

# Yogyakarta, Indonesia

(PFS duration: Aug. 2010 – Feb. 2011; Tracer Study: July 2015; Source of Financing: Local Financing Institutions)

## Project Overview:

Yogyakarta city is one of the big cities in Indonesia with a population of over 600,000, and its transportation demand increases proportionally with its rapid urbanization and migration of population from other parts of Indonesia. In 2010, CDIA completed the PFS on Urban Transport for Yogyakarta and its surrounding areas, and developed a comprehensive urban transport sector strategy and recommend necessary institutional improvement, as well as identified priority 'bankable' urban transportation investments for the City.

### Bus Trans Jogja:

- Not all of the CDIA PFS recommendation were implemented due to lack of financing and capacity on human resources
- Conditions of Trans Jogja when loading passengers is very crowded
- Average bus waiting time is 15 minutes
- Bus stop design is comfortable and integrated with pedestrian facilities
- Local community still feels that public transportation is more expensive than using private car

## Progres:

- Not all of the CDIA PFS recommendations about smart transportation are implemented due to lack of financing and capacity on human resources.
- For the Trans Jogja Public Bus System, the City provided 74 busses for 8 corridors instead of implementing the PFS recommended short-term investment plans for upgrading three east-west corridors.
- The bus stops are comfortable, and are integrated with pedestrian paths. Time interval for departure is 15 minutes.
- However, the observation made from the transect walk by CDIA Tracer Study in Yogyakarta noted that many of the old busses are still in operation, and the old issue of overcrowding in busses still persists.
- Construction plans for additional quality and quantity of sidewalks are not carried out due to the limited financial resources available for these infrastructure developments.
- For the Integrated Transport System, the CDIA PFS recommended Central Control Room (CCR) is in operation to monitor traffic in Yogyakarta. The Automated Traffic Control System was also implemented in the pilot project area at Magelang Street.



Fig. 18: Trans Jogja Bus in Operation



Fig. 19: Overcrowded Bus observed during Transect Walk



Fig. 20: Ngabean Parking Building for Off-Street parking

- The city developed the Ngabean Parking Building to provide parking area for tourist busses and vehicles. 13 park-and-ride points are in the pipeline, and these infrastructure developments will be financed through National budget (via Ministry of Transport) as well as financial support from the Province.

### Development Impacts:

- More areas are currently being served with the additional Trans Jogja corridors, resulted in the increased number of commuters.
- Trans Jogja improves accessibility to transportation services by the **urban poor community**.
- Low quality of urban transportation services provided by the City could be further improved, in addition to the lack of bus stops and limited service areas covered under existing corridors.
- Local communities still have the perception that transportation cost of using public busses is still more expensive than owning a private vehicle.
- Improvements are made into the transportation management system via **cooperation with the private sector**.
- Plans for an integrated urban transportation interchange between busses and trains are currently in the pipeline under the mandate by the Governor.
- City government is also evaluating the failure of a Public-Private Partnership model for the Giwangan Terminal development project, which will serves as a learning experience as the City continues to develop its urban transportation system.



*Fig. 21: Posters are available as part of the City's Public Awareness Campaign*