1. **Electric bus fleet is quite expensive – 2x conventional bus**
2. **Provision of SPKLU (Public Electric Vehicle Charging Station) infrastructure**
3. **The complete transition from conventional buses to electric buses**

2 Jaklingko Transport Integration Scheme

JakLingko programs is aim to improving integrated public transport services with ease for the use of public transportation and applying disincentives for private vehicle.



Provision of integrated Jakarta mass public transportation

TransJakarta BRT

Highest Passenger/day: 1.006.579
Number of Buses : 3.406 bus
Number of Routes : 248 Routes
Track Length : 431,2 km





MRT Jakarta

Highest Passenger/day: 125.159
Number of Trainset : 16 Trainset
Number of Stations : 13 Stasiun
Track Length : 16 km

LRT Jakarta

Highest Passenger/day: 8.505
Number of Trainset : 8 Trainset
Number of Stations : 6 Stasiun
Track Length : 5,8 km



2 Jaklingko Transport Integration Scheme

Arrangement of Station Area in order to strengthen the integration of train with road transport

Tn. Abang Station





Juanda Station





Ps. Senen Station





Sudirman Station





3 Kolaborasi Pemerintah dan Masyarakat

Collaborate with communities to improve environmental accessibility



Making Wayfinding Signage Cipete Raya MRT Station



Socialization of Jaklingko in sub-districts



Cycling Friendly School SDN 01 Gandaria Selatan

Innovations for revamping the transportation sector have a positive impact

1. ***Increased mobility for city residents***
   - Jaklingko serves nearly 1.5 million passengers per day
   - Average head way 5 minutes (peak hour) and 10 minutes (off peak hour)
2. ***Improved access and safety of pedestrians and cyclists***
   - In the early stages cyclists increased to 627 trips to support daily movements, sports and tourism
3. ***Transport contribution to GHG reduction and air pollution***
   - Transjakarta usage reduced by 78,016 tons of CO2e while MRT reduced by 6,681 tons of Co2e per year
   - The improvement in air quality was demonstrated by a decrease in PM2.5 concentration by 40.51%.

Jakarta
a city of collaboration

Thank you

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