

8. The Jabotabek Railway Project.

8.1. The Electric Railcar (EC).

This main Electric Railcar (EC) was made by Japan in 1986.

At its initial operation this main EC was destined as the economic class EC some of them afterwards have been developed to become the executive class EC based upon the following consideration :

- 8.1.1 The increasing demand of the public for better service quality.
- 8.1.2 The Perumka is more attracted to more comfortable public transportation.
- 8.1.3 The serving of the intermodal transportation.

8.2. The Stations.

After the construction of the elevated track has been completed, the stations and stopping places alongside the line Gambir - Jakarta Kota, are as follows :

- 8.2.1 Gambir
- 8.2.2 Juanda
- 8.2.3 Sawah Besar
- 8.2.4 Mangga Besar
- 8.3.5 Jayakarta
- 8.3.6 Jakarta Kota

The station of Jakarta Kota had been built in the year 1873 and although the building is rather old of years, it is still well maintained and can do its operational duties still adequately.

Afterwards the stations and the stopping places alongside the fly over track will developed to becoming objects of business diversification.

8.3 The Travel Time

8.3.1 By The Electric Railcar :

Gambir-Jakarta Kota	: 7 - 9 minutes
Jakarta-Bogor	: 54 minutes

While normal diesel rail car	: 90 minutes
------------------------------	--------------

8.3.2 By Car on road :

Gambir - Jakarta Kota

During Slack Period : 25 minutes
During Peak Period : 45-60 minutes

Jakarta Kota - Bogor : 106 minutes

8.3.3 Travel Time Saving :

Gambir - Jakarta Kota

During Slack Period : 15 minutes
During Peak Period : 50 minutes

Jakarta Kota - Bogor : 55 minutes

8.4. Transportation Fares.

8.4.1 Using The Train.

Gambir - Depok : Rp 500,00 (30 Yen)
Gambir - Bogor : Rp 600,00 (36 Yen)

8.4.2 Using The Bus.

Gambir - Depok : Rp 750,00 - Rp 1.250,00
(50 - 74 Yen).
Gambir - Bogor : Rp 1.450,00 - Rp 2.750,00
(86 - 164 Yen).

8.4.3 Using The Car

Gambir - Depok : Rp 20.000,00 (1.197 Yen).
Gambir - Bogor : Rp 40.000,00 (2.365 Yen).

8.5. The Infrastructure

8.5.1 Length of the double fly over track = 2 X 8,9 kms

8.5.2 The rail in use is of the type R.54.

8.5.3 The sleepers in use are concrete sleepers.

8.5.4 The railfastenings are of the double elastic type.

8.5.5 The present signalling system is the mechanical block system and will be developed into the electrical block system.

8.6. The Railway Operational Pattern In The Jakarta Metropolitan Area Is AS Follows :

- 8.6.1 The Electric Railcar and the main trains for the medium and long distance depart from the Gambir station.
- 8.6.2 The Diesel Railcar for economic class trains depart from the Pasarsenen Station.
- 8.6.3 The Electric Railcar, The Diesel Railcar, The Economic Class trains, The Bima train and The Mutiara Utara train depart from the Jakarta Kota Station.

9. The Railway Transportations.

9.1. Before the fly over track has been put into operation :

- 9.1.1 The frequency of the trains = 65 trains.
- 9.1.2 The headway = 22 minutes.
- 9.1.3 The number of station/stopping places = 16 places.
- 9.1.4 The number of passenger seats = 42.640 seats.
- 9.1.5 The number of the served level crossings between Jakartam Kota - Manggarai = 23.
- 9.1.6 The time covered between JakartaKota - Bogor = 104 minutes.
- 9.1.7 The number of passengers = 65.281 persons per day

9.2. After the fly over track has been put into Operation.

- 9.2.1 The frequency = 126 train (increase of 97%).
- 9.2.2 The Headway = 8 minutes (increase of 63,6%).
- 9.2.3 Stations/stopping places = 26 locations (50%).
- 9.2.4 Number of seats = 42.640 per day.
- 9.2.5 Level crossings have been abolished.
- 9.2.6 Time covered between Jakarta-Bogor = 90 minute
- 9.2.7 Number of passenger = 114.962 persons per day with an increase of 76,1%.

10. Influence Of The Operation Of The Fly Over Track.

10.1. Internal (Perumka).

10.1.1 Revenues.

- Before the operation of the fly over track the revenues of the jabotabek transportation amount to Rp 24.049.500,00 (1.440.089 yen) per day.
- After the fly over track has been put into operation, the revenues amount to Rp 40.299.800,00 (2.413.161 yen) per day.

