Asian Transport Outlook

INDONESIA TRANSPORT SECTOR: STATE OF PLAY

Insights from ATO:
The transport database in the Asia – Pacific region

02 Oct. 2023

ADB ASIAN DEVELOPMENT BANK
AIIB ASIAN INFRASTRUCTURE INVESTMENT BANK

SECTION 1: INDONESIA TRANSPORT SECTOR – STATE OF PLAY

Notes: *The charts are based on calculations using the data from Asian Transport Outlook ATO (2022). Data published at https://asiantransportoutlook.com/.*
The SDG country profile published at https://asiantransportoutlook.com/documents/36/Indonesia.pdf

Asian Transport Outlook

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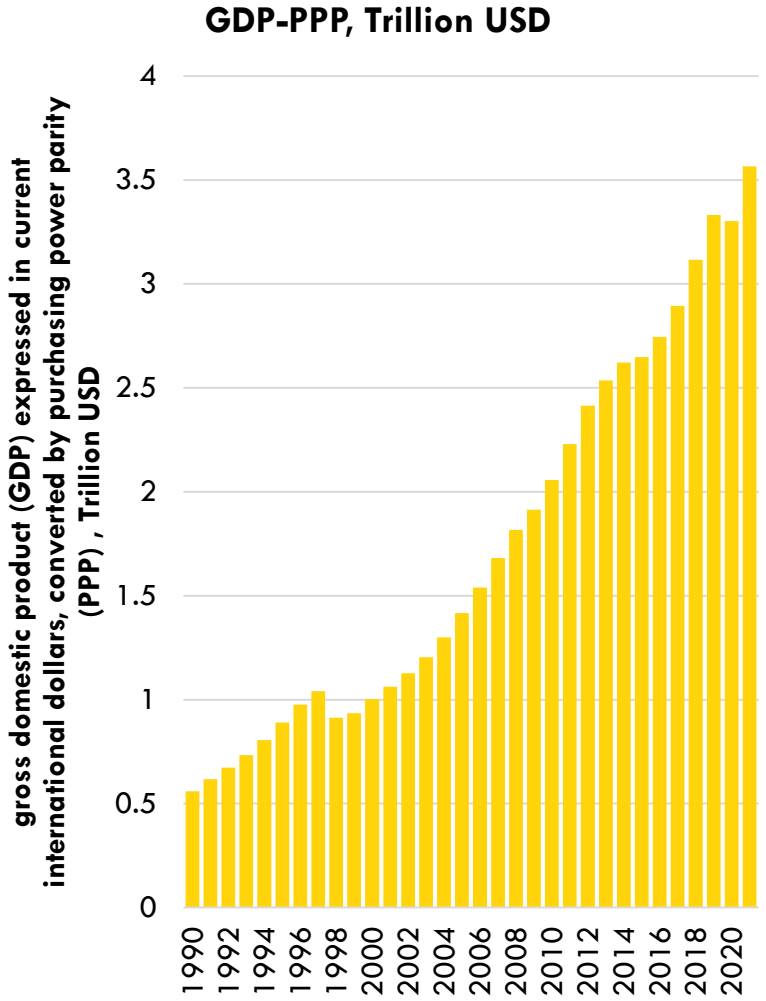
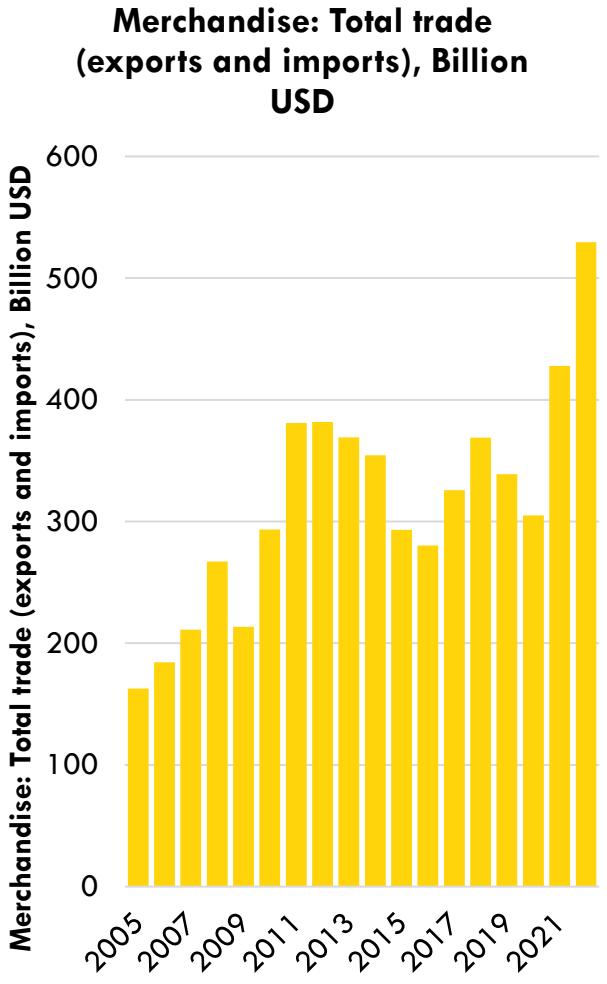
Indonesia overview

- Population (2021) = 274 mln.
  - 41% of SEA
- Urban Population (2021) = 157 mln.
  - 46% of SEA
- Land area (2020) = 1.9 mln. sqkm
- Population density (2020) = 145 persons/ sqkm
- GDP (PPP) (2021) = 3566.27 bln. USD
  - 39% of SEA

SOCIO ECONOMIC INDICATORS



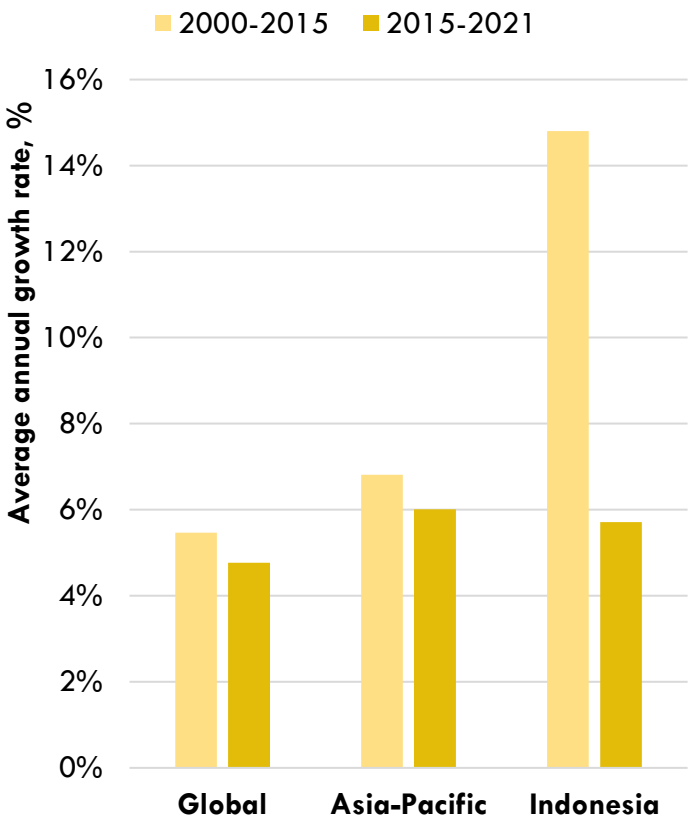
- Since 2015, GDP has increased annually by 5.1%



- Since 2015, trade has increased annually by 8.8%

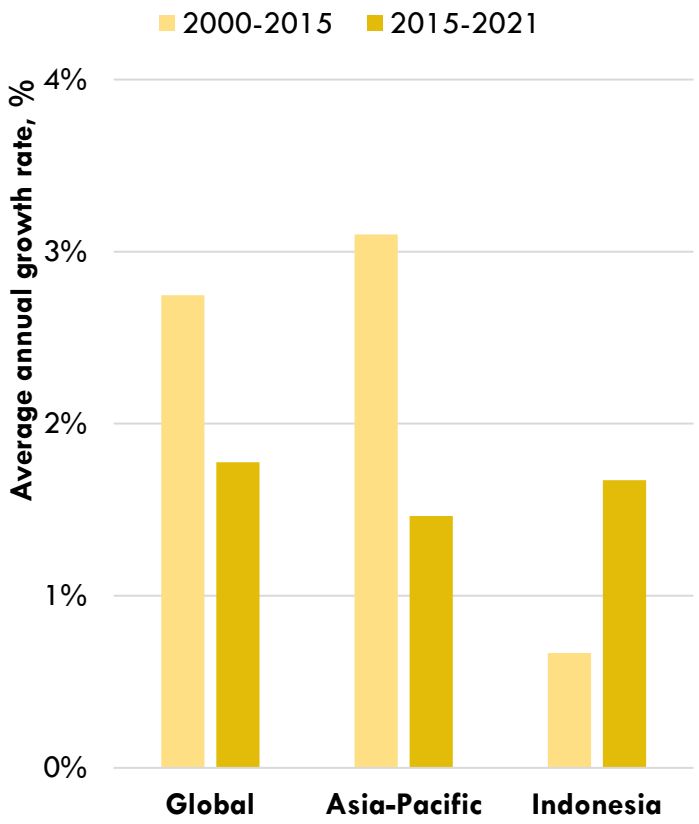
SOCIO ECONOMIC INDICATORS

Gross Value Added by Transport, Storage, and Communications



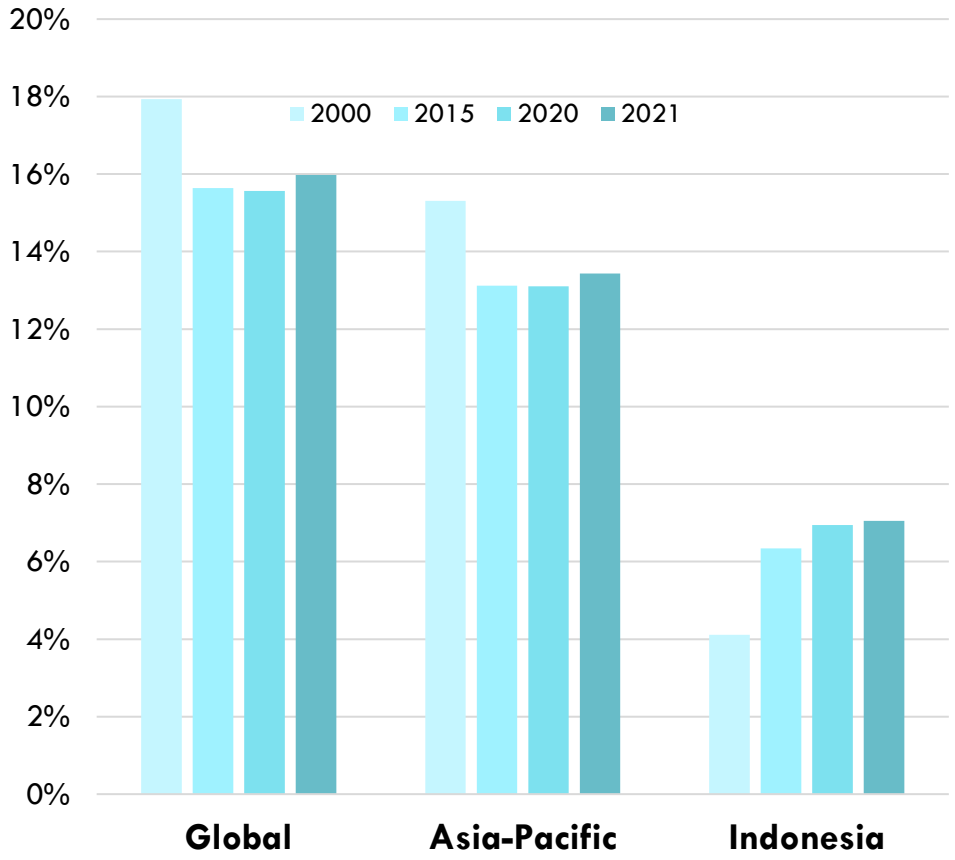
- Transport Sector contribution to economy is increasing but at a lower pace

Employment in Transport, Storage, and Communications



- Rapid growth in transport sector especially vehicle ownership and transport services has contributed to increased employment

Share of Female Employment in Transport Sector



- Female share in transport employment is significantly lower than global and Asian average

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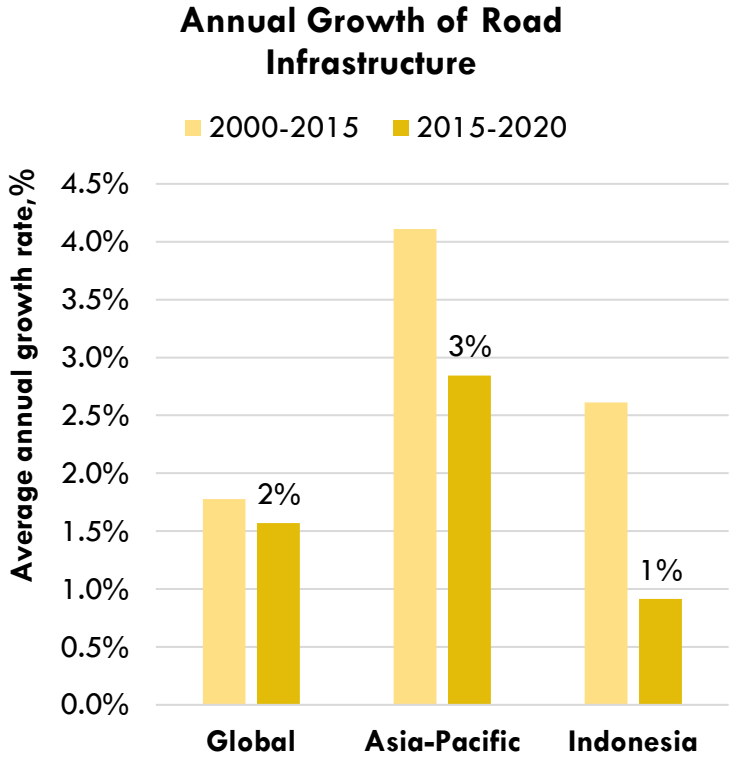
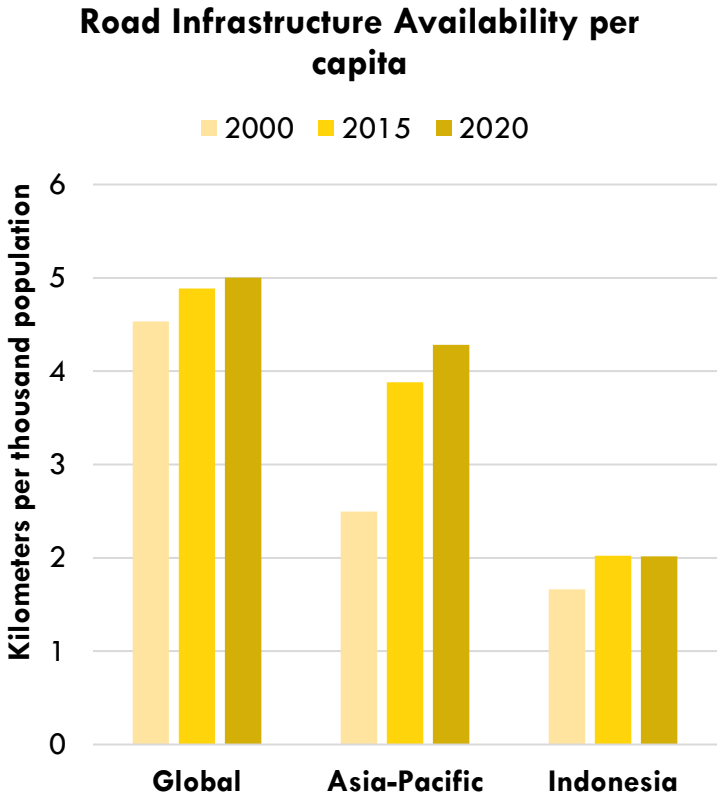
ROAD INFRASTRUCTURE GROWTH

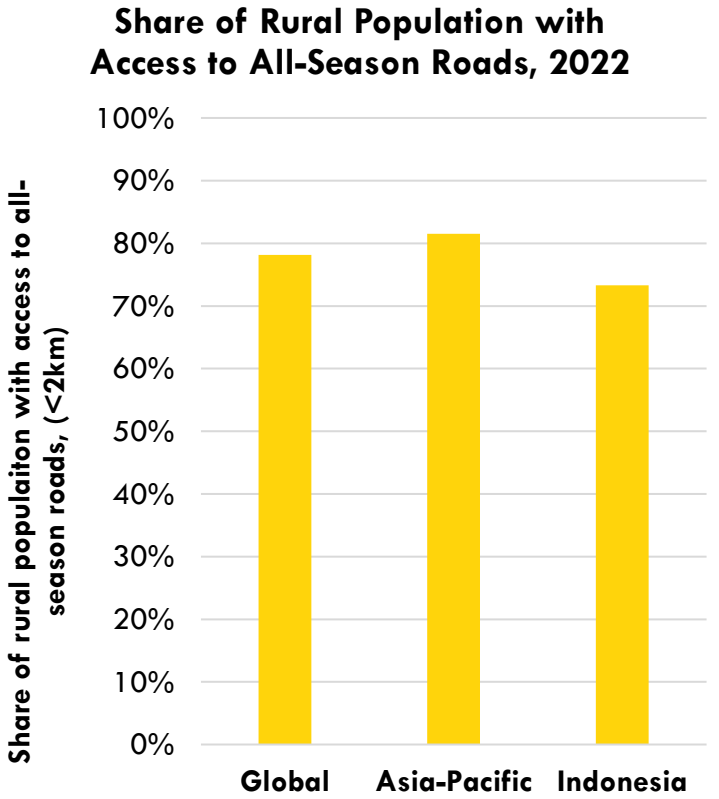
Indonesia has a total road length in the range of 546,116 kilometers in 2021 (Official statistics) to 1.2 Million kilometers (Open Streets Map)



- In Indonesia, the expansion of road infrastructure has experienced a significant decline in its growth rate. Since 2015, road infrastructure development has been advancing at a mere 1%, whereas the rest of Asia has grown at 3%.

