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## 1. 事業事前評価表

### 事業事前評価表（技術協力プロジェクト）

作成日：平成 21年 4月 13日

<p>1. 案件名</p> <p>JABODETABEK 都市交通政策統合プロジェクト (JABODETABEK Urban Transportation Policy Integration)</p>
<p>2. 協力概要</p> <p>(1) プロジェクト目標とアウトプットを中心とした概要の記述</p> <p>①ジャカルタ首都圏における都市交通インフラ整備マスタープランを改訂し、②ジャカルタ首都圏の都市交通インフラ計画に携わる中央政府、地方政府関係者が、プロジェクト終了後、独自で同マスタープランの改訂を行うために必要な能力を強化する。また、③改訂された都市交通インフラ整備マスタープランに則った、事業計画の策定のため設置される中央政府、関係地方政府による統合計画組織への計画策定・実施管理能力強化を行うもの。</p> <p>(2) 協力期間：2009年6月～2011年8月（27ヶ月）</p> <p>(3) 協力総額（日本側）：約3.8億円</p> <p>(4) 協力相手先機関</p> <p>経済担当調整大臣府（CMEA）、国家開発企画庁（BAPPENAS）</p> <p>(5) 国内協力機関：国土交通省</p> <p>(6) 裨益対象者及び規模、等</p> <p>直接裨益対象者：ジャカルタ首都圏において都市交通計画・行政に携わる関係者（ターゲットグループ）－経済担当調整大臣府（CMEA）、国家開発企画庁（BAPPENAS）、運輸省、公共事業省、科学技術評価応用庁（BPPT）、対象地方政府（ジャカルタ特別州、西ジャワ州、バンテン州、ボゴール県、ボゴール市、デポック市、タンゲラン県、タンゲラン市、ブカシ県、南タンゲラン市、ブカシ市）（ジャカルタ首都圏通称 JABODETABEK ; <u>Jakarta</u>, <u>Bogor</u>, <u>Depok</u>, <u>Tangerang</u>, <u>Bekasi</u>）</p>
<p>3. 協力の必要性・位置付け</p> <p>(1) 現状及び問題点</p> <p>ジャカルタ首都圏の人口は、1990年の約1700万人から2005年の約2400万人へと15年で約1.4倍（年平均約2%）伸びており、インドネシア全体の約1割を占め、経済規模はGDPの約3割に達し、海外からの投資の約4割が集中する成長センターである。また、ジャカルタ首都圏の交通は著しく道路交通に依存しており（98%）、更に、ジャカルタ首都圏の車両登録台数が急増（2000年の約326万台から2006年の約797万台と約2.4倍）していることから、ジャカルタ首都圏の交通渋滞は深刻であり、大きな経済的損失となっている。</p> <p>JICA が策定したジャカルタ首都圏総合交通計画調査(SITRAMP: <u>The Study on Integrated Transportation Master Plan for JABODETABEK</u>)では、2002年時点の交通混雑による年間の経済的損失を、車両運行費で3兆ルピア（約360億円）、人の時間価値で2.5兆ルピア（約300億円）と推定されている。2009年現在では、特に車両（オートバイと自家用車）の急激な増加により、調査当時よりも渋滞状況は悪化している。</p> <p>ジャカルタ首都圏の都市交通問題を解決するために JICA の支援で策定された SITRAMP は</p>

ジャカルタ首都圏空間計画に係る大統領令（PERPRES 54-2008）における交通計画のベースとして活用されており、また、中央政府の運輸、公共事業セクター等において、その事業計画・実施上の上位計画として位置付けられている等、SITRAMP はジャカルタ首都圏の交通整備計画の根幹となっている。特に、ジャカルタ特別州は、MRT（都市高速鉄道）、バス優先道路の整備を行う等、SITRAMP で提案された事業を進めてきている。しかしながら、2008年現在、SITRAMP が策定された当時の予想以上に車両数が急激に増加していることもあり、ジャカルタ首都圏交通のマスタープランの改訂と交通渋滞の解消に必要な事業の実施は喫緊の課題となっている。

SITRAMP が提案した事業の実現が遅れている背景としては、事業に関係する複数の地方自治体の間で、事業の優先順位の合意形成をした上で、実施計画を策定する枠組みがないことがあげられる。現在、ジャカルタ首都圏には、地方政府間の行政上の問題解決と調整のための機関「BKSP」が存在するが、BKSP は問題解決のための調停等を目的としており、広域都市圏の交通インフラ事業の計画、実施上の調整を行う役割は果たしていない。広域都市交通の整備のためには、都市圏全体の視点から交通システムの整備計画を策定し、実施のための調整を行うことが必要であり、SITRAMP はそうした枠組みの設置を提案しているが、こうした枠組みは未だ設置されていない。

本件プロジェクトにおいては、ジャカルタ首都圏の交通渋滞の解消のため、①SITRAMP の改訂を行い、あわせて、②SITRAMP の改訂を独自に実施していくために技術チーム（経済担当調整大臣府（CMEA）、国家開発企画庁（BAPPENAS）、運輸省、公共事業省、科学技術評価応用庁（BPPT）、対象地方政府（ジャカルタ特別州、西ジャワ州、バンテン州、ボゴール県、ボゴール市、デポック市、タンゲラン県、タンゲラン市、ブカシ県、南タンゲラン市、ブカシ市）から構成）に対して必要な能力強化を行い、さらに、③SITRAMP で提案している広域都市交通事業の整備計画、実施調整に必要な枠組みの設置、ならびに同枠組みの計画策定、実施調整能力を実効的なものとするためのパイロット事業等の実施、また、関連する事業化調査（F/S）を通じた活動支援を視野に入れるものである。

## （2） 相手国政府国家政策上の位置付け

インドネシア国の「中期国家開発計画 2004-2009」では、国民の福祉向上のためにもインフラ開発が重要視されている。「運輸は、経済成長、地域開発、及びインドネシア共和国統一国家地域の一体化を支持する上で、触媒としての機能を果たす」と謳っており、交通インフラ施設整備は、人間と物資の円滑な輸送に直結することから、インドネシア国の GDP の3割を担うジャカルタ首都圏の経済成長の妨げとなっている“交通渋滞の解消”を効率的・効果的に達成することは、インドネシア政府の国家政策上も重要である。上述のとおり、SITRAMP は制度化されている大統領令の中の交通計画ベースとして反映されているとともに、SITRAMP を軸とした事業化の推進・関係政府間の調整の必要性といった問題意識は、関連省庁及び JABODETABEK 圏の地方政府において共有されていると同時に、取り組み意欲も十分である。

## （3） 我が国援助政策との関連、JICA 国別事業実施計画上の位置付け（プログラムにおける位

置付け)

本件は、都市交通計画に係る能力・技術力を強化し、ジャカルタ首都圏全体の視点から交通システムの整備に対する管理能力の向上を計ることにより、ジャカルタ首都圏の交通渋滞が緩和され、投資拡大と経済成長をもたらすものであり、我が国の援助重点分野である“民間主導の持続的な成長促進”という方針に合致する案件である。また、JICA 国別事業実施計画においては、民間主導の持続的な成長を図るための開発課題の一つとして「ビジネス・投資環境改善」を挙げており、本件は首都圏総合都市交通改善プログラムの中核を担うものである。

#### 4. 協力の枠組み

[主な項目]

##### (1) 協力の目標 (アウトカム)

###### ① 協力終了時の達成目標 (プロジェクト目標) と指標・目標値

- 【目標】 1. ジャカルタ首都圏都市交通プロジェクトの実施に係る管理能力の向上  
2. 都市交通計画策定に係るターゲットグループの能力・技術力の向上

- 【指標】 1. JABODETABEK 都市交通プロジェクトの実施に関する関係機関の合意書  
2. 改定された SITRAMP

###### ② 協力終了後に達成が期待される目標 (上位目標) と指標・目標値

【目標】 ジャカルタ首都圏の交通渋滞を緩和し都市経済活動が円滑に行えるよう、総合的な都市交通改善が取り組まれる

【指標】 JABODETABEK 都市交通政策統合プロジェクトによって提起された改訂 SITRAMP 提言の実施 (提言された各種プロジェクトのうち実現化に向けて進捗しているプロジェクトの数)

##### (2) 成果 (アウトプット) と活動

【成果 1】 ジャカルタ首都圏総合交通計画調査 (SITRAMP) の継続的なアップデート及び維持

###### 【活動 1】

- 1) 都市計画及び都市交通に関するデータ・情報の収集と分析
- 2) 関連交通開発計画の収集
- 3) SITRAMP データベースの更新 (2008 年バージョンへの改訂)
- 4) SITRAMP データベースの維持管理
- 5) SITRAMP データベースに基づく総合交通計画の改訂
- 6) 総合交通計画策定マニュアルの作成
- 7) 総合交通計画の研修会の実施
- 8) テクニカルチームの活動に対する評価
- 9) ドナー間調整
- 10) 他国モデル都市との比較ベンチマークの検討と設定

【指標】

- アップデートされた SITRAMP データベース (の有無)
- 2004 年の SITRAMP で提案されたプロジェクトの状況 (事業化の進捗度)
- 優先プロジェクトの計画立案数
- 総合交通計画の研修会の実施回数 (総合交通計画の理解度)

