

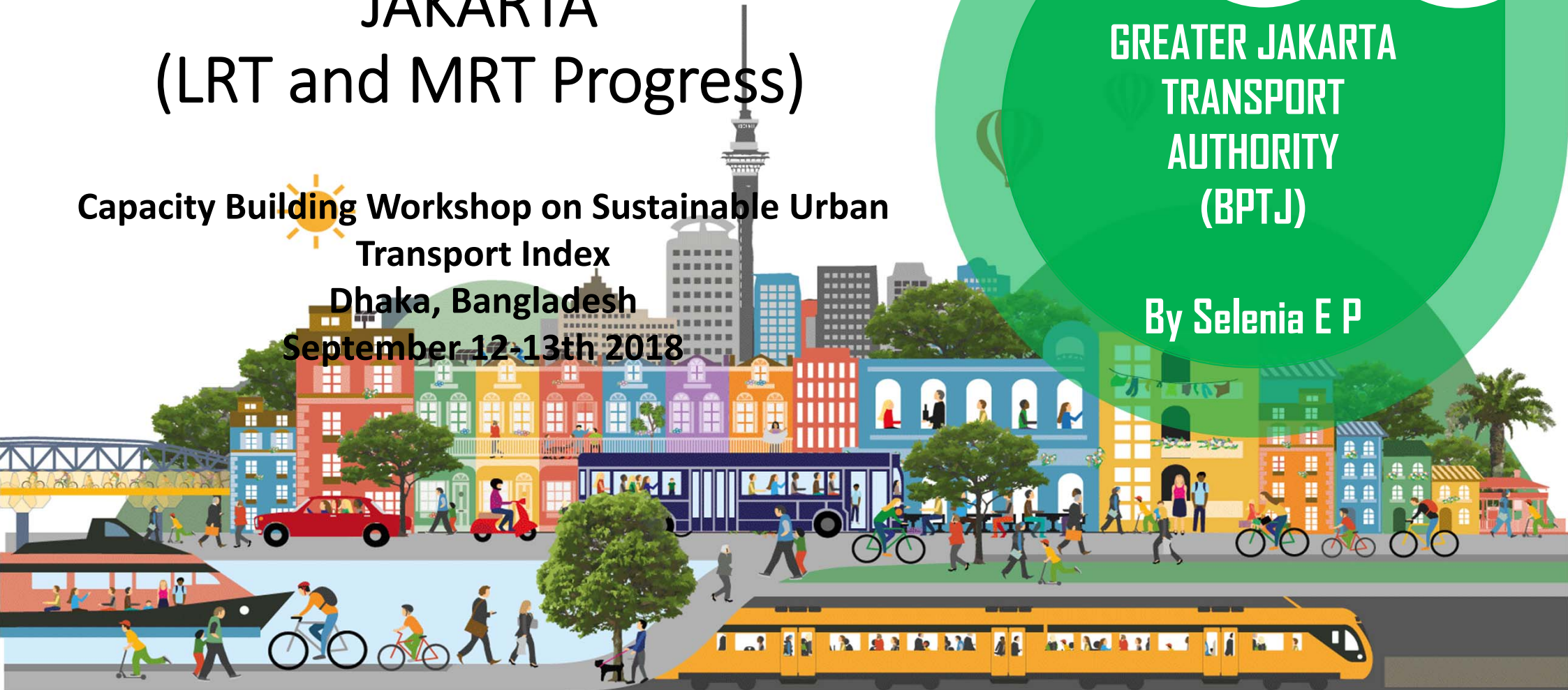
# IMPROVEMENT OF URBAN TRANSPORT SYSTEM IN GREATER JAKARTA (LRT and MRT Progress)

Capacity Building  Workshop on Sustainable Urban  
Transport Index  
Dhaka, Bangladesh  
September 12-13th 2018



GREATER JAKARTA  
TRANSPORT  
AUTHORITY  
(BPTJ)

By Selenia E P



# 1 EXISTING CONDITION

## AN OVERVIEW

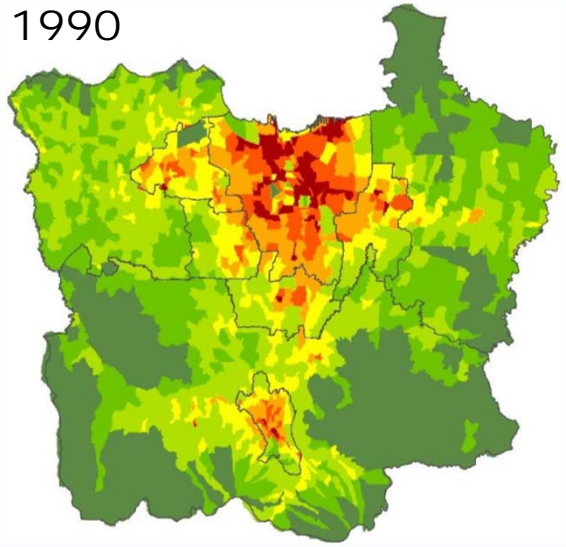
Greater Jakarta Transport Authority



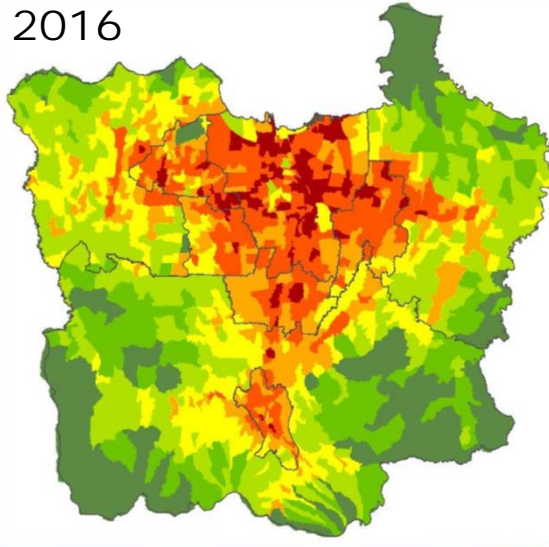


# POPULATION AND AREA OF GREATER JAKARTA

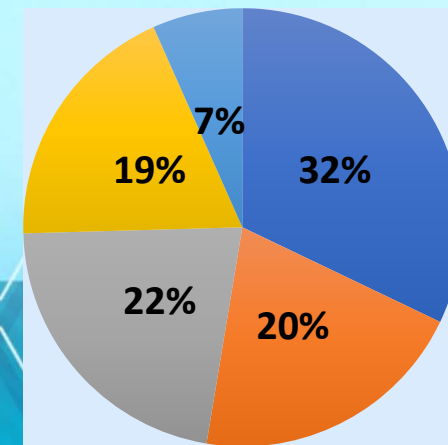
1990



2016



CITY	AREA (km <sup>2</sup> )
DKI Jakarta	740.30
Greater Jakarta	6,399.40



Population Percentage

■ DKI Jakarta ■ Bogor ■ Tangerang ■ Bekasi ■ Depok

Greater Jakarta consist of 3 provinces and 9 municipalities

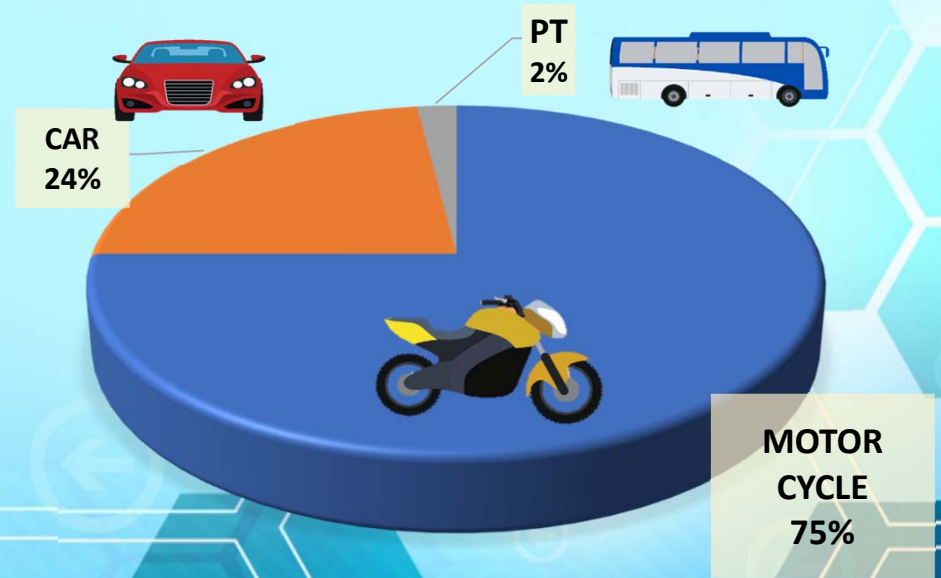
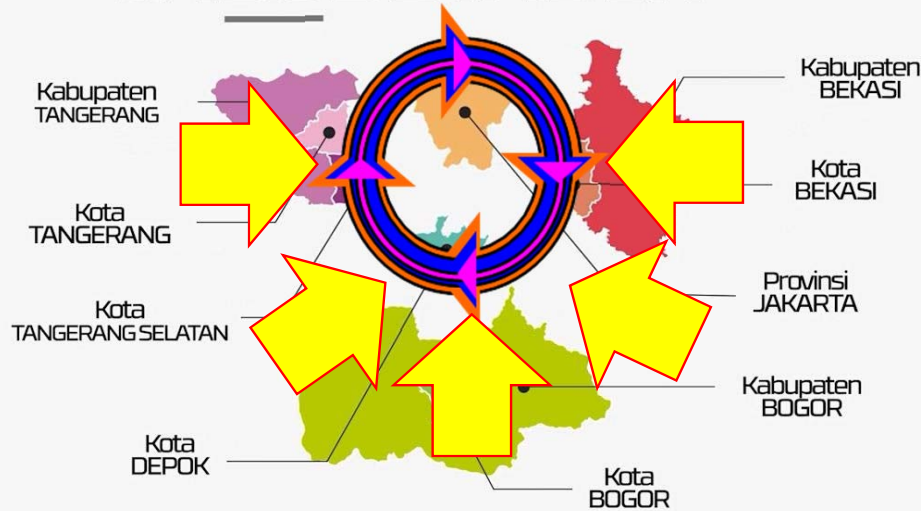
Total population of Greater Jakarta is 31,7 million people in 2016



Greater Jakarta Transport Authority

# TRAVEL DEMAND IN GREATER JAKARTA

## JABODETABEK



Consist of:

- Inner Jakarta: **23,42 Million trip/day**
- Commuter (Outer-Inner): **4,06 Million trip/day**
- Other (Pass-through and Inner Suburban): **20,02 Million trip/day**

Total Trip in Greater Jakarta

**47,5 Million** trip/day



Greater Jakarta Transport Authority



# MAJOR TRANSPORT PROBLEMS IN GREATER JAKARTA

## PROBLEM :

1. Congestion rising, moda share dominated by private vehicle usage and public transport share remain low.
2. Mass Public Transport services contribution considered low due to lack of provision (actual) and limited budget.
3. Economic losses due to traffic congestion up to USD 1,3 billion (2010) and predicted to be USD 6,5 billion in 2020.



