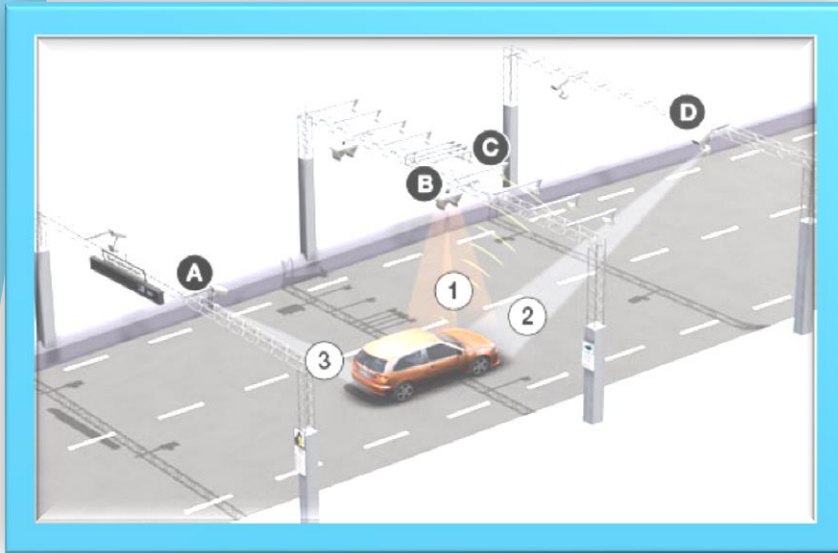
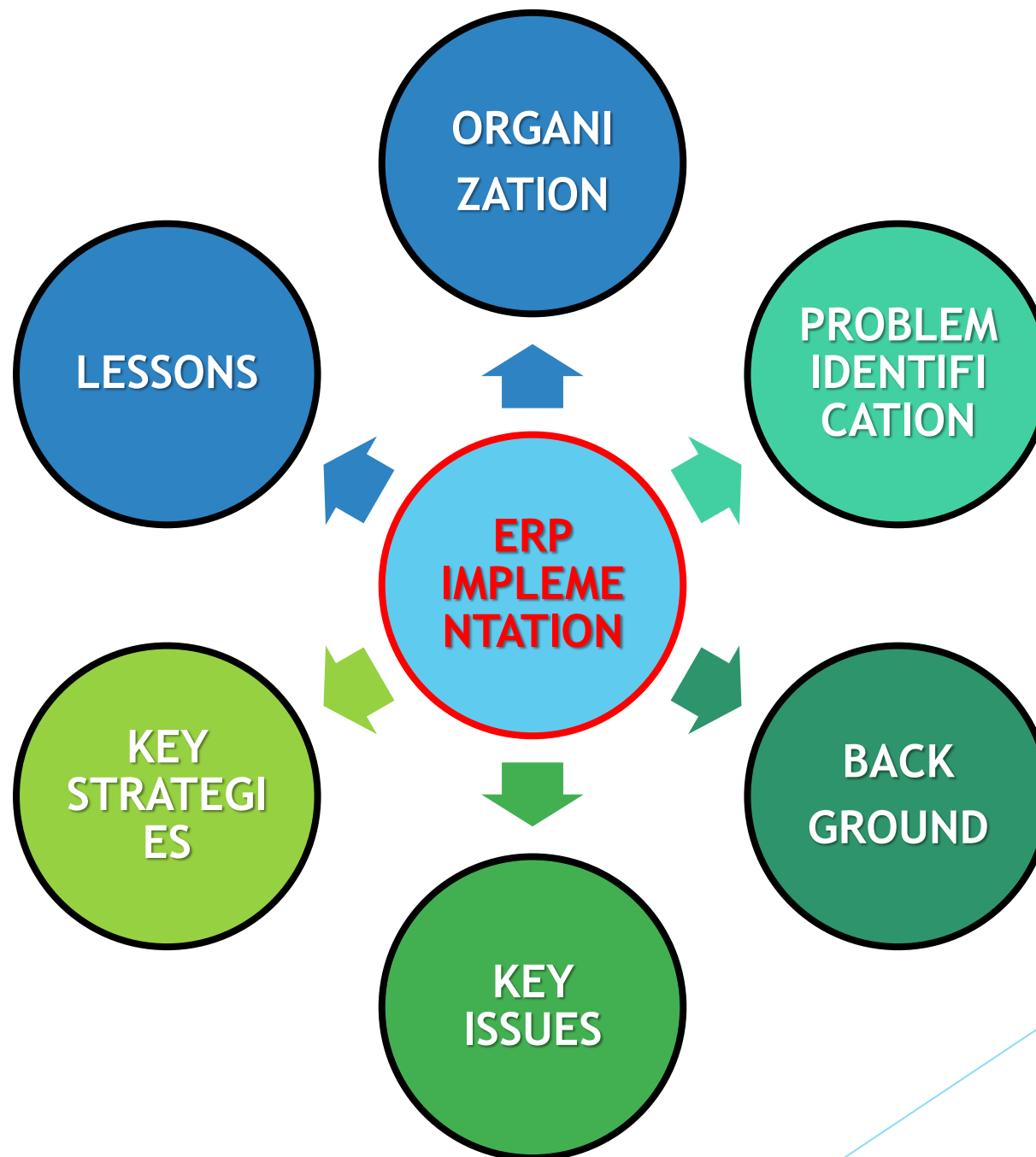


