

2. Thoroughness of Operation Aptitude Test

It must be said that that a driver's signal ignoring and a brake error have occurred repeatedly has much a possibility that what does not have aptitude in operation business is sitting on the driver's seat.

In Japan, in means of transportation, such as a railway, an airplane, and a bus company, aptitude test is introduced, there is already a track record of a half-century, and the record whose responsibility operation accident number of cases in a railway decreased sharply to 1/5 a sum by implementation of this inspection is also left behind. Moreover, to the driver engaged in high speed train operation business, such as the Shinkansen, inspection of high-speed adaptation is also carried out apart from the operation aptitude test of other railway line, the thing exceeding the conventional standard is carried out, and the effect is obtained.

Also in the Minister Decree about the driver's license for driving rolling stock of the Ministry of Land Infrastructure and Transport, it supposes "By inspection of a Krepelin test, reaction velocity inspection, and others, an aptitude test is conducted in order to inspect required aptitude about operation of a rolling stock"

As the contents of enforcement of an operation aptitude test,

- Intelligence test
- Krepelin test (workability inspection)
- Cautions distribution inspection
- Reaction velocity inspection

It is proved as data that especially a Krepelin test is effective.

This operation aptitude test is not carried out only when it appoints to a driver, but should be indicated to a driver individual's instruction record, and should be utilized also for daily instruction once in two years while carrying out periodically.

3. Cultivation of Driver

By completion of REDDT, Commuter Train and other extra train of a large train is performed in JABOTABEK area and the number of drivers needed also increase sharply. Since cultivation of a driver takes time, it is required to look up to a plan target from now on about cultivation of a required driver in accordance with commencement of business.

It needs 6~8 years as a model course until new employee who graduated from the high school is appointed to a driver in Indonesia now. However, since this of the period of three years of the main line training (one year) after cultivation training (four

months), an operation assistant driver candidate (one year), and an operation assistant driver (one year) is unnecessary as a train driver of commuter, it can be shortened by three years, and cultivation of a driver will think in the about five almost same years as Japan that it is possible.

However, the driver of a railway does not have a national license acquisition system in Indonesia, and those who ended training of PT.KAI pass a circles examination through training of a fixed period, and service experience after that, and are appointed to the driver now.

In the case of Japan, based on the "Minister Decree about the driver's license for driving rolling stock" of the Ministry of Land Infrastructure and Transport of the duty of acquisition of a driver's license is imposed upon cultivation of a driver, and the examination which a transportation bureau chief performs must be taken and it must pass. However, as for the cultivation process graduate of the cultivation organization which received specification from the Minister of Land Infrastructure and Transport, it is to be able to exempt from the examination and a training center in each JR and private sector railway.

Since specification of the Minister of Land Infrastructure and Transport is received, a subject-of-study short course is ended in a driver training course, and a driver's license can be acquired in response to a skill short course. It is defined that subject-of-study short course time also makes skill short course time 400 hours or more with a ministerial ordinance for 400 hours or more.

It is important that a state establishes and authorizes a standard to the driver who bears the duty for the safety of the transportation in a railway mostly, and it wants to desire introduction of a national license acquisition system immediately.

4. Substantial Training to Driver

Training to a driver raises knowledge and technical power, and aims at operation accident prevention to the last. Concrete contents are mastery of a rule required for the strictness of the handling about the improvement in capability which can respond at the time of abnormalities, and signal security equipment, and operation, repetitive training, etc. In order to raise the efficiency of this training, it is important to station the instruction driver who takes charge of OJT especially to each work-site-operations organization. An instruction driver is in charge of training by One to One at the time of attendance instruction and abnormalities.

As training to a driver are necessary (1). Basic training (2) Trains for the abnormalities and (3) Extraordinary training.

(1) Basic Training

Basic training consists of knowledge, regulations, track figure, etc. concerning thoroughness of official notices, and safety of work in.

Although always carried, they are the check of change vehicles, a track, and thoroughness of a matter requiring special attention, handling operation in rainstorm.

(2) Trains for the Abnormalities

Training is the most important at the time of abnormalities, and it is the method of disposal and the connection, operation accident and vehicles accident at the time of the occurrence of an accident. It is necessary to make it become skilled thoroughly about how to deal with the operation handling at the time of abnormalities, train protection, the emergency measure of a breakdown, and the apparatus for emergencies.

(3) Extraordinary Training

New style vehicles enter or extraordinary training trains by the actual car by which vehicles reconstruction were performed.