2

# SUSTAINABLE URBAN TRANSPORT INDEX IN GREATER JAKARTA 2017

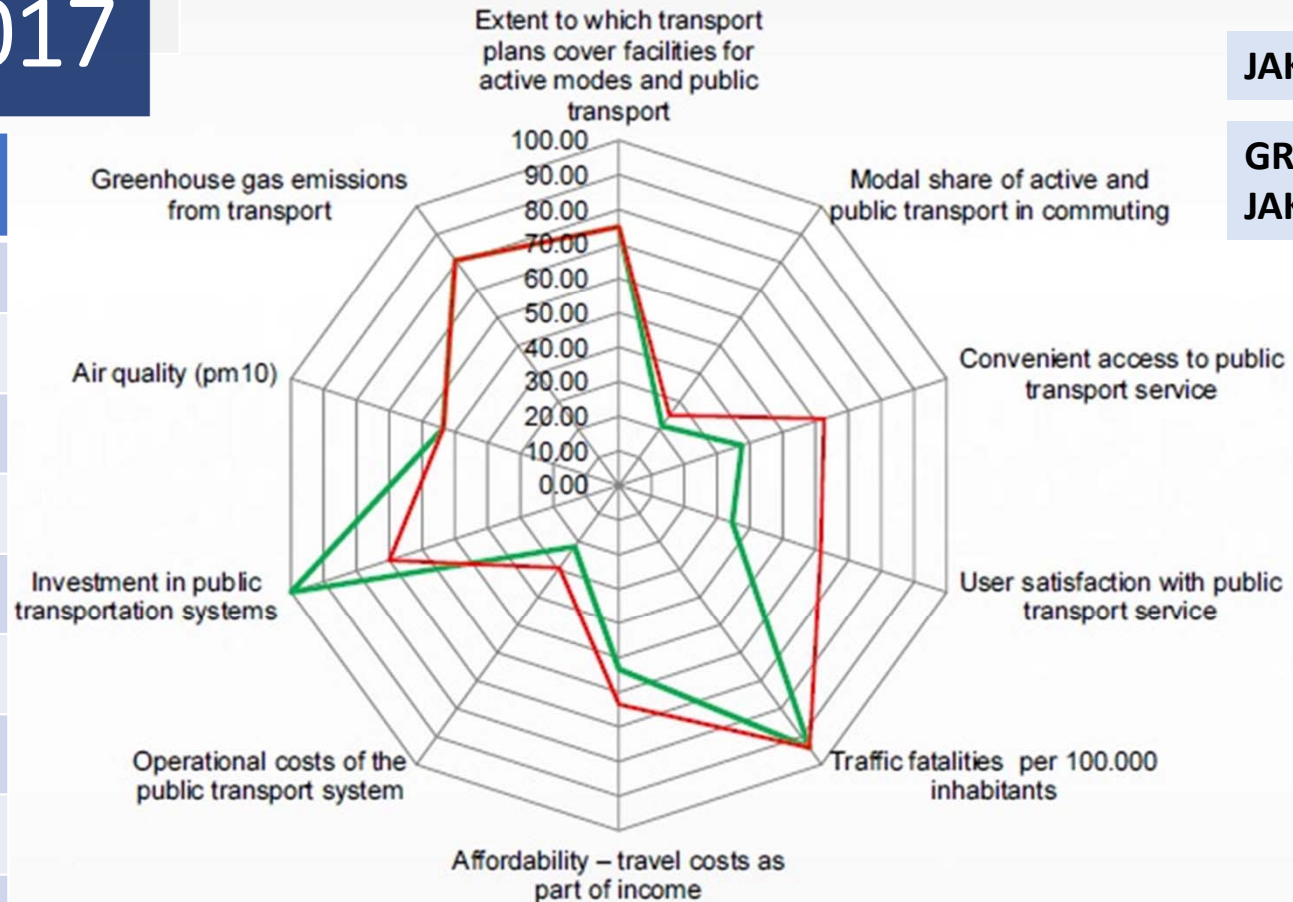
Greater Jakarta Transport Authority



# COMPARING CITIES ALL INDICATORS

## SUTI RESULT 2017

INDICATORS	GREATER JAKARTA	JAKARTA
1	75,00	75,00
2	21,25	25,00
3	37,50	62,50
4	34,62	61,54
5	94,00	94,00
6	53,33	63,49
7	21,83	29,41
8	100,00	70,00
9	53,57	53,57
10	80,73	80,73



JAKARTA : 61,5

GREATER  
JAKARTA : 57,2

Greater Jakarta Transport Authority





# FUTURE PLAN

## (Implementation of SUTI for Greater Jakarta)

### STRONG

- Extent to which masterplan covers PUBLIC TRANSPORT
- Traffic fatalities
- Investment of Public Transport System
- Greenhouse emission from transport

### WEAKNESS

- Modal share of active and Public Transport
- Convenient Access to Public Transport Services
- User Satisfaction
- Operation Cost of Public Transport System

### MODERATE

- Affordability travel cost as part of income
- Air Quality (PM 10)



3

# THE WAY FORWARD


Greater Jakarta Transport Authority






# GREATER JAKARTA TRANSPORT AUTHORITY ESTABLISHMENT

## LEGAL BASIS



Presidential Decree No. 103/ 2015 concerning the establishment of Jabodetabek Transportation Agency (Jakarta, Bogor, Depok, Tangerang and Bekasi)

## ROLE AND FUNCTIONS



Develop, manage and improve integrated transportation services in Jakarta, Bogor, Depok, Tangerang and Bekasi by implementing good organizational governance.

In carrying out the duties of the GJTA, it refers to the RITJ stipulated through a Presidential Decree



Greater Jakarta Transport Authority





# Key Performance Indicator

1

The use of public transport is 60% of the total movement of people

5

Walking access to public transport max 500 m

Travel from origin to destination max 1.5 hours during peak hours

2

Each region has a feeder that is integrated with the trunk through one node

6

3

Average speed of 30 km / h at peak hours

7

The node must have pedestrian and park and ride facilities, with a max transfer distance 500 m

The coverage of public transport services in urban areas is 80% of the length of the road