【成果 2】政策統合アクション推進会議の立ち上げ

【活動 2】

- 1) 関連省庁・地方政府の組織体制に係る情報収集、整理、分析
- 2) 調整・実施に向けた関連法制度の情報収集、整理、分析
- 3) 合同調整委員会の立ち上げ及び運営
- 4) パイロット事業の準備、実施、評価
- 5) 2010 年以降に実施される優先プロジェクトの案件形成
- 6) モニタリング指標の設定
- 7) モニタリング活動の実施

【指標】

- 関連省庁・地方政府間の協調の形態で提案されたプロジェクトの数
- 定期的な合同調整委員会の開催数
- 関連省庁及び地方政府間での交通政策策定における手順の標準化及び同期化 (会議を続けることに伴い確立される手順の有無)
- 関連省庁及び地方政府間でのコミュニケーションの向上 (合同調整委員会を除く各種関連会議の開催数)

### (3) 投入 (インプット)

#### ① 日本側

##### 専門家派遣

長期専門家：プロジェクトリーダー／総合都市交通政策アドバイザー、交通事業間調整アドバイザー (2 名)

短期専門家：プロジェクトの効果的な実施のため、必要に応じて短期専門家を派遣 (合計 65M/M 程度を想定)

研修員受入：都市交通システム分野 (年 10 名程度を想定)

機材：必要に応じて都市交通計画策定に必要なハード及びソフトウェア

在外事業強化費

#### ② インドネシア側

カウンターパートの配置

専門家執務室および施設設備の提供

その他、プロジェクト活動実施に必要な経常経費

### (4) 外部要因 (満たされるべき外部条件)

#### ①前提条件

関係省庁・地方政府から本プロジェクトに対する理解が得られる。

②プロジェクト目標達成のための外部条件

関係省庁・地方政府がジャカルタ首都圏都市交通計画実施のための予算と人材を確保する。

③上位目標達成のための外部条件

関係機関が（運輸交通に係る）適切な職員を配置する。

5. 評価 5 項目による評価結果

(1) 妥当性

以下により、プロジェクト実施の妥当性が高いと判断される。

上述 3. で示したとおり、本プロジェクトはインドネシア国の政策や我が国の援助方針と合致するものである。ジャカルタ首都圏の都市交通問題を解決することは、ビジネス環境改善につながる協力であり、我が国の国別援助計画にある「民間主導の持続的な成長促進」に十分沿うものである。

ジャカルタ首都圏の都市交通では、過去 30 年にわたり道路と鉄道とともに、日本の援助が集中的に行われてきた。経済危機（1998 年）以降、ドナーによるジャカルタ首都圏の交通計画支援は JICA のみの舞台となり、それ以前の鉄道と道路に分ける考えを変え、SITRAMP において総合都市交通のアプローチで計画づくりを行った。現在は日本の有償資金協力によるジャカルタ都市高速鉄道事業（MRT プロジェクト）が準備されており、これまでの日本の援助で蓄積されてきた都市交通インフラ支援を有効活用するとともに、プロジェクトの有機的な連携を図ることにより、オールジャパンとしてより効果のある支援ができるものと考えられる。

(2) 有効性

この案件は以下の理由から有効性が見込める。

ジャカルタ首都圏における都市交通問題対策に関しては、実施体制上の複雑な問題及び実施者の能力及び技術力の問題が存在し、これらの関係省庁・地方政府間の調整組織の立ち上げと都市交通計画の計画策定能力・技術力の向上及び実施に係る管理能力の向上が重要な課題となっている。これらを踏まえ、本プロジェクトでは、セクター及び地域統合的な取り組みを実現促進するために関係組織が集まる場として「合同調整委員会」（Joint Coordinating Committee）を立ち上げ、委員会の定期的な開催と本プロジェクトのモニタリング活動支援を通じて首都圏都市交通プロジェクト実施に係る管理能力の向上を図りながら実施体制上の複雑な問題に取り組むと同時に、SITRAMP のアップデート作業を通じて関係省庁及び地方政府の交通計画に関与するスタッフの計画策定能力向上を図ることでプロジェクト目標は達成される見込みである。

これらを測定する指標として、「JABODETABEK 都市交通プロジェクトの実施合意に関する関係機関の合意書」と「改訂 SITRAMP マスタープラン」が挙げられており、プロジェクト目標の指標設定は明確である。

(3) 効率性



このプロジェクトは以下の理由から効率的な実施が見込める。

本プロジェクトの基となっている SITRAMP は、JICA が 2000 年から 2004 年にわたり協力してきた開発調査であり、関係機関のマスタープランとして役割を果たしてきた。本プロジェクトでは、SITRAMP をレビュー及びアップデートの上、関係省庁・地方政府が常に相互調整を図るプラットフォーム形成を促すことから、これまでの協力の成果を有効活用できる。

日本側は、長期専門家を補佐する短期専門家の派遣を予定している。想定されている短期専門家の指導分野は期待される成果の項目を網羅するものである。特に、前半の SITRAMP データベース更新活動や、後半のパイロットプロジェクト活動等に対し、重点的な短期専門家の投入が想定されており、効率性の高い活動の実施が期待される。

#### (4) インパクト

この案件のインパクトは以下のように予測できる。

ジャカルタ首都圏の市街化地域はジャカルタ特別州の行政界を越えて拡大しており、これまでの各行政単位で検討・実施されてきた交通行政に無理が生じている。本プロジェクトを通じ、関係省庁・地方政府において財源の制約の中で行政単位をまたがるプロジェクトの優先度を調整する等、相互連携の下、ジャカルタ首都圏総合都市交通にかかる計画策定能力及び実施管理能力が向上することにより、総合的な都市交通の改善につながる見込みである。

ターゲットグループである経済担当調整大臣府、国家開発企画庁、運輸省、公共事業省、科学技術評価応用庁及び地方政府の職員の合同調整委員会（JCC）及びテクニカルチームへの参加を通じ、問題発見、問題解決、調整能力、チームワークなどの実践的能力を身につけることは、インドネシア政府の都市交通政策形成の際に大きなインパクトとなると期待される。

#### (5) 自立発展性

以下の点から、本プロジェクトの自立発展性は十分確保されていると考えられる。

自立発展性確保のためには、インドネシア側関係者のプロジェクトに対するオーナーシップが重要であるが、本プロジェクトではジャカルタ首都圏の交通関係機関を全て巻き込んだプロジェクト運営を目指しており、このような取り組みによりオーナーシップの高まりが期待できる。又、プロジェクト終了時までには「合同調整委員会」は政策統合調整機能を有する「政策統合アクション推進会議」になる予定となっており、本プロジェクトはその実施体制の構築を成果としてプロジェクトに内包したものとなっており、継続的な活動の維持が見込まれる。

上述 3. で示したとおり、これまでに SITRAMP が大統領令のベースとして活用された例が存在することから、政策・制度面での展開も期待される。

ジャカルタ首都圏の交通渋滞を緩和し都市経済活動を円滑に行えるようにすることは、インドネシアの経済成長に欠かすことができないことであり、インドネシア政府のジャカルタ首都圏都市交通に対する国家政策が変化することは考えられない。したがって、本プロジェクト終了後も関係省庁・地方政府がジャカルタ首都圏都市交通政策推進のための予算及び人材の確保は見込まれる。



## 6. 貧困・ジェンダー・環境等への配慮

ジャカルタ首都圏の都市問題の一つとして自家用車やオートバイによる大気汚染が問題となっており、首都圏都市交通計画策定及び都市交通プロジェクト実施に際し、自家用車両利用から公共交通利用への転換を促進する都市交通システムの整備等を推進することにより、大気汚染の削減に寄与することが期待される。

## 7. 過去の類似案件からの教訓の活用

類似の技術協力プロジェクトは乏しく、具体的な教訓の活用は難しいものの、ジャカルタ首都圏総合交通計画調査（SITRAMP）において、地域全体を対象とする交通行政組織の設立が謳われていることから、以下の3点に留意しつつ、組織形成支援を図る。

### ①透明性の確保

合同調整委員会及び政策統合アクション推進会議では、予算配分や意思決定プロセスなどの情報を共有し透明性を確保することにより、関係者全員の参加意欲を高め、公平で民主的な組織運営を目指す。

### ②定期的な調整会議の実施

問題点に関して共通認識を持つために、SITRAMPを共有ツールとしつつ、定期的な調整会議を実施することにより、中央省庁と地方政府間、及び地方政府間のコミュニケーションを図る。

### ③日本側の協力体制

様々な都市交通問題に対応するために、日本側のサポート体制を充実させる必要があり、長期専門家を核とし、適宜短期専門家のサポートによる現場での日常的なコーディネーションとコミュニケーション体制を構築する。

## 8. 今後の評価計画

終了時評価：プロジェクト終了の約6ヶ月前

事後評価：プロジェクト終了から3年後を目処に実施予定



MINUTES OF MEETINGS  
BETWEEN  
JAPAN INTERNATIONAL COOPERATION AGENCY  
AND  
AUTHORITIES CONCERNED OF THE GOVERNMENT  
OF  
THE REPUBLIC OF INDONESIA  
ON  
JAPANESE TECHNICAL COOPERATION  
FOR  
JABODETABEK URBAN TRANSPORTATION POLICY INTEGRATION

Jakarta, 16 March 2009



Mr. Hiroyuki Kawanishi  
Senior Representative  
Japan International Cooperation Agency (JICA)  
Indonesia Office



Mr. Bambang Susantono, Ph.D.  
Deputy Minister for  
Infrastructure and Regional Development  
The Coordinating Ministry of Economic  
Affairs (CMEA)



Mr. Dedy S. Priatna, Ph.D.  
Deputy Minister for Infrastructure  
National Development Planning Agency (BAPPENAS)

In response to the request from the Government of the Republic of Indonesia, the Japan International Cooperation Agency (hereinafter referred to as “JICA”) exchanged views and had a series of discussions with the Indonesian authorities concerned on the technical cooperation project concerning the “JABODETABEK Urban Transportation Policy Integration in the Republic of Indonesia” (hereinafter referred to as “the Project”), with respect to desirable measures to be taken by JICA and the Indonesian authorities concerned for the successful implementation of the Project.