10.1.2 The new technology includes.

10.1.3 A sense of proudness of the PERUMKA personel.

10.1.4 More order, cleannes and beauty.

10.1.5 Affiliated Business.

10.2. External

10.2.1 Increase of the demand for railway transportation.

10.2.2 Less disturbances at the level crossings.

10.2.3 Decrease of the number of accident at the level crossings.

10.2.4 Rather cheaper train rates and increase of mobility.

10.2.5 The railway transportation now oriented to the environmental insight.

10.2.6 Less pollution.

10.2.7 Saving in the use of energy.

10.2.8 Development of technology.

11. The Expectation Of The Perumka Railway Transportation.

11.1. The need for additional electric railcars with a number of 160 units for The Jabotabek area.

11.2. The Perumka needs rails with a length of 1.850 kms and 764 passenger cars of the economic class.

- 11.3. Development of the double track Cikampek-Cirebon.
- 11.4. Introduction of new railway technology for 2 hour travel time between Jakarta and Bandung.
- 11.5. Development of the passenger transportation between Jakarta - Cirebon with a travel time of 3 hours.
- 11.6. Development of the passenger transportation between Jakarta - Surabaya with a travel time of 9 hours.
- 11.7. Development of the passenger transportation between Jakarta - Cirebon - Yogyakarta with a travel time of 6 hours
- 11.8. The coal transportation in South Sumatra with a transportation target of 10 million of tons per year.
- 11.9. The coal transportation in East Kalimantan.
- 11.10 The Trans Sumatra Railway.

Bandung : July 1993.

SPECIAL REQUEST FOR MOTRAIN SIGNAL & TELECOMMUNICATION TRAINING

NO	DESCRIPTION
1	<p>THE EXISTING FACILITY IN BANDUNG TRAINING SCHOOL :</p> <p>a. IN THE FIELD OF ELECTRONIC & TELECOMMUNICATION TRAINING, WE HAVE ALLREADY NOW IN BANDUNG;</p> <ol style="list-style-type: none"> 1). BASIC OF ELECTRICITY AND ELECTRONIC 2). ADVANCE ELCTRONIC 3). DIGITAL TECHNIC 4). ADVANCE DIGITAL 5). POWER SUPPLY 6). MICRO PROCESSORS 7). DIGITAL AND ANALOG TRANSMISSION 8). DATA COMMUNICATION 9). VHF RADIO FOR TRAINDISPATCHING 10). UHF/MICROWAVE RADIO LINK 11). OMPUTER FOR OPERATOR <p>b. SIGNAL MODEL FACILITY INSTALLED IN TRAINING SCHOOL BANDUNG :</p> <ol style="list-style-type: none"> 1). MECHANICAL INTERLOCKING SIEMENS & HALSKE TYPE 2). ALL RELAY INTERLOCKING MIS 801 SIEMENS TYPE 3). ELCTRONIC INTERLOCKING /VPI GRS TYPE (UNDER CONSTRUCTION) 4). ELECTRONIC INTERLOCKING/SSI (UNDER CONSTRUCTION) <p>c. LIMITED NUMBER OF TRAINER IN THE FIELD OF SIGNALLING, MAINLY IN THE MODERN SIGNALLING SYSTEM</p> <p>d. THERE IS NO BASIC SIGNALL LABORATORY IN BANDUNG TRAINING SCHOOL</p>
2	<p>BASED ON THE POINT NO.1a, b, c and d DESCRIBED ABOVE WE NEED JICA COOPERATION TO SPORT OUR TRAINING SCHOOL, SPECIALLY IN THE FIELD OF SIGNALLING SYSTEM.</p>
3	<p>THE BASIC SIGNALLING TRAINING FACILITY PROPOSED BY JICA BECOME VERY USEFULL EITHER FOR JABOTABEK SIGNALLING STAFF AND ANOTHER AREA SIGNALLING STAFF (JAVA AND SUMATERA) IF THAT FACILITY CAN BE INSTALLED IN BANDUNG TRAINING SCHOOL BECAUSE WE'LL GET MORE BENEFIT DURING IMPLEMENTATION OF TRAINING. FOR EXAMPLE:</p> <ol style="list-style-type: none"> a. ARANGEMENT OF TRAINER AND TRAINEE b. ARANGEMENT OF TRAINING SCHEDUL c. ARANGEMENT OF PRACTICAL TRAINING AFTER BASIC SIGNALLING TRAINING

JICA