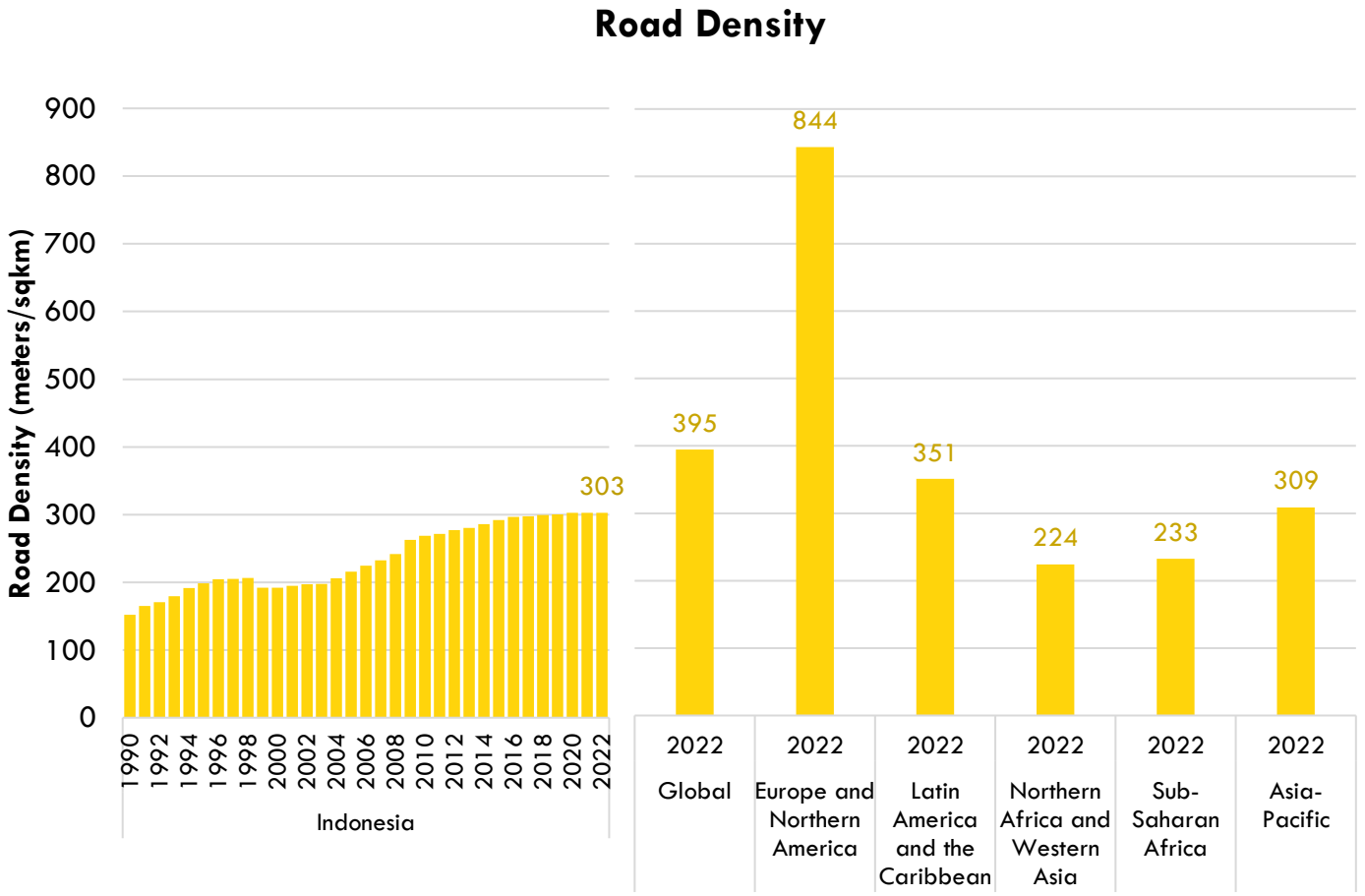


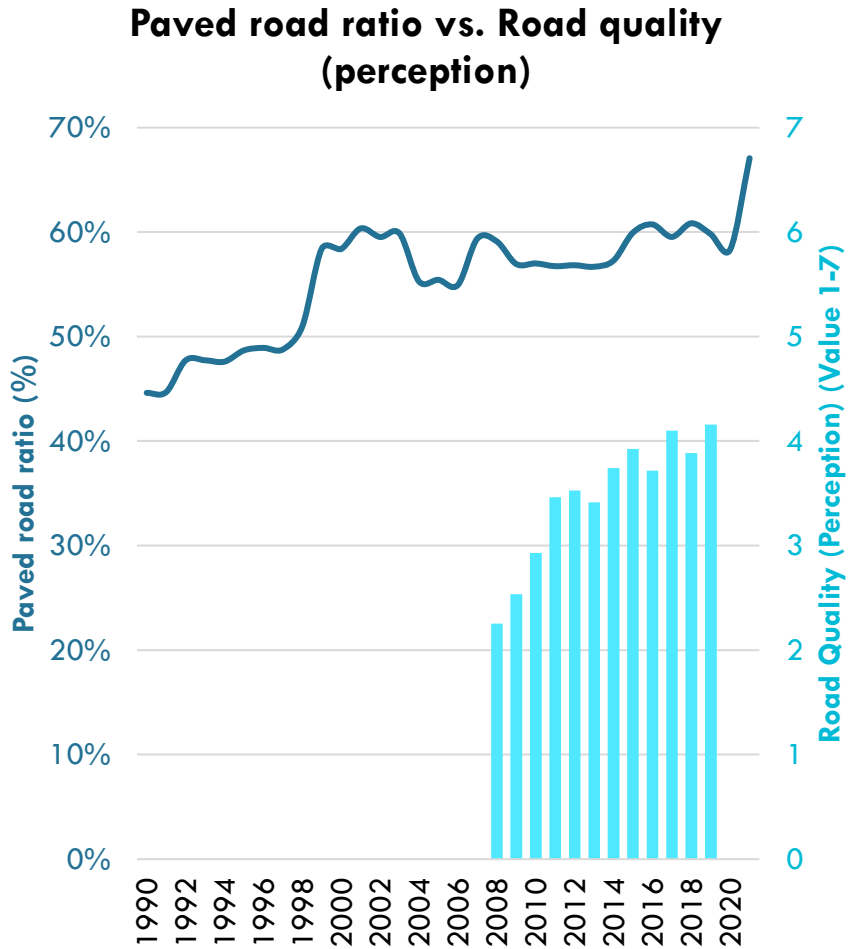
- Road infrastructure availability is stagnating at about 2km per thousand population.



- Indonesia has a lower average rural access (73%) compared to Asia-Pacific and Global averages.

ROAD INFRASTRUCTURE QUALITY





- Road density in Indonesia at 303 meters/ sqkm is below global average and significantly lower than 'Europe and North America region'

- In recent years, paved road share has increased significantly.
- Road quality (perception) is averaging around 3.5
  (1 = extremely poor—among the worst in the world; 7 = extremely good)

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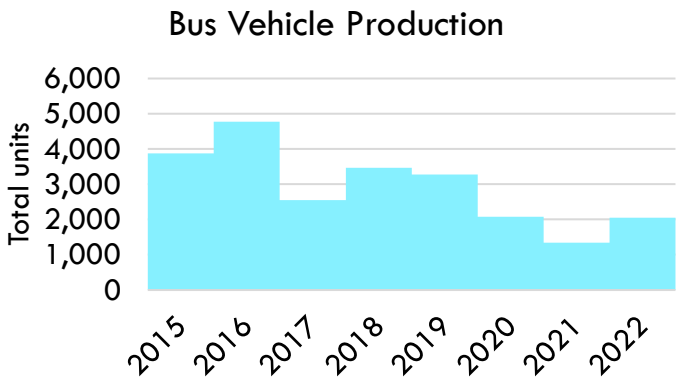
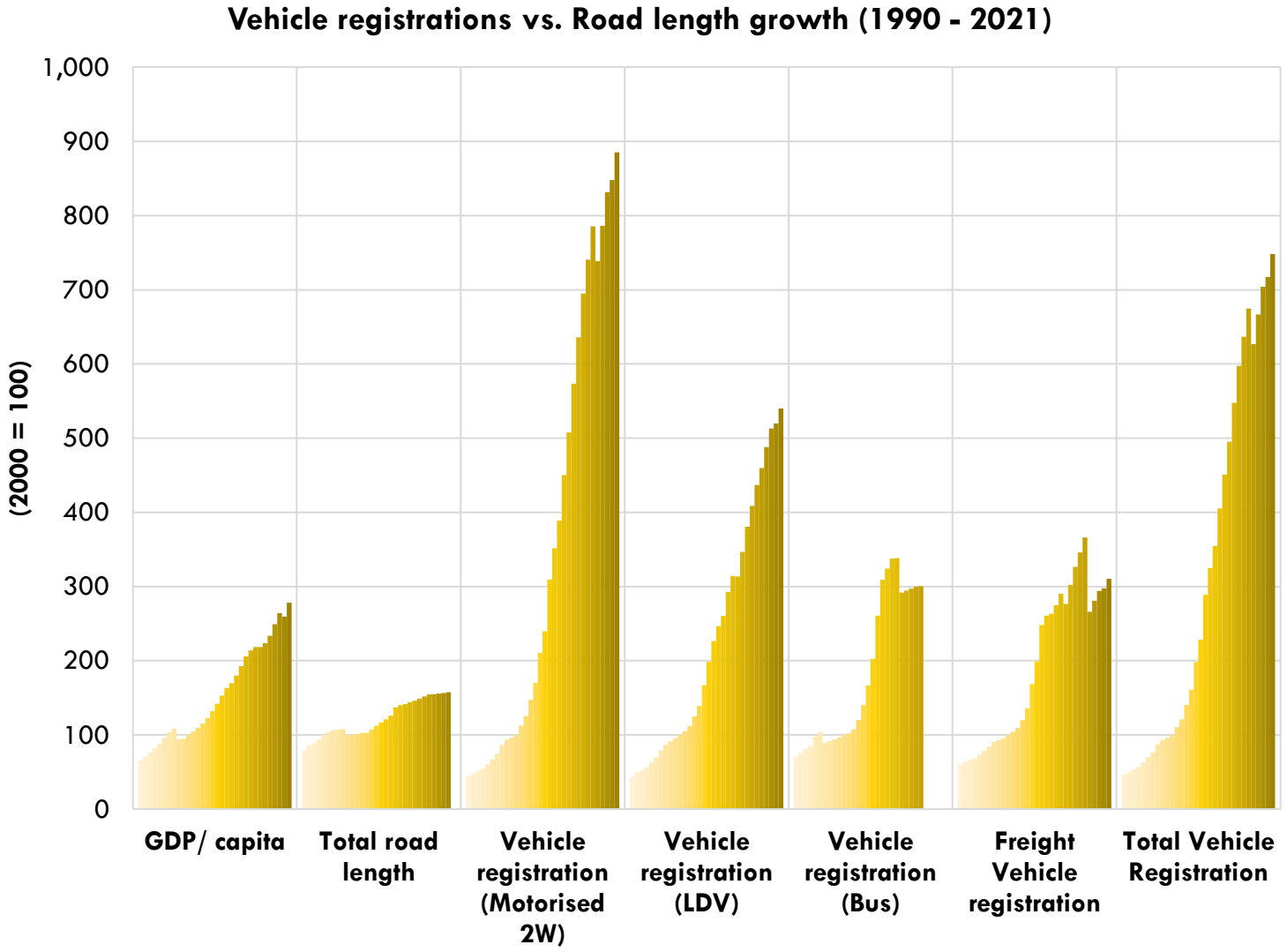
VEHICLE REGISTRATIONS

In the last three decades -

- GDP/ capita increased by 4 times
- But, road infrastructure has only doubled
- Whereas the Total vehicle registrations have increased 15 times,
- Motorized 2W registrations have increased 19 times,
- Freight vehicles increased 5 times, but the growth has stagnated over the last few years
- Bus registrations are mostly stagnating. Bus Production has also annually decreased by about 7% between 2015 to 2022.





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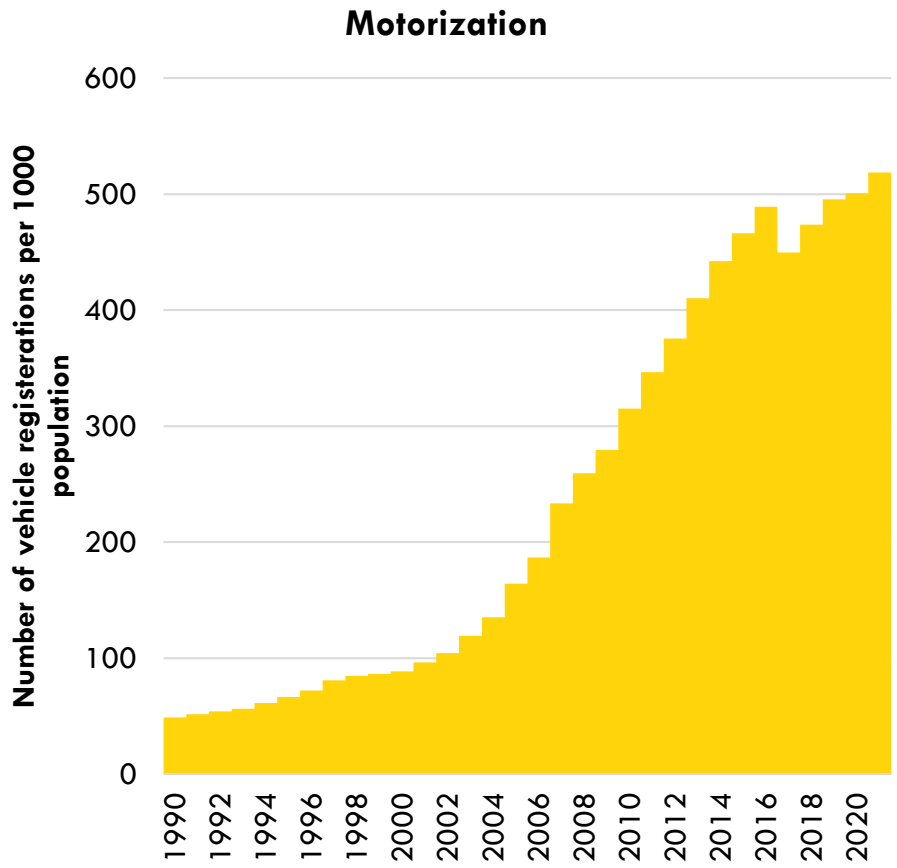
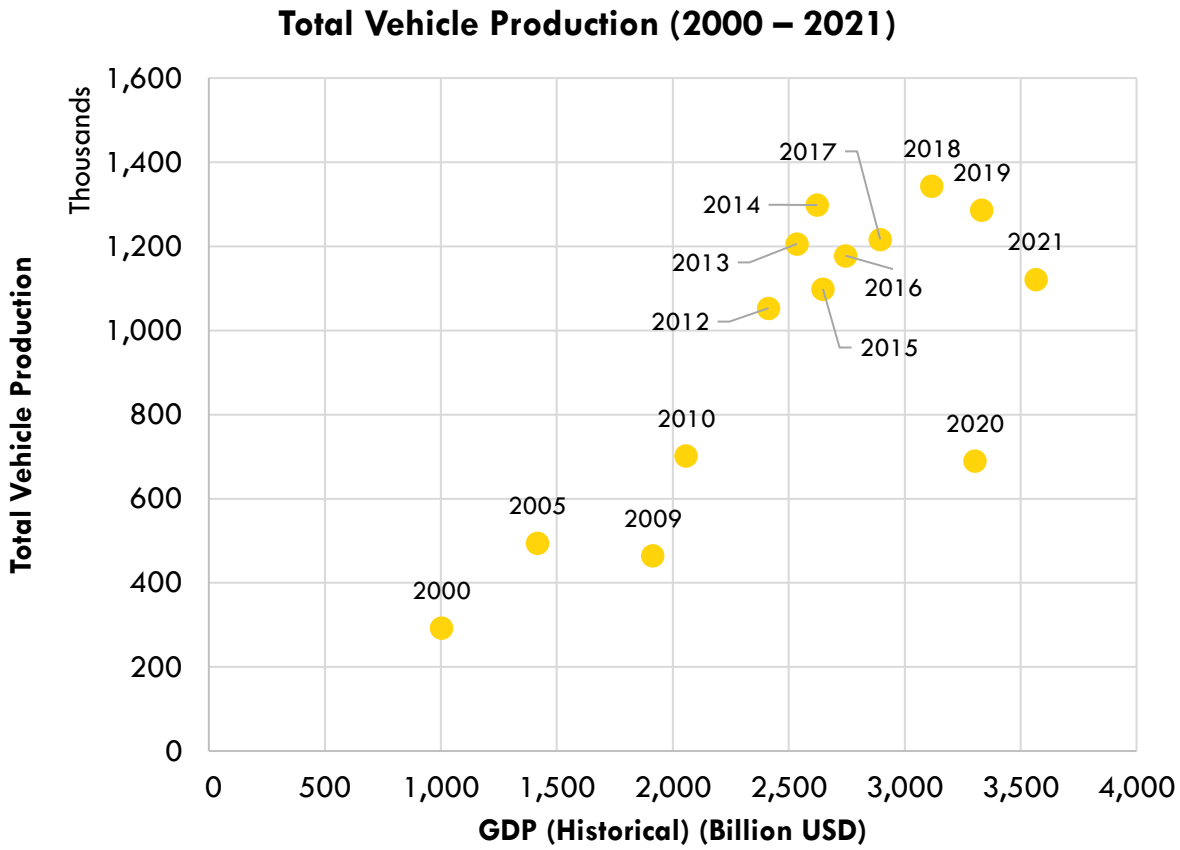
VEHICLE OWNERSHIP AND TOTAL PRODUCTION