As a result of the discussions, JICA and Indonesian side have agreed to the following items.

#### I. RECORD OF DISCUSSIONS AS PROVISIONAL DRAFT

The present document sets forth the Record of Discussions (hereinafter referred to as “R/D”), as shown in APPENDIX 1, with regard to the Project and will be valid after notification of approval of the implementation of the Project by JICA Headquarters. It will be informed to sign the R/D through JICA Indonesia office to the Government of the Republic of Indonesia.

#### II. PROJECT DESIGN MATRIX

JICA explained that the Project Design Matrix (hereinafter referred to as the “PDM”) is commonly used in Japanese technical cooperation in order to manage and implement projects efficiently and effectively. It will also be used as a reference for monitoring and evaluating the project.

As a result of discussions, both sides agreed to apply the PDM as shown in APPENDIX 2 to the Project with following understanding:

1. The PDM is a logically designed matrix which defines the initial understanding of the framework of technical cooperation for the Project and indicates the logical steps towards the achievement of the Project purpose.
2. The PDM is to be flexibly revised according to the progress and achievements of the Project, upon agreement on the Joint Coordinating Committee.

### III. PLAN OF OPERATION

The Plan of Operation has been tentatively formulated according to the R/D. The Plan of Operation for the entire period of the project is shown in APPENDIX 3. The annual Plan of Operation is to be drafted by both the Indonesian and Japanese side according to the plan of operation and is to be submitted to the Joint Coordinating Committee. The activities are subject to change within the scope of the R/D, if necessity arises, in the course of the Project implementation.

### IV. ADMINISTRATION OF THE PROJECT

1. Both the Indonesian and the Japanese side agreed that under the overall responsibility of the Project Director, coordination of administration and implementation of the project will be carried out through mutual consultation by both the Indonesian and Japanese side.
2. The Organizational Chart of the Project is given in APPENDIX 4.

### V. OTHERS

Technical parts of updating the Integrated Transportation Master Plan database shall be mainly conducted by JICA experts. In addition, revision of the Integrated Transportation Master Plan for Jabodetabek shall also be principally prepared by JICA experts based on the updated database.

APPENDIX 1 RECORD OF DISCUSSIONS (PROVISIONAL DRAFT)

APPENDIX 2 PROJECT DESIGN MATRIX (PDM)

APPENDIX 3 PLAN OF OPERATION (P/O)

APPENDIX 4 ORGANIZATION CHART

Provisional Draft

RECORD OF DISCUSSIONS  
BETWEEN  
JAPAN INTERNATIONAL COOPERATION AGENCY  
AND  
AUTHORITIES CONCERNED OF THE GOVERNMENT  
OF  
THE REPUBLIC OF INDONESIA  
ON  
JAPANESE TECHNICAL COOPERATION  
FOR  
JABODETABEK URBAN TRANSPORTATION POLICY INTEGRATION

In response to the request from the Government of the Republic of Indonesia, Japan International Cooperation Agency (hereinafter referred to as "JICA") has decided to conduct the "JABODETABEK Urban Transportation Policy Integration in the Republic of Indonesia" (hereinafter referred to as "the Project").

As a result of the discussions, JICA and the Indonesian authorities concerned agreed on the matter referred to in the document attached hereto.

Jakarta , 2009

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Mr. Takashi Sakamoto  
Chief Representative  
Japan International Cooperation Agency (JICA)  
Indonesia Office

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Mr. Bambang Susantono, Ph.D.  
Deputy Minister for  
Infrastructure and Regional Development  
The Coordinating Ministry of Economic  
Affairs (CMEA)

---

Mr. Dedy S. Priatna, Ph.D.  
Deputy Minister for Infrastructure  
National Development Planning Agency (BAPPENAS)

## APPENDIX 1

### THE ATTACHED DOCUMENT

#### I. COOPERATION BETWEEN JICA AND INDONESIA GOVERNMENT

1. The Government of Indonesia will implement the Project in cooperation with JICA.
2. The Project will be implemented in accordance with the Master Plan which is given in Annex I.

#### II. MEASURES TO BE TAKEN BY JICA

In accordance with the laws and regulations in force in Japan, JICA will take, at its own expense, the following measures according to the normal procedures under the Colombo Plan Technical Cooperation Scheme.

##### 1. DISPATCH OF JAPANESE EXPERTS

JICA will provide the services of the Japanese experts as listed in Annex II.

##### 2. PROVISION OF MACHINERY AND EQUIPMENT

JICA will provide such machinery, equipment and other materials (hereinafter referred to as "the Equipment") necessary for the implementation of the Project as listed in Annex III, if necessary. The Equipment will become the property of the Government of Indonesia upon being delivered C.I.F. (cost, insurance and freight) to the Indonesian authorities concerned at the ports and/or airports of disembarkation.

##### 3. TRAINING OF INDONESIAN PERSONNEL IN JAPAN

JICA will receive the Indonesian personnel connected with the Project for technical training in Japan.



## APPENDIX 1

### III. MEASURES TO BE TAKEN BY THE GOVERNMENT OF INDONESIA

1. The Government of Indonesia will take necessary measures to ensure that the self-reliant operation of the Project will be sustained during and after the period of Japanese technical cooperation, through full and active involvement in the Project by all related authorities, beneficiary groups and institutions.
2. The Government of Indonesia will ensure that the technologies and knowledge acquired by the Indonesian nationals as a result of Japanese technical cooperation will contribute to the economic and social development of Indonesia.
3. The Government of Indonesia will grant in Indonesia privileges, exemptions and benefits to the Japanese experts referred to in II-1 above and their families, which are no less favorable than those accorded to experts of third countries working in Indonesia under the Colombo Plan Technical Cooperation Scheme.
4. The Government of Indonesia will ensure that the Equipment referred to in II-2 above will be utilized effectively for the implementation of the Project in consultation with the Japanese experts referred to in Annex II.
5. The Government of Indonesia will take necessary measures to ensure that the knowledge and experience acquired by the Indonesian personnel from technical training in Japan will be utilized effectively in the implementation of the Project.
6. In accordance with the laws and regulations in force in Indonesia, the Government of Indonesia will take necessary measures to provide at its own expense:
  - (1) Services of the Indonesian counterpart personnel and administrative personnel as listed in Annex IV;

## APPENDIX 1

- (2) Land, buildings and facilities as listed in Annex V;
  - (3) Supply or replacement of machinery, equipment, instruments, vehicles, tools, spare parts and any other materials necessary for the implementation of the Project other than the Equipment provided by JICA under II-2 above ;
7. In accordance with the laws and regulations in force in Indonesia, the Government of Indonesia will take necessary measures to meet:
- (1) Expenses necessary for transportation within Indonesia of the Equipment referred to in II-2 above as well as for the installation, operation and maintenance thereof;
  - (2) Customs duties, internal taxes and any other charges, imposed in Indonesia on the Equipment referred to in II-2 above; and
  - (3) Running expenses necessary for the implementation of the Project.

#### IV. ADMINISTRATION OF THE PROJECT

1. Assistant Deputy Minister for Transportation, CMEA, as the Project Director, and Director of Transportation, BAPPENAS, as the Co-Project Director, will bear overall responsibility for the administration and implementation of the Project.
2. Head of Division of Land Transportation and Railways Infrastructure, CMEA, as the Project Manager, will be responsible for the managerial and technical matters of the Project.
3. The Japanese Team Leader will provide necessary recommendations and advice

## APPENDIX 1

to the Project Director and the Project Manager on any matters pertaining to the implementation of the Project.

4. The Japanese experts will give necessary technical guidance and advice to the Indonesian counterpart personnel on technical matters pertaining to the implementation of the Project.
5. For the effective and successful implementation of technical cooperation for the Project, a Joint Coordinating Committee will be established whose functions and composition are described in Annex VI.

### V. JOINT EVALUATION

Evaluation of the Project will be conducted jointly by JICA and the Indonesian authorities concerned, during the last six months of the cooperation term in order to examine the level of achievement.

