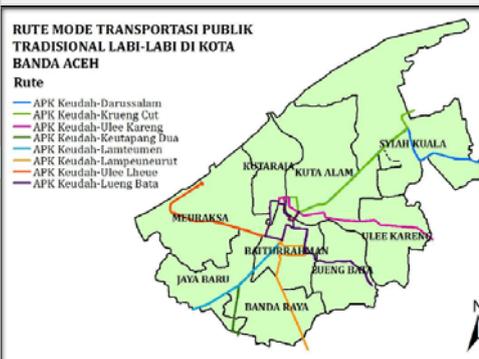


Country: INDONESIA City: BANDA ACEH		Status: ONGOING Application approved: 15/MAR/2016	Key Sector(s): BUS TRANSPORTATION
PROONENTS		Geography and Population	
<p>Ibu Illiza Sa'aduddin Djamal Mayor of Banda Aceh City Office Banda Aceh 7 Tgk. Abu Lam U st Banda Aceh Indonesia Phone: (+62) 651 21855 Website: www.bandaaceh.go.id</p>		<p>Pak Iskandar Head of Bappeda</p> <p>Area: 61.3 km² Population: 260,000</p> <p>Banda Aceh is the capital and largest city of the Province of Aceh and also the main gateway to the province.</p> <p>The city is located on the northern tip of the island of Sumatra, with an elevation of 21 m above the sea level.</p>	
Central State Partner Provincial Government of Aceh		Other Partners	
KEY CITY DEVELOPMENT ISSUES			
<p>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.</p>			
DETAILS OF COOPERATION			
<p>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:</p> <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			
<ul style="list-style-type: none"> - Enhanced economic opportunities through improved transportation links - Improved air quality <p>Reduce traffic accidents</p>			
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	



Intervention Areas Source of Maps: Wikipedia.org



Existing Labi Labi Routes



Rendering of BRT on City-University Route