General Information about the City

- **Population**: 10.5 million
- **City area**: 661.5 km²
- **Average temperature**: 27 °C
- **Annual rainfall**: 1500 mm/year
- **Number of car ownership**:
  - Private car: 3,365,467
  - Motorcycle: 16,141,380
- **GDP (US Dollars)**: 321 billion
- **Climate risks**: Flood

Urban Mobility System

- **Modal split**
  - **Private transport**: (77.81%)
    - Cars: 14.53%
    - Motorcycles: 63.28%
  - **Shared modes**: (12.32%)
    - **Public transport**: (9.86%)
      - Bus Rapid Transit (BRT) Transjakarta
      - Light Rail Transit (LRT)
      - Mass Rapid Transit (MRT)
      - Greater Jakarta Commuter Line (Commuterline)
      - Airport train (Railink)
      - Bus
      - Microbus
  - **Regular bus**: (1.31%)

- **Carried passengers** (Avg. daily demand):
  - 2.56 million (2019)

- **Gender equity**
  - Mikto Trans - Passenger data:
    - Male - 35% & Female - 65%
  - Transjakarta staff:
    - Male - 85.26% & Female - 14.73%
  - Transjakarta driver:
    - Male - 97.1% & Female - 2.9%

- **Public transport modes**
  - BRT services - 55 routes
  - Direct Services - 69 routes
  - RoyalTrans - 13 routes
  - Border Route - 14 routes
  - Affordable Housing Route - 21 routes
  - Tourism Route - 7 routes
  - Mikto Trans - 72 routes

- **Total no. of routes / buses**:
  - 4,079 buses
  - 251 routes
Climate and Urban Mobility Policies

Vision for net zero urban mobility
The aim is to emphasise on decarbonization in the transportation and mobility sector.
The National Mass Public Transport Electrification Roadmap (on progress by the Ministry of Transport) specifies:
- 90% electric public transport by 2030;
- Increase public transport’s modal share to 60% by 2030.

Electric Buses

Electrification model
- Gross Contract
- Maintenance held by OEM

The business model for the 100 e-bus pilot phase instructs that the operator is responsible to procure and maintain electric buses, provide charging infrastructure and a depot for the buses.
For large scale electrification, Transjakarta appoints operator under BTS scheme for procuring, operating, maintaining the e-buses under the BDMI (Bus, Depot, Maintenance, Insurance) scheme.

Political commitments
- Jakarta Governor Instruction No. 66/2019 on Air Quality Control specifies to accelerate public transport fleet renewal and implement a more stringent emission standard on it;
- Jakarta Governor Regulation No. 03/2020 on Vehicle Ownership Transfer-Tax, exempts tax for Battery Electric Vehicle, and also from ownership transfer tax until December 2024;
- Jakarta Regional Secretary Instruction No. 01/2021 on Regional Strategic Activities Acceleration Action Plan includes a target for Transjakarta to implement electric buses in 2021;
- Transjakarta’s Long Term Corporate Plan 2020-2030 targets to operate 83% e-buses in 2030 (12,172 fleet).

Experiences
Transjakarta has started to run e-bus trial from different manufacturers since 2019:
- 2019: BYD Electric Single Bus;
- 2020: BYD Electric Single Bus and BYD Medium bus;

Ongoing and planned projects
Jakarta initiated a 100 E-Bus Trial Project as part of the sustainable transport and mobility strategies. The goal is to procure only zero-emission buses from 2025 and ensure a major area of the city is zero-emission by 2030. Currently, 30 e-buses have been procured and will be operated soon.

Bus technology share

<table>
<thead>
<tr>
<th>Type</th>
<th>Number</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>ICE – Buses</td>
<td>3758</td>
<td>75%</td>
</tr>
<tr>
<td>E-Buses</td>
<td>2</td>
<td>25%</td>
</tr>
</tbody>
</table>

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