### VI. CLAIMS AGAINST JAPANESE EXPERTS

The Government of Indonesia undertakes to bear claims, if any arises, against the Japanese experts engaged in technical cooperation for the Project resulting from, occurring in the course of, or otherwise connected with the discharge of their official functions in Indonesia except for those arising from the willful misconduct or gross negligence of the Japanese experts.

### VII. MUTUAL CONSULTATION

There will be mutual consultation between JICA and Indonesian Government on any major issues arising from, or in connection with this Attached Document.

## APPENDIX 1

### VIII. MEASURES TO PROMOTE UNDERSTANDING OF AND SUPPORT FOR THE PROJECT

For the purpose of promoting support for the Project among the people of Indonesia, the Government of Indonesia will take appropriate measures to make the Project widely known to the people of Indonesia.

### IX. TERM OF COOPERATION

The duration of the technical cooperation for the Project under this Attached Document will be 27 months from the date of arrival of the first expert.

- ANNEX I MASTER PLAN
- ANNEX II LIST OF JAPANESE EXPERTS
- ANNEX III LIST OF MACHINERY AND EQUIPMENT
- ANNEX IV LIST OF INDONESIAN COUNTERPART AND ADMINISTRATIVE PERSONNEL
- ANNEX V LIST OF LAND, BUILDINGS AND FACILITIES
- ANNEX VI JOINT COORDINATING COMMITTEE

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**ANNEX I MASTER PLAN**

**1. Overall Goal**

To improve the urban transportation system in JABODETABEK to ease traffic congestion and to develop urban economic activities.

**2. Project Purpose**

1. Enhancement of governance for implementing JABODETABEK urban transportation projects.
2. Improvement for capability and technical strength of target group on urban transportation planning.

**3. Outputs**

1. Revised and updated the SITRAMP (The Study on Integrated Transportation Master Plan for JABODETABEK)
2. Establishment of "Urban Transport Policy Integration Action Board"

**4. Activities**

- 1.1 To collect and analyze data and information about urban planning and transportation
- 1.2 To collect relevant transportation development plans.
- 1.3 To update SITRAMP data base for FY2008.
- 1.4 To maintain and utilize SITRAMP data base.
- 1.5 To revise the urban transportation plan based on SITRAMP data base.
- 1.6 Preparation of manual on urban transportation planning.
- 1.7 Training on urban transportation planning.
- 1.8 Evaluation on activities of Technical Team.
- 1.9 Coordination with donors.
- 1.10 To study and set a benchmark to compare with model cities.
- 2.1 To collect and analyze necessary data and information about government organizations and institutions of relevant ministries and local governments.
- 2.2 To collect and analyze necessary data and information about law and regulations to set up the coordinating function.
- 2.3 To establish and manage "Joint Coordination Committee"
- 2.4 To prepare, implement and evaluate pilot projects.
- 2.5 To formulate the priority projects to be implemented after 2010.
- 2.6 To decide the monitoring indicators
- 2.7 To implement monitoring activities.

APPENDIX 1


**ANNEX II LIST OF JAPANESE EXPERTS**

1. Long Term Experts

- (1) Urban Transportation Policy Advisor
- (2) Transportation Coordination Advisor

2. Short Term Experts will be dispatched in accordance with the needs for the effective implementation of the Project.

The TOR of Japanese Experts will be jointly agreed by the JICA and the GOI.



APPENDIX 1

**ANNEX III LIST OF MACHINERY AND EQUIPMENT**

1. PC for Indonesian Personnel
2. Software for Indonesian Personnel
3. Printers (1 B/W Laser + 1 Color Inkjet)
4. Photocopier
5. Other machines and equipments necessary for the Project



APPENDIX 1

**ANNEX IV LIST OF INDONESIAN COUNTERPART AND  
ADMINISTRATIVE PERSONNEL**

1. Project Director and Co-Project Director  
PD; Assistant Deputy Minister for Transportation, CMEA  
Co-PD; Director of Transportation, BAPPENAS
2. Project Manager  
Head of Division of Land Transportation and Railways Infrastructure, CMEA
3. Counterparts  
Technical Team;  
Central Government; CMEA, BAPPENAS, MOT, PU, Traffic Police, BPPT

Local Governments; DKI Province, West Java Province, Banten Province, Bogor Municipality, Bogor District, Depok Municipality, Tangerang Municipality, South Tangerang Municipality, Tangerang District, Bekasi Municipality, Bekasi District

APPENDIX 1

**ANNEX V LIST OF LAND, BUILDING AND FACILITIES**

1. Space sufficient for implementation of the Project such as meeting rooms necessary for technical transfer as well as space necessary for the installation and storage of the machinery, equipment and materials provided by JICA.
2. Office and facilities for JICA experts,
3. Other facilities mutually agree upon as necessary.

**ANNEX VI JOINT COORDINATING COMMITTEE**

1. Function

The Joint Coordinating Committee Meeting will be held at least once a year and whenever a necessity arises, and works:

- (1) To formulate the Annual Implementation Plan of the Project under the framework of the Record of Discussions;
- (2) To review the overall progress of the Project as well as the achievements of the above-mentioned Annual Implementation Plan;
- (3) To review and exchange views on major issues arising from or in connection with the Project activities;
- (4) To strengthen inter-sectoral collaboration among participating organizations in the Project.

2. Composition

(1) Chairperson

(2) Members from the Indonesian side

- High level officials from related institutions
- Project Director
- Co-Project Director
- Project Manager

(3) Members from the Japanese side

- Long-term Japanese Experts
- Representative from JICA
- Other personnel to be dispatched by JICA, as necessary

(4) Observers

- Officials of the Embassy of Japan in Indonesia

(5) Others

- Any related persons whom the Joint Coordinating Committee invites to discuss specific issues.

## APPENDIX 2: PROJECT DESIGN MATRIX (PDM)

Project Name : JABODETABEK Urban Transportation Policy Integration

Target Group : CMEA(1), BAPPENAS(2), MOT(3), PU(4), Traffic Police, BPPT(5) and Local Government (6)

Version : 0

Date : March 12, 2009

Target Area : JABODETABEK Project Period : Jun 2009 --Aug 2011 (27 months)

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumptions
<p><b>Overall Goal</b> To improve the urban transportation system in JABODETABEK to ease traffic congestion and to develop urban economic activities.</p>	<p>Implementation of the revised SITRAMP recommendation proposed by the Project.</p>	<p>Project Report</p>	<p>The national policy and strategy on the JABODETABEK urban transportation are not changed drastically.</p>
<p><b>Project Purpose</b></p> <ol style="list-style-type: none"> <li>1. Enhancement of governance for implementing JABODETABEK urban transportation projects.</li> <li>2. Improvement for capability and technical strength of target group on urban transportation planning.</li> </ol>	<ol style="list-style-type: none"> <li>1. Minutes of Understanding (MOU) among relevant agencies agreed upon implementation of the JABODETABEK urban transportation projects.</li> <li>2. Revised SITRAMP master plan</li> </ol>	<p>Project Progress Report and Project Final Report</p> <p>Manual on urban transportation planning</p>	<p>Staffing of appropriate person from relevant agencies is secured</p>
<p><b>Outputs</b></p> <ol style="list-style-type: none"> <li>1. Revised and updated the SITRAMP (The Study on Integrated Transportation Master Plan for JABODETABEK)</li> <li>2. Establishment of "Urban Transport Policy Integration Action Board"</li> </ol>	<ol style="list-style-type: none"> <li>1-1 Updated SITRAMP database</li> <li>1-2 Status on recommended in SITRAMP 2004</li> <li>1-3 The number of formulated priority projects</li> <li>1-4 The number of implemented training sessions on urban transportation planning</li> <li>2-1 The number of proposed projects in the form of collaboration among relevant ministries and local governments.</li> <li>2-2 The number of JCC periodical meetings</li> <li>2-3 Standardization and synchronization of the procedure on developing transportation policy among relevant ministries and local governments</li> <li>2-4 Improvement of communication among relevant ministries and local governments</li> </ol>	<p>Project Progress Report and Records of the Meeting</p> <p>Draft local government Transportation Master Plan</p>	<p>The related implementing agencies continue to secure the budget and personnel for JABODETABEK urban transportation.</p>