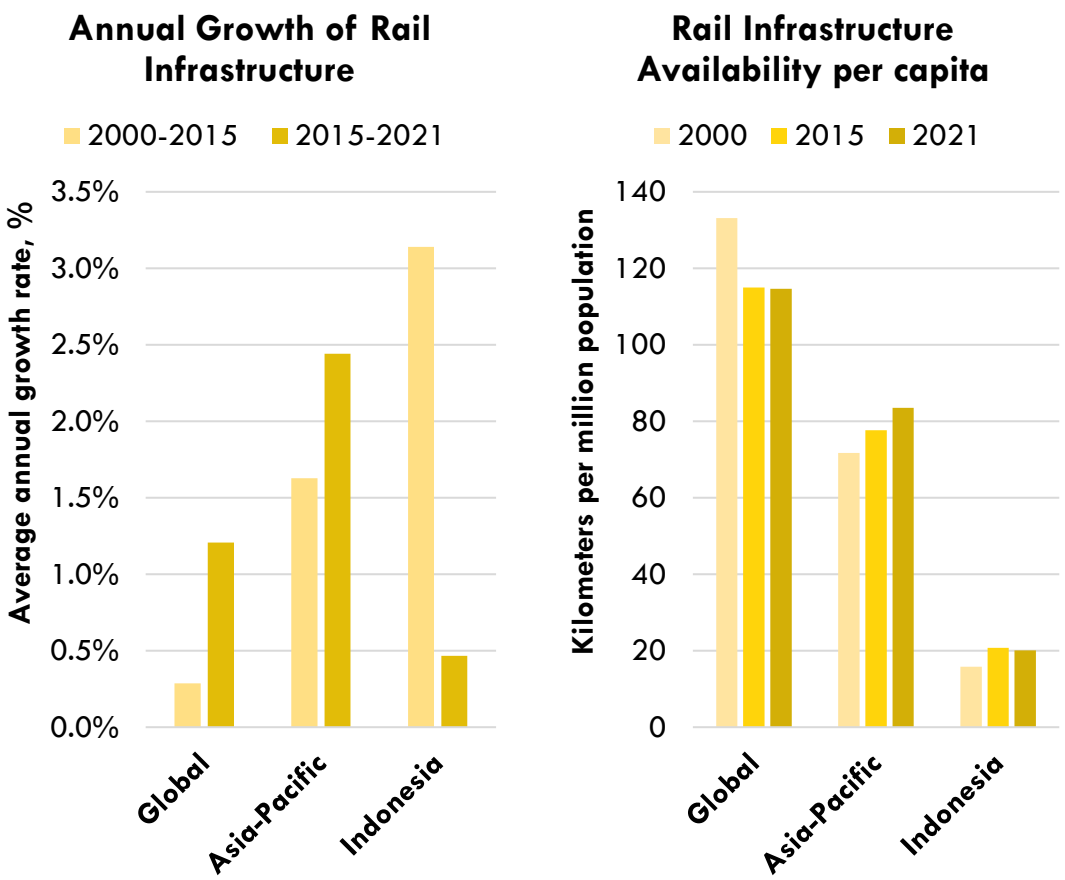


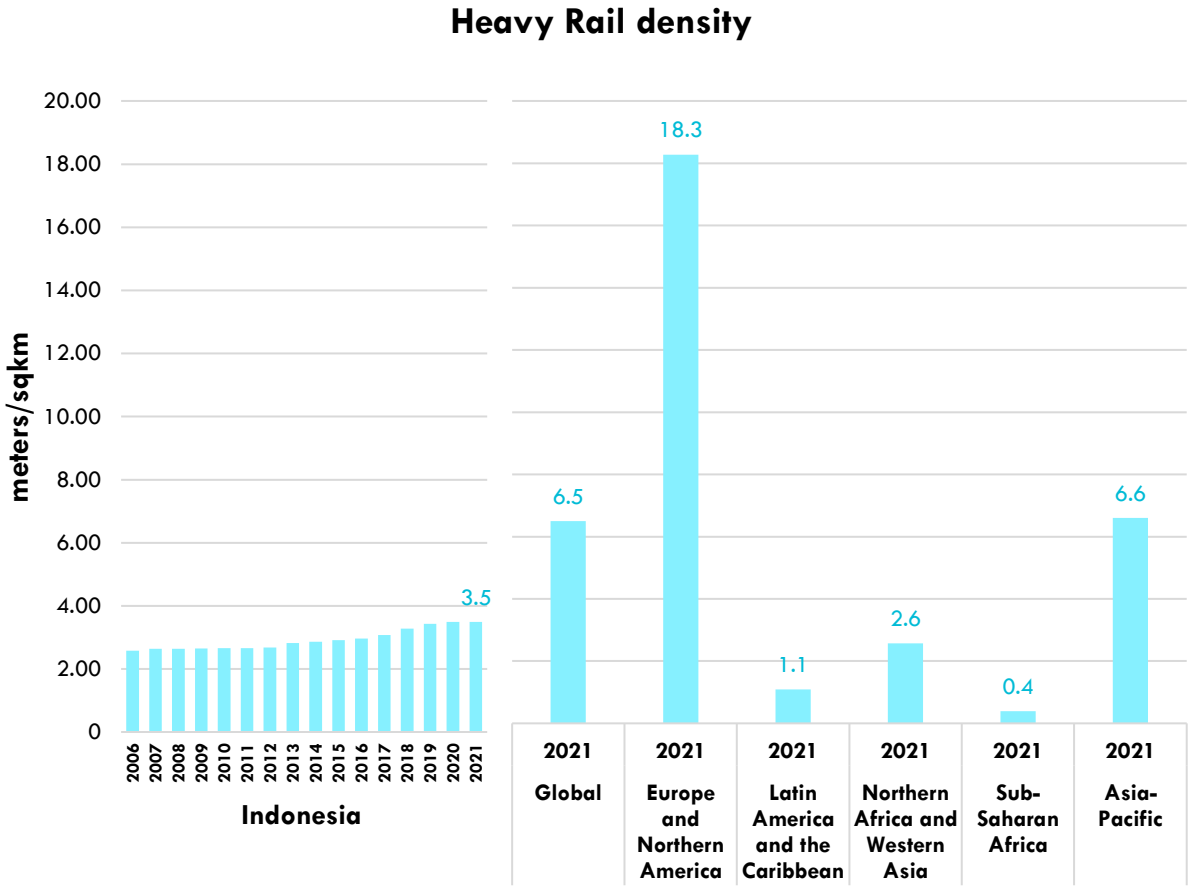


- Vehicle ownership increased by about 31% annually between 1990 and 2021
- The growth is however, reducing in the recent 5 years.

- Total vehicle production (LDV, HDV) reduced by 46% in 2020 due to COVID. Since 2020, vehicle manufacturing has increased but still lower than 2018 peak.

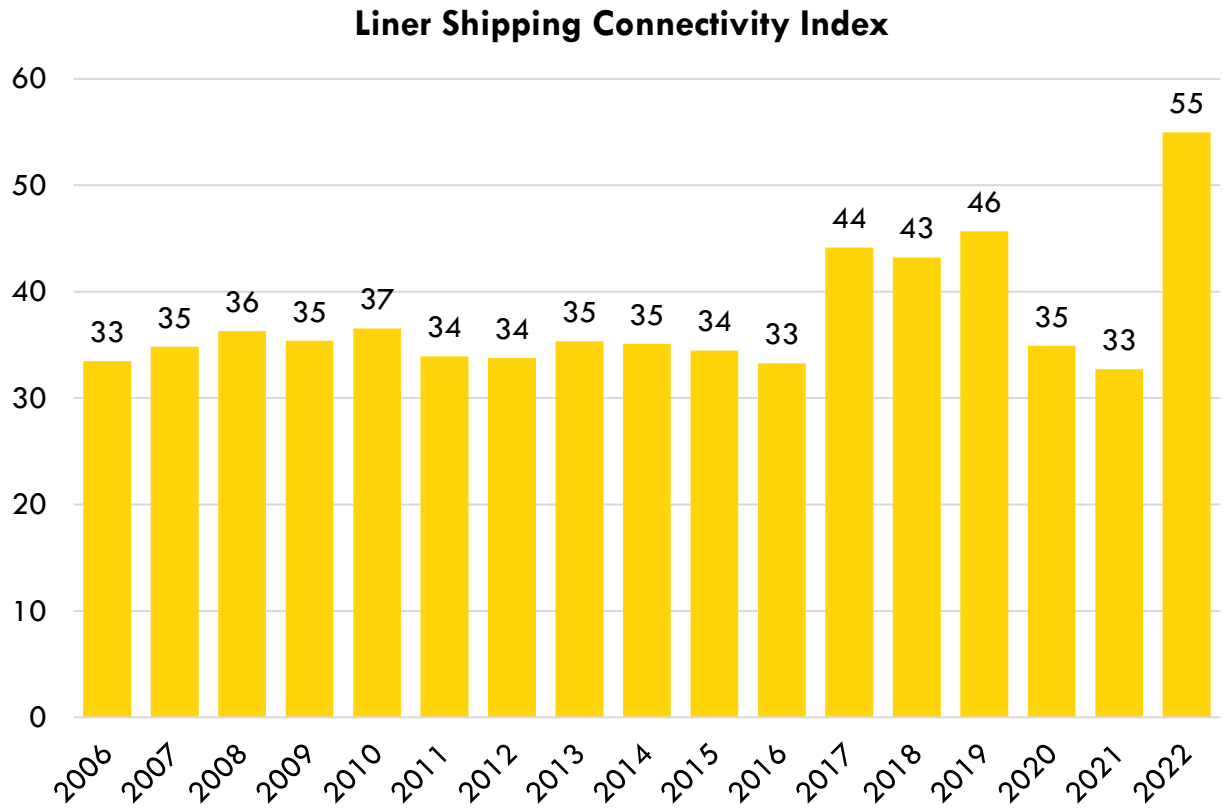
RAIL INFRASTRUCTURE GROWTH

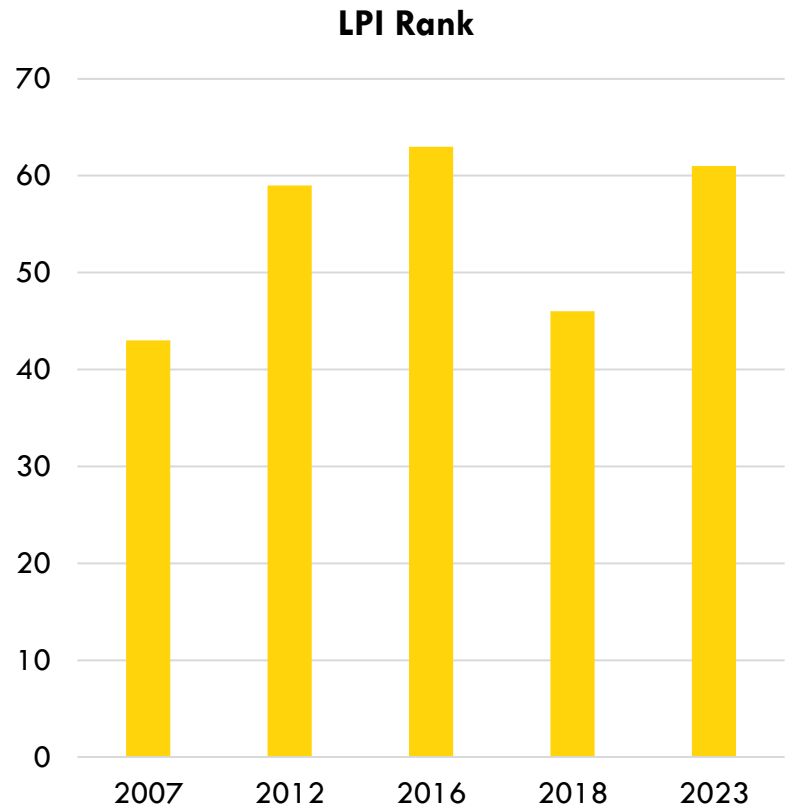




- Heavy rail infra growth has significantly reduced to 0.5% AAGR between 2015 to 2021.
- Availability per capita is stagnating at 20 km per million population levels.
- At 3.5 meter per sqkm, the heavy rail density in Indonesia is below Asia – Pacific and global averages and significantly lower than 'Europe and North America region'.

MARITIME TRANSPORT AND LPI

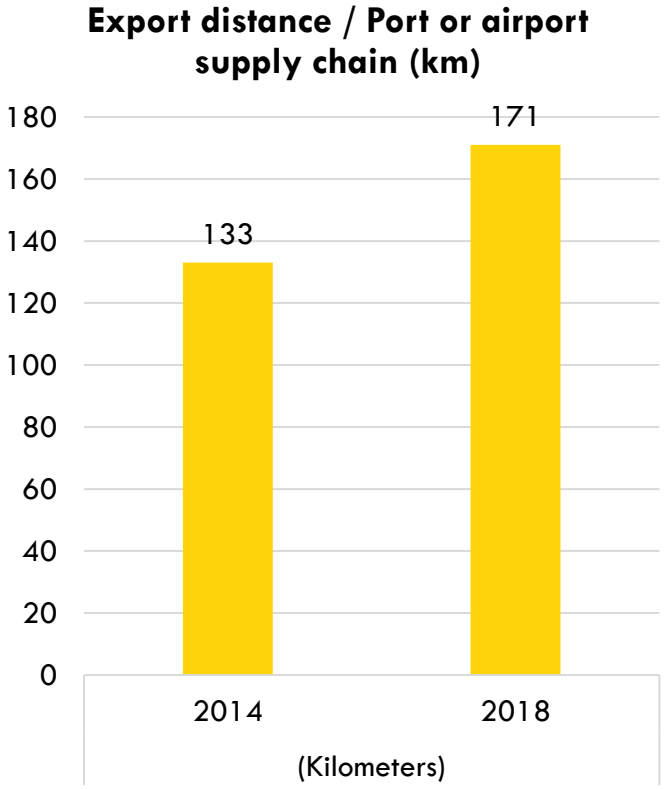




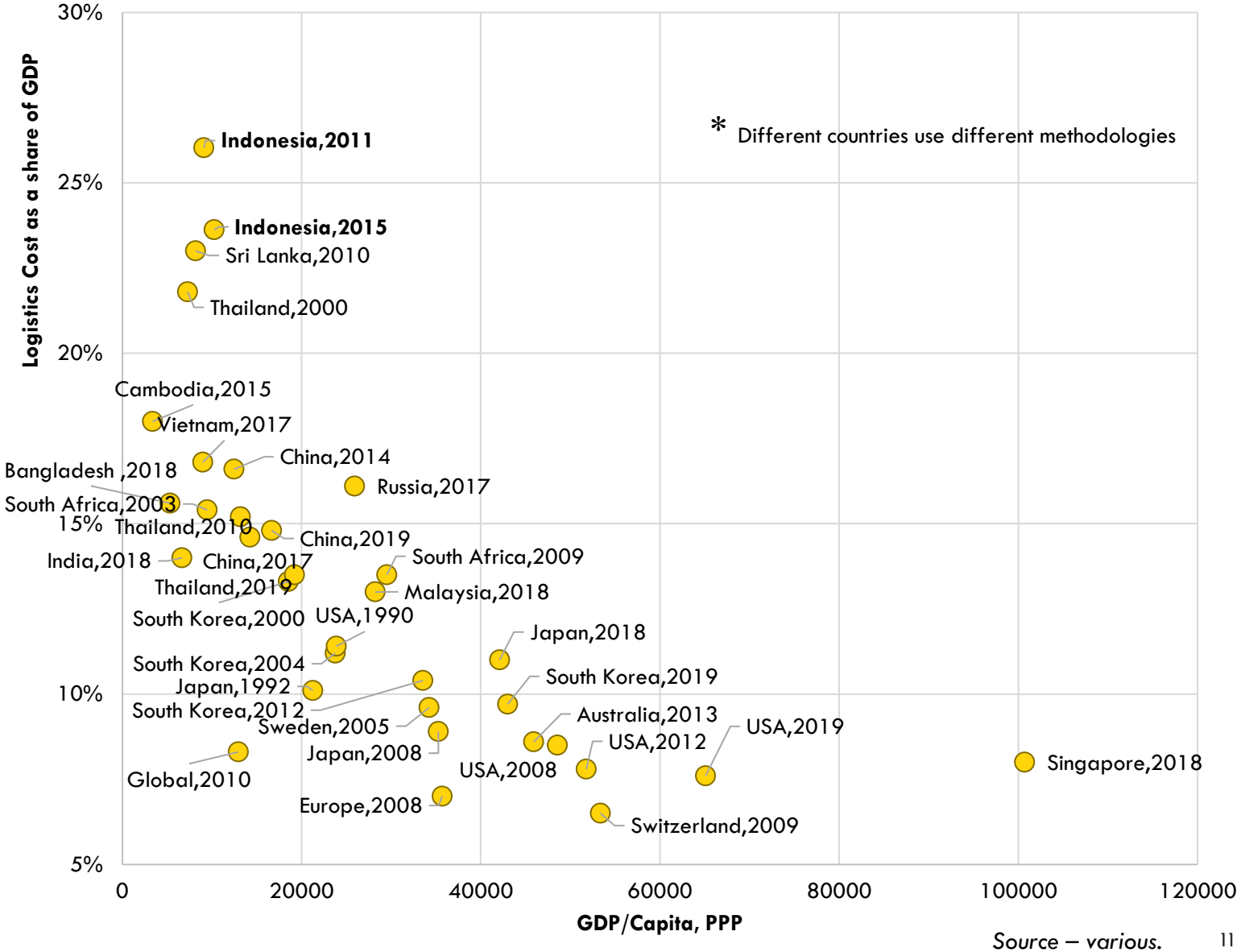
- Liner Shipping Connectivity Index has shown a significant increase in 2022. The index depends on 6 factors - (a)The number of scheduled ship calls per week in the country;
- (b) Deployed annual capacity in Twenty-Foot-equivalent Units (TEU): total deployed capacity offered at the country;
- (c) The number of regular liner shipping services from and to the country;
- (d) The number of liner shipping companies that provide services from and to the country;
- (e) The average size in TEU (Twenty-Foot-equivalent Units) of the ships deployed by the scheduled service with the largest average vessel size;
- and (f) The number of other countries that are connected to the country through direct liner shipping services

- Indonesia has a very high logistics cost. Logistics has been considered a policy priority over the last decade. However, the LPI score does not show significant improvement.