4

Maximum 3 times transfer mode in 1 trip

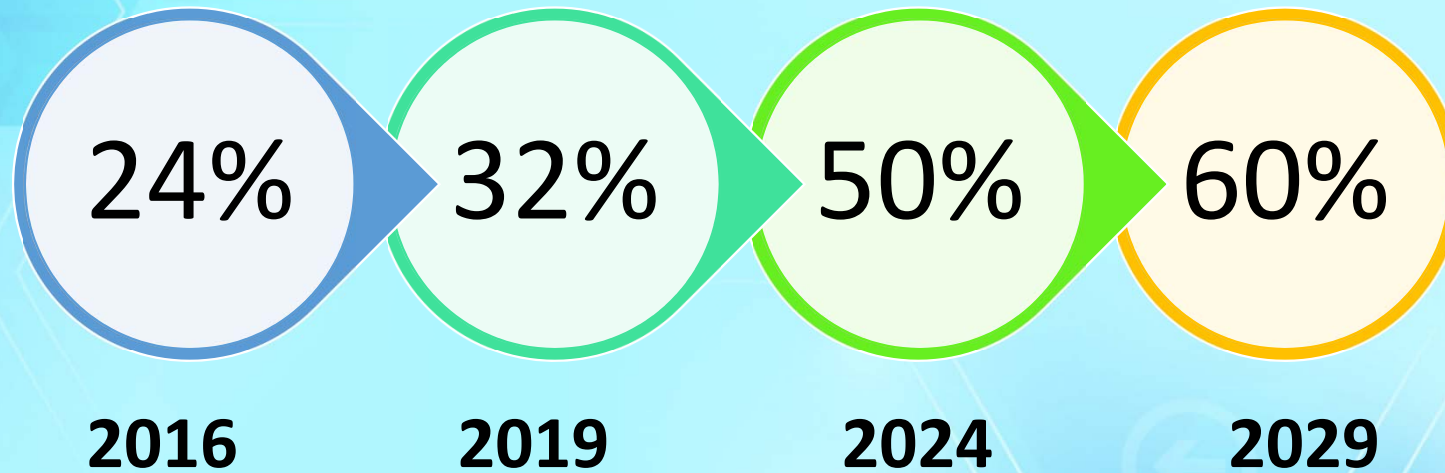
8



Greater Jakarta Transport Authority



# MAIN TARGET : INCREASING PUBLIC TRANSPORT SHARE



Greater Jakarta Transport Authority



# GREATER JAKARTA TRANSPORTATION MASTERPLAN 2018-2029 (PRESIDENTIAL DECREE 55/2018)



# GREATER JAKARTA POLICY DIRECTION



## TRAFFIC MANAGEMENT

- Supervision
- Control
- Traffic Information Dissemination



## ROAD

- Construction
- Management



## PUBLIC TRANSPORT

- Construction
- Regulation
- Integration
- Management



## URBAN PLANNING

- TOD
- Land Use Planning
- City Development

F#J#R #V#V

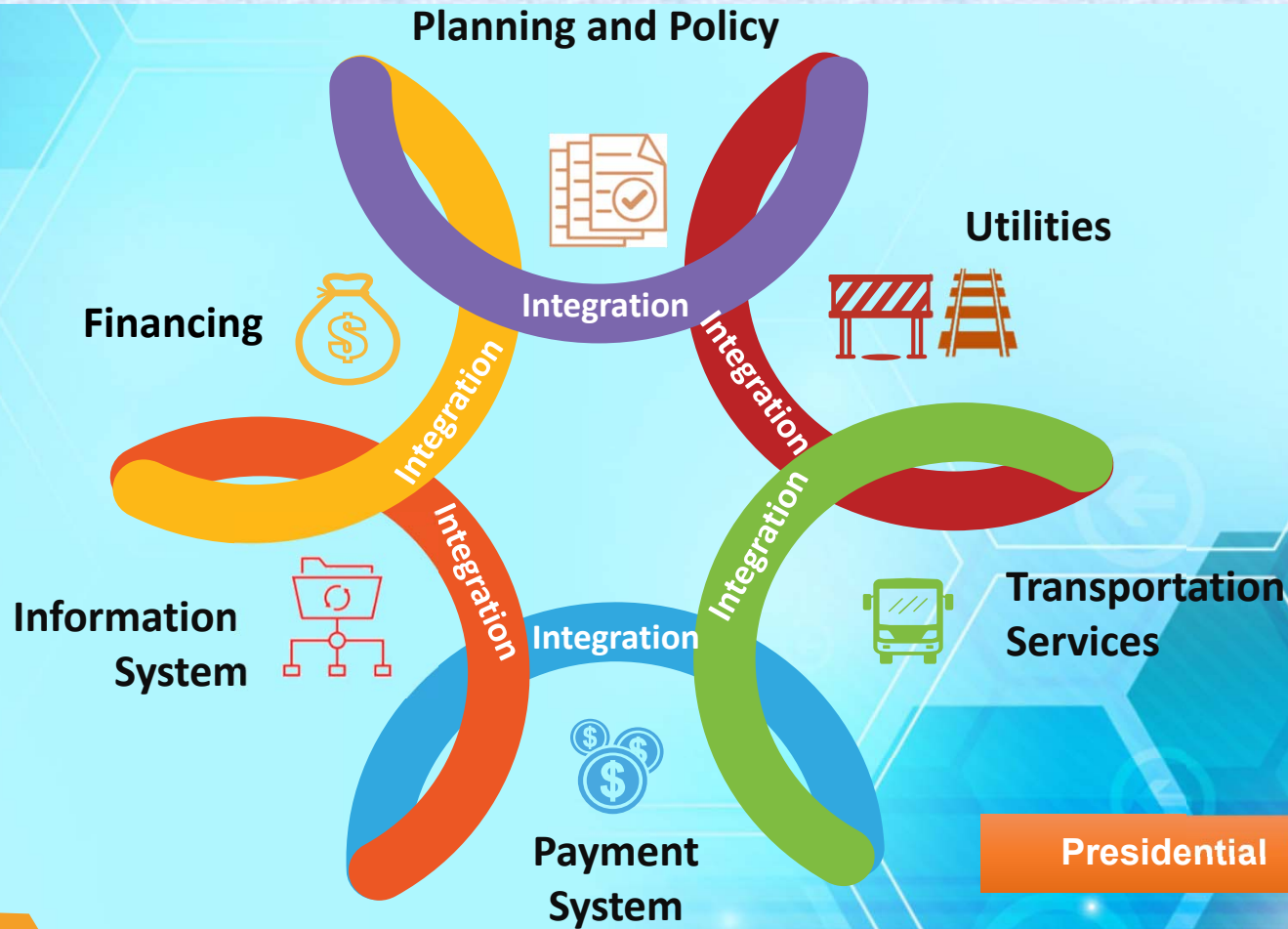
V H#F #W#R #J#####L#Q #W#H#J #J#D #W#L#R #Q

Greater Jakarta Transport Authority





# INTEGRATION POLICY DIRECTION

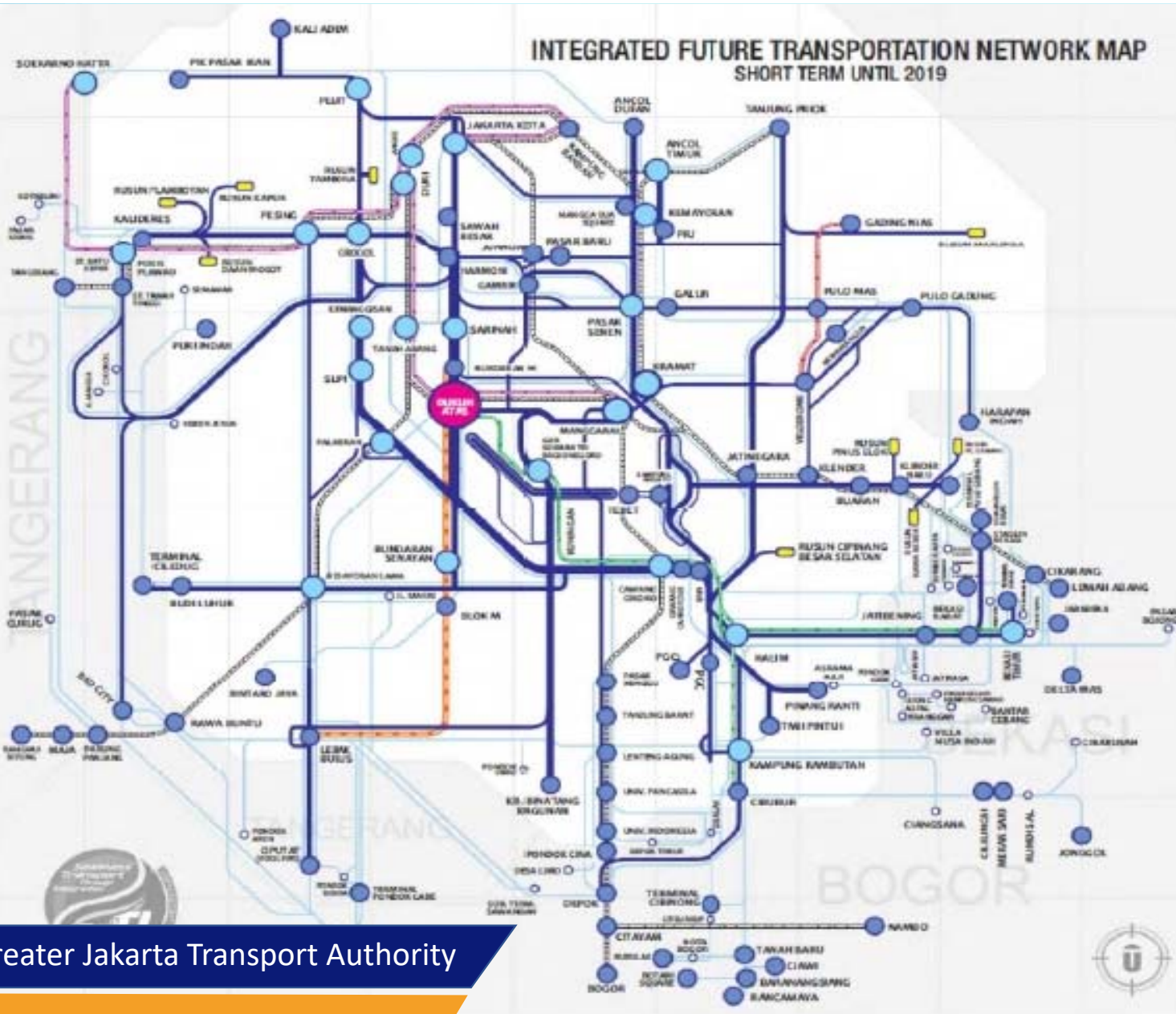


Presidential Decree No.103/2015 Article 3 Paragraph (3)



Greater Jakarta Transport Authority

# PUBLIC TRANSPORT IN GREATER JAKARTA



**LEGEND**

**ROUTES**

- TRANSJAKARTA
- COMPUTER LINE
- LRT - KEMENHUS
- LRT - DKI JAKARTA
- AIRPORT COMMUTER LINE
- MRT
- DKI JAKARTA BORDERLINE

- SMALL NODE (78)
- MEDIUM NODE (28)
- LARGE NODE (1)
- PUBLIC HOUSING FEEDER (8)
- SUBURBAN SERVICE (49)

APPROVED BY:

SUPPLIER:



# AREA TRAFFIC CONTROL SYSTEM

G di AREA TRAFFIC CONTROL SYSTEM



## DEFINISI ATCS

Sistem Kendali Lalu lintas Kendaraan atau Area Traffic Control System (ATCS) adalah pengendalian lalu lintas dengan menyelaraskan waktu lampu merah pada jaringan jalan raya dari sebuah kota.



AREA TRAFFIC CONTROL SYSTEM  
BADAN PENGELOLA TRANSPORTASI JABODETABEK



[atcs.bptj](https://www.instagram.com/atcs.bptj)



[atcsbptj@gmail.com](mailto:atcsbptj@gmail.com)



[atcs bptj](https://www.youtube.com/atcsbptj)



# DEVELOPMENT OF PUBLIC TRANSPORT IN GREATER JAKARTA

## OPERATED

- Commuter Line (CL) PT. KCI
- Bus Rapid Transit (BRT) PT. TransJakarta
- APMS, Soekarno-Hatta Airport
- Airport Train, PT. RailLink

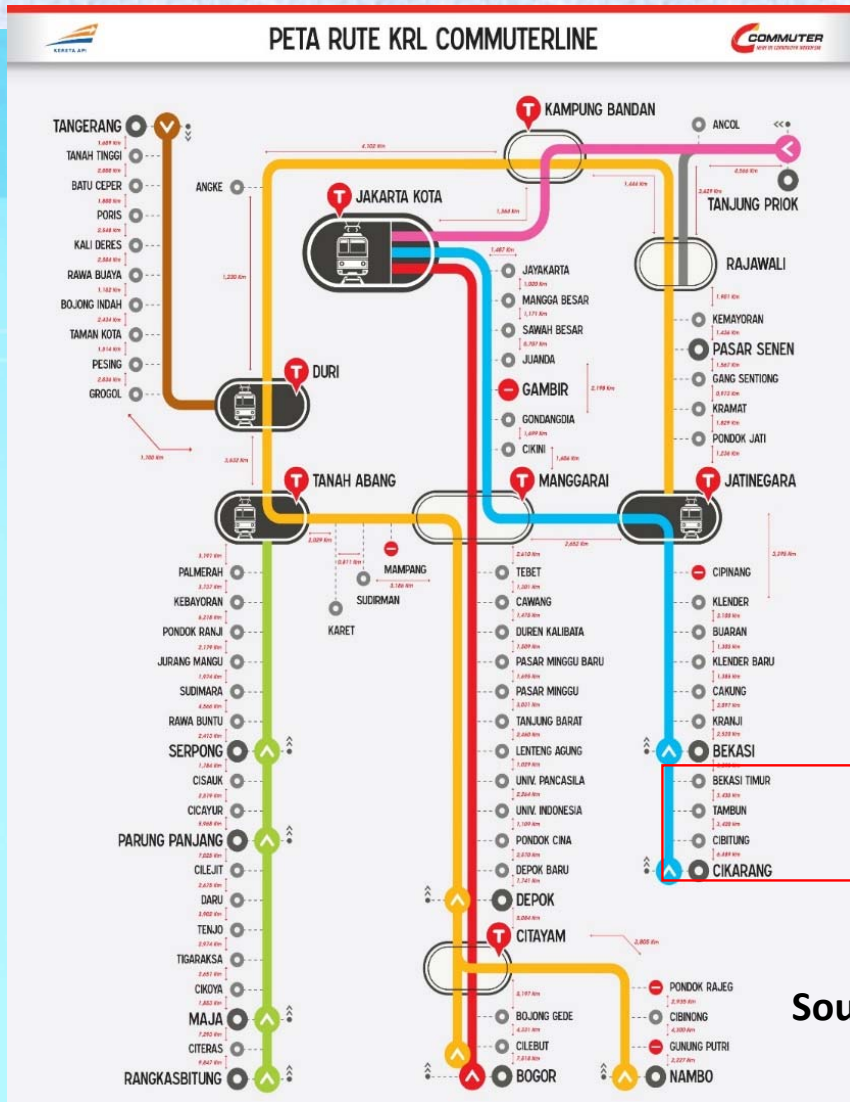
## ON PROGRESS

- LRT Jabodebek, MOT & Adhi Karya
- LRT JAKPRO, DKI Jakarta Gov't
- Mass Rapid Transit (MRT), PT. MRT Jakarta

