



# Indonesia Bus Rapid Transit Corridor Development Project (INDOBUS)

## Background

Urban mobility has emerged as one of the key challenges for the development of Indonesia's municipalities. Congestion and pollution, once problems of large conurbations, have come to be daily issues in secondary cities as well. Public transport services are insufficient, fragmented and often of poor quality as a result of unclear legal frameworks, weak institutional capacities and insufficient investments.

Indonesia's current government is recognizing the challenges in the area of urban transport. For the first time, a five year National Medium-Term Development Plan (RPJMN 2015-2019) contains a separate chapter on urban transport. The plan aims at increasing the modal share of public transport from 23% to 32% through the utilisation of bus rapid transit systems and commuter trains beyond Jakarta metropolitan area.

The Germany's GIZ (Deutsche Gesellschaft für Internationale Zusammenarbeit) has developed the Indonesian Bus Rapid Transit Corridor Development Project (INDOBUS) as a concrete support to the Indonesian government's agenda on climate change mitigation and urban transport. The focus on Bus Rapid Transit (BRT) reflects the growing international experience with those exclusive bus transit lanes as an efficient mode of urban mass transport.

The Government of Switzerland, via SECO (Swiss State Secretariat for Economic Affairs), agreed to provide USD7.032 million of grants for the implementation of INDOBUS project throughout 2016-2020.

## Objectives and activities

INDOBUS aims to assist five municipalities in developing BRT corridors as a backbone for sustainable urban mobility systems, through a combination of technical assistance and capacity-building.

INDOBUS works on three key components. Two of them focus on strategic advisory activities at city level while the third component addresses mostly the national level:

- a. Development of BRT corridors: INDOBUS shall assist municipalities in identifying

---

**Country/Region**

Indonesia

---

**Executing Agency**

GIZ

---

**Government Partner**

National  
Development  
Planning  
Agency,  
Ministry of  
Transportation

---

**Project Duration**

2016-2020

---

**Total Budget**

USD 21,032,000

---

**SECO Contribution**

USD 7,032,000

---

the appropriate high-demand corridors for the BRT services and defining the access to the bus stops so as to ensure a corridor's link with the wider urban mobility system.

- b. Public transport management for the BRTs: INDOBUS shall help to define roles and responsibilities between local and national levels in the planning and construction phase, but also the division of labour for managing and supervising the BRT services.
- c. Urban transport policies at central and city levels: INDOBUS will engage at national level with the Ministry of Planning (BAPPENAS) and the Ministry of Transport (MOT) to specify the current urban transport policies with regard to the implementation of BRTs.

### **Governance structure**

INDOBUS is an operationally independent technical component under a program in the transport sector called National Appropriate Mitigation Actions – Sustainable Urban Transport Programme Indonesia (NAMA-SUTRI), which is implemented by GIZ and is dedicated at gearing national budgets for the urban transport towards investment projects that target a reduction of GHG emissions.

The governance of the NAMA-SUTRI program will be carried out by a steering committee consisting of the MOT, BAPPENAS, GIZ as well as SECO for the INDOBUS component. Chaired by the MOT, the steering committee shall meet at least once a year to review the annual progress report, provide strategic orientation to the program and ensure inter-ministerial coordination, namely in view of approving co-funding of transport projects under the NAMA-SUTRI scheme. In addition, a technical committee supports the national steering committee in sector-specific concerns and meets three to four times a year to ensure the exchange of information on technical project matters between the relevant ministries.

The ministerial lead over the specific INDOBUS component lies with the BAPPENAS, due to its explicit agenda to promote BRT implementation and its role in coordinating budget allocations required for the investment costs.

### **Expected results**

The expected results of the project are as follow:

- a. BRT corridors are developed (construction decided, started or ready for operation) in at least three cities with funding schemes backed by national budget.
- b. Regulations clarifying roles and responsibilities of public entities in BRT planning, construction and operation are set up in at least three cities.
- c. An integrating ticketing system is introduced in two cities.
- d. Central ministry incorporates a policy on BRT implementation.
- e. MOT's Research and Development Unit improves its capacities to conduct transport simulation and advises cities in urban transport planning.