LOGISTICS COST

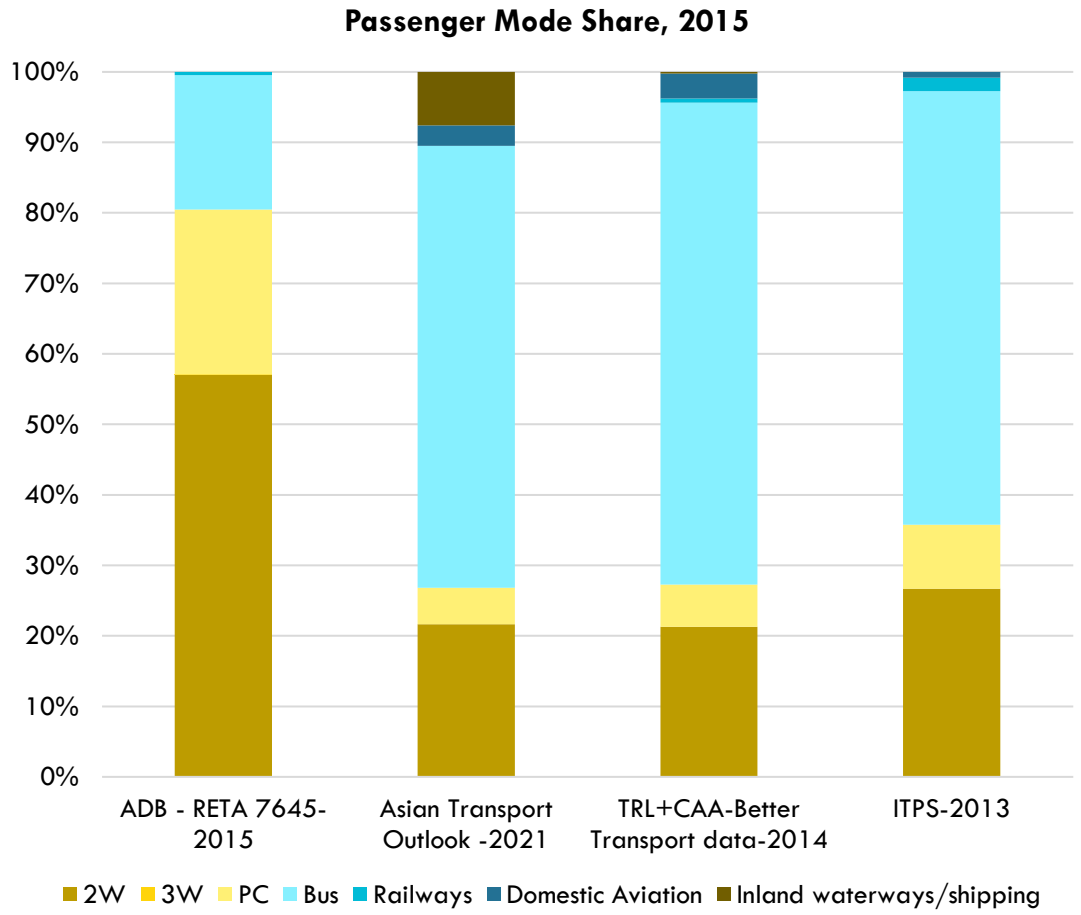


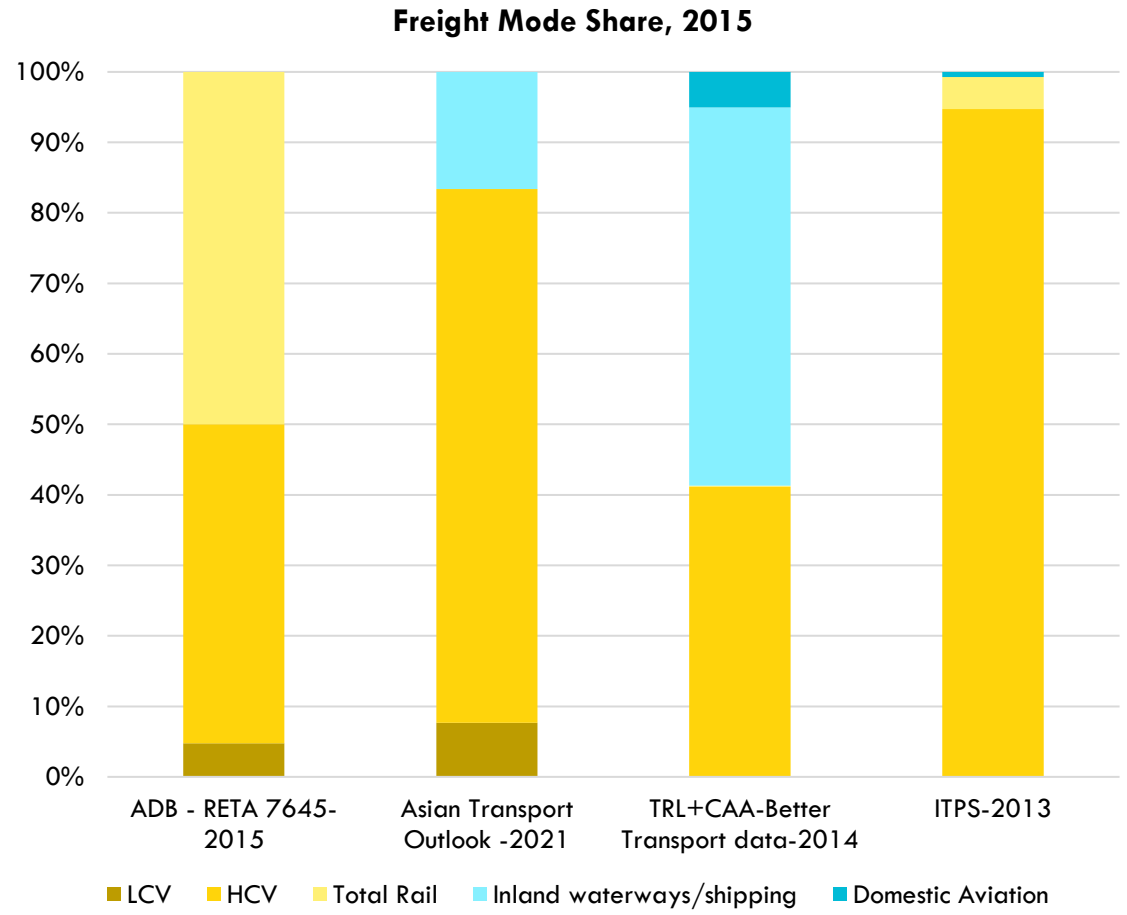
- Logistics costs can include - transportation costs (road, rail, air, sea), warehousing costs, inventory carrying costs, packaging costs, and other related expenses.



Source – various.

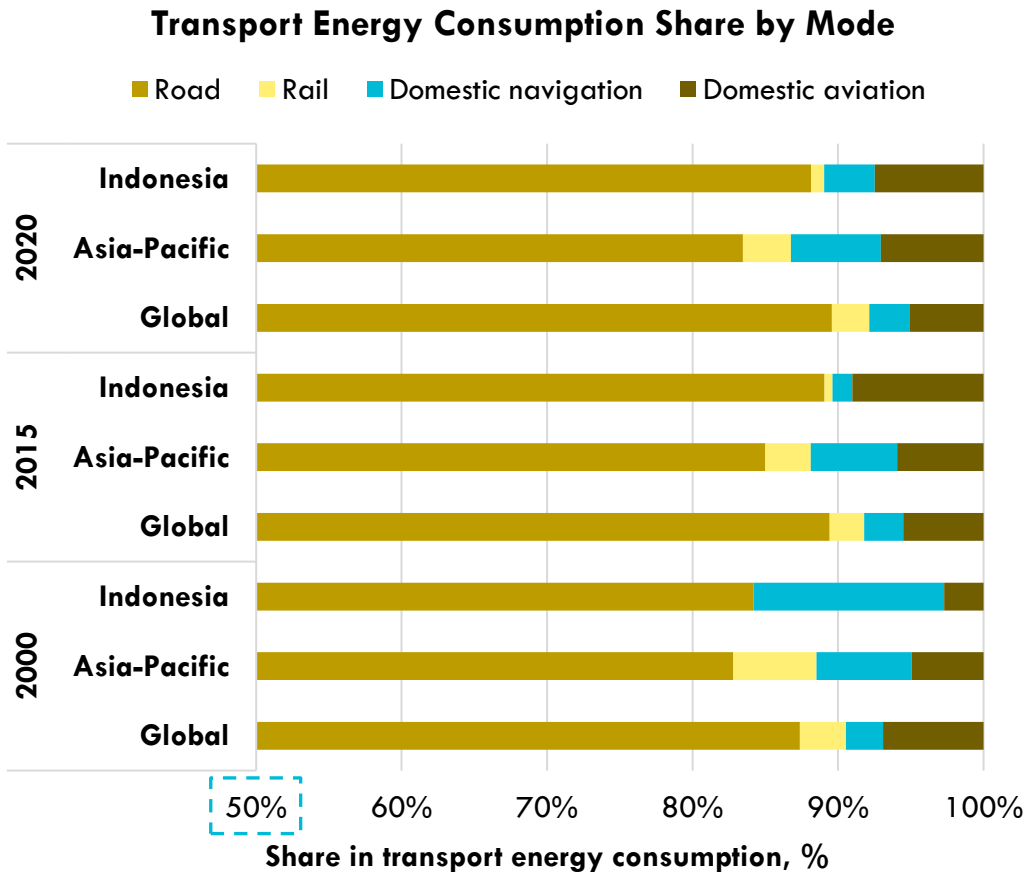
TRANSPORT DEMAND MODE SHARE

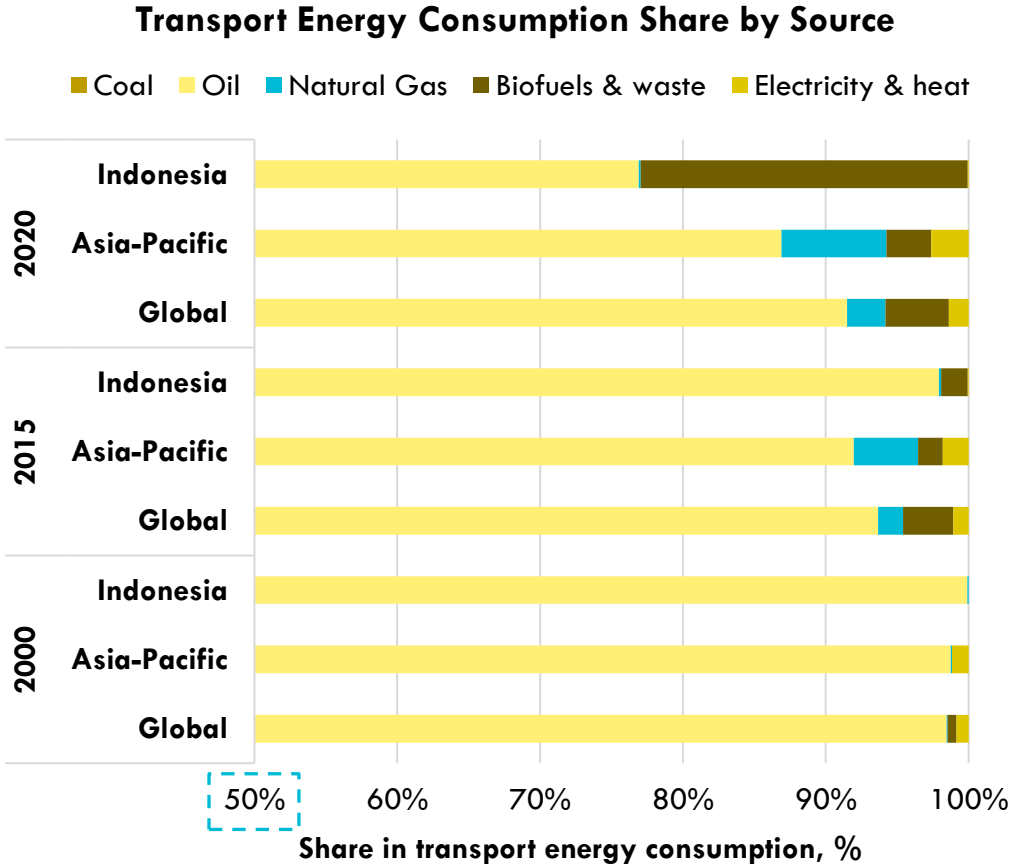




- Transport mode share estimates are not consistent among different sources. No official estimates are available.

TRANSPORT SECTOR AND CLIMATE CHANGE

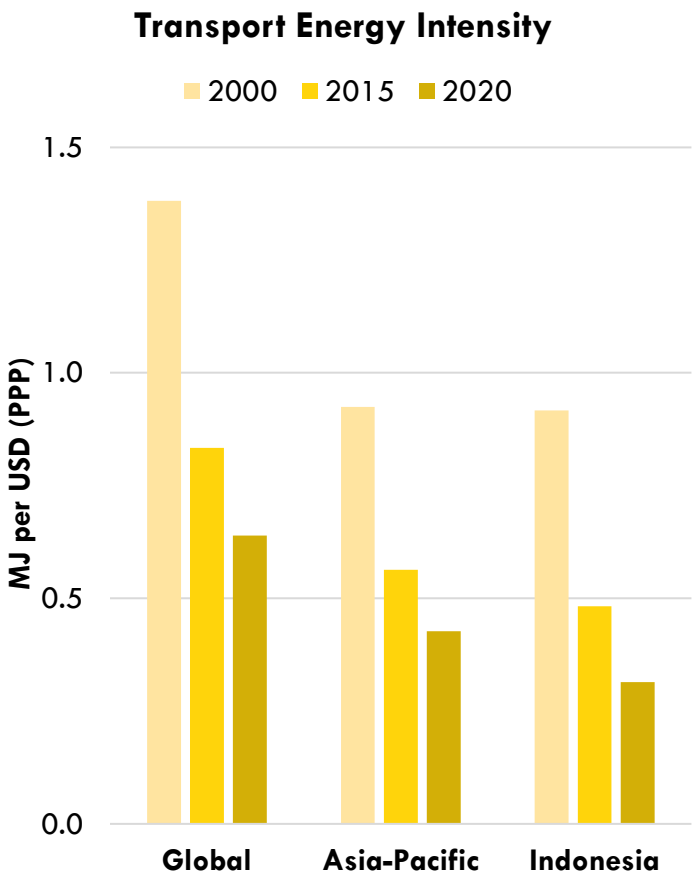




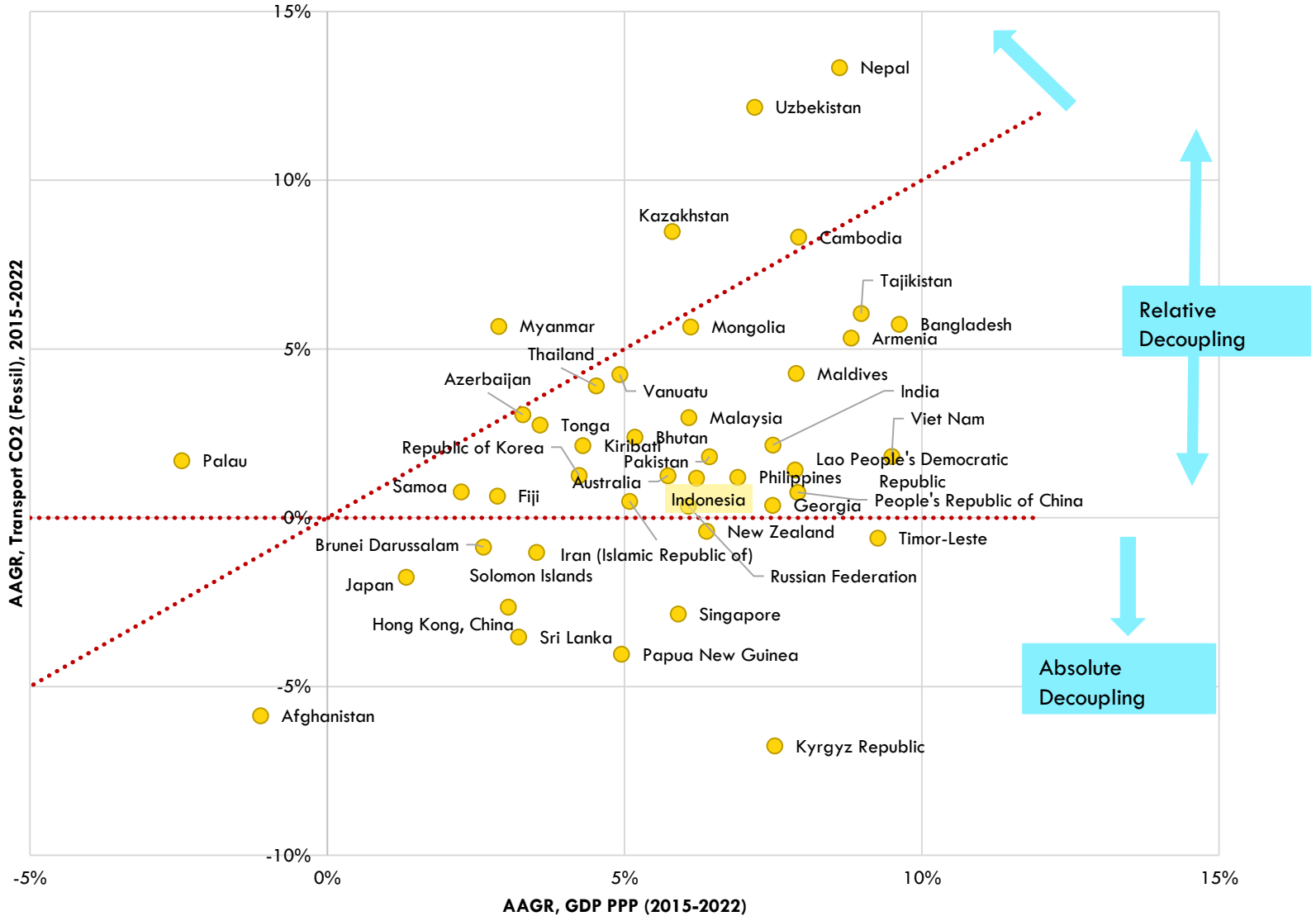
- Share of the road subsector in terms of energy consumption is consistently high in the case of Indonesia.
- Domestic navigation share in energy consumption is improving

- Indonesia's dependence on Oil has been reduced from about 95% in 2000 to about 77% in 2020.
- Biofuels share has significantly improved – in line with the country's policy measures.

TRANSPORT SECTOR AND CLIMATE CHANGE



- Transport energy intensity has significantly improved in Indonesia by 66% between 2000 and 2020. The improvement rate is higher than the Asian average.