PLANNING OF ELECTRONIC ROAD PRICING (ERP) SYSTEM IMPLEMENTATION IN JAKARTA



**BY : GAMA ISWINNUGROHO
JAKARTA TRANSPORTATION AUTHORITY**





ORGANIZATION

Name : Electronic Road Pricing (ERP) System Management Unit
Formed : December 31st 2014 (Based on Governor Regulation No. 309 / 2014)
Assignment : To manage Electronic Road Pricing (ERP) System



Back



A GLANCE OF JAKARTA TRANSPORTATION PROBLEM



PROBLEM IDENTIFICATION

Jakarta has been “crowned” as the city with the worst traffic in the world based on Castrol’s Stop - Start Index.

SUPPLY	
Road Network	Road length 6690 km = 41.68 km ²
	Road ration = 6.3%
	Increase of road length $\pm 0.01\%$ /year
DEMAND	
Trip Demand	25.7 million trip/day
	74.7% using private vehicle
	25.3% using public transportation
Amount of vehicles	(2013) ± 9.2 million unit : ▪ Private vehicle : 9.1 million (98.9%) ▪ Public vehicle : 104 thousand (1.1%)

Conclude :

1. Supply and demand of transportation is not balanced.
2. The increase of road length is very little compare with the increase of vehicle.
3. The using of public transportation is very low.

“3 in 1” policy as transportation demand management was not working.

Back

BACKGROUND

Goal of ERP Implementation :

1. To improve using and service of mass public transportation.
2. To increase service level / performance of city road.

Requirement of ERP Implementation :

1. At least, the road consist of two sides and each side consist of two lanes.
2. Having mass public transportation system network which has complied Minimum Service Standard (Ministry Regulation).
3. Minimum VCR = 0.9 at peak hour.
4. Average speed $\pm$ 10 km/hour (at peak hour).

Specification of ERP Technology :

1. Proven Technology
2. Multi lane free flow
3. Electronic Traffic Law Enforcement
4. Integrated Technology

Stake-holders of ERP Implementation :

