



# Indonesian Bus Rapid Transit Corridor Development Project (INDOBUS)

## Making urban mobility reliable and cleaner

Once problems of megacities, congestion and pollution have also come to be daily issues in medium-sized cities of Indonesia. Public transport services are often insufficient, fragmented and of poor quality. This reduces urban living conditions and the economic functionality of cities. The SECO supported Indonesian Bus Rapid Transit Corridor Development Project (INDOBUS) therefore develops reliable and sustainable mass transport systems in five Indonesian cities.

### Rational

Traffic congestions and heavy pollution have unfortunately become daily challenges for the population in medium-sized cities of Indonesia. This burdens urban living conditions as well as the core economic functionality of cities, but also hampers Indonesia's ability to fulfil its greenhouse gas emission reduction goals. Reliable public transport services would be an important part of the solution, but they are often insufficient, fragmented and of poor quality because of unclear legal frameworks, weak institutional capacities and insufficient investments. SECO, in collaboration with the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) is therefore supporting five Indonesian cities (Semarang, Bandung, Makassar, Pekanbaru and Batam) in developing bus rapid transit (BRT) corridors as a backbone for sustainable urban mobility systems. Such bus lines, running on separated lanes along main traffic routes, are often the most cost-efficient mass transport technology for medium-sized cities. They can be upgraded later to rail-based systems in case the demand in ridership increases over time.

### Objective and scope

Bus rapid transit systems are not common in Indonesia, Jakarta being so far the only city close to international good practice. Hence, INDOBUS shall provide technical assistance and build the local capacities to inform critical technical, financial and management decisions for planning, constructing and operating the first BRT corridors in the five cities of the project. This includes:

- Support for the pre-feasibility and feasibility studies for BRT systems for at least one corridor in the five supported cities. Linkage of the planned infrastructure investments to financing sources.

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Country/region  
Indonesia

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Executing agency  
German International  
Cooperation (GIZ)

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Duration  
2016-2022

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Total budget  
EUR 21'000'000

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SECO contribution  
EUR 7'000'000

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- Clarification of roles and responsibilities of public entities in BRT planning, construction and operation in the supported cities.
- Introduction of an integrated ticket system in at least three project cities.
- Improvement of capacities of the Indonesian Ministry of Transport and selected stakeholders from Indonesian academia and private sector to conduct transport simulation and urban transport planning.

### **Results so far**

As of January 2021, the program achieved a number of important results, including:

- Feasibility Studies (FS) for BRT corridor development were conducted and completed in the following three pilot cities: Pekanbaru (Riau), Bandung (West Java), and Semarang (Central Java). The FS for the remaining two cities are under development.
- Thanks to the project activities, the Indonesian Government selected the INDOBUS cities Bandung, Semarang, and Makassar as priority cities for urban transport development within the Urban Transport Chapter of the National Medium-Term Development Plan (RPJMN) 2020-2024. The Blue Book – Indonesia’s list of medium term pipeline projects available for foreign financing – has also earmarked these cities as potential recipients.
- INDOBUS facilitated the Indonesian Government cooperation agreement between the Central Government and the respective Local Governments, which formally defines the distribution of responsibilities, assets, and financing of the development and operation of the BRT corridors.



### **Further information and contact details**

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