## PLAN

- Jakarta – Bandung High Speed Train (KCIC)
- LRT Jababeka
- Elevated Loophline
- Double Double Track

# COMMUTER LINE / KRL



## Operational Area:

1. Bogor/Depok – Jakarta Kota
2. Bogor/Depok/Nambo – Duri/ Jatinegara
3. Bekasi – Jakarta Kota
4. Rangkasbitung/Maja/ Parung Panjang/ Serpong – Tanah Abang
5. Tangerang – Duri
6. Tanjung Priok – Jakarta Kota

✓ Total route length: 384.5 km (per 23<sup>rd</sup> May 2017)

**New stations operated on 8<sup>th</sup> October 2017 with total route length 16.6 km**

Source : JUPTI Phase 2

Greater Jakarta Transport Authority

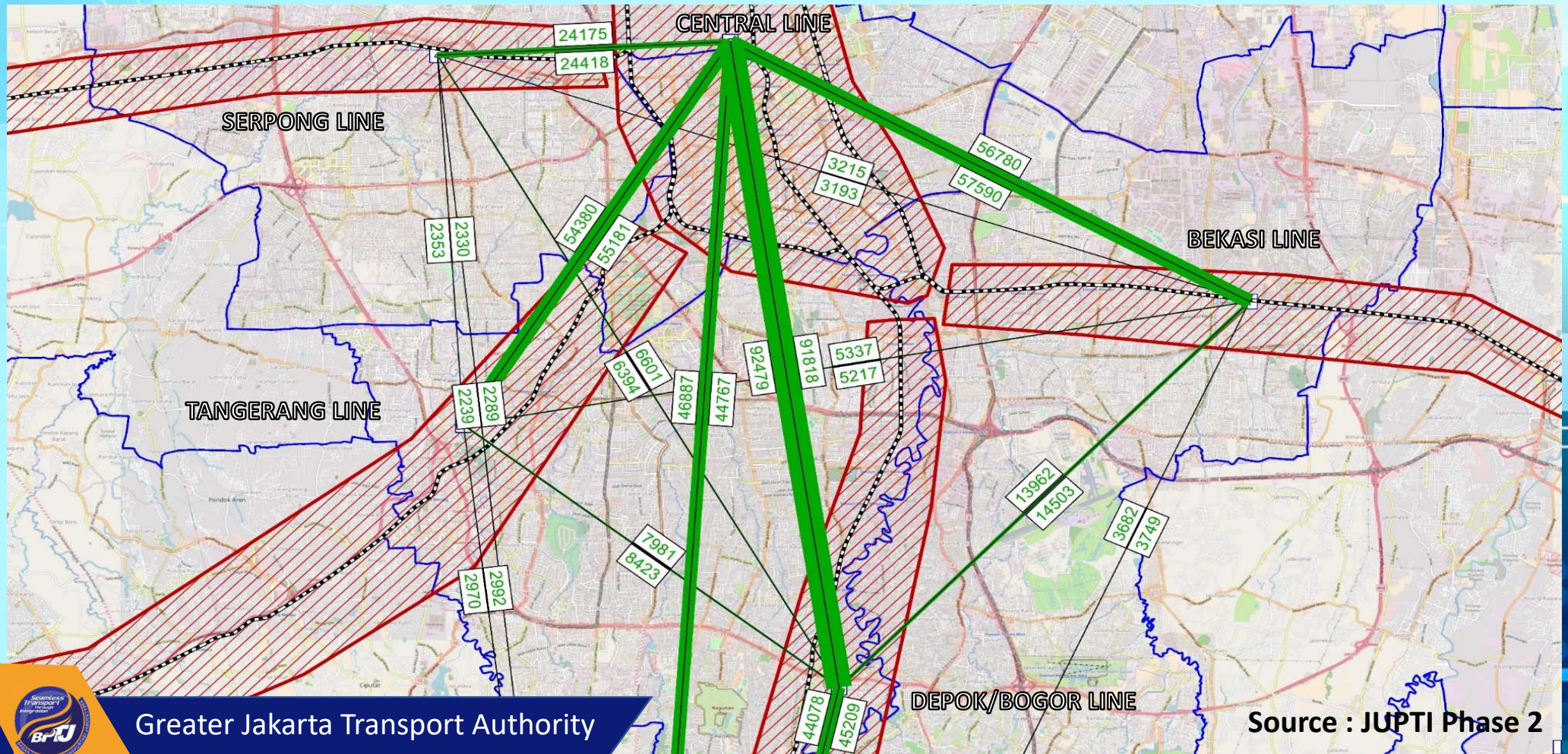


**20<sup>th</sup> September 2017**

- ✓ PT KAI Commuter Jabodetabek (KCJ) has changed its name to PT Kereta Commuter Indonesia (KCI).
- ✓ The name change highlights the expansion of the commuter line's service. Now it reaches into Cikarang, Bekasi Regency, West Java.