Activities	Inputs	Japanese Side	Indonesian Side	Important Assumptions
<p>1-1 To collect and analyze data and information about urban planning and transportation</p> <p>1-2 To collect relevant transportation development plans.</p> <p>1-3 To update SITRAMP data base for FY2008.</p> <p>1-4 To maintain and utilize SITRAMP data base.</p> <p>1-5 To revise the urban transportation plan based on SITRAMP data base.</p> <p>1-6 Preparation of manual on urban transportation planning</p> <p>1-7 Training on urban transportation planning</p> <p>1-8 Evaluation on activities of Technical Team</p> <p>1-9 Coordination with donors</p> <p>1-10 To study and set a benchmark to compare with model cities</p> <p>2-1 To collect and analyze necessary data and information about governmental organizations and institutions of relevant ministries and local governments</p> <p>2-2 To collect and analyze necessary data and information about law and regulations to set up the coordinating function.</p> <p>2-3 To establish and manage "Joint Coordination Committee"</p> <p>2-4 To prepare, implement and evaluate pilot projects.</p> <p>2-5 To formulate the priority projects to be implemented after 2010.</p> <p>2-6 To decide the monitoring indicators</p> <p>2-7 To implement monitoring activities.</p> <p>-----</p>	<p><b>Inputs</b></p> <p><b>Japanese Side</b></p> <p>1. Long-term experts</p> <p>Urban Transportation Policy Advisor</p> <p>Transportation Coordination Advisor</p> <p>2. Short-term experts</p> <p>Short-term experts will be dispatched in accordance with the needs for the effective implementation of the Project.</p> <p>3. Training of counterpart personnel in Japan</p> <p>4. Provision of equipment</p> <p>Provision of machinery and equipment necessary for the project activities</p> <p>5. Operational Expenses</p>	<p><b>Indonesian Side</b></p> <p>1. Personnel</p> <p>Project Director</p> <p>Project Manager</p> <p>Counterparts</p> <p>2. Provision of the project office and facilities necessary for the implementation of the Project</p> <p>3. Others</p> <p>Administrative and operational costs</p> <p>Running costs for electricity, water, etc.</p> <p>Equipment necessary for the implementation of the Project</p>	<p>Counterparts involved in the Project continue to engage in the JABODETABEK urban transportation integration policy program</p> <p>Cooperation and assistance from local governments are obtained in a positive way.</p> <p><b>Preconditions</b></p> <p>Understanding on the Project is obtained from the stakeholders (ministries and local governments).</p>	

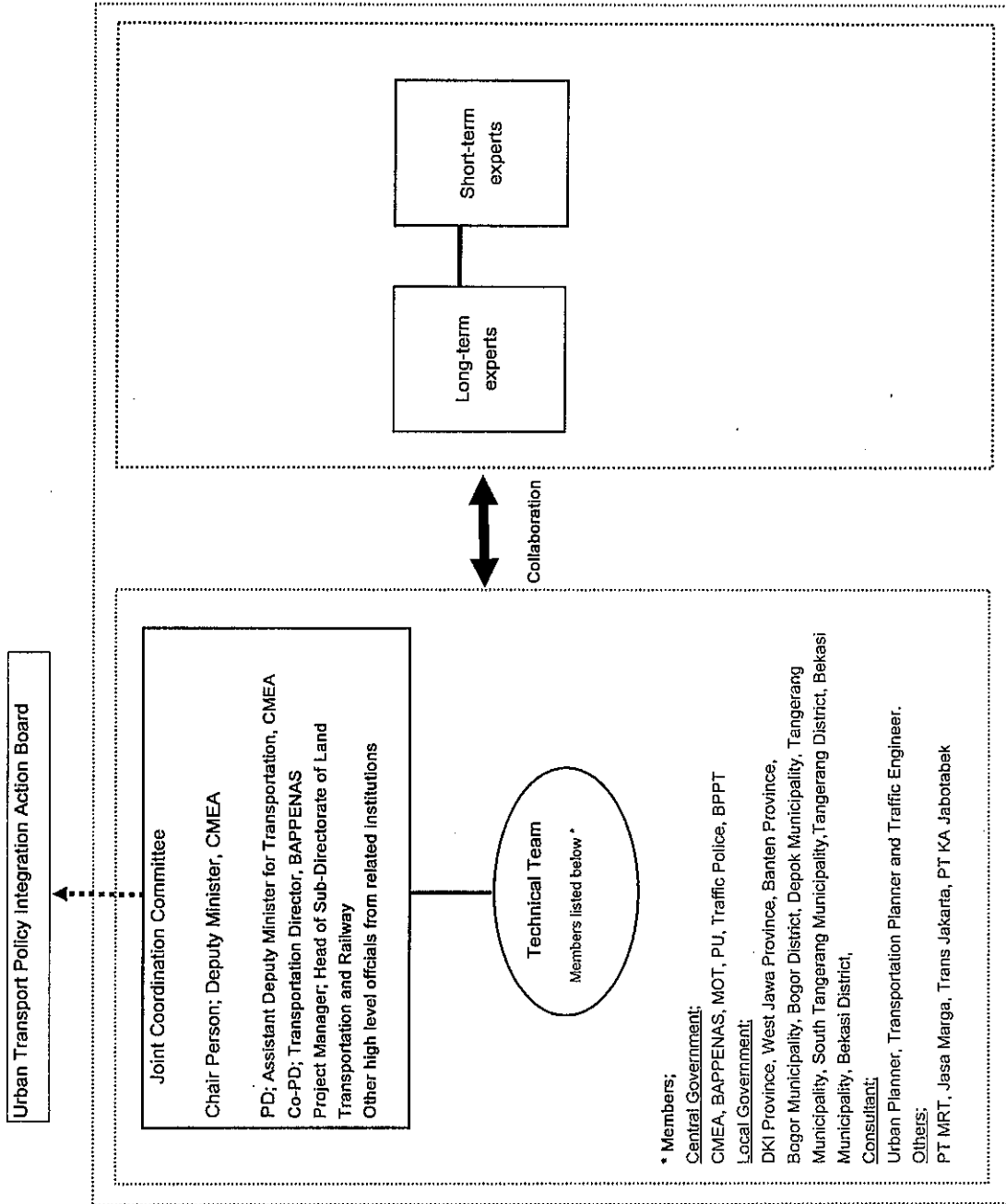
Note; (1): CMEA; Coordinating Ministry of Economic Affairs  
(2): BAPPENAS; Badan Perencanaan Pembangunan Nasional  
(3):MOT; Ministry of Transportation  
(4):PU; Departmen Pekerjaan Umum  
(5):BPPT;Badan Pengkajian dan Penerapan Teknologi  
(6): DKI Province, West Java Province, Banten Province, Bogor Municipality, Bogor District, Depok Municipality, Tangerang Municipality, Tangerang District, Bekasi Municipality, Bekasi District, South Tangerang Municipality

APPENDIX 3

OVERALL PLAN OF OPERATION (PO)

Outputs	Activities	2009												2010												2011											
		6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8									
1. Revised and updated the SITRAMP (The Study on Integrated Transportation Master Plan for JABODETABEK)	1-1	To collect and analyze data and information about urban planning and transportation	█	█																																	
	1-2	To collect relevant transportation development plans	█	█																																	
	1-3	To update SITRAMP database for FY2008	█	█																																	
	1-4	To maintain and utilize SITRAMP database																																			
	1-5	To revise the urban transportation plan based on updated SITRAMP database																																			
	1-6	Preparation of manual on urban transportation planning																																			
	1-7	Training on urban transportation planning																																			
	1-8	Evaluation on activities of Technical Team																																			
	1-9	Coordination with donors																																			
	1-10	To study and set a benchmark to compare with model cities																																			
2. Establishment of "Urban Transport Policy Integration Action Board"	2-1	To collect and analyze necessary data and information about government organizations and institutions of relevant ministries and local	█	█																																	
	2-2	To collect and analyze necessary data and information about laws and regulations to set up the coordination function	█	█																																	
	2-3	To establish and manage "Joint Coordination Committee"																																			
	2-4	To prepare, implement and evaluate pilot projects																																			
	2-5	To formulate the priority projects to be implemented after 2010																																			
	2-6	To decide the monitoring indicators																																			
	2-7	To implement monitoring activities																																			

APPENDIX 4 ORGANIZATION CHART



Japanese Side

Indonesian Side

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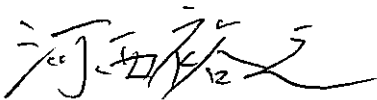
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MINUTES OF MEETINGS  
BETWEEN  
JAPAN INTERNATIONAL COOPERATION AGENCY  
AND  
AUTHORITIES CONCERNED OF THE GOVERNMENT  
OF  
THE REPUBLIC OF INDONESIA  
ON  
JAPANESE TECHNICAL COOPERATION  
FOR  
JABODETABEK URBAN TRANSPORTATION POLICY INTEGRATION

Jakarta, 29 May 2009



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Mr. Hiroyuki Kawanishi  
Senior Representative  
Japan International Cooperation Agency (JICA)  
Indonesia Office



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Mr. Mesra Eza  
Assistant Deputy Minister for  
Transportation  
The Coordinating Ministry of Economic  
Affairs (CMEA)

With regard to the Minutes of Meetings signed on March 16, 2009 (hereinafter referred to as “the previous M/M”), Japan International Cooperation Agency (hereinafter referred to as “JICA”) and the Indonesian authorities had a series of discussions on measures to be taken by both Governments for the successful Implementation of “JABODETABEK Urban Transportation Policy Integration in the Republic of Indonesia” (hereinafter referred to as “the Project”).

As a result of the discussions, JICA and Indonesian side have agreed to the following items.

#### I. RECORD OF DISCUSSIONS

The Record of Discussions (hereinafter referred to as “R/D”) as provisional draft in the previous M/M has been revised based on the comments from JICA Headquarters. Both sides have agreed to sign the R/D concurrently.

