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FACTSHEET

Indonesia Bus Rapid Transit Corridor Development Project (INDOBUS)



Rush hour and Bus Rapid Transit (BRT) in Jakarta, Indonesia. (Photo: Saiful Ely)

Rationale

Urban mobility has emerged as one of the key challenges for the development of Indonesia's cities. Congestion and pollution have become daily issues 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. The Government of Indonesia is recognizing these challenges. For the second period in a row, Indonesia's National Medium-Term Development Plan (RPJMN 2020-2024) contains a separate chapter on urban transport. The plan has explicitly selected 6 metropolitan areas for an integrated urban transport improvement acceleration, namely Jakarta, Surabaya, Medan, Bandung, Semarang, and Makassar – where the latter 3 cities are cities in which INDOBUS is active.

The Germany's GIZ (Deutsche Gesellschaft für Internationale Zusammenarbeit) has developed the Indonesian Bus Rapid Transit Corridor Development Project (INDOBUS) as a support to the Indonesian government's agenda on climate change mitigation and urban transport. The

Country/Region
Indonesia

Executing Agency
Deutsche Gesellschaft für Internationale Zusammenarbeit GIZ

Government Partner
Ministry of Transportation, National Development Planning Agency

Project Duration
2016-2022

Total Budget
USD
21'032'000

SECO Contribution
USD
7'032'000

Government of Switzerland, via SECO (Swiss State Secretariat for Economic Affairs), agreed to provide USD7.032 million of grants for the implementation of the INDOBUS project throughout 2016-2022.

Objectives and Activities

INDOBUS aims to assist up to five cities 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:

- a. Development of BRT corridors: INDOBUS shall assist cities in identifying 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: INDOBUS will engage at national level with the Ministry of Planning (BAPPENAS) and the Ministry of Transport (MOT) to specify the urban transport policies with regard to the implementation of BRTs.

Governance Structure

INDOBUS is an 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. The governance of the NAMA-SUTRI program is carried out by a Steering Committee consisting of MoT, BAPPENAS, GIZ as well as SECO for the INDOBUS component. Chaired by MoT, the Steering Committee meets 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.

Results to Date

The results to date are:

- a. Pre-Feasibility Studies (Pre-FS) for BRT corridor development have been conducted and completed in 3 pilot cities, which are Pekanbaru (Riau), Bandung (West Java), and Semarang (Central Java). Pre-FS for Batam (Riau Islands) and Makassar (South Sulawesi) are being prepared.
- b. Feasibility Studies (FS) for Pekanbaru, Bandung, and Semarang are currently on-going.
- c. Technical Assistance to inform the Urban Transport Chapter of the National Medium-Term Development Plan (RPJMN) 2020-2024 has been provided. As a result, based on the RPJMN 2020-2024 recently published by BAPPENAS, Bandung, Semarang, and Makassar are three of the six priority cities for urban transport development.