# Desire Lines (Daily Passenger) – Tuesday, 23<sup>rd</sup> May 2017

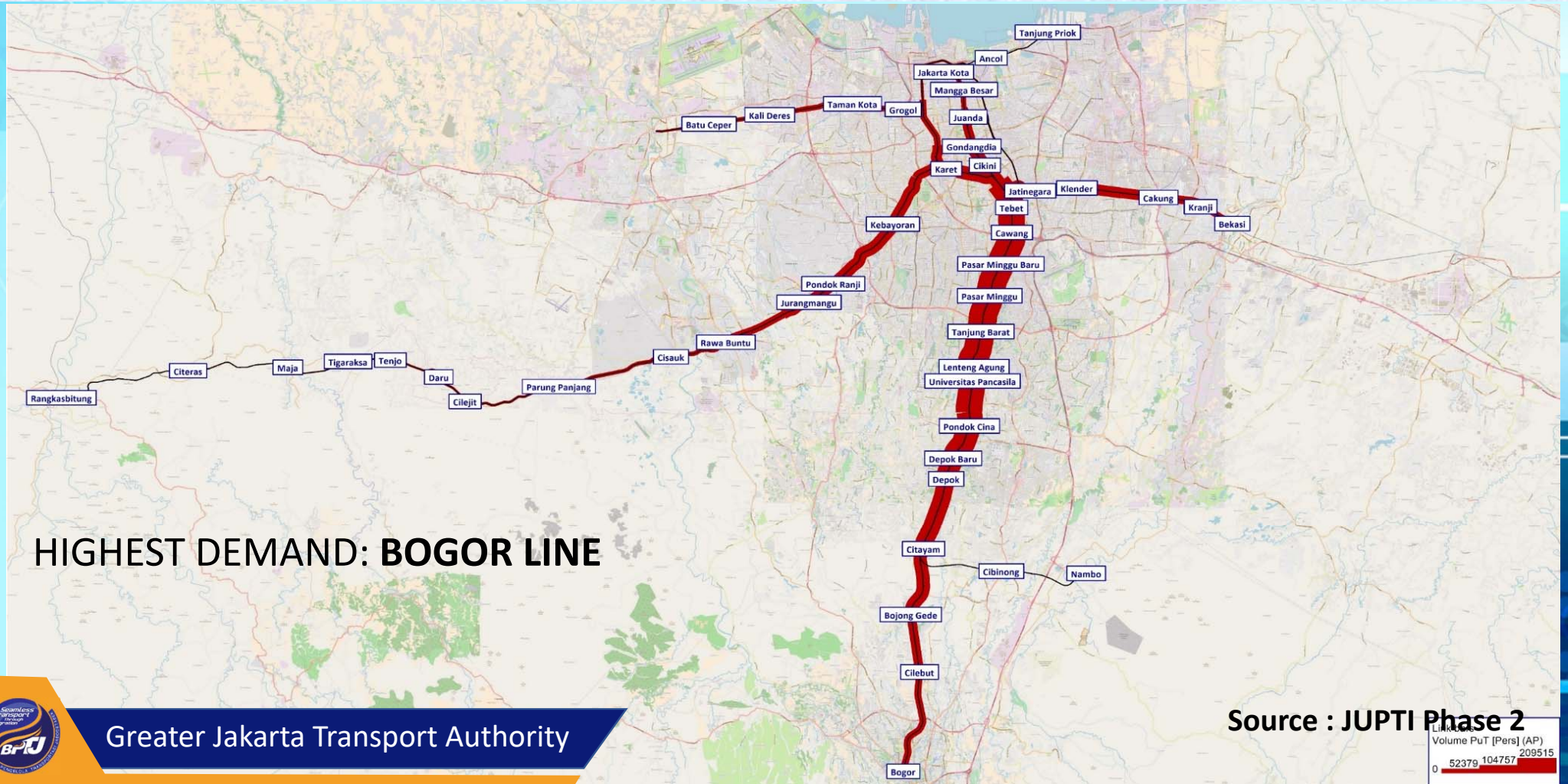


Greater Jakarta Transport Authority

Source : JUPTI Phase 2



# GREATER JAKARTA COMMUTER LINE DAILY BANDWIDTH



Greater Jakarta Transport Authority



# BUS RAPID TRANSIT (BRT)

13 BRT Corridors

90 Routes

325 Self-owned Buses

953 Operator Buses

12 Million Monthly Passengers

Rp. 3.500,-

## Ticketing System



Tap-In

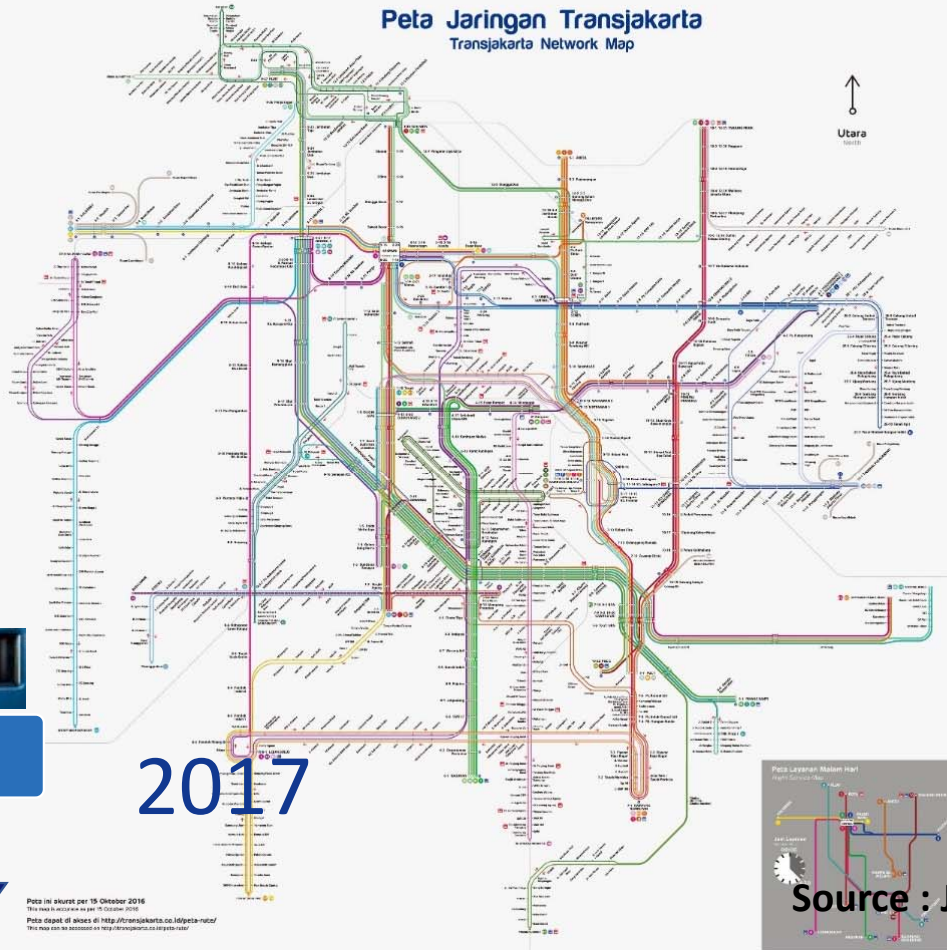


Travel



Tap-Out

Source: PT. Trar



**Layanan Sistem BRT**  
BRT System Service

● Blok M - Kuning	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak
● Halim Perdanakusuma - Puncak	● Halim Perdanakusuma - Puncak

**Layanan Integrasi**  
Layanan Integrasi

● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning

**Transjabodetabek**  
Layanan Antar Kota

● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta
● Bekasi - Jakarta	● Bekasi - Jakarta

**Layanan Rumah Susun**  
Layanan Rumah Susun

● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning

**Layanan Malam Hari**  
Night / Late Night Service

● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning
● Blok M - Kuning	● Blok M - Kuning

**Legenda**  
Legend

● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus
● Jalur Bus	● Jalur Bus

Greater Jakarta Transport Authority

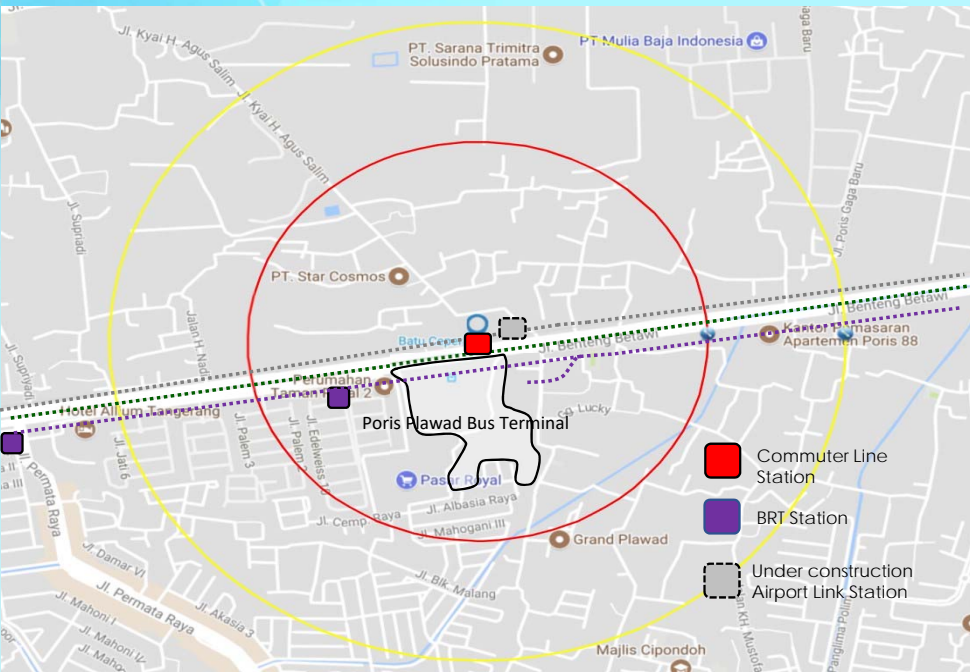
Source : JUPTI Phase 2  
ITDP evodgroup







# TOD MODEL PROJECT (PORIS PLAWAD)



## EFFECTIVITY of Enhancement of PUBLIC TRANSPORT



Poris Plawad will be accessed by Commuter Line, Airport Train, BRT, and intercity bus. There will be one of the important Public transport transit location in the region.

## Position on Local government's Policy



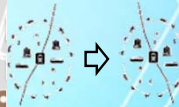
Development of Poris Plawad and Batu Ceper Station has stated in Regional Spatial Plan (RTRW) of Tangerang City.

## Location



Some strengths of this area are topography, high resilience, adequate facilities, and land value capture. (Soekarno Hatta International airport and around 1 hour from Jakarta)

## Applicability for another TOD project



Poris Plawad is local city transport terminal and it can be applied to local transport hub's TOD project not only in JABODETABEK but also in Indonesia.

## Economy and Society Impact

TOD reduces travel times, congestion, emissions and expanding access to different areas of the city and thus stimulating economic activity



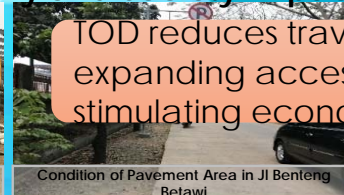
Condition near train station



High Density & Unorganized Residential near train station



Batu Ceper Station and Airport Link Station



Condition of Pavement Area in Jl Benteng Betawi



Greater Jakarta Transport Authority

Source : JUPTI Phase 2

Poris Plawad is the most appropriate location for TOD Model Project because of its potential, feasibility, and applicability

# 4 LIGHT RAPID TRANSIT (LRT) MOT / PT. ADHI KARYA

Greater Jakarta Transport Authority





# PROJECT PROFILE

1. BASED ON PRESIDENTIAL DECREE NO. 98/2015 PT ADHI KARYA AND PT. KERETA API INDONESIA ASSIGNED TO BUILD
2. TOTAL COST 27 TRILIUN  
IDR 24 TRILIUN FOR INFRASTRUKTUR  
IDR 3 TRILIUN FOR TRAIN  
PT. ADHI KARYA AND PT. KAI BEAR BUDGET REQUIREMENT OF 9 TRILIUN AND THE REMAINING 18 TRILIUN BY THE BANKING SYNDICATION



Greater Jakarta Transport Authority

# PROJECT PROFILE

## PERPRES 98 TAHUN 2015



PRESIDEN  
REPUBLIK INDONESIA

PERATURAN PRESIDEN REPUBLIK INDONESIA

NOMOR 98 TAHUN 2015

TENTANG

PERCEPATAN PENYELENGGARAAN KERETA API RINGAN/  
LIGHT RAIL TRANSIT TERINTEGRASI DI WILAYAH  
JAKARTA, BOGOR, DEPOK, DAN BEKASI

DENGAN RAHMAT TUHAN YANG MAHA ESA

PRESIDEN REPUBLIK INDONESIA,

- Menimbang :
- bahwa untuk meningkatkan pelayanan transportasi dalam mendukung pembangunan di wilayah Jakarta, Bogor, Depok, dan Bekasi, perlu dilakukan percepatan penyelenggaraan Kereta Api Ringan/Light Rail Transit terintegrasi di wilayah Jakarta, Bogor, Depok, dan Bekasi yang ramah lingkungan;
  - bahwa untuk percepatan penyelenggaraan Kereta Api Ringan/Light Rail Transit terintegrasi sebagaimana dimaksud pada huruf a, Pemerintah memugaskan Badan Usaha Milik Negara;
  - bahwa berdasarkan pertimbangan sebagaimana dimaksud huruf a dan huruf b, perlu menetapkan Peraturan Presiden tentang Percepatan Penyelenggaraan Kereta Api Ringan/Light Rail Transit terintegrasi di wilayah Jakarta, Bogor, Depok, dan Bekasi;

- Mengingat :
- Pasal 4 ayat (1) Undang-Undang Dasar Negara Republik Indonesia Tahun 1945;

## CHANGES

### SUBSECTION 2

- 1<sup>st</sup> sentence: Additional scope of work for Depo
- 2<sup>nd</sup> sentence: The use of rail road width of 1.435 mm
- 5<sup>th</sup> sentence: The construction work of Jabodebek LRT is constructed since signed PERPRESS

### SUBSECTION 3

- The change of flow and process of contractual timeline in LRT JABODEBEK

### SUBSECTION 7

- The payment will be done in every service lines. PT Adhi Karya (Persero) Tbk will be paid after finishing and constructing every service lines.
- The fund will be allocated from Anggaran Belanja Kementerian Perhubungan
- The contract agreement is done by the ministry of finance

### SUBSECTION 8

- The price includes the bank interest in construction period (during construction) and the payment period