#### II REVISED ITEMS FROM THE PREVIOUS M/M

1. “Joint Coordination Committee” in the previous M/M has been corrected. “Joint Coordinating Committee” should be used in The R/D, The Project Design Matrix, The Plan of Operation and The Organizational Chart of the Project as shown in APPENDIX 1, 2 and 3.
2. The following item has been added to the bottom of “1. Function” in Annex VI Joint Coordinating Committee (hereinafter referred to as the “JCC”).  
”To take necessary actions for establishing ‘Urban Transport Policy Integration Action Board’”

### III JCC MEMBERS FROM THE INDONESIAN SIDE

Both sides confirmed that “High level officials from related institutions” in the R/D consist of;-

- Deputy Minister for Infrastructure in BAPPENAS
- Director General of Land Transportation in Ministry of Transportation
- Director General of Railways in Ministry of Transportation
- Director General of Highways in Ministry of Public Works
- Director of Traffic in Metro Provincial Police of Jakarta
- And any related persons whom JCC invites to discuss specific issues.

APPENDIX 1 PROJECT DESIGN MATRIX (PDM)

APPENDIX 2 TEMTATIVE PLAN OF OPERATION (P/O)

APPENDIX 3 ORGANIZATION CHART



**APPENDIX 1: PROJECT DESIGN MATRIX (PDM)**

Project Name : JABODETABEK Urban Transportation Policy Integration

Target Group : CMEA(1), BAPPENAS(2), MOT(3), PU(4), Traffic Police,

BPPT(s) and Local Government (6)

Version : 0

Project Period : Jun 2009 –Aug 2011 (27 months)

Date : May 22, 2009

Narrative Summary	Objectively Verifiable Indicators	Means of Verification	Important Assumptions
<p><b>Overall Goal</b> To improve the urban transportation system in JABODETABEK to ease traffic congestion and to develop urban economic activities.</p>	<p>Implementation of the revised SITRAMP recommendation proposed by the Project.</p>	<p>Project Report</p>	<p>The national policy and strategy on the JABODETABEK urban transportation are not changed drastically.</p>
<p><b>Project Purpose</b></p> <ol style="list-style-type: none"> <li>Enhancement of governance for implementing JABODETABEK urban transportation projects.</li> <li>Improvement for capability and technical strength of target group on urban transportation planning.</li> </ol>	<ol style="list-style-type: none"> <li>Minutes of Understanding (MOU) among relevant agencies agreed upon implementation of the JABODETABEK urban transportation projects.</li> <li>Revised SITRAMP master plan</li> </ol>	<p>Project Progress Report and Project Final Report</p> <p>Manual on urban transportation planning</p>	<p>Staffing of appropriate person from relevant agencies is secured</p>
<p><b>Outputs</b></p> <ol style="list-style-type: none"> <li>Revised and updated the SITRAMP (The Study on Integrated Transportation Master Plan for JABODETABEK)</li> <li>Establishment of "Urban Transport Policy Integration Action Board"</li> </ol>	<ol style="list-style-type: none"> <li>Updated SITRAMP database</li> <li>Status on recommended in SITRAMP 2004</li> <li>The number of formulated priority projects</li> <li>The number of implemented training sessions on urban transportation planning</li> <li>The number of proposed projects in the form of collaboration among relevant ministries and local governments.</li> <li>The number of JCC periodical meetings</li> <li>Standardization and synchronization of the procedure on developing transportation policy among relevant ministries and local governments</li> <li>Improvement of communication among relevant ministries and local governments</li> </ol>	<p>Project Progress Report and Records of the Meeting</p> <p>Draft local government Transportation Master Plan</p>	<p>The related implementing agencies continue to secure the budget and personnel for JABODETABEK urban transportation.</p>

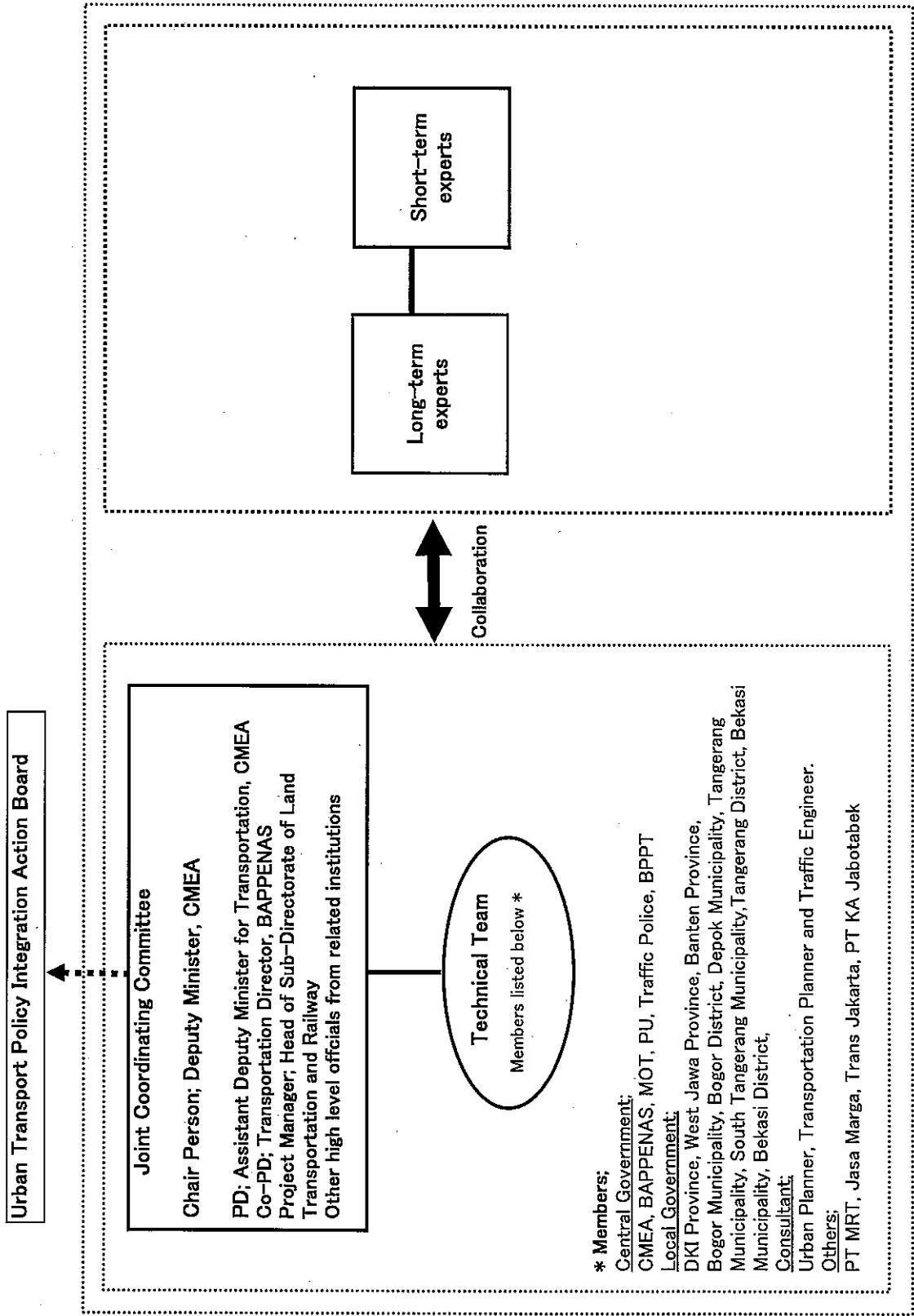
Activities	Inputs	Important Assumptions
<p>1-1 To collect and analyze data and information about urban planning and transportation</p> <p>1-2 To collect relevant transportation development plans.</p> <p>1-3 To update SITRAMP data base for FY2008.</p> <p>1-4 To maintain and utilize SITRAMP data base.</p> <p>1-5 To revise the urban transportation plan based on SITRAMP data base.</p> <p>1-6 Preparation of manual on urban transportation planning</p> <p>1-7 Training on urban transportation planning</p> <p>1-8 Evaluation on activities of Technical Team</p> <p>1-9 Coordination with donors</p> <p>1-10 To study and set a benchmark to compare with model cities</p> <p>2-1 To collect and analyze necessary data and information about governmental organizations and institutions of relevant ministries and local governments</p> <p>2-2 To collect and analyze necessary data and information about law and regulations to set up the coordinating function.</p> <p>2-3 To establish and manage "Joint Coordinating Committee".</p> <p>2-4 To prepare, implement and evaluate pilot projects.</p> <p>2-5 To formulate the priority projects to be implemented after 2010.</p> <p>2-6 To decide the monitoring indicators</p> <p>2-7 To implement monitoring activities.</p> <p>-----</p>	<p><b>Japanese Side</b></p> <p>1. Long-term experts Urban Transportation Policy Advisor Transportation Coordination Advisor</p> <p>2. Short-term experts Short-term experts will be dispatched in accordance with the needs for the effective implementation of the Project.</p> <p>3. Training of counterpart personnel in Japan</p> <p>4. Provision of equipment Provision of machinery and equipment necessary for the project activities</p> <p>5. Operational Expenses</p>	<p><b>Indonesian Side</b></p> <p>1. Personnel Project Director Project Manager Counterparts</p> <p>2. Provision of the project office and facilities necessary for the implementation of the Project</p> <p>3. Others Administrative and operational costs Running costs for electricity, water, etc. Equipment necessary for the implementation of the Project</p>
<p>Note; (1); CMEA; Coordinating Ministry of Economic Affairs (2); BAPPENAS; Badan Perencanaan Pembangunan Nasional (3); MOT; Ministry of Transportation (4); PU; Departmen Pekerjaan Umum (5); BPTT; Badan Pengkajian dan Penerapan Teknologi (6); DKI Province, West Java Province, Banten Province, Bogor Municipality, Depok District, Tangerang Municipality, Tangerang District, Bekasi Municipality, Bekasi District, South Tangerang Municipality</p>		<p><b>Preconditions</b></p> <p>Understanding on the Project is obtained from the stakeholders (ministries and local governments).</p>