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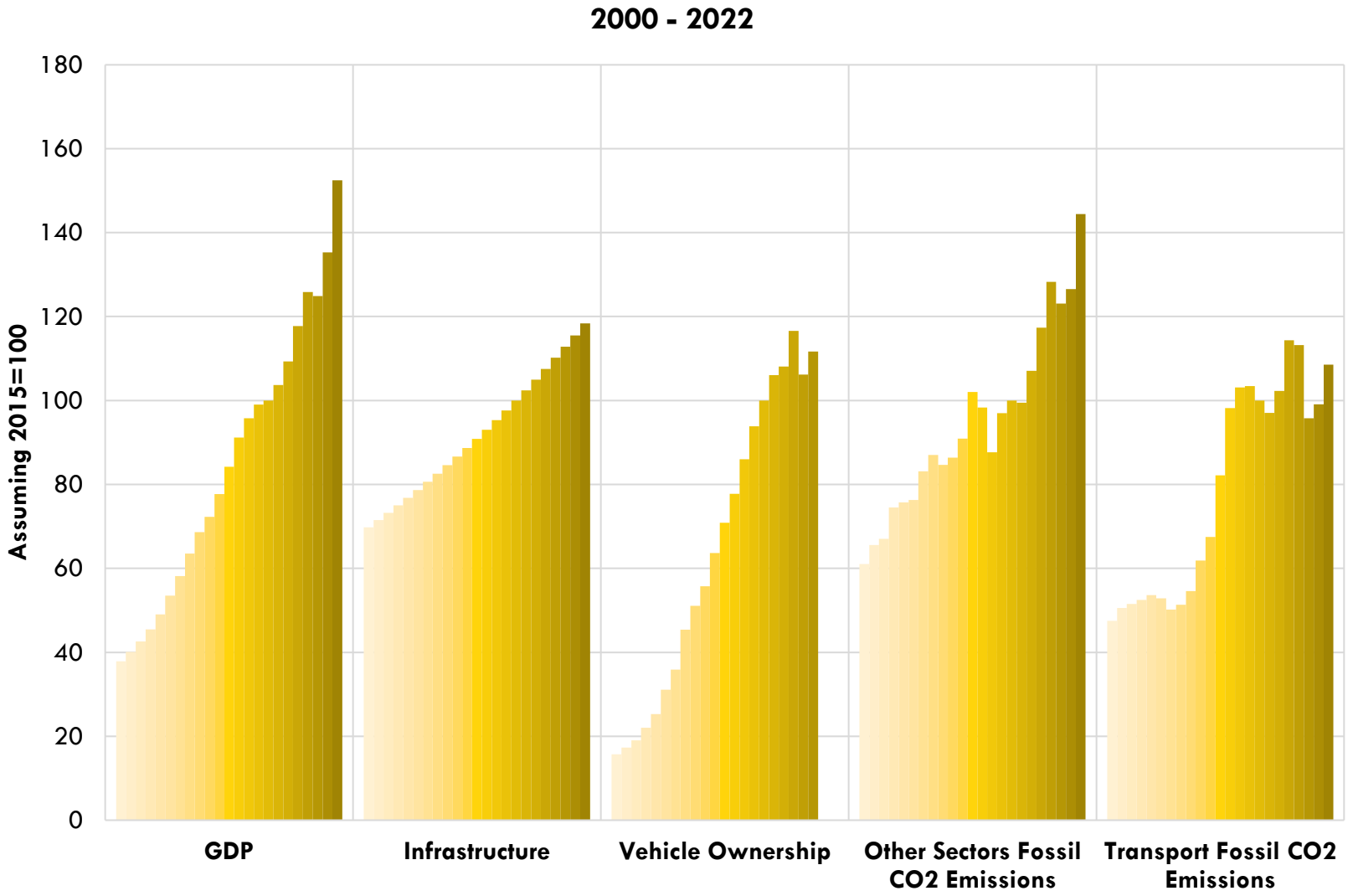
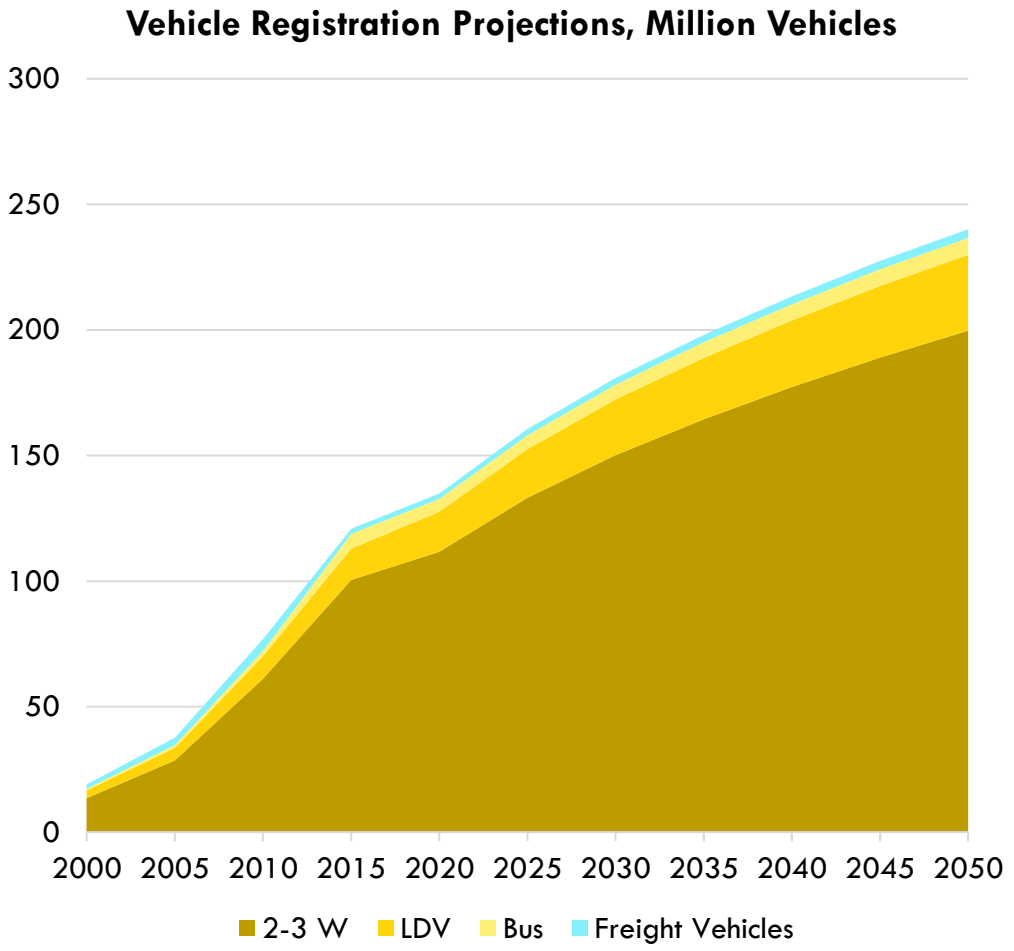
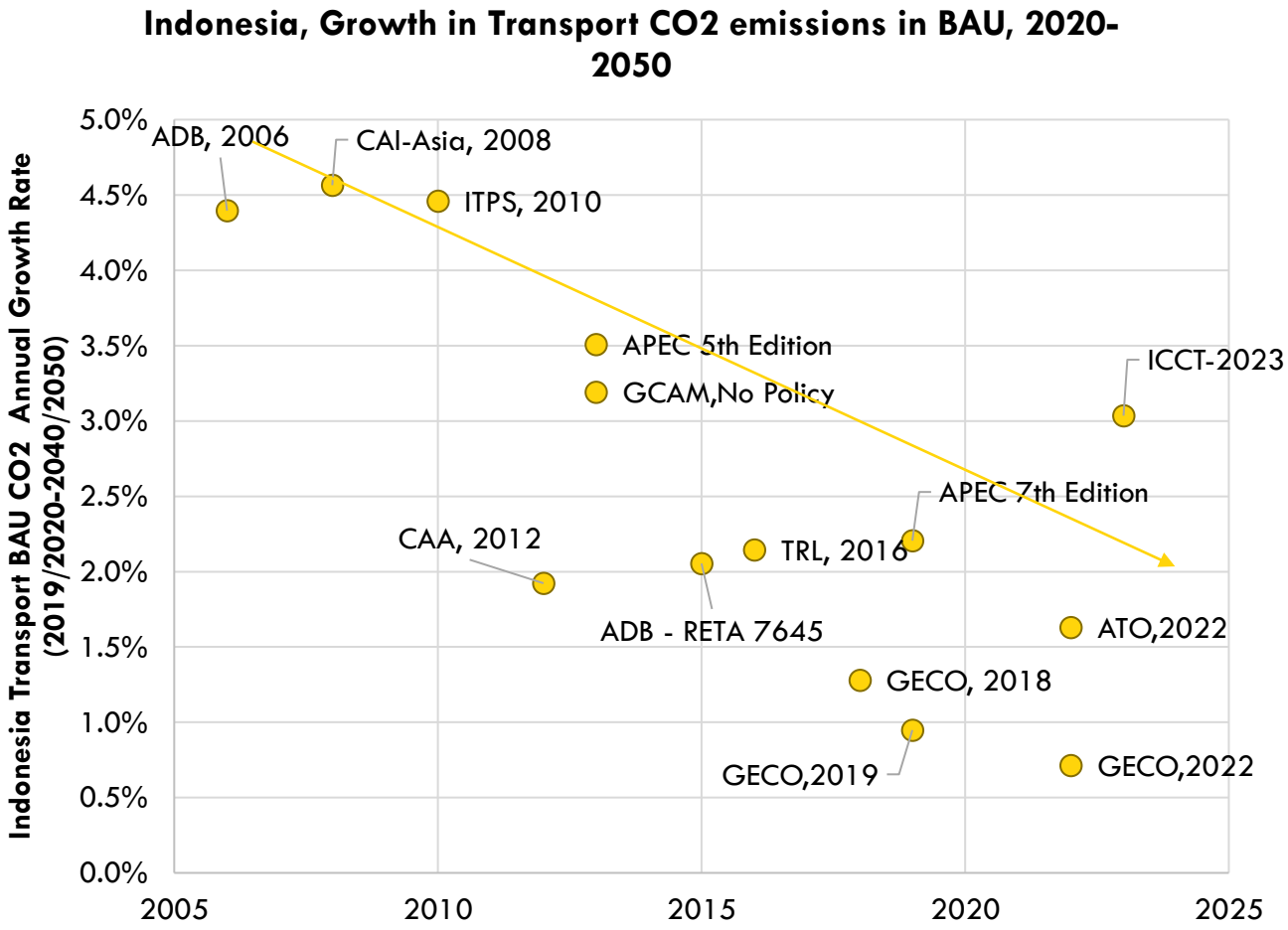
TRANSPORT SECTOR AND CLIMATE CHANGE

- Transport fossil CO2 emissions are relatively decoupling with the GDP, whereas there is a closer coupling evident in the case of 'other sectors'



TRANSPORT SECTOR AND CLIMATE CHANGE - OUTLOOK

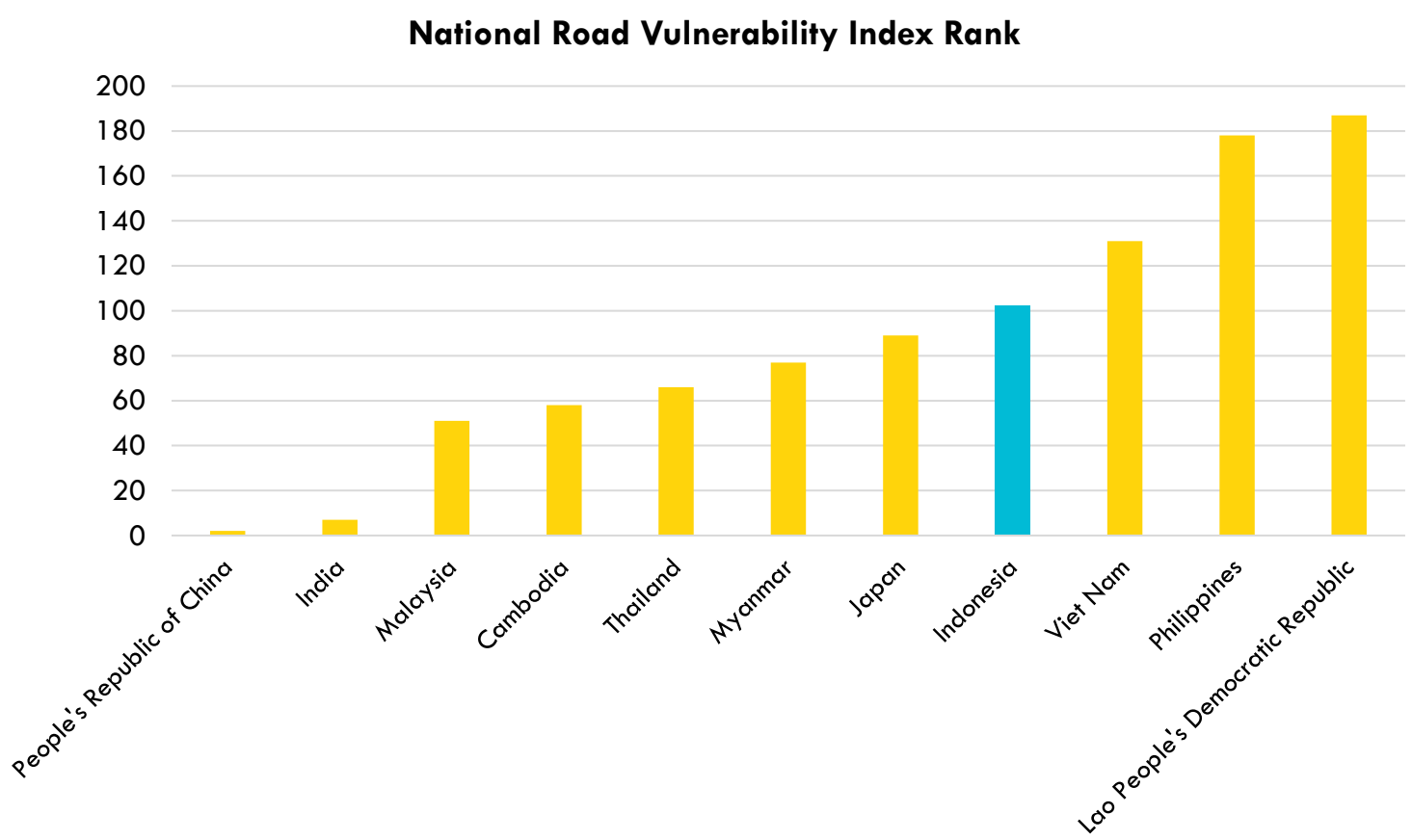




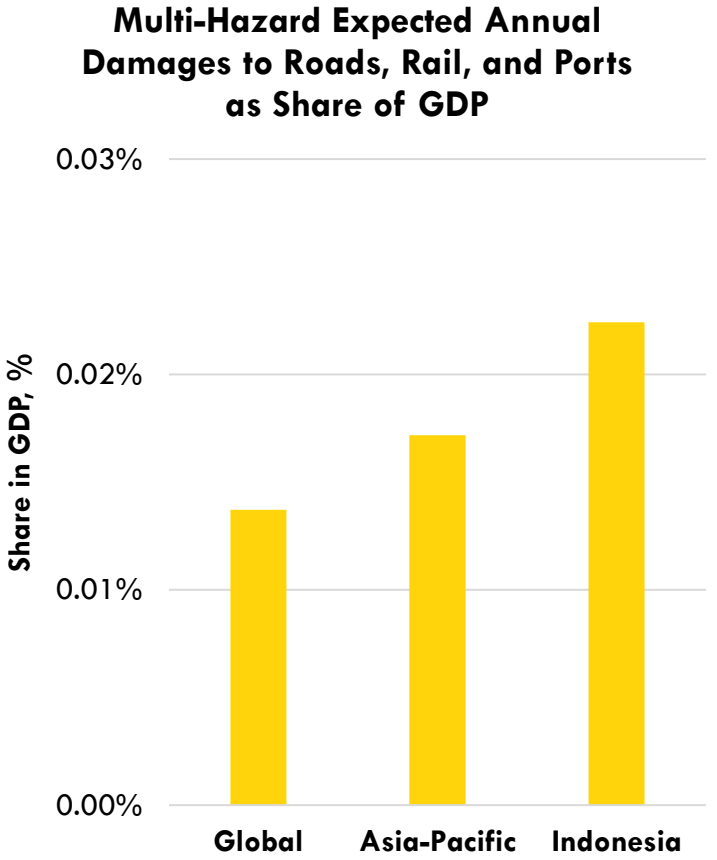
- BAU Projections indicate that transport CO2 emissions would not peak with existing policies by 2050

TRANSPORT INFRASTRUCTURE VULNERABILITY

Population in low elevated coastal zones (2018) @7.4% = 20.3 mln.



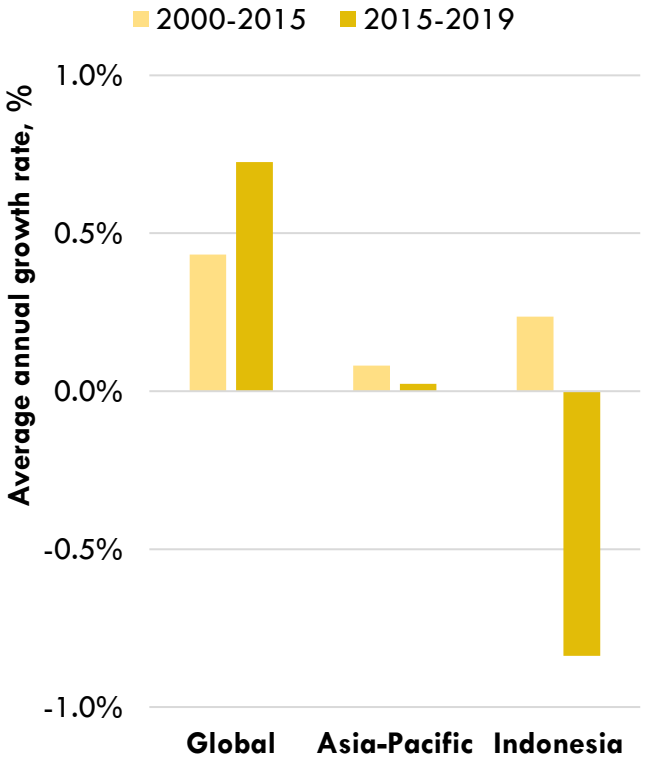
- High disruption in road network due to limited availability of alternative routes



- Indonesia is more sensitive to damages compared to Asia-Pacific and Global averages

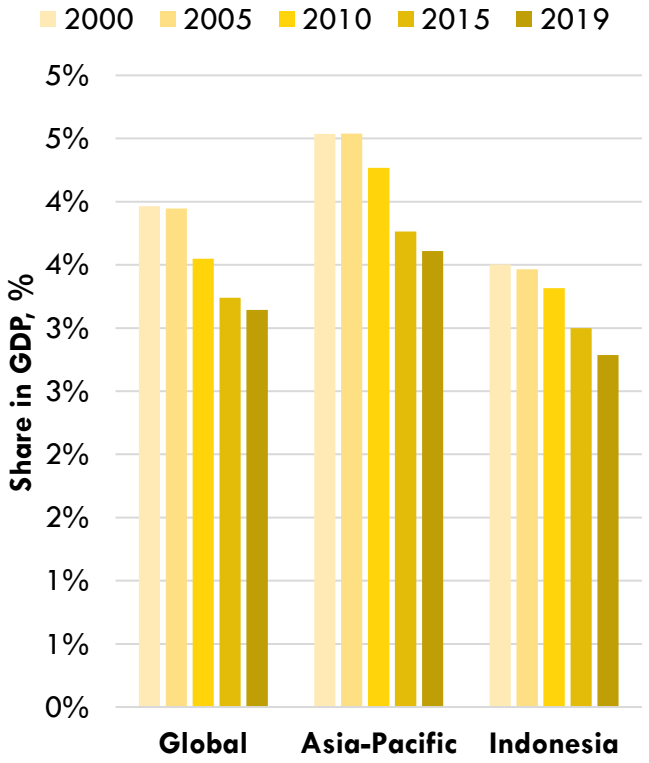
ROAD SAFETY STATUS

Annual Growth of Road Crash Fatalities



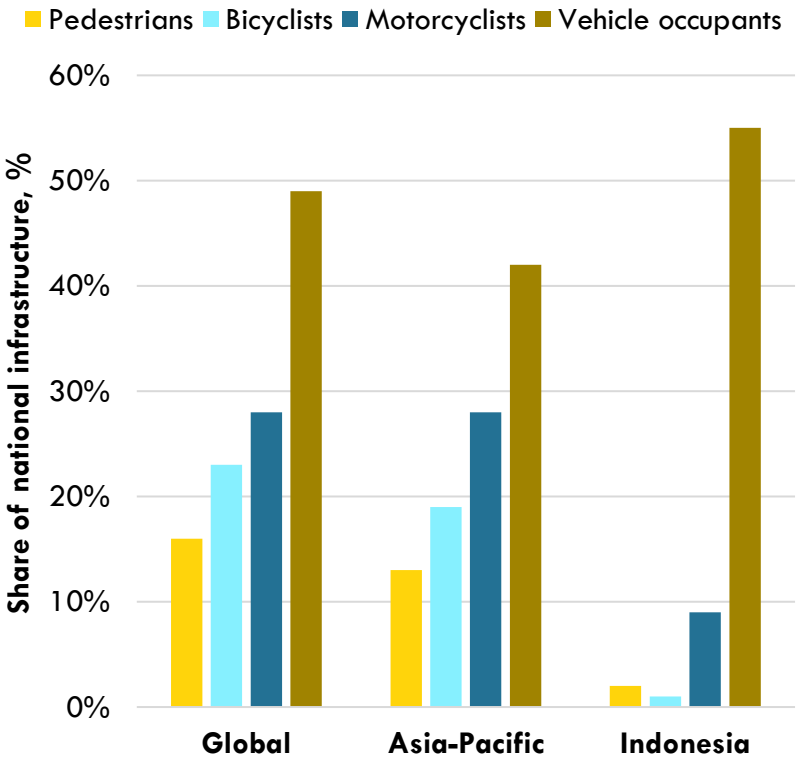
- Indonesia's road safety policies have started showing impact