A driver's business has the peculiarity which works independently, after leaving for crewing, other men's advice does not count on, but it must judge all situations of all alone. Therefore, it must work hard from every day, self skill and knowledge must be polished, the ability must fully be demonstrated in case of emergency, and it must strive for safe operation of a train.

5. New Appointment Driver's Follow-up System

Since comparatively many operation accidents have occurred based on the shortage of experience and an unripe cause immediately after driver appointment. It is effective if the system which performs instruction preponderant as a follow-up period for one year after an independent operating start is taken. Follow-up period is classified into three, three months, six months and 12 months and training is tackled focusing on OJT in each work-site-operations organization.

When about three months have passed since the independent crewing start, the training of day service is prepared for one day, and reconfirmation about basic motion of departure time procedure and requiring special attention, and signal.

In follow-up education for six months, simulation training at the time of abnormalities is preponderantly performed

It is effective if real equipment training, such as a check of the disposal procedure in case of emergency and a crossing accident, are performed in an actual driver's seat

in follow-up education for 12 months.

JR East which is carrying out this follow-up education, although the railway operation accident decreased sharply in spite of expansion of a transportation scale, since the improvement in a new appointment driver's nature greatly contributed by follow-up education, this is considered.

C. The state of Passenger Fares System Within the JABOTABEK Circle.

1. Handling at Manggarai Station

By completion of REDDT, it can be said that passenger transport within the JABOTABEK circle approached completion one step of the network of metropolis passenger transport conjointly with completion of elevated railway of previous Central Line. In order for the passenger who processes smoothly a passenger's confusion in the rush hour of morning and evening in the which is the feature of metropolis passenger transport, and hurries a change according to a direction to enable it to take the target train in the inside of a short time, it is necessary to make a lot of passengers to the inside of a short time into the fare system corresponding to the metropolis passenger transport which can do handling quickly and efficiently.

Especially Manggarai station becomes the junction station of commuter train and middle/long train by completion REDDT. Unless the change of a passenger is performed smoothly here, special equipment is no longer utilized effectively. There are 76 stations in a JABOTABEK within the circle now, passenger from these station to another line and the many passengers from Bandung, Semarang, etc. come to JABOTABEK ,it is necessary to consider a passenger fare system which can make a change quickly at Manggarai station.

The Present Fare System

Now, it is related with Passenger Train Transport and Baggage and Continuation Transportation in PT.KAI, Part 1 of SYARAT-SYARAT DAN TARIF (CONDITION AND TARIFF) is taken out as Decided by Direction of PT.KA decree No.Kep.U/HK.213/V1/1/kA-2004 dated June 4 and 2004.

Moreover ,Part 2 Decision of Board of Director PT.KA decree No. Kep.U/LL 003/1/4/kA-2003 dated January 8.2003. About the adjustment of passenger Tariff of economic class valid since Feb 1, 2003.And decree of Minister of Communication NR, KM 35 year 2002.Dated June 21, 2003 about passenger tariff of economic class valid since July 1, 2002.

Part 1 is a transit clause and Part 2 is tariff.

JABOTABEK about a fare within the circle, it is Part 2 CHAPTER II is specified as follows.

Tariff for Passenger and Baggage for Passenger Train, Electric Rail Car / Diesel Rail Car and Local / Mixed Train

A. GENERAL REGULATION

1. The tariff valid for lines / route for:
 - a. General Passenger train and mix train consist of EC or DC of Business / Economic class or Passenger car of Economic Class.
 - b. Passenger Train for City Transportation.
 - c. Passenger Train in Branch line.
2. The Tariff valid also for Semi Express Train in DIVRE 2 with tariff code P.20030 with the minimum distance of 40 Km, except if there is other regulation.
3. About the discount tariff refer to each of the discount tariff.
Especially for train consist of EC / DC the discount tariff are not valid.
4. Passenger Tariff
 - a. The tariff decided in Rupiah.
 - b. The amount of passenger tariff calculated as in the table of tariff considering to the minimum distance of related train.
 - c. The train with the minimum distance mentioned in the table of tariff for passenger train EC / DC and Local / Mixed train in Chapter II-0 .For local train the distance calculate as the real distance.
 - d. Calculation of passenger fare rounded up for Rp 500.
5. Baggage Tariff
 - a, Baggage fare calculated as in the table of related passenger tariff in a same distance.
 - b. Calculation rounded up for Rp 500 for each package (in West Sumatra is same)
 - c. For market-baggage fare decided for Rp 500 for each package.
6. School Customer Card (KLS) and Monthly Route Card (KTB)
 - a. This tariff valid for KLS and KTB for the train on route as mentioned in Clause 1
 - b. The amount of fare calculate considering to Zone Tariff as mentioned in Chapter II.
 - 1) Tariff for KLS mentioned in Chapter II-5 with Code S.20035.
 - 2) Tariff for KTB mentioned in Chapter II-6 with Code S.20034.