### SUBSECTION 14

- Having License from the related area that is passed by LRT JABODEBEK routes

### SUBSECTION 16

- PT KAI have been assigned as means organizer, operator, and sustainers

## PERPRES 65 TAHUN 2016



PRESIDEN  
REPUBLIK INDONESIA

PERATURAN PRESIDEN REPUBLIK INDONESIA

NOMOR 65 TAHUN 2016

TENTANG

PERUBAHAN ATAS PERATURAN PRESIDEN NOMOR 98 TAHUN 2015  
TENTANG PERCEPATAN PENYELENGGARAAN KERETA API RINGAN/  
LIGHT RAIL TRANSIT TERINTEGRASI DI WILAYAH JAKARTA, BOGOR, DEPOK, DAN  
BEKASI

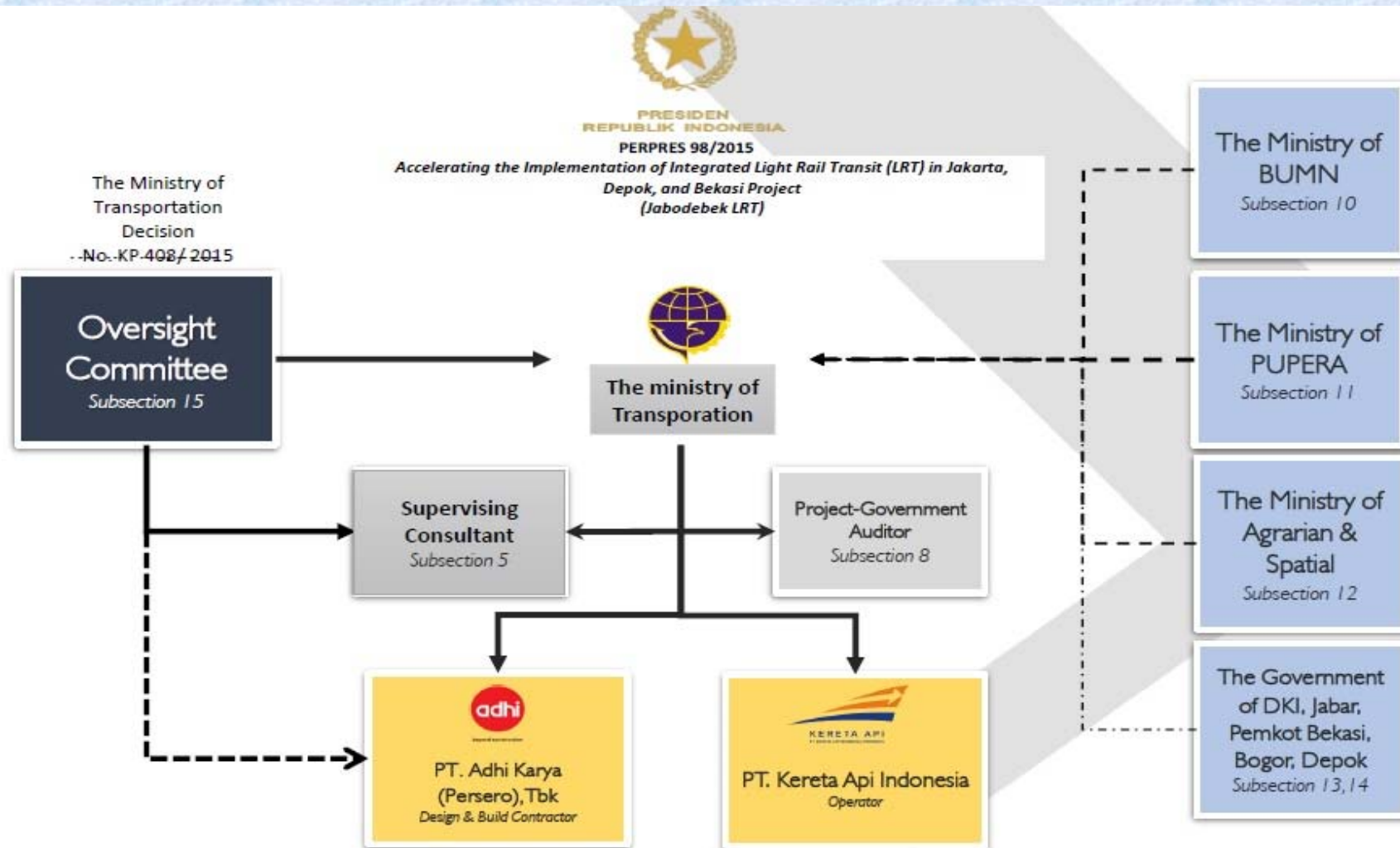
DENGAN RAHMAT TUHAN YANG MAHA ESA

PRESIDEN REPUBLIK INDONESIA,

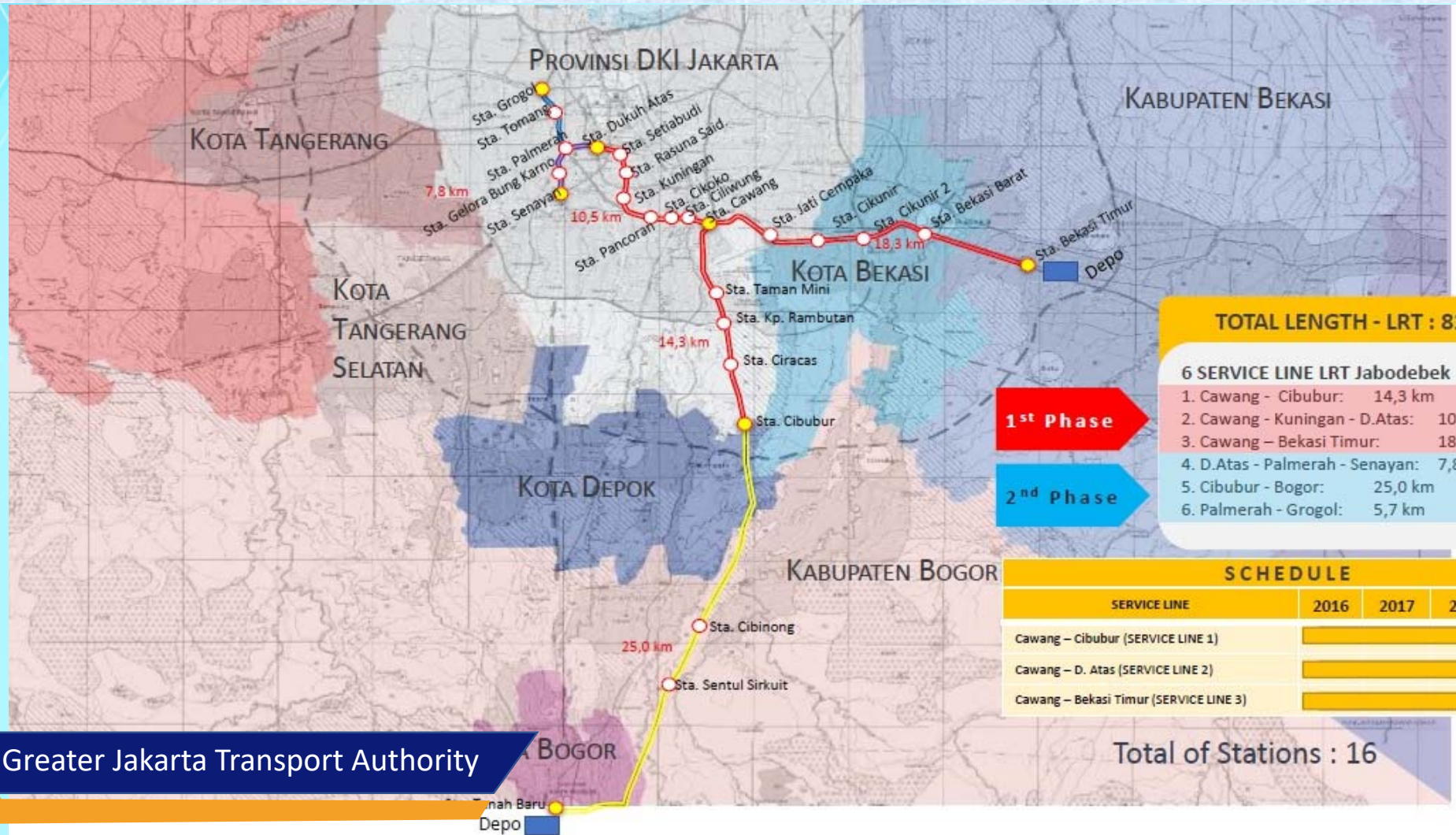
- Menimbang :
- bahwa dalam rangka percepatan Penyelenggaraan Kereta Api Ringan/Light Rail Transit terintegrasi di wilayah Jakarta, Bogor, Depok, dan Bekasi, perlu melakukan penyempurnaan terhadap pengaturan mengenai pelaksanaan tugas pembangunan prasarana dan penyelenggaraan sarana Kereta Api Ringan/Light Rail Transit terintegrasi di wilayah Jakarta, Bogor, Depok, dan Bekasi;
  - bahwa berdasarkan pertimbangan sebagaimana dimaksud dalam huruf a, perlu menetapkan Peraturan Presiden tentang Perubahan atas Peraturan Presiden Nomor 98 Tahun 2015 tentang Percepatan Penyelenggaraan Kereta Api Ringan/Light Rail Transit terintegrasi di wilayah Jakarta, Bogor, Depok, dan Bekasi;



# PROJECT PROFILE



# LRT JABODEBEK (AN OVERVIEW)



**TOTAL LENGTH - LRT : 81,6 KM**

**6 SERVICE LINE LRT Jabodebek**

- 1. Cawang - Cibubur: 14,3 km
- 2. Cawang - Kuningan - D.Atas: 10,5 km
- 3. Cawang - Bekasi Timur: 18,3 km
- 4. D.Atas - Palmerah - Senayan: 7,8 km
- 5. Cibubur - Bogor: 25,0 km
- 6. Palmerah - Grogol: 5,7 km

**1<sup>st</sup> Phase**

**2<sup>nd</sup> Phase**

**SCHEDULE**

SERVICE LINE	2016	2017	2018	2019
Cawang - Cibubur (SERVICE LINE 1)	[Progress bar]			
Cawang - D. Atas (SERVICE LINE 2)	[Progress bar]			
Cawang - Bekasi Timur (SERVICE LINE 3)	[Progress bar]			