⑤ A

### APPENDIX 3 ORGANIZATION CHART



Indonesian Side

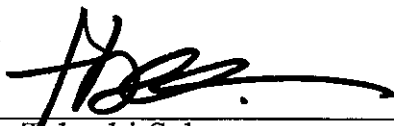
Japanese Side

RECORD OF DISCUSSIONS  
BETWEEN  
JAPAN INTERNATIONAL COOPERATION AGENCY  
AND  
AUTHORITIES CONCERNED OF THE GOVERNMENT  
OF  
THE REPUBLIC OF INDONESIA  
ON  
JAPANESE TECHNICAL COOPERATION  
FOR  
JABODETABEK URBAN TRANSPORTATION POLICY INTEGRATION


In response to the request from the Government of the Republic of Indonesia, Japan International Cooperation Agency (hereinafter referred to as "JICA") has decided to conduct the "JABODETABEK Urban Transportation Policy Integration in the Republic of Indonesia" (hereinafter referred to as "the Project").

As a result of the discussions, JICA and the Indonesian authorities concerned agreed on the matter referred to in the document attached hereto.

Jakarta, 1 June 2009



Mr. Takashi Sakamoto  
Chief Representative  
Japan International Cooperation Agency (JICA)  
Indonesia Office



Mr. Bambang Susantono, Ph.D.  
Deputy Minister for  
Infrastructure and Regional Development  
The Coordinating Ministry of Economic  
Affairs (CMEA)



Mr. Dedy S. Priatna, Ph.D.  
Deputy Minister for Infrastructure  
National Development Planning Agency (BAPPENAS)

## THE ATTACHED DOCUMENT

### I. COOPERATION BETWEEN JICA AND INDONESIA GOVERNMENT

1. The Government of Indonesia will implement the Project in cooperation with JICA.
2. The Project will be implemented in accordance with the Master Plan which is given in Annex I.

### II. MEASURES TO BE TAKEN BY JICA

In accordance with the laws and regulations in force in Japan, JICA will take, at its own expense, the following measures according to the normal procedures under the Colombo Plan Technical Cooperation Scheme.

#### 1. DISPATCH OF JAPANESE EXPERTS

JICA will provide the services of the Japanese experts as listed in Annex II.

#### 2. PROVISION OF MACHINERY AND EQUIPMENT

JICA will provide such machinery, equipment and other materials (hereinafter referred to as "the Equipment") necessary for the implementation of the Project as listed in Annex III, if necessary. The Equipment will become the property of the Government of Indonesia upon being delivered C.I.F. (cost, insurance and freight) to the Indonesian authorities concerned at the ports and/or airports of disembarkation.


#### 3. TRAINING OF INDONESIAN PERSONNEL IN JAPAN

JICA will receive the Indonesian personnel connected with the Project for technical training in Japan.

⑤ R A

### III. MEASURES TO BE TAKEN BY THE GOVERNMENT OF INDONESIA

1. The Government of Indonesia will take necessary measures to ensure that the self-reliant operation of the Project will be sustained during and after the period of Japanese technical cooperation, through full and active involvement in the Project by all related authorities, beneficiary groups and institutions.
2. The Government of Indonesia will ensure that the technologies and knowledge acquired by the Indonesian nationals as a result of Japanese technical cooperation will contribute to the economic and social development of Indonesia.
3. The Government of Indonesia will grant in Indonesia privileges, exemptions and benefits to the Japanese experts referred to in II-1 above and their families, which are no less favorable than those accorded to experts of third countries working in Indonesia under the Colombo Plan Technical Cooperation Scheme.
4. The Government of Indonesia will ensure that the Equipment referred to in II-2 above will be utilized effectively for the implementation of the Project in consultation with the Japanese experts referred to in Annex II.
5. The Government of Indonesia will take necessary measures to ensure that the knowledge and experience acquired by the Indonesian personnel from technical training in Japan will be utilized effectively in the implementation of the Project.
6. In accordance with the laws and regulations in force in Indonesia, the Government of Indonesia will take necessary measures to provide at its own expense:
  - (1) Services of the Indonesian counterpart personnel and administrative personnel as listed in Annex IV;



- (2) Land, buildings and facilities as listed in Annex V;
  - (3) Supply or replacement of machinery, equipment, instruments, vehicles, tools, spare parts and any other materials necessary for the implementation of the Project other than the Equipment provided by JICA under II-2 above ;
7. In accordance with the laws and regulations in force in Indonesia, the Government of Indonesia will take necessary measures to meet:
- (1) Expenses necessary for transportation within Indonesia of the Equipment referred to in II-2 above as well as for the installation, operation and maintenance thereof;
  - (2) Customs duties, internal taxes and any other charges, imposed in Indonesia on the Equipment referred to in II-2 above; and
  - (3) Running expenses necessary for the implementation of the Project.

#### IV. ADMINISTRATION OF THE PROJECT

1. Assistant Deputy Minister for Transportation, CMEA, as the Project Director, and Director of Transportation, BAPPENAS, as the Co-Project Director, will bear overall responsibility for the administration and implementation of the Project.
2. Head of Division of Land Transportation and Railways Infrastructure, CMEA, as the Project Manager, will be responsible for the managerial and technical matters of the Project.
3. The Japanese Team Leader will provide necessary recommendations and advice

to the Project Director and the Project Manager on any matters pertaining to the implementation of the Project.

4. The Japanese experts will give necessary technical guidance and advice to the Indonesian counterpart personnel on technical matters pertaining to the implementation of the Project.
5. For the effective and successful implementation of technical cooperation for the Project, a Joint Coordinating Committee will be established whose functions and composition are described in Annex VI.

## V. JOINT EVALUATION

Evaluation of the Project will be conducted jointly by JICA and the Indonesian authorities concerned, during the last six months of the cooperation term in order to examine the level of achievement.

## VI. CLAIMS AGAINST JAPANESE EXPERTS

The Government of Indonesia undertakes to bear claims, if any arises, against the Japanese experts engaged in technical cooperation for the Project resulting from, occurring in the course of, or otherwise connected with the discharge of their official functions in Indonesia except for those arising from the willful misconduct or gross negligence of the Japanese experts.

## VII. MUTUAL CONSULTATION

There will be mutual consultation between JICA and Indonesian Government on any major issues arising from, or in connection with this Attached Document.



VIII. MESURES TO PROMOTE UNDERSTANDING OF AND SUPPORT FOR THE PROJECT

For the purpose of promoting support for the Project among the people of Indonesia, the Government of Indonesia will take appropriate measures to make the Project widely known to the people of Indonesia.

IX. TERM OF COOPERATION

The duration of the technical cooperation for the Project under this Attached Document will be 27 months from the date of arrival of the first expert.

- ANNEX I      MASTER PLAN
- ANNEX II     LIST OF JAPANESE EXPERTS
- ANNEX III    LIST OF MACHINERY AND EQUIPMENT
- ANNEX IV    LIST OF INDONESIAN COUNTERPART AND ADMINISTRATIVE PERSONNEL
- ANNEX V     LIST OF LAND, BUILDINGS AND FACILITIES
- ANNEX VI    JOINT COORDINATING COMMITTEE

## ANNEX I MASTER PLAN

### 1. Overall Goal

To improve the urban transportation system in JABODETABEK to ease traffic congestion and to develop urban economic activities.

### 2. Project Purpose

1. Enhancement of governance for implementing JABODETABEK urban transportation projects.
2. Improvement for capability and technical strength of target group on urban transportation planning.

### 3. Outputs

1. Revised and updated the SITRAMP (The Study on Integrated Transportation Master Plan for JABODETABEK)
2. Establishment of "Urban Transport Policy Integration Action Board"

### 4. Activities

- 1.1 To collect and analyze data and information about urban planning and transportation
- 1.2 To collect relevant transportation development plans.
- 1.3 To update SITRAMP data base for FY2008.
- 1.4 To maintain and utilize SITRAMP data base.
- 1.5 To revise the urban transportation plan based on SITRAMP data base.
- 1.6 Preparation of manual on urban transportation planning.
- 1.7 Training on urban transportation planning.
- 1.8 Evaluation on activities of Technical Team.
- 1.9 Coordination with donors.
- 1.10 To study and set a benchmark to compare with model cities.
- 2.1 To collect and analyze necessary data and information about government organizations and institutions of relevant ministries and local governments.
- 2.2 To collect and analyze necessary data and information about law and regulations to set up the coordinating function.
- 2.3 To establish and manage "Joint Coordinating Committee"
- 2.4 To prepare, implement and evaluate pilot projects.
- 2.5 To formulate the priority projects to be implemented after 2010.
- 2.6 To decide the monitoring indicators
- 2.7 To implement monitoring activities.