(Note: KLS = Kartu Langganan Sekolah, KTB = Karter Trayek Bulanan)

B. CITY TRANSPORT AND JABOTABEK

1. This Tariff valid for Passenger Tariff in:
 - a. Line surround Jakarta Train in JABOTABEK which consist of EC / DC economic class.
 - b. All lines for Passenger Train in JABOTABEK which consist of EC / DC economic class.
2. The Fare considering to Zone Tariff, decided in rupiah, arranged in each system and for all passenger must pay fare for adult as mentioned in Chapter II - 2
3. Discount Tariff is not valid.
4. School Customer Card (KLS) /Monthly Round Card (KTB)
 - a. This tariff valid for KLS and KTB.
 - b. The fare calculated considering to Zone Tariff as mentioned in Chapter II
 - 1) KLS Tariff mentioned in Chapter II-5 with Code S.20035.
 - 2) KTB Tariff mentioned in Chapter II-6 with Code S.20034.
5. Connected Tariff
Tariff of JABOTABEK Train with Business or Economic Class can not be connected to the other tariff.
For the passenger who prolonged the journey with connection train to Bogor or Krawang or farther or in the opposite route the fare calculated for each other tariff added JABOTABEK Tariff.

C BANDUNG RAYA CITY TRANSPORT

1. This Tariff valid for the train consist of DC in BANDUNG and surrounded area.
2. Tariff decided in rupiah, arranged in Rack System and for all Passengers must pay the fare adult as mentioned in Chapter II-3.
3. For limited seats of DC train on Coalinga Padalarang line valid one tariff only, short or long distance with the same fare as mentioned in Chapter II-4.
4. Discount Tariff is not valid.
5. KLS and KTB
 - a. This tariff valid for KLS and KTB for the train on the lines that mentioned in Clause 1.
 - b. The fare calculated considering to Zone Tariff as mentioned in Chapter II.
 - 1) KLS Tariff mentioned in Chapter II-5 with Code S.20035.
 - 2) KTB Tariff mentioned in Chapter II-6 with Code S.20034.

D. Conductor Ticket

1. For a certain short distance train, when a Passenger have no ticket, he should be charged the fare multiple by five times (Note : the ticket write by conductor)
2. The trains that mentioned above (clause 1) are the trains with Tariff Code as :
 - P.20030 for local train / mixed train in all trains.
 - P.22030 for JABOTABEK train.
 - P.23030 for DC train in Bandung Raya Line.
3. To make pleasantly service, its used the Conductor Ticket with printed fare on the ticket which appropriate to clause 1 above.
4. For the short distance train which the Tariff Code difference than as clause 2, a Passenger without ticket should be pay fare printed on the Conductor Ticket and added the fine for 100 %.

According to the regulation above B, Clause 5, JABOTABEK within the circle is the zone fare system of existence which became independent of other fare tables, and cannot be totaled with others. If it says, it is for a JABOTABEK within the circle to be the independent completely different railway, and for there to be no similarity about a fare, and to be unable to publish from JABOTABEK by ticket of one sheet to the station in other areas to a passenger. Therefore, when changing from commuter train to middle/long train, passenger must be bought ticket for according to respectively.

If this is considered and seen by connection by Manggarai station, it will arrive by commuter train, the passenger who changes to middle/long train has to buy ticket to the target station independently at the sale of tickets window of middle/long train. Conversely, when the passenger who arrived at the Manggarai station by middle/long train changes to commuter train, he has to buy newly the ticket of commuter train. Although the trial calculation, the passenger of 84,540 persons of and the passenger of 68,960 persons of is made with in one day at the Manggarai station after REDDT completion. If Most of these passengers changes the middle/long train and commuter train each other , it will throng into a sale of tickets window, he will be overcrowded. Moreover, the trouble and the labor which buy a ticket are serious, having a heavy load, a passenger will give up use to change and will use other means of transportation and effective use of equipment of a special Manggarai station becomes impossible .