Cost of Road Crash Fatalities and Injuries as % of GDP



- But the costs of road crash fatalities and injuries is still high

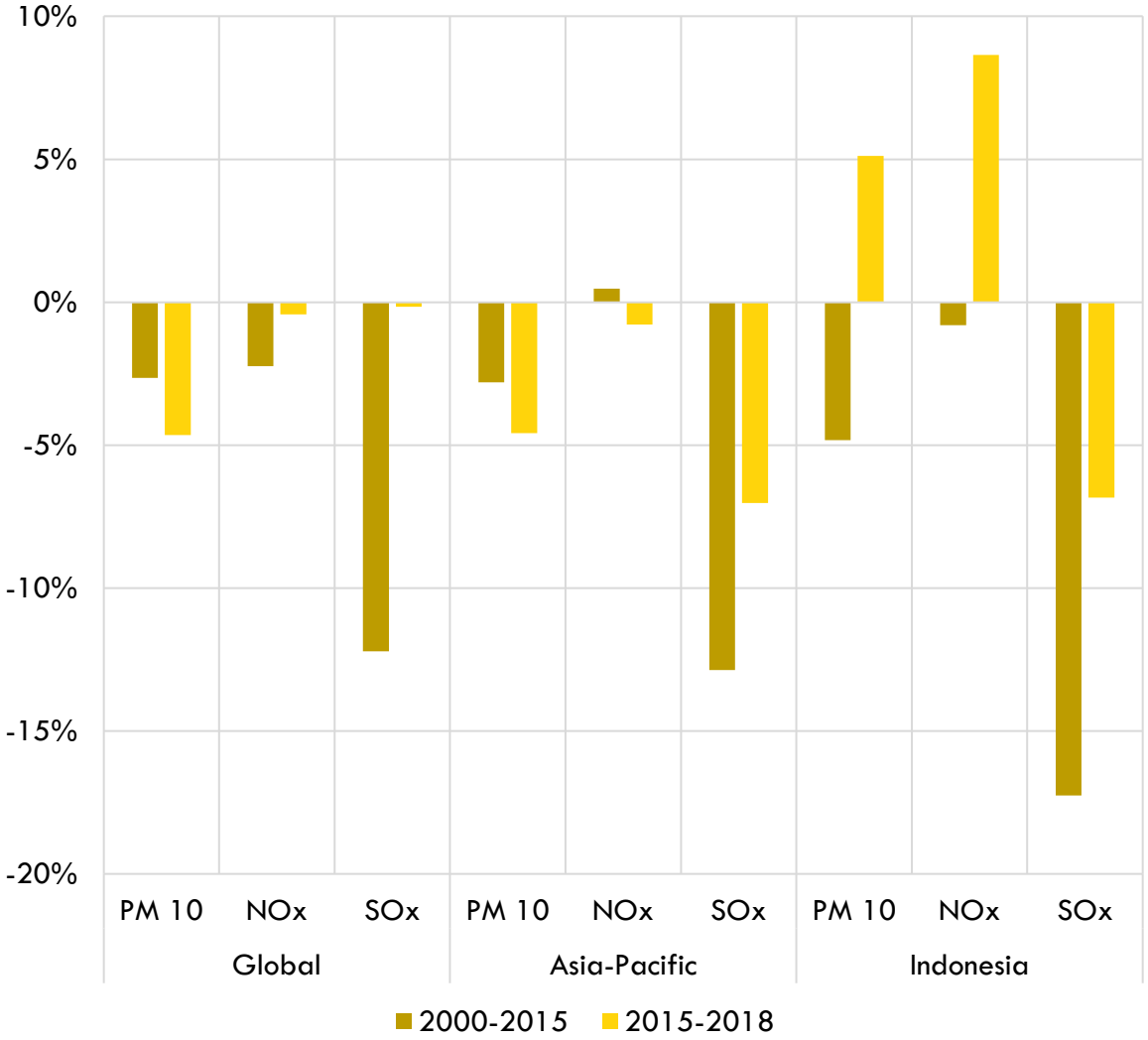
Share of National Infrastructure with 3-star or better rating



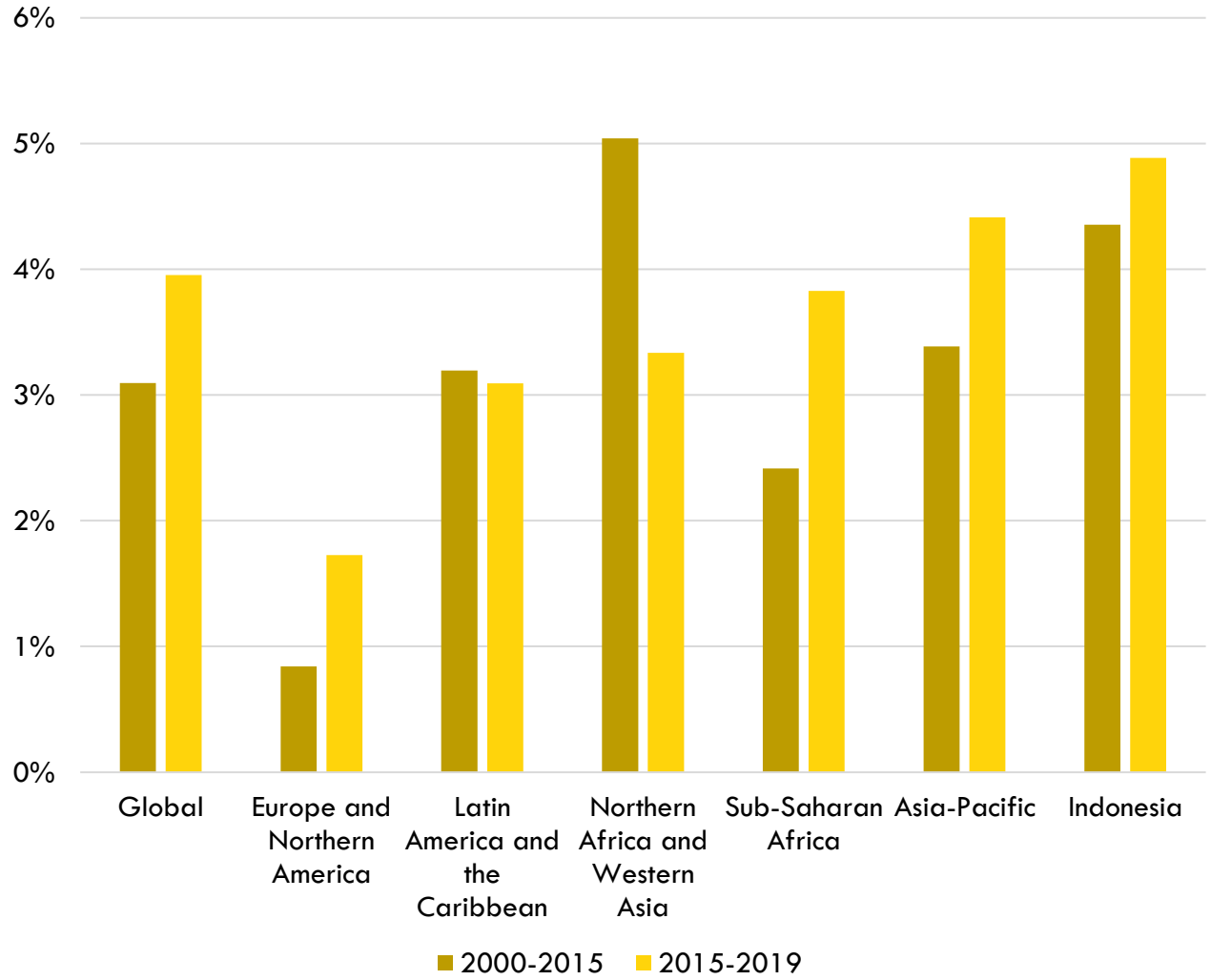
- Regarding infrastructure, vehicle occupants have relatively safer infrastructure than other categories. Bicyclists are most vulnerable

TRANSPORT AIR POLLUTION

Transport Air Pollution Emissions Growth



Deaths due to occupational exposure to diesel engine exhaust



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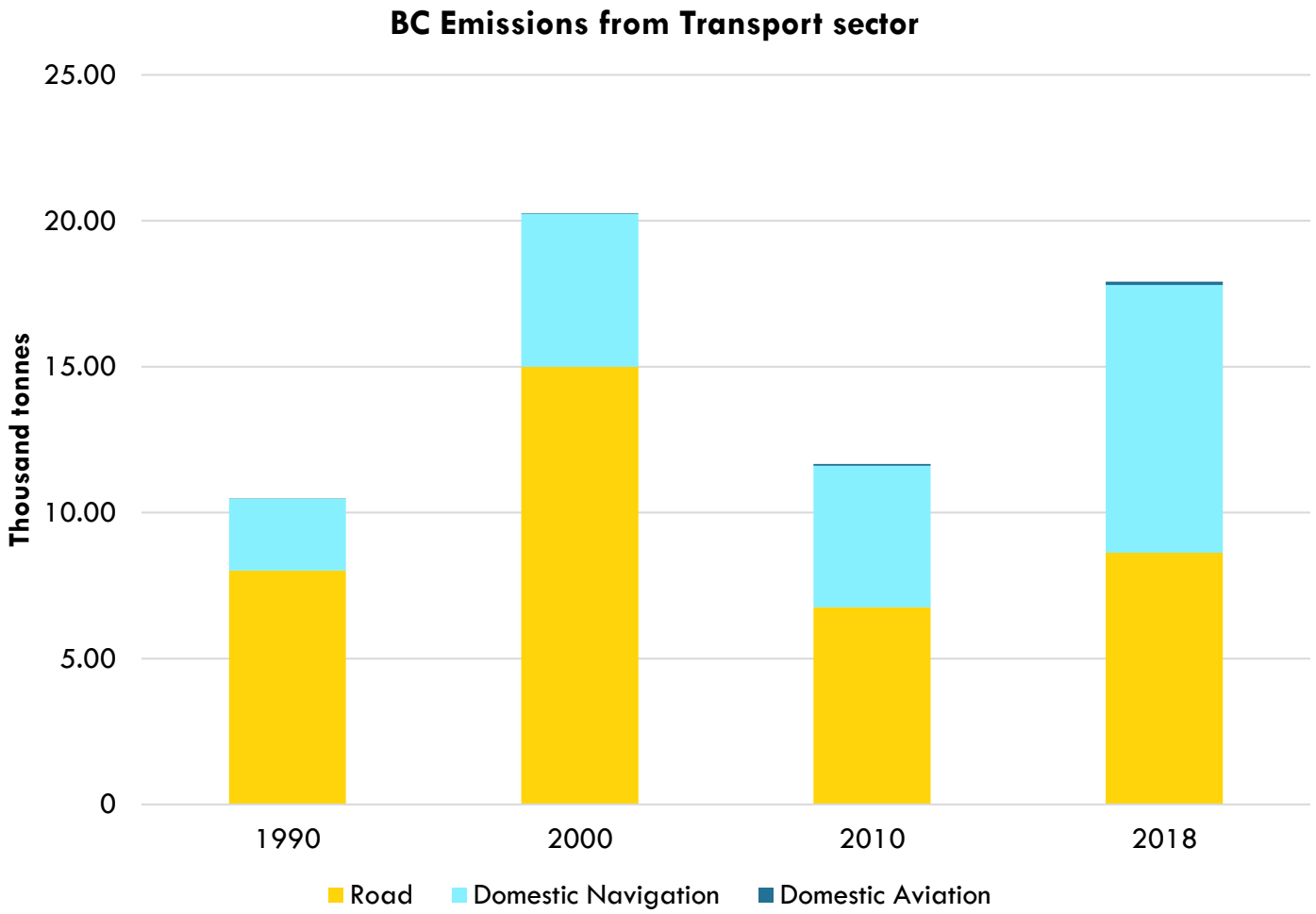
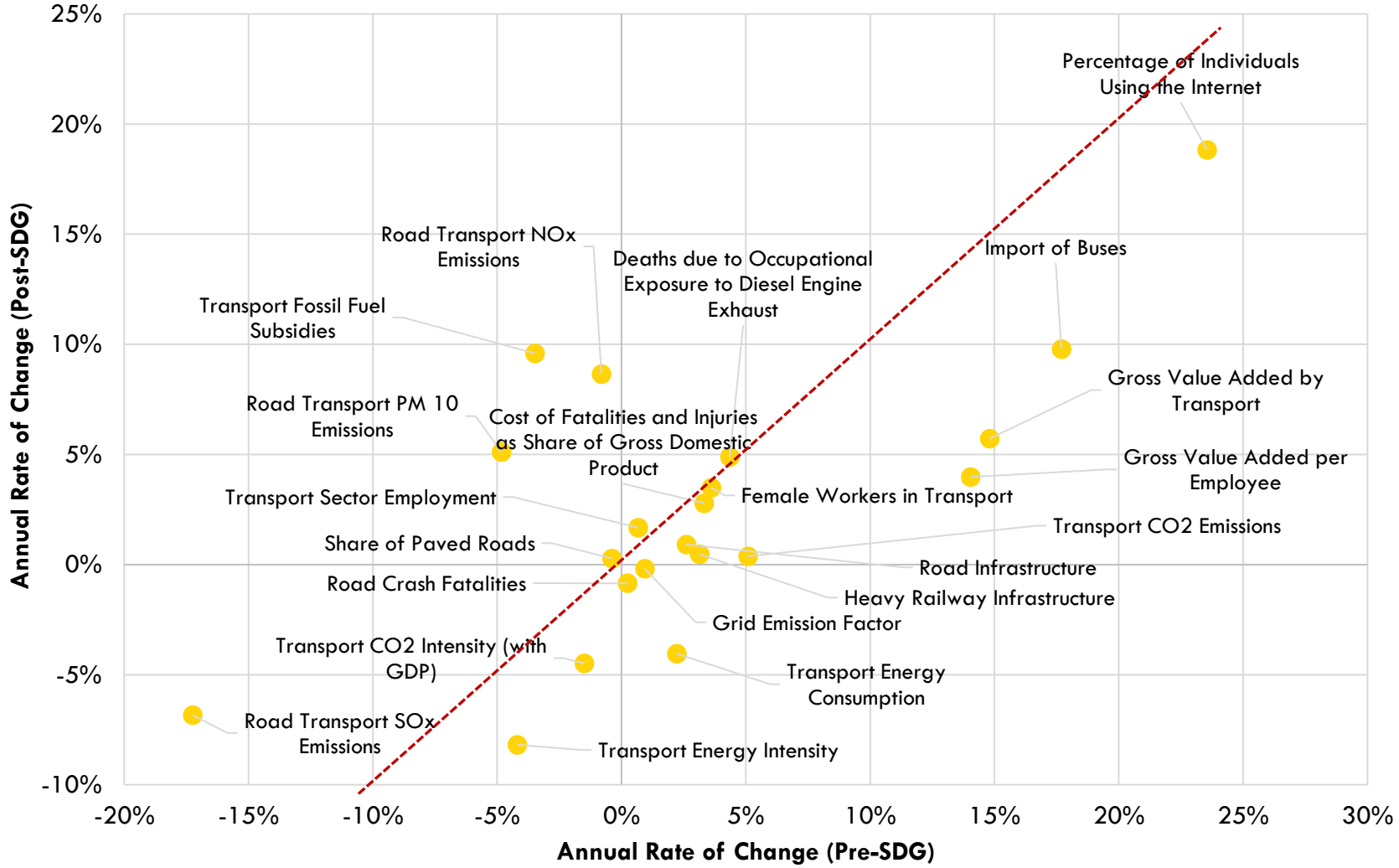
Policies on transport air pollution reduction have not shown the desired impact