1. Police
2. Ministry of Transportation
3. Ministry of Finance
4. Ministry of Home Affairs

Back

KEY ISSUES

New Thing

No guideline to
implement ERP
System

Unpopular Policy

1. Levy for private vehicle.
2. Restriction for motorcycle.

Mass Public Transportation

1. Access to the mass public transportation.
2. Unsterilized bus lane.
3. Lack of fleet.

Law Enforcement

Electronic Traffic
Law Enforcement

Back

KEY STRATEGIES

New Thing

1. Observation to other country.
2. Workshop.
3. Focus Group Discussion.

Unpopular Policy

1. Socialization.
2. ERP Trial.
3. Focus Group Discussion.

Mass Public Transportation

1. Park and ride.
2. Coordination with stake holder.
3. Procurement.

Law Enforcement

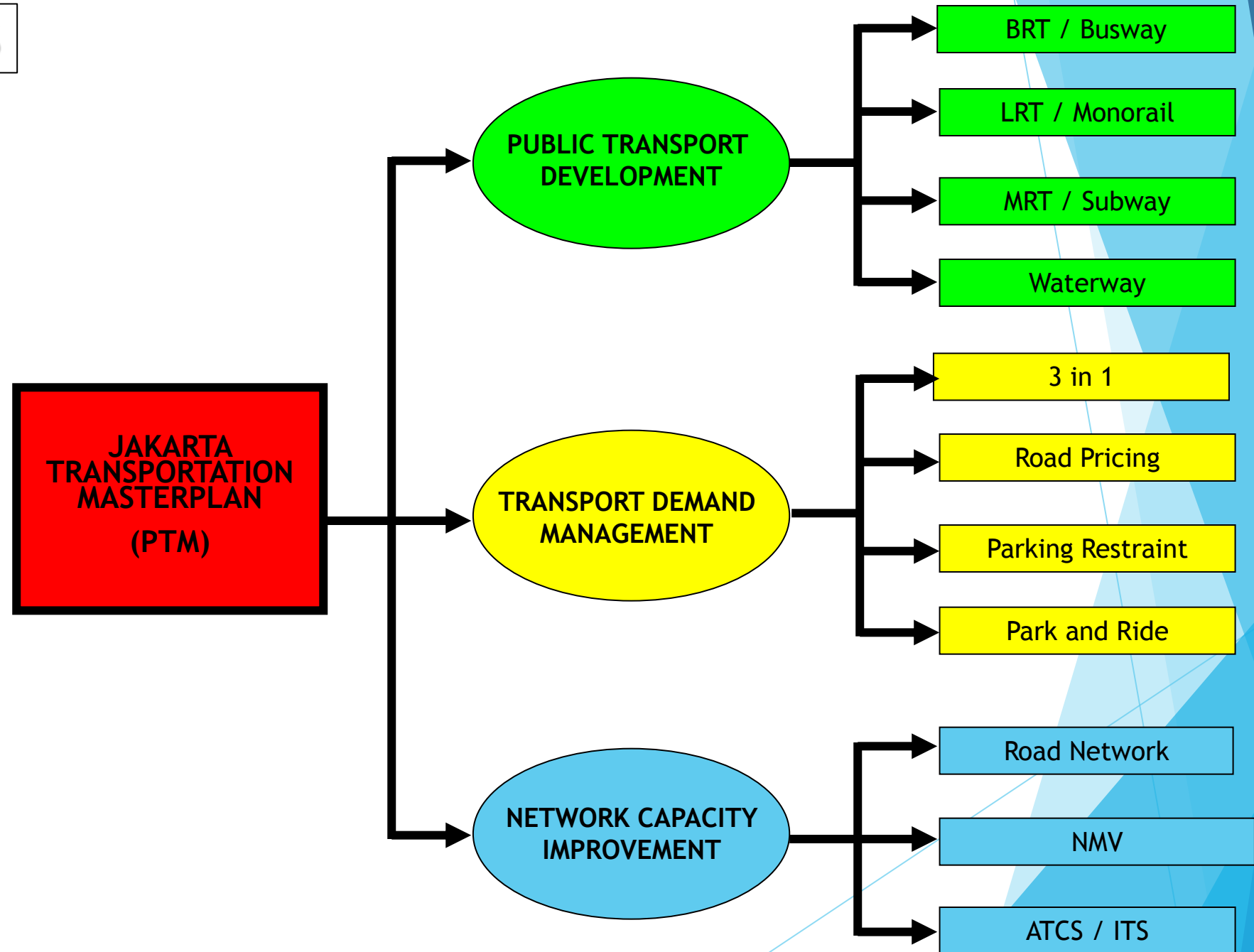
Coordination with stake holder.