**Total of Stations : 16**



Greater Jakarta Transport Authority



# LRT JABODEBEK – SERVICE LINE 1

50%

PROGRESS ON AUGUST 2018

LRT JABODEBEK | SERVICE LINE 1

NUMBER OF STATION **4**



Greater Jakarta Transport Authority



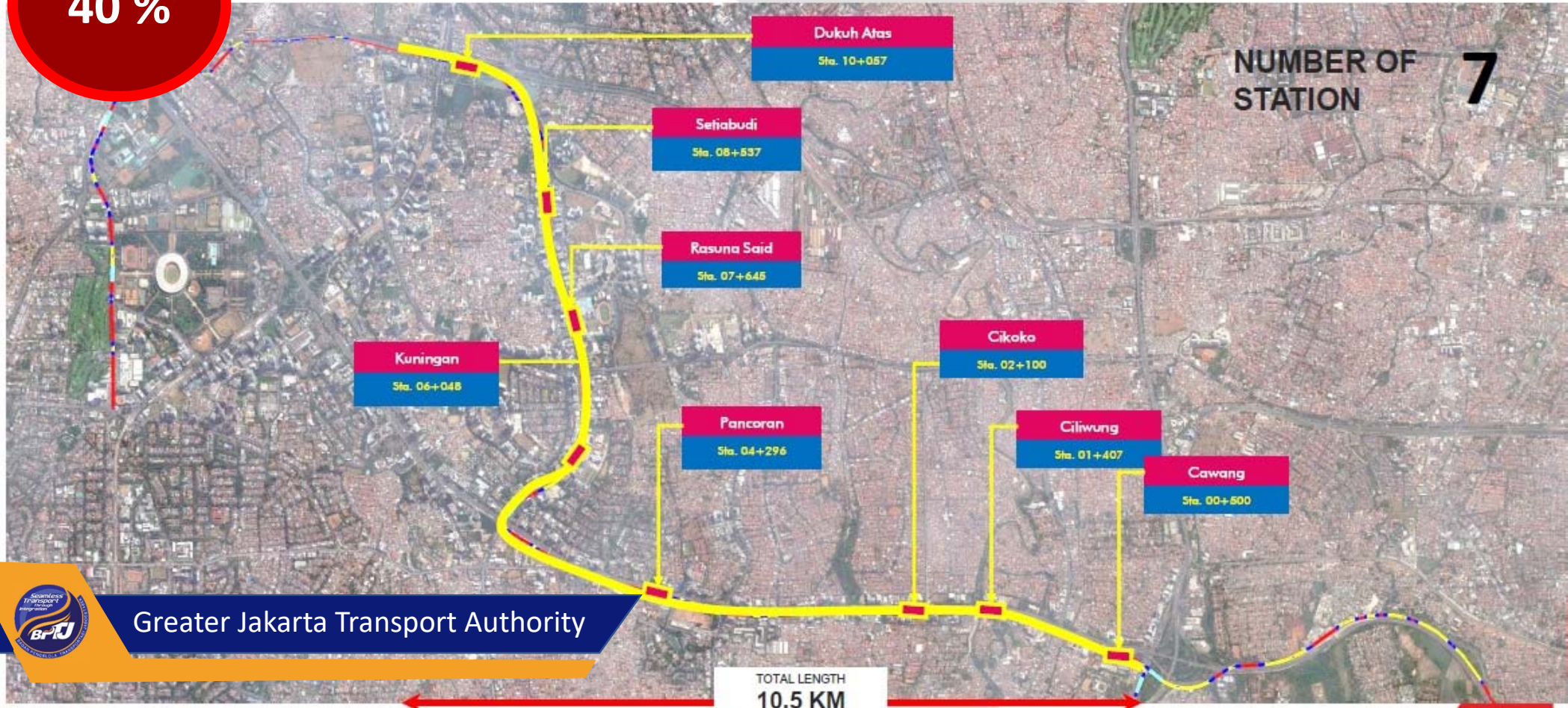
# LRT JABODEBEK – SERVICE LINE 2

PROGRESS ON AUGUST 2018

LRT JABODEBEK | SERVICE LINE 2

40 %

NUMBER OF STATION **7**



Greater Jakarta Transport Authority

TOTAL LENGTH  
10.5 KM



# LRT JABODEBEK – SERVICE LINE 3

PROGRESS ON AUGUST 2018

LRT JABODEBEK | SERVICE LINE 3

10 %

NUMBER OF STATION **5**

Sta. JATICEMPAKA  
KM. 06+500

Sta. CIKUNIR 1  
KM. 09+820

Sta. BEKASI BARAT  
KM. 13+845

Sta. BEKASI TIMUR  
KM. 18+000

Sta. CIKUNIR 2  
KM. 11+081

TOTAL LENGTH  
**18,5 KM**





# 5 LIGHT RAPID TRANSIT (LRT) PT. JAKPRO

Greater Jakarta Transport Authority





# PROJECT PROFILE

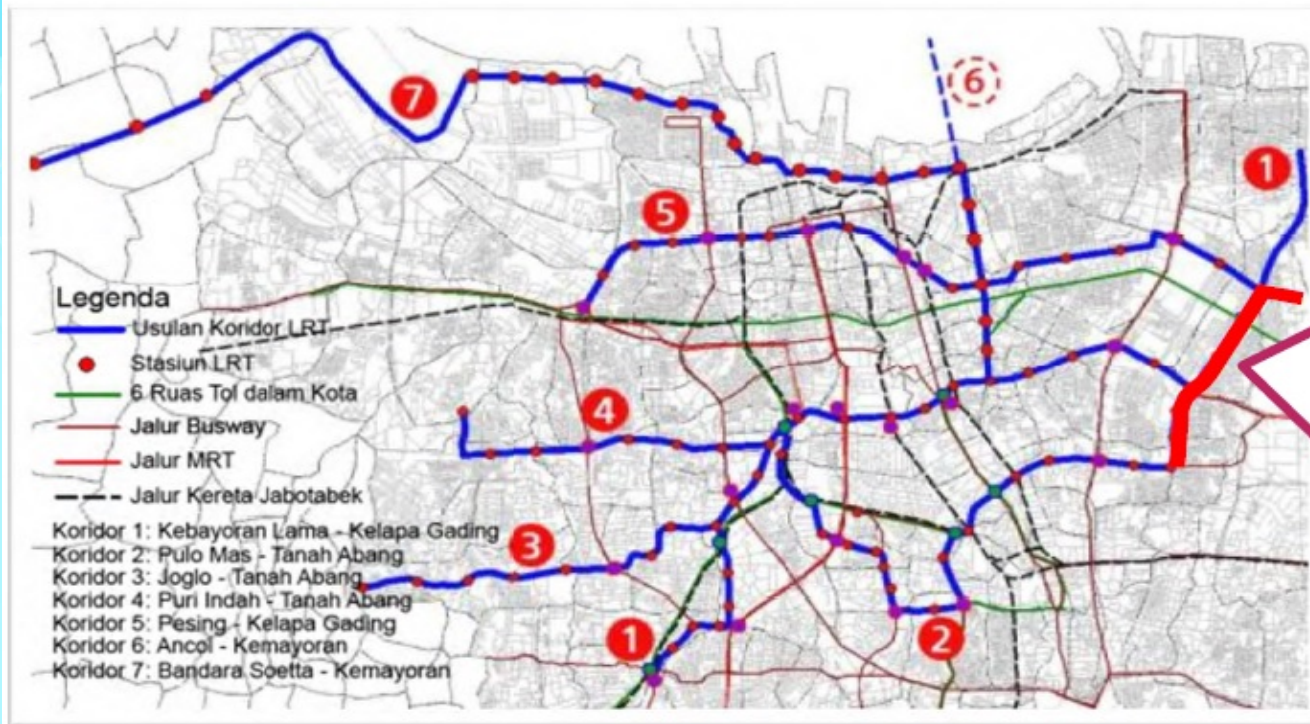
1. BASED ON PRESIDENTIAL DECREE NO. 99/2015 PROVINCE GOVERNMENT OF JAKARTA TO ASSIGNED REGIONAL OWNED ENTERPRISES TO BUILD AND OPERATE RAILWAY
2. GOVERNOR DECREE NO. 213/2015 AND NO. 211/2016 ASSIGN PT. JAKRPO TO DEVELOP LRT
3. TOTAL COST 6,8 TRILIUN RUPIAH (LOCAL BUDGET – JAKARTA PROVINCE GOVERNMENT)



Greater Jakarta Transport Authority

# PROJECT PROFILE

## 7 CORRIDOR LRT NETWORK PLAN



- Total length of track for Asian Games 2018: ± 5,8 km (including Depo)
- Number of station LRT: 6 Elevated Station



Greater Jakarta Transport Authority



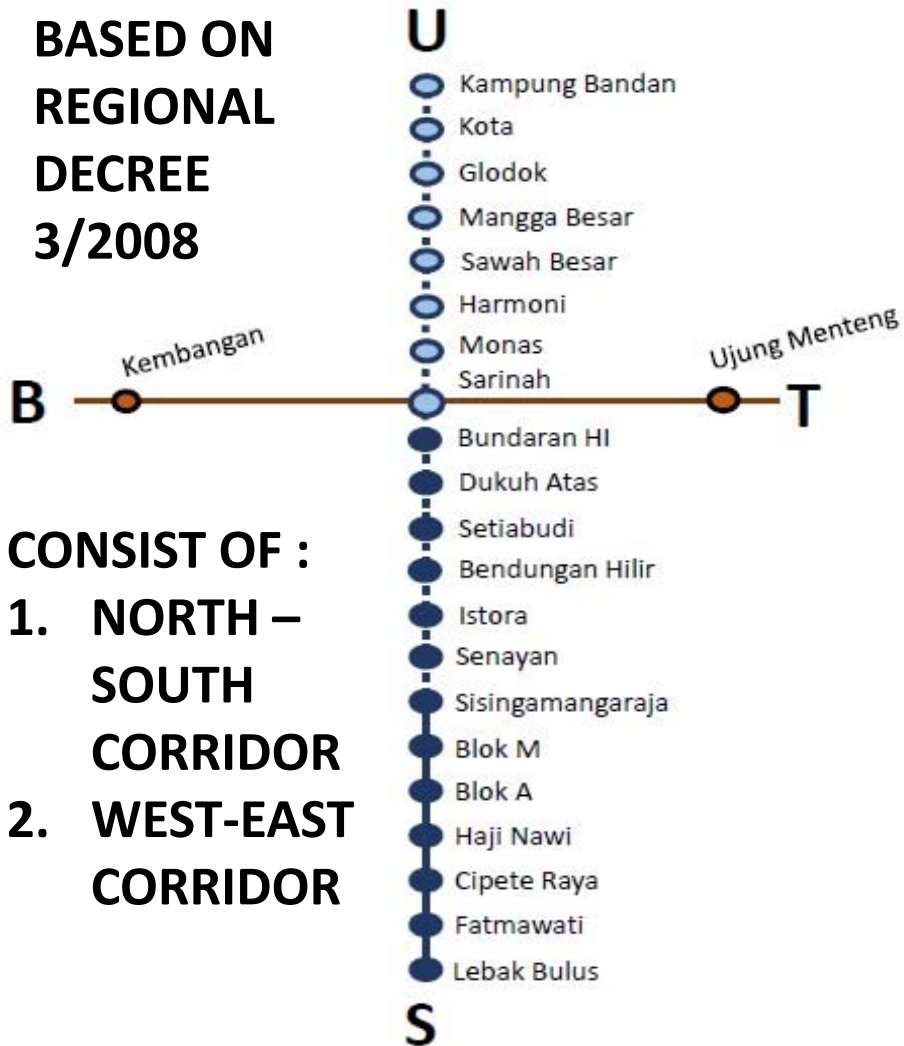
# 6 MASS RAPID TRANSIT (MRT) PT. MRT JAKARTA