BC EMISSIONS FROM TRANSPORT SECTOR

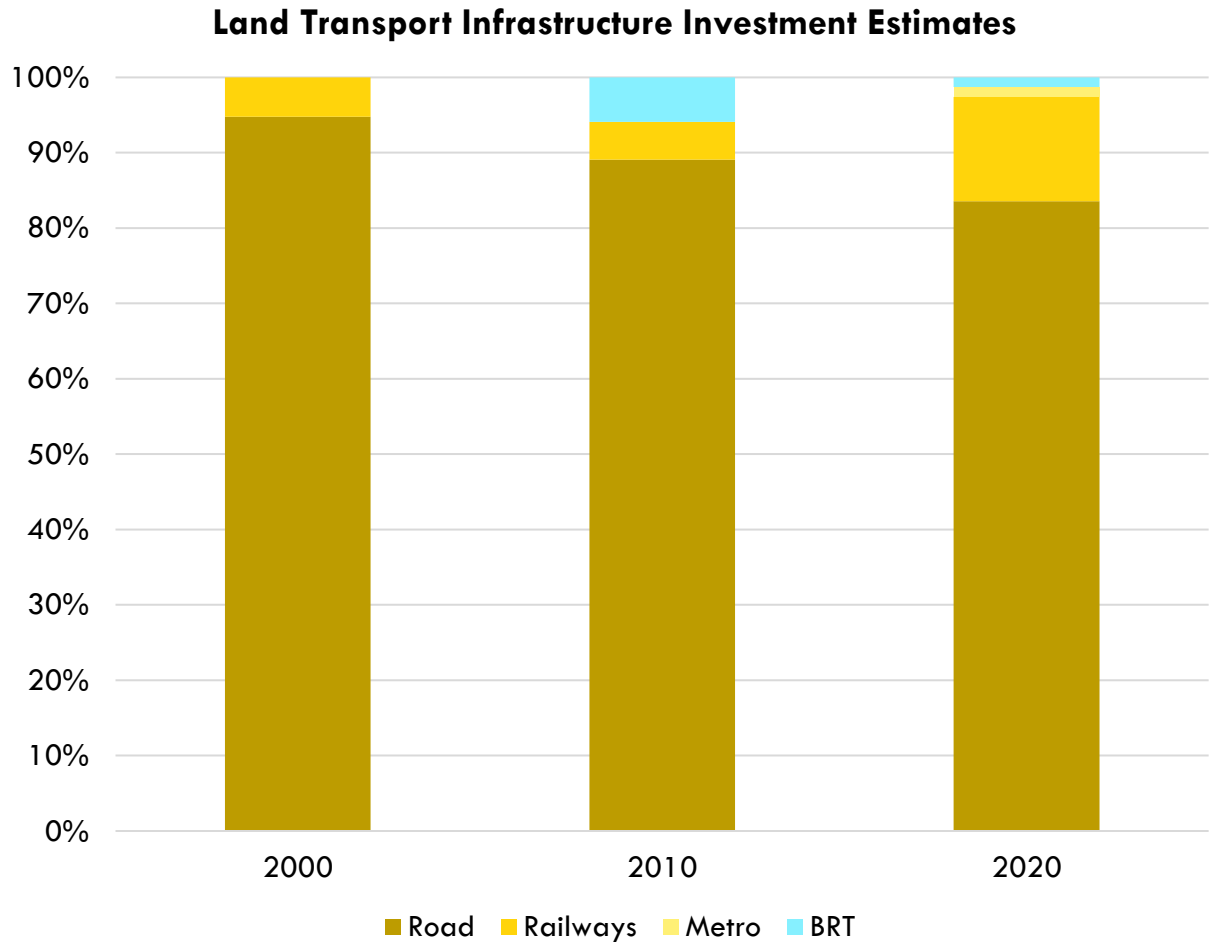


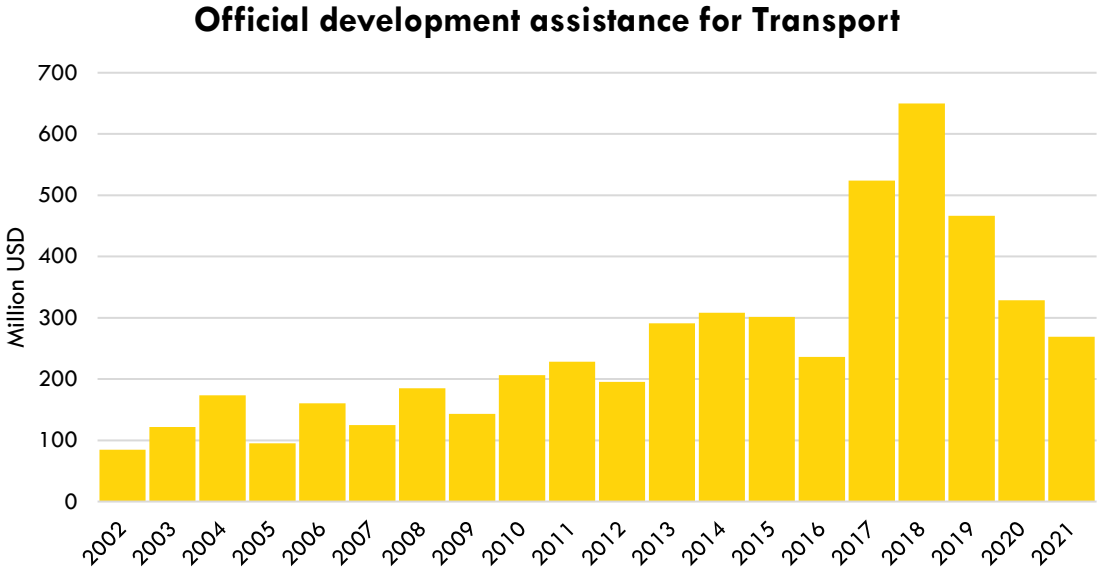
INDONESIA TRANSPORT- SDG PROGRESS

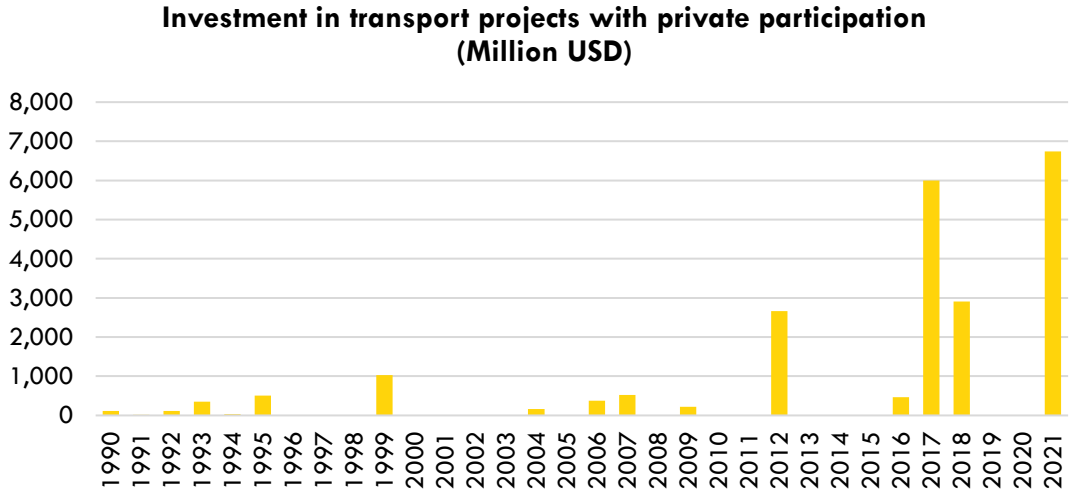


Note: *Indicator Years (Pre-SDG, Post-SDG) Road Crash Fatalities (2000-2015, 2015-2019), Cost of Fatalities and Injuries as Share of Gross Domestic Product (2010, 2019) [Note: number indicates cost as share of GDP], Road Transport PM 10 Emissions (2000-2015, 2015-2018), Road Transport NOx Emissions (2000-2015, 2015-2018), Road Transport SOx Emissions (2000-2015, 2015-2018), Transport Air Pollution Health Impact (2010-2015, 2015-2019), Transport Energy Consumption (2000-2015, 2015-2020), Renewable Energy Growth (2000-2015, 2015-2020), Transport Energy Intensity (2000-2015, 2015-2020), Gross Value Added by Transport (2000-2015, 2015-2021), Gross Value Added per Employee (2000-2015, 2015-2021), Transport Sector Employment (2000-2015, 2015-2021), Female Workers in Transport (2000-2015, 2015-2021), Monthly Wages in the Transport Sector (2011-2015, 2015-2021), Road Infrastructure (2000-2015, 2015-2020), Heavy Railway Infrastructure (2000-2015, 2015-2021), Passenger and freight volumes (2010-2015, 2015-2021), Share of Paved Roads (2008-2015, 2015-2020), Population Covered by a Mobile Network, by Technology (2012-2014, 2016-2020), Percentage of Individuals Using the Internet (2000-2015, 2015-2021), Rapid Transit Kilometers (2000-2015, 2015-2020), Import of Buses (2003-2015, 2015-2022), Transport Fossil Fuel Subsidies (2010-2015, 2015-2021), Transport CO2 Emissions (2000-2015, 2015-2021), Transport CO2 Intensity (with GDP) (2000-2015, 2015-2021), Grid Emission Factor (2000-2015, 2015-2021), Transport Sector Public-Private Partnerships Investments (2000-2015, 2015-2022)*

TRANSPORT SECTOR INVESTMENTS







Land Transport Infrastructure Investment Estimates = 0.7% GDP or 22 Billion USD in 2018

This estimate does not include investments in Ports and Airports. There are about 110 commercial ports and 230 airports

Asian Transport Outlook

SECTION 2: INDONESIA TRANSPORT SECTOR – POLICY LANDSCAPE

Notes: *The content is based on the flagship product of country policy trackers under the project Asian Transport Outlook ATO (2022) (https://asiantransportoutlook.com/)*

ATO POLICY TRACKER IMPLEMENTATION

Repository of transport related policy documents and legislations

Categorized under 13 types

Tagged by
- transport subsector,
- publishing year,
- family of documents

Filterable record of Policy Measures and Targets committed by the country

By Dimension - 'infrastructure/ RSA/ APH/ CLC (M & A)'

By Mode - 'road/ rail/ aviation/ shipping'

By Scope - 'national/ urban/rural'

By Sector - 'freight/ passenger/ combined'

By committed Target year

By toolbox – family of measures

By ASI framework

Analysis of Policy Measures and Targets committed by the country

Based on Frameworks (Regulatory, Institutional, Technology,…)

For assessing timeline of countries' priorities

For tracking international/ regional processes

Comparing NDC/ LTS vs. Others and assessing policy coherence

For assessing the level of policy progress ambition

For benchmarking countries

(Combined with data) To understand policy gaps and opportunities

Sub-regional analysis – trends/ progress/ priorities

Results of the policy tracker

Develop the Investment pipeline for Countries and MDBs

Knowledge transfer – cross learning

International support priorities

Sectoral development

Set by the - Presidential statement/ National development policy etc.
- **Vision and Goal(s)**

(Sub) Sectoral Policy documents and External consultant/ MDB assistance reports
- **Policy Strategies**
- **Measurable Targets**
- **Action Plan elements**

Legislative and institutional framework
- **Transport and related laws/ Acts**

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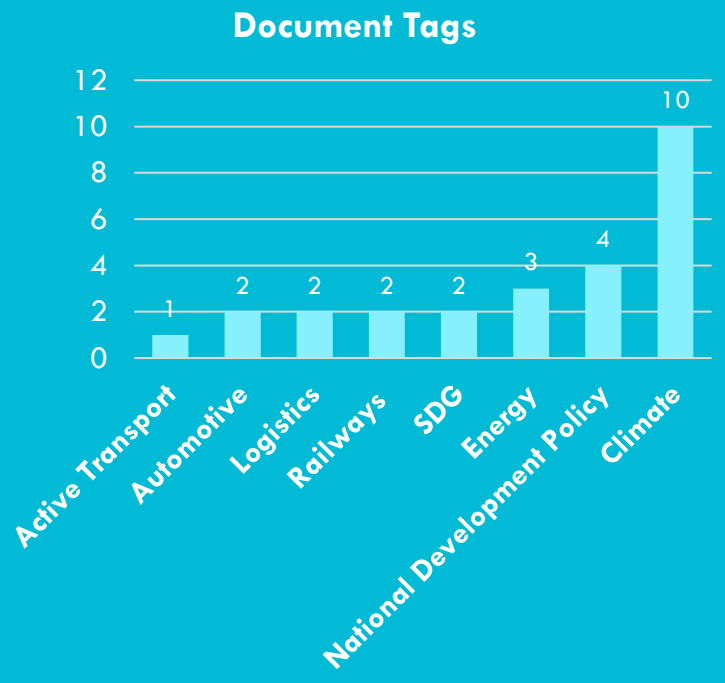
Notes: *RSA = Road Safety; APH = Air Pollution; CLC (M & A) = Climate Change (Mitigation and Adaptation); ASI = Avoid-Shift-Improve*

TRANSPORT POLICY DOCUMENTS

- **26** documents identified for Indonesia



Name of the Document	Year	Document Type	Relevant for Road subsector
Long-Term National Development Plan of 2005-2025	2007	National Development Policy	x
Supply Utilization and Trading Procedure of Biofuel as Alternate Fuel (Regulation of the Minister of Energy and Mineral Resources No. 32/2008 of 2008)	2008	Transport Laws/ Regulations	x
Presidential Regulation No. 61 of 2011 on the National Action Plan on Greenhouse Gas Emission Reduction	2011	Other Transport-related Policy	
National Logistics System Blueprint	2012	Transport Subsector Policy	
Technology Needs Assessment for Climate Change Mitigations 2012	2012	International/ Regional Processes	
Development of National Logistics System Framework	2013	Transport Subsector Policy	
Government Regulation No. 79/2014 of 2014 Concerning the National Energy Policy	2014	Other Transport-related Policy	x
Intended Nationally Determined Contribution	2016	Nationally Determined Contributions	x
Indonesia's Low Carbon Development	2017	National Development Policy	
Visi Indonesia 2045	2017	National Development Policy	x
National Railways Master Plan	2018	Transport Subsector Policy	
Government Policy on Future Automotive Development	2019	Transport Subsector Policy	x
Presidential Regulation No. 55 of 2019 on Acceleration of Battery Electric Vehicles Program for Road Transportation	2019	Transport Subsector Policy	x
Roadmap of SDGs Indonesia: A Highlight	2019	International/ Regional Processes	x
Ministry of National Development Planning Strategic Plan	2020	National Development Policy	x
National Medium Term Development Plan 2020-2024	2020	National Development Policy	x
National Vision of Non-Motorized Transport Infrastructure	2020	Transport Subsector Policy	x
Strategic Plan for the Railway Sector 2020-2024	2020	Transport Subsector Policy	
Indonesia Long-Term Strategy for Low Carbon and Climate Resilience 2050	2021	National Development Policy	x
Indonesia Third Biennial Update Report	2021	International/ Regional Processes	x
Mitigation Action Outline on Truck Fleet Modernization Scheme in Indonesia	2021	Transport Subsector Policy	x
Presidential Regulation No. 98 of 2021 on the Implementation of Carbon Pricing to Achieve the Nationally Determined Contribution Target and Control over Greenhouse Gas Emissions in the National Development	2021	Other Transport-related Policy	x
Updated Nationally Determined Contribution	2021	Nationally Determined Contributions	x
Voluntary National Review 2021	2021	International/ Regional Processes	x
Indonesia's Adaptation Communication	2022	International/ Regional Processes	x
Indonesia Blue Economy Roadmap	2023	National Development Policy	x

AIIB PROJECT CONTEXT:

Project:
Indonesia: Trans-Sumatra Toll Road Project – Cinto Kenang to Sentjalang

Objective:
To improve the **efficiency, safety** and **resilience** of the road connectivity in Sumatra, by building a segment of the Trans-Sumatra Toll Road (JTTS)

WORD CLOUD FOCUS:

- Technical standards enhancing road safety
- Vehicles emission testing
- Cleaning of Freight vehicle
- Fleet electrification

ROAD BASED POLICY MEASURES WORD CLOUD FOR INDONESIA

SAFETY COMPONENT

Policy Measures (76 unique measures from 15/26 documents): 97 total measures (1 – NDC, 96 – others)

Data modelling improvements [1]	EV manufacturing [1]	General freight and logistics improvements [1]	Intermodality measures [2]	General infrastructure improvements [3]	Road-side vehicle technical checks [1]	Vehicle inspection and maintenance [2]	Vehicle scrappage scheme [1]	Autonomous vehicles [1]	Intelligent transport systems (ITS) [2]	Design standards for sidewalks and bicycle paths [2]
Technical standards for general transport infrastructure [2]	Convention on Road Signs and Signals 1968 [1]	Convention on Road Traffic 1968 [1]	Convention on the Rights of Persons with Disabilities 2006 [1]	Customs Convention on Containers 1972 [1]	Customs Convention 1975 [1]	Vehicle labelling [1]	General land use [1]	BRT [1]	Public transit integration [1]	General public transport [7]
Target - Road crash fatalities [1]	Audits/ star rating for existing roads for road safety [1]	Audits/ star rating required for new road infrastructure for road safety [1]	General transport asset management [1]	Fossil fuel subsidy elimination [1]	Fuel tax [1]	Low-emission vehicle zones [1]	Road charging and tolls [2]	Traffic management [2]	Investment required for specific projects [1]	Investment volume for transport [1]
Lead agency on road safety is funded [1]	National road safety strategy is funded [1]	Reference to finance mechanisms within country [2]	Accreditation of driver training agencies [1]	Certification for prehospital providers [1]	Certification on emergency and trauma care for nurses [1]	Certification on emergency or trauma care for specialist doctors [1]	Technology and knowledge transfer [1]	General capacity building [1]	Implementation of vertical deflections on roads [1]	Upgrading high risk locations for road safety [1]
Define roles and accountabilities across agencies [1]	General transport institutional reform [1]	Involvement of subnational government for transport activities [1]	Lead agency on road safety [1]	Lead agency on road safety is responsible for coordination [1]	Reporting, transparency, feedback mechanism [1]	Stakeholder Involvement [1]	Development of other transport-related plan/ policy [2]	National road safety strategy [2]	Transport law [2]	Minimum driving age is 18 [1]
National drink-driving law [1]	National drug-driving law in place [1]	National motorcycle helmet law [1]	Helmet law applies to motorcycle drivers and adult passengers [1]	Helmet law applies to all engine types [1]	Helmet law applies to all road types [1]	Helmet law specifies helmet standards [1]	National law on mobile phone use while driving [1]	National seatbelt law [1]	Seatbelt law applies to drivers and front seat passengers [1]	National speed law [1]

Local authorities have the power to modify national speed limits [1]	Speed limits on urban roads <= 30 kph [1]	Speed limit on rural roads <= 70 kph [1]	Speed limit on motorways <= 90 kph [1]	Road safety training for professional drivers [1]	General education and behavior change [2]	General transport improvement for elderly, children, or persons with disabilities [1]	Nationwide emergency hotline for road crashes [1]	Vehicle import inspections [1]	Vehicle restrictions (import, age, access, sale, taxation) [2]

Asian Transport Outlook

Notes: Numbers in [ ] refer to the number of documents quoting the particular measure

SAFETY COMPONENT

Policy Measure text:

General infrastructure improvements:

Constructing grade-separated road and rail crossings in urban areas

[National Medium Term Development Plan 2020-2024]

Vehicle inspection and maintenance:

Periodic inspection is in effect

[Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles]

Intelligent transport systems (ITS):

Application of traffic management technology in national main roads (Area Traffic Control System/ ATCS)

[Indonesia Third Biennial Update Report]

Design standards for sidewalks and bicycle paths:

- Physical protection should be provided to separate cycling lane from motorized traffic.
- Waiting space for pedestrians to wait before crossing. Make crossing distance as short as possible.
- Place traffic lights for cyclists and pedestrians. Provide signages that shows priority for cyclists and pedestrians

[National Vision of Non-Motorized Transport Infrastructure]

Technical standards for general transport infrastructure:

Bus stops placement: On 4-meter-wide (or more) sidewalks: Place on the curb edge, still providing a clear pedestrian zone with a minimum width of 2 meters.

[National Vision of Non-Motorized Transport Infrastructure]

Road safety training for professional drivers:

Design driving training courses to teach truck drivers to drive efficiently and safely in collaboration with training service providers and integrate this as a mandatory element into the truck driver certification training system.

[Mitigation Action Outline on Truck Fleet Modernization Scheme in Indonesia]

General education and behavior change:

Developing and educating human resources on transportation safety and SAR.

[National Medium Term Development Plan 2020-2024]

Public transit integration:

Development of modal transfer facilities - integrated with centers of economic activity, settlements and public facilities at transportation nodes

[Voluntary National Review 2021]

Accreditation of driver training agencies:

Require certified drivers to take driving class periodically and review drivers' qualification through periodical drive license renewal.

