

Country: INDONESIA City: BANDA ACEH		Status: COMPLETED Application approved: 15/MAR/2016	Key Sector(s): BUS TRANSPORTATION
PROPOSERS		Geography and Population	
Ibu Illiza Sa'aduddin Djamal Mayor of Banda Aceh City Office Banda Aceh 7 Tgk. Abu Lam U st Banda Aceh Indonesia Phone: (+62) 651 21855 Website: www.bandaaceh.go.id		Pak Iskandar Head of Bappeda	
Central State Partner Provincial Government of Aceh		Other Partners	
KEY CITY DEVELOPMENT ISSUES			
Banda Aceh's role as the government, economic and social centre of Aceh has turned the city into the most dynamic and developed city in the Province of Aceh. However, economic development and land use changes have not been accompanied by significant improvement in the city's public transportation system. Presently, public transportation in Banda Aceh is served by the local transportation mode called labi-labi which is generally of relatively poor quality and is unable to compete with the increasing number of private vehicles (both cars and motorcycles). Unfortunately, this rapid increase in vehicles has resulted in a large number of accidents, congestion at rush hour on many of the city's roads as well as decreasing air quality. Unless a sustainable urban transport intervention is adopted by the City, this worsening set of circumstances will continue to degrade the existing labi-labi sector, increase congestion and, with it, declining levels of road safety.			
DETAILS OF COOPERATION			
CDIA's role is to review and update the original PFS produced by the city's Transportation Unit to produce a detailed strategy to support the effective implementation of a public transport network with the expectation being that a BRT system will be the central feature of such a network. Specific questions that also need to be addressed include:			
<ol style="list-style-type: none"> Based on the results of the O/D surveys and the analysis within the PFS Report, does the city of Banda Aceh really need a comprehensive new BRT system or are other alternatives? For the key 2-3 corridors of maximum current and anticipated future travel demand, what are the physical constraints and opportunities offered to accommodate a future BRT? What kind of strategies, policies and both push/pull measures will be needed to facilitate the take-up of BRT services? What can be done to ensure, and sustain, the financial viability of whichever BRT system is implemented? 			
EXPECTED DEVELOPMENTAL IMPACTS			
- Enhanced economic opportunities through improved transportation links - Improved air quality Reduce traffic accidents			
PROJECT PERIOD		SEP/2016 - DEC/2016	
CDIA SUPPORT		US\$ 71,000	
CITY CONTRIBUTION		US\$ 14,000 (in kind)	
		EXPECTED INVESTMENT FOLLOW UP	
		Est. infrastructure investment value	
		US\$ 30.0 mn	
		Source of financing	
		National Government (buses), Provincial Government, Municipal Government	
		<p>RUTE MODE TRANSPORTASI PUBLIK TRADISIONAL LABI-LABI DI KOTA BANDA ACEH</p> <p>Rute</p> <ul style="list-style-type: none"> APK Keudah-Darussalam APK Keudah-Krueng Out APK Keudah-Ulee Kareng APK Keudah-Keutapang Dua APK Keudah-Lamteumen APK Keudah-Lampeuneurt APK Keudah-Ulee Lhane APK Keudah-Lueng Bata 	
		<p>Existing Labi Labi Routes</p> <p>Rendering of BRT on City-University Route</p>	