KEY STRATEGIES

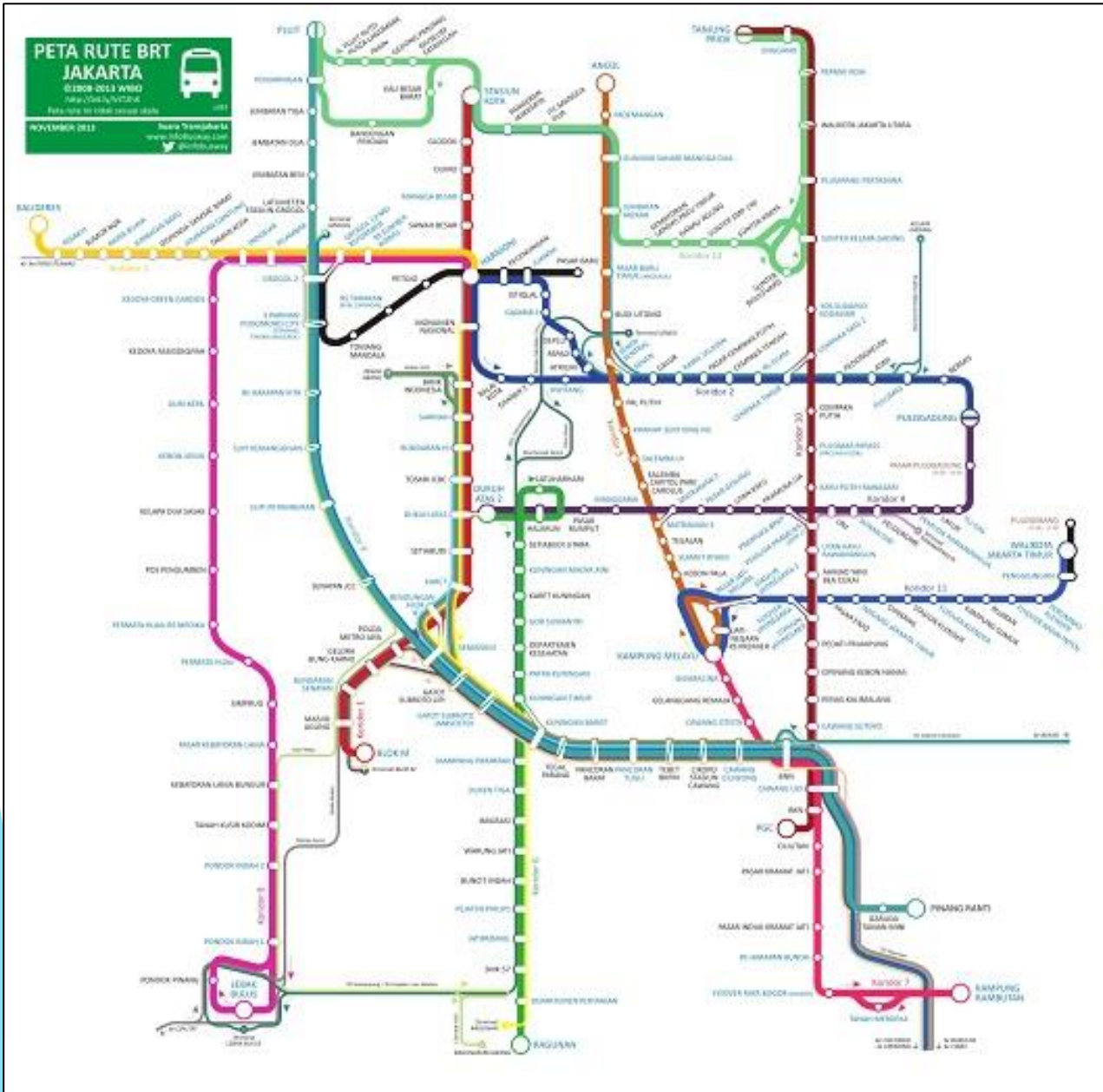
**Jakarta Government Regulation In Solving
Urban Transportation Problem**
(Pergub Prov. DKI Jakarta No. 103/2007)

Jakarta Transportation Masterplan/Pola Transportasi Makro (PTM)

KEY STRATEGIES



GLANCE OF MASS PUBLIC TRANSPORTATION : BRT TRANSJAKARTA BUSWAY



Corridor	Route	Length	Shelter number	Average distance between Shelter
1	Blok M - Kota	12,9 km	20	650 m
2	Pulo Gadung - Harmoni	14 km	21	700 – 800 m
3	Kali Deres - Harmoni	19 km	13	700 – 800 m
4	Pulo Gadung - Dukuh Atas	11,85 km	17	400 – 1600 m
5	Kp Melayu - Ancol	13,5 km	17	400 – 2250 m
6	Ragunan - Dukuh Atas	13,3 km	18	400 – 1000 m
7	Kp Rambutan - Kp Melayu	12,8 km	13	500 – 1500 m
8	Lebak Bulus - Harmoni	26 km	20	500 – 1500 m
9	Pinang Ranti - Pluit	28,8 km	35	500 – 1500 m
10	Cililitan - Tj Priok	19,4 km	19	500 – 1000 m
11	Pulo Gebang - Kp Melayu	11,76 km	15	300 – 1000 m
12	Pluit - Tj Priok	27 km	14	500 – 1500 m
Total		210,31 km	222	400 - 2000

GLANCE OF JAKARTA ERP TRIAL

Corridor Blok M - Kota



Corridor Kuningan - Cokroaminoto



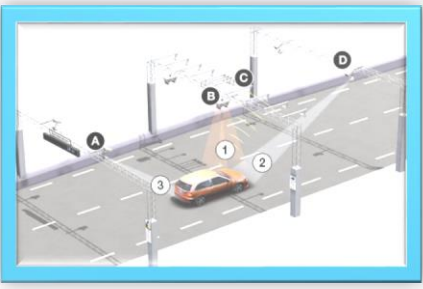
Back

LESSONS

1. Coordination with related stakeholders is important before implementing government policy -----> to generate “sense of belonging”.
2. Socialization to the people and community is also important before implementing government policy -----> to share the planning and the advantage of the program.
3. We have to find the appropriate technology for our city, that will support our city to be smart city in the future.

CLOSING

“A developed country isn’t a place where the poor have cars. It’s a place where the rich ride public transportation” (Penalosa)



THANK YOU
TERIMA KASIH