[Mitigation Action Outline on Truck Fleet Modernization Scheme in Indonesia]

Targets:

By 2024, reducing road accident fatality ratio per 10,000 vehicles against the 2010 base rate (%) = 65 (Baseline = 53 (2019))

[National Medium Term Development Plan 2020-2024]

By 2024, Percentage of roads in good condition (%) (Baseline 2019 = 92/68/57):

National = 97
Provincial = 75
City = 65

[National Medium Term Development Plan 2020-2024]

By 2024, number of metropolitan cities with built and developed urban mass transit systems = 6 (Baseline 2019 = 1)

[National Medium Term Development Plan 2020-2024]

Number of cities with multi-level transport systems = 6 (Baseline 2019 = 3)

[National Medium Term Development Plan 2020-2024]

RESILIENCE COMPONENT

Policy Measures (24 unique measures from 16/26 documents):

60 total measures (7 – NDC, 53 – others)

- Disaster notification/ early warning system [4]
- Intelligent transport systems (ITS) [1]
- Technologies on transport asset management [1]
- Transport infrastructure resilience [5]
- General transport asset management [2]
- General transport finance [2]
- Investment required for specific projects [1]
- Investment volume for transport [1]
- Reference to finance mechanisms within country [3]
- Technology and knowledge transfer [3]
- General capacity building [4]
- Rail infrastructure expansion [5]
- Define roles and accountabilities across agencies [3]
- General transport institutional reform [3]
- Involvement of subnational government for transport activities [2]
- Reporting, transparency, feedback mechanism [3]
- Stakeholder Involvement [3]
- Development of national development plan/ policy [2]
- Development of other transport-related plan/ policy [3]
- Development of transport adaptation/ emergency/ disaster plan/ policy [4]
- Disaster monitoring and risk assessment for transport infrastructure [1]
- Transport law [3]
- General adaptation measures [1]

Policy Measure text:

Disaster notification/ early warning system:

Enhancement of adaptive capacity by developing early warning systems **[Intended Nationally Determined Contribution]**

Transport infrastructure resilience:

Integrating adaptation in infrastructure development and maintenance. **[Updated Nationally Determined Contribution]**

Developing and improving the quality of disaster-resilient infrastructure in disaster-prone priority areas **[National Medium Term Development Plan 2020-2024]**

Investment volume for transport:

Complete promised **$70 billion investment** in **5,400 km toll road construction** by 2024. **[Mitigation Action Outline on Truck Fleet Modernization Scheme in Indonesia]**

Targets:

By 2024, Percentage of roads in good condition (%) (Baseline 2019 = 92/68/57):
National = 97
Provincial = 75
City = 65
[National Medium Term Development Plan 2020-2024]

By 2024, National rail connectivity ratio = 0.69
[Strategic Plan for the Railway Sector 2020-2024]

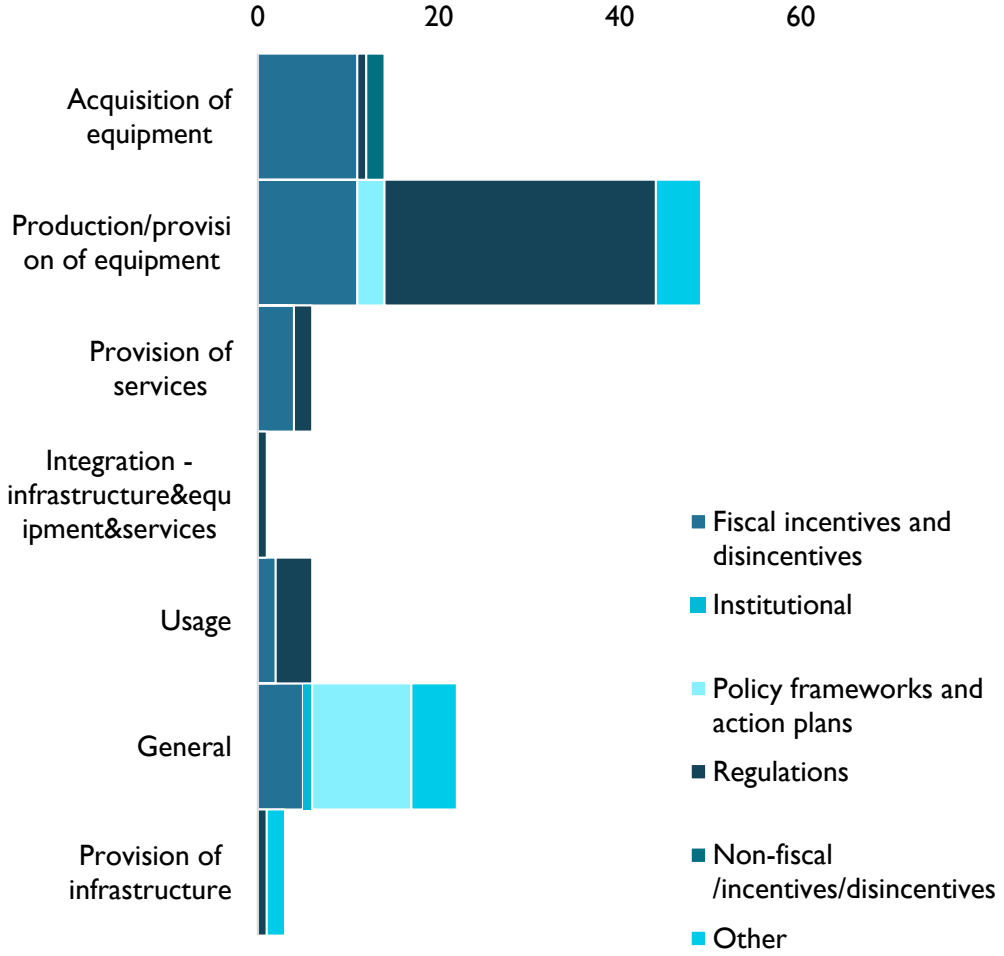
By 2024, Interregional rail connectivity ratio = 0.36
[Strategic Plan for the Railway Sector 2020-2024]

By 2030, National railway network = 10,524 km (including urban railway network of 3,755 km)
[National Railways Master Plan]

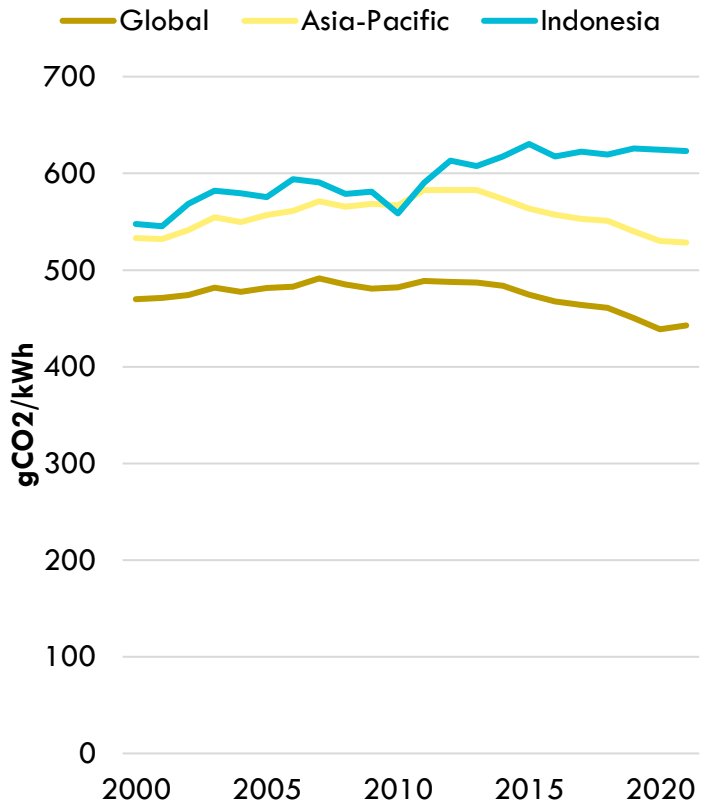
Notes: Numbers in [ ] refer to the number of documents quoting the particular measure

INSIGHTS FROM E-MOBILITY TRACKER

Distribution of Policy Measures



Grid Emission Factors



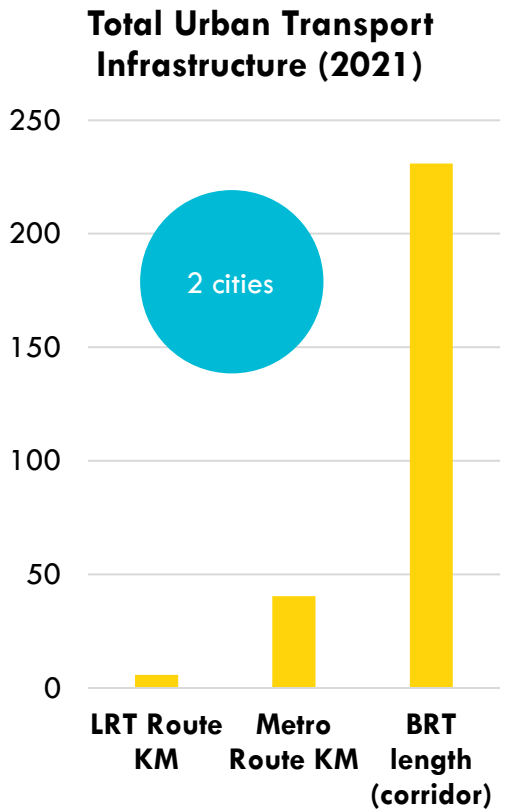
- The grid emission factor, is showing an uptrend in Indonesia compared to the downtrends seen in Asia-Pacific and Global.

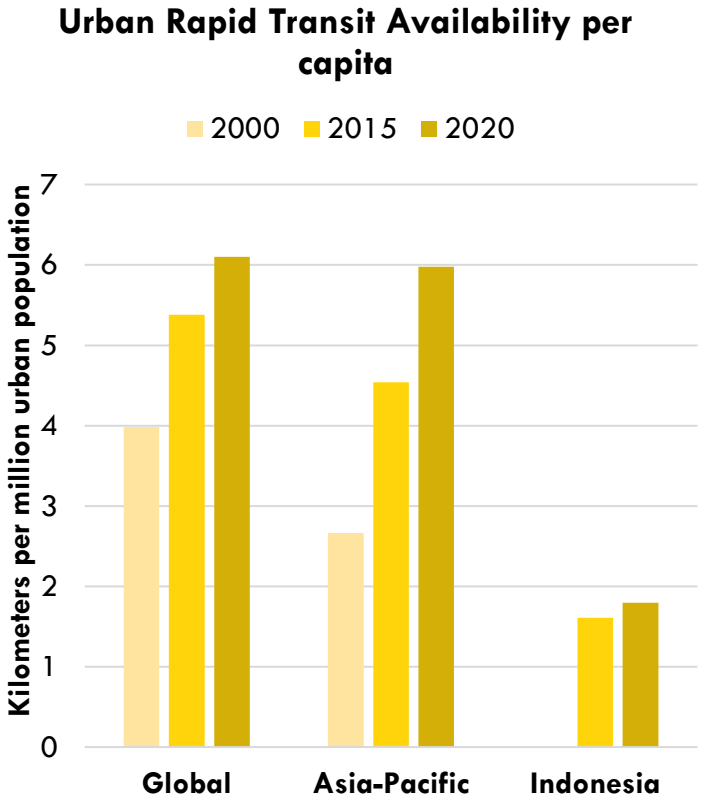
Asian Transport Outlook

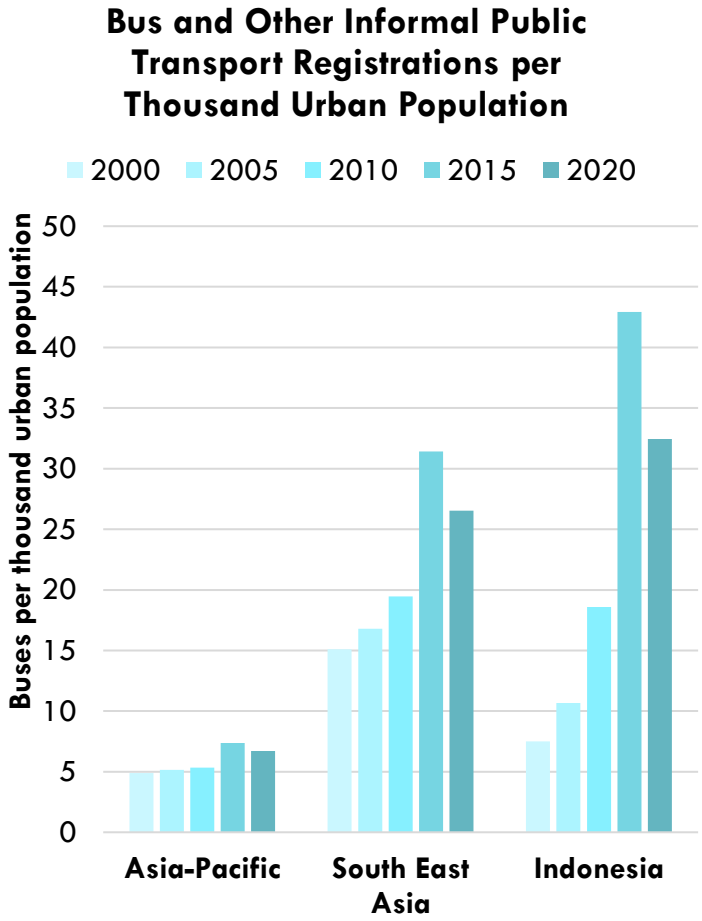
SECTION 3: URBAN TRANSPORT

Notes: *The charts are based on calculations using the data from Asian Transport Outlook ATO (2022). Data published at https://asiantransportoutlook.com/.*
The SDG country profile published at https://asiantransportoutlook.com/documents/36/Indonesia.pdf
The policy content is based on the flagship product of country policy trackers under ATO.

URBAN TRANSPORT INFRASTRUCTURE



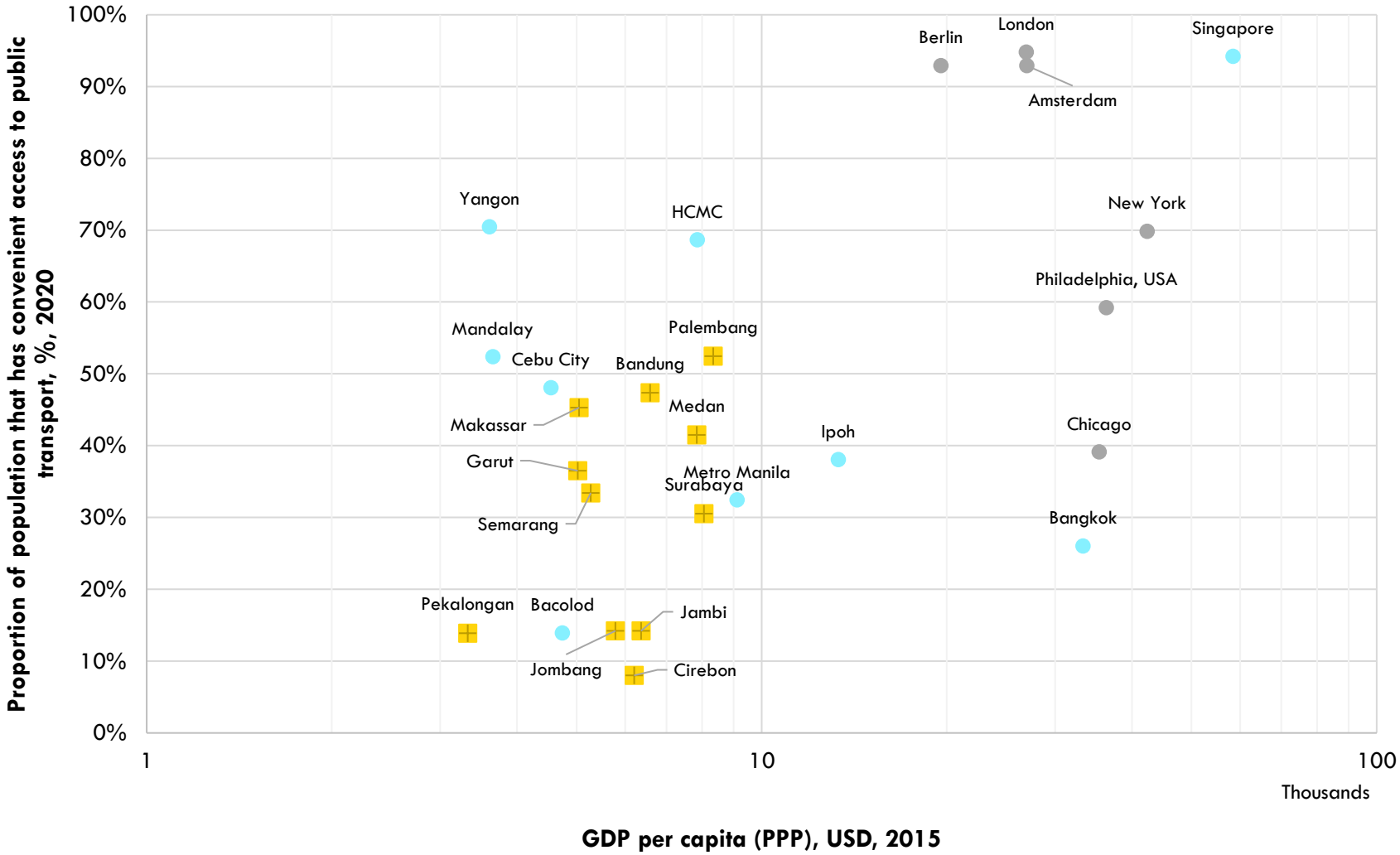


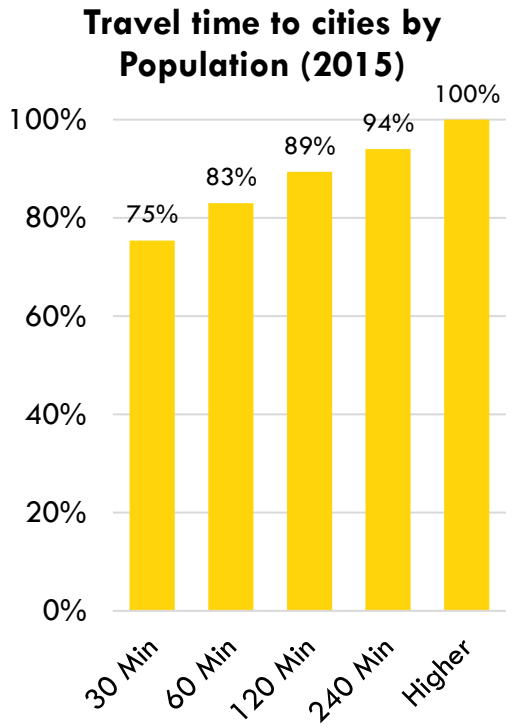


- Urban transport infrastructure grew at average annual growth rate of 5% between the time period 2015 to 2020.
- Although, the availability per capita is only slightly increasing compared to Asia-Pacific and Global

- Bus + other informal public transport registrations are decreasing globally, recently, faster so in Indonesia; the trend is also visible in terms of bus productions

URBAN ACCESS





Bandung overview

- Population (2017) = 5.8 mln.
  - 2% of Indonesia
- Land area (2015) =1,014 sqkm
  Share of Built up area (2015) = 35%
- Population density (2020) = 8,069 persons/ sqkm
- GDP (PPP) (2021) = 53.89 bln. USD
  - 1.5% of Indonesia
- Total Road length (2017) = 4073 km
- Percentage Access to Public Transport (2020) = 47%
  People Near Services (Healthcare and Schools both) (2020) = 21%
- Modal share of active and public transport in commuting (2018) = 19%

TRANSPORT POLICY LANDSCAPE

Policy Documents:

2011
- Bandung City Spatial Plan 2011-2031

2014
- Bandung Urban Mobility Project

2018
- Bandung City Regional Medium Term Development Plan 2018 - 2023

2019
- Strategic Plan for Bandung City Transportation

2021
- Bandung City Transportation Work Plan

2022
- Bandung City Regional Government Work Plan (RKPD) 2022

Targets:

2023
- Ratio of private vehicle to (public) transport users = 79:21
- Number of bike sharing stations = 30

[Strategic Plan for Bandung City Transportation]

2027
- 20.4 km BRT (including 17.3 km segregated bus lanes, 3.1 mixed traffic lanes, 36 stations) in Bandung Basin Metropolitan Area

[Indonesian Mass Transit Program]

2031
- Share of road area = 10%
- Increase public transport market share by 40%
- Average load factor of public transport = 60%
- Transport cost for residents = <20% of gross expenditure
- Road traffic speed = 20kph

[Bandung Urban Mobility Project]

"ATO translates data into insights, policies, and investments"

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