Greater Jakarta Transport Authority



# PROJECT PROFILE

BASED ON  
REGIONAL  
DECREE  
3/2008



CONSIST OF :

1. NORTH – SOUTH CORRIDOR
2. WEST-EAST CORRIDOR

## 1 Selatan – Utara (Lebak Bulus - Bund HI – Kampung Bandan)

Koridor	: Lebak Bulus – Bund. HI – Kampung Bandan
Panjang Jalur	: ± 25 Km
Metode	
Konstruksi	: Layang & Bawah Tanah
Jumlah Stasiun	: 21 (termasuk 2 Depo)

## 2 Timur – Barat

Koridor	: Cikarang – Balaraja
Panjang Jalur	: ± 87 Km
Jumlah Stasiun	: 41
Fase I	: Ujung Menteng – Kembangan
Panjang Jalur	: ± 27 Km
Metode Konstruksi	: Layang & Bawah Tanah
Jumlah Stasiun	: 22 (termasuk 2 Depo)

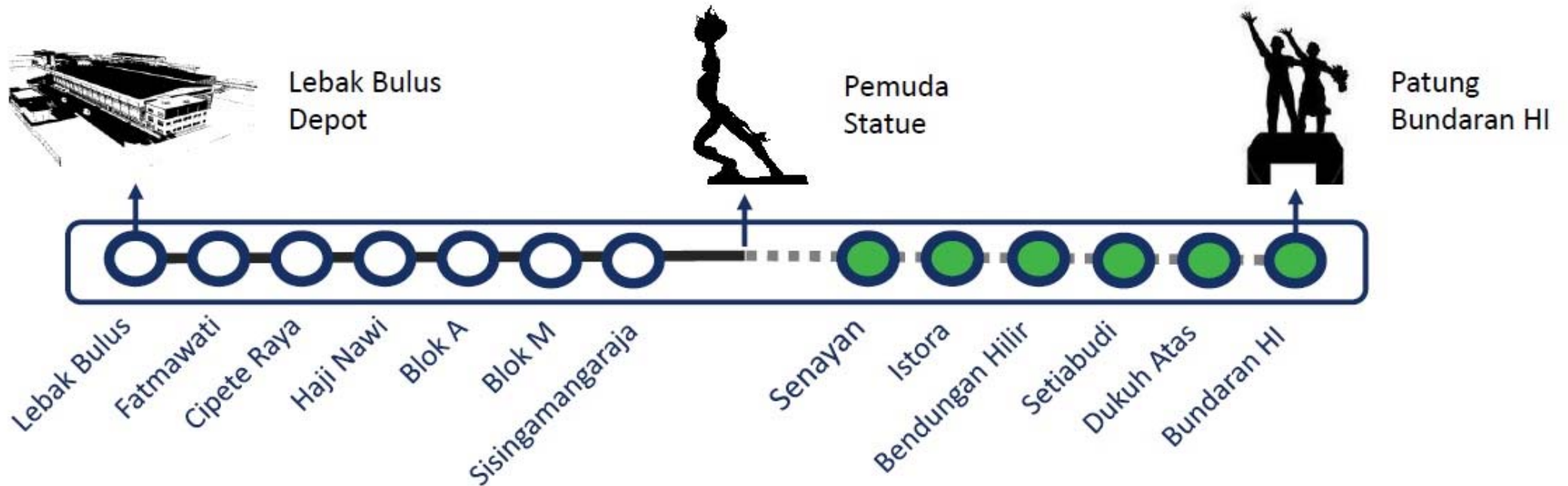
Greater Jakarta Transport Authority





# MRT JAKARTA CORRIDOR – PHASE I (NORTH-SOUTH LEBAK BULUS – BUNDARAN HI)

KRMS Jakarta



<b>7</b> Stasiun Layang (± 10 km)	<b>13</b> Stasiun	<b>6</b> Stasiun Bawah Tanah (± 6 km)
--------------------------------------	----------------------	--

# PROJECT FITURE JAKARTA MRT PHASE I

## INFORMATION

Travel Time	± 30 minutes
Track Length	± 16 km
Distance between stations	0,8 – 2,2 km
Headway	5 minutes (2019)
Operation Hours	05:00 – 24:00
Targeted Passengers	173,400 passengers/day
Rolling Stock	16 train sets (96 cars) 1 set = 6 cars
Track Gauge	1.067 mm
Electricity	60 MVA

Train Operation	Automatic Train Operation (ATO)
Signalling System	Communication-Based Train Control (CBTC)
Maximum Speed	<ul style="list-style-type: none"><li>• 100 km/h (Elevated corridor)</li><li>• 80 km/h (Underground corridor)</li></ul> (Average: 32 km/h)
Operation will start on:	<b>March 2019</b>



# CONSTRUCTION PROGRESS PER JUNE 2018



**92.54 %**

DEPO & ELEVATED  
SECTION  
CP 101 – CP 103



**96.87 %**

UNDERGROUND SECTION  
CP 104 – CP 106

OVERALL

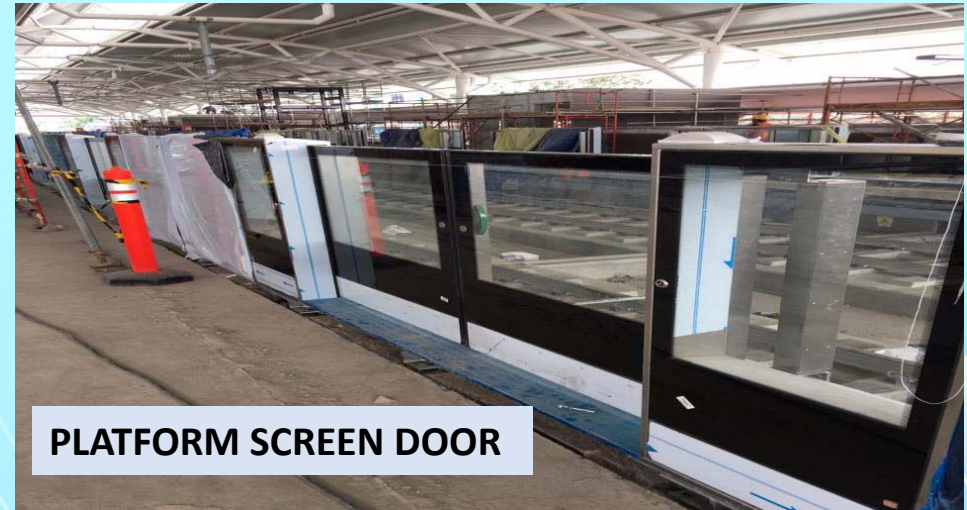
**94.69 %**



# PROJECT PROGRESS PICTURES



**DEPO LEBAK BULUS**



**PLATFORM SCREEN DOOR**



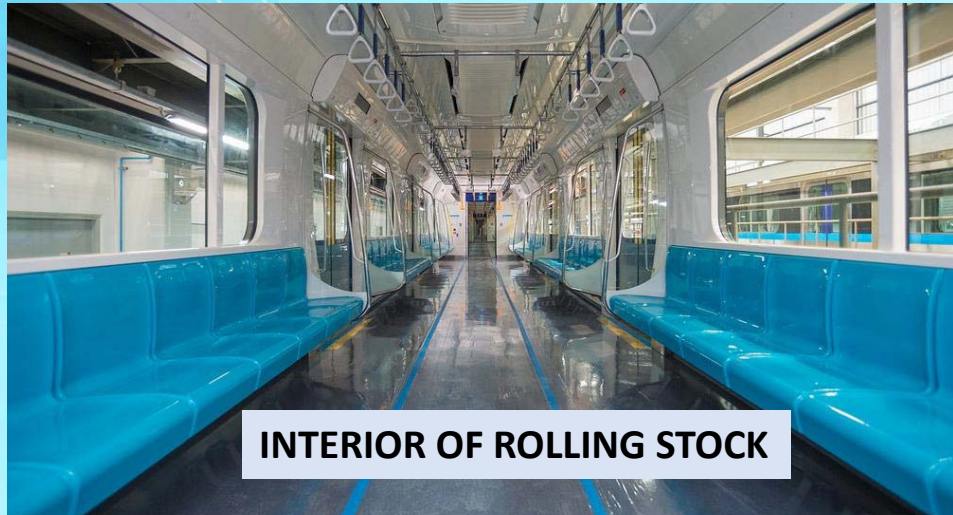
**PLATFORM STASIUN SENAYAN**



**SCISSORS TRACK STASIUN BUNDARAN HI**



# PROJECT PROGRESS PICTURES



INTERIOR OF ROLLING STOCK



SIGNAL TRIAL IN DEPO



ENTRANCE DUKUH ATAS STATION



# BENCHMARKING TO GET INTERNATIONAL STANDARD

PERDA NO. 3 TAHUN 2008  
(Pasal 5)

*"Pada saat Perkeretaapian Umum Perkotaan MRT Jakarta mulai dioperasikan, Perseroan berkontrak dengan Pemprov DKI Jakarta untuk memberikan pelayanan sesuai dengan standar pelayanan yang disepakati dengan mengacu kepada standar internasional"*



Dilakukan *benchmark* terhadap operator perkeretaapian urban lain untuk menentukan tingkat layanan yang harus dicapai oleh MRT Jakarta.



Jepang

Operation & Maintenance  
Consulting Services



Hongkong

Rail + Property MRT  
Academy



India

Risk Management



Singapura

Construction &  
Engineering



Malaysia

Drivers Training





**THANK YOU  
DHAN'YABADA**



Greater Jakarta Transport Authority