## ANNEX II LIST OF JAPANESE EXPERTS

### 1. Long Term Experts

- (1) Urban Transportation Policy Advisor
- (2) Transportation Coordination Advisor

### 2. Short Term Experts will be dispatched in accordance with the needs for the effective implementation of the Project.

The TOR of Japanese Experts will be jointly agreed by the JICA and the GOI.

⑤ 7/14

### ANNEX III LIST OF MACHINERY AND EQUIPMENT

1. PC for Indonesian Personnel
2. Software for Indonesian Personnel
3. Printers (1 B/W Laser + 1 Color Inkjet)
4. Photocopier
5. Other machines and equipments necessary for the Project

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11  
17

**ANNEX IV LIST OF INDONESIAN COUNTERPART AND  
ADMINISTRATIVE PERSONNEL**

1. Project Director and Co-Project Director  
PD; Assistant Deputy Minister for Transportation, CMEA  
Co-PD; Director of Transportation, BAPPENAS
2. Project Manager  
Head of Division of Land Transportation and Railways Infrastructure, CMEA
3. Counterparts  
Technical Team;  
Central Government; CMEA, BAPPENAS, MOT, PU, Traffic Police, BPPT

Local Governments; DKI Province, West Jawa Province, Banten Province, Bogor Municipality, Bogor District, Depok Municipality, Tangerang Municipality, South Tangerang Municipality, Tangerang District, Bekasi Municipality, Bekasi District

⑥ 7.1

## ANNEX V LIST OF LAND, BUILDING AND FACILITIES

1. Space sufficient for implementation of the Project such as meeting rooms necessary for technical transfer as well as space necessary for the installation and storage of the machinery, equipment and materials provided by JICA.
2. Office and facilities for JICA experts,
3. Other facilities mutually agree upon as necessary.

④ 7/11

## ANNEX VI JOINT COORDINATING COMMITTEE

### 1. Function

The Joint Coordinating Committee Meeting will be held at least once a year and whenever a necessity arises, and works:

- (1) To formulate the Annual Implementation Plan of the Project under the framework of the Record of Discussions;
- (2) To review the overall progress of the Project as well as the achievements of the above-mentioned Annual Implementation Plan;
- (3) To review and exchange views on major issues arising from or in connection with the Project activities;
- (4) To strengthen inter-sectoral collaboration among participating organizations in the Project.
- (5) To take necessary actions for establishing "Urban Transport Policy Integration Action Board"

### 2. Composition

#### (1) Chairperson

#### (2) Members from the Indonesian side

- High level officials from related institutions
- Project Director
- Co-Project Director
- Project Manager

#### (3) Members from the Japanese side

- Long-term Japanese Experts
- Representative from JICA
- Other personnel to be dispatched by JICA, as necessary

#### (4) Observers

- Officials of the Embassy of Japan in Indonesia

#### (5) Others

- Any related persons whom the Joint Coordinating Committee invites to discuss specific issues.







SEKRETARIAT NEGARA  
REPUBLIK INDONESIA

Number : B- 4985 /Setneg/Setmen/KTLN/03/2009

Jakarta, 18 March 2009

Mr. Toru MAEDA  
Minister (Economic Affairs & Development)  
Embassy of Japan  
Jakarta

Dear Mr. MAEDA,

**TECHNICAL ASSISTANCE REQUEST FOR THE SERVICES OF  
TWO EXPERTS TO THE COORDINATING MINISTRY OF ECONOMIC AFFAIRS**

Please refer to the Minutes of Meetings between Japan International Cooperation Agency and Authorities Concerned of the Government of the Republic of Indonesia on Japanese Technical Cooperation for JABODETABEK Urban Transportation Policy Integration signed on 16 March 2009.

I would like to submit a technical assistance request for the services of 2 (two) experts to the Coordinating Ministry of Economic Affairs for a period of three years from June 2009 as follow:

- one on urban transportation policy advisor;
- one on transportation coordination advisor.

For your perusal, I enclose the Colombo Plan Application Forms A1 for the provision of experts.

I would highly appreciate your kind assistance in forwarding this request to your Government for their favourable consideration and approval.

Thank you for your continued cooperation.



Sincerely yours,

Suprpto  
Head

Bureau for Technical Cooperation  
State Secretariat

cc:

1. Deputi Urusan Infrastruktur Transportasi, Kementerian Koordinator Bidang Perekonomian;
2. JICA Indonesia Office di Jakarta.

BS/201

THE COLOMBO PLAN  
COUNCIL FOR TECHNICAL COOPERATION IN SOUTH AND SOUTH-EAST ASIA  
APPLICATION FOR EXPERT

By the Government of Indonesia to the Government of Japan  
for experts in "JABODETABEK Urban Transportation Policy Integration"

- Notes. - (a) This Form has been devised for the general guidance of cooperating countries in order to facilitate the supply of relevant information and data necessary to afford an adequate appreciation of the technical cooperation required. Full and accurate completion of this application form will avoid much reference back and lead to speedier action.
- (b) The requisite number of copies of the Form A 1, including a copy for the Colombo Plan Bureau, duly endorsed by the appropriate Foreign Aid Department of the requesting government should be forwarded to the donor government concerned the appropriate channels.

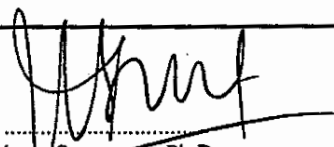
<p><b>1. Background Information</b> This section should show as precisely as possible the general nature of the project for which the expert is required, stating whether it comes within the Government's development programme. It is important to indicate whether the project is a new enterprise or whether it was started previously. In the latter case, any assistance received under other technical cooperation programmes (e.g. under United Nations auspices) should be stated. With regard to industrial enterprises, some impression of the size is important and the output and number of workers to be employed are useful indications. The type of process, make and age of industrial or scientific equipment with which the expert will be concerned should be specified. In the case of academic establishments, it is an advantage to know the number of annual intake of students, their level of attainment, number and status of existing staff and details of any research facilities and the level of research being undertaken (Copies of brochures, annual reports, financial statements, calendars, syllabus of instruction etc. should be attached where applicable).</p>	<p>Jakarta is increasingly exposed to heavy traffic congestions due to the rapid economic expansions and population growth. Congestion is creating more inefficiency to the economic and social activities. The increasing opportunity cost is hindering the metropolitan area to be develop toward the promising future prosperity.</p> <p>To minimize the urban traffic threats, key organizations in the central and local governments should collectively solve urban transportation problems. The JABODETABEK urban transportation stake holders which include Ministry of Transportation, Ministry of Public Works and National Police at the Central level, and DKI Jakarta, Bogor, Depok, Tangerang and Bekasi at the local level have to share the same visions and targets, and integrate the responsibilities, functions, authorities and resources to solve the urban traffic issues. To achieve such integration among the stakeholders, Coordinating Ministry for Economic Affairs and BAPPENAS should play an important role as the coordinating facilitation center.</p>
<p><b>2. Specification for the post. *</b></p> <p>(a) post title (b) duties for which the expert will be responsible. These should preferably be listed, and it is important to give as much detail as possible.</p> <p>(c) authority to expert will be responsible. (d) Qualification and experience required and approximate age limits. (e) number of personnel required.</p>	<p>(a) 1. Urban Transportation Policy Advisor 2. Transportation Coordination Advisor (b) To give advice to Indonesian official on - Reviewing and updating the SITRAMP (The Study on Integrated Transportation Master Plan for JABODETABEK); - Facilitating the communications and coordination among the stakeholders (c) Deputy Minister, Infrastructure and Regional Development, The Coordinating Ministry of Economic Affairs (d) Rich expertise and experience in the field of Urban Transportation / Infrastructure (e) 2 (two) long term experts</p>
<p><b>3.</b> In the case of continuous project, give name and particulars of understudy or counterpart who is to work with the expert.</p>	<p>Deputy Minister, Infrastructure and Regional Development, The Coordinating Ministry of Economic Affairs</p>
<p><b>4. Terms and condition of appointment :</b></p> <p>(a) duration (b) actual place of employment, nearest town and post office (c) if living accommodation to be provided, state whether furnished or unfurnished, and whether suitable for married man with family : (i) daily allowance for food if accommodation only provided. (ii) daily rate for accommodation and food if neither are provided in kind</p>	<p>(a) within 3 (three) years / person (b) The Coordinating Ministry of Economic Affairs Jl. Lapangan Banteng Timur 2-4, Jakarta Pusat 10710, Indonesia (c) (i) None (ii) None</p>

\* It is essential that full particulars should be given. If the space provided is inadequate, they should be given on a separate sheet.



(2)

<p>4. Terms and condition of appointment (Cont'd)</p> <p>(d) daily and nightly rates of subsistence payable when away from base on duty</p> <p>(e) are costs of internal travel paid or car provided?</p> <p>(f) what leave arrangements are suggested?</p> <p>(g) extent to which free hospital and medical treatment is to be provided for the expert and his accompanying dependents, if any</p> <p>(h) is expert free from income tax?</p> <p>(i) will personal effects imported on first arrival be cleared free of custom duty?</p> <p>(j) does host government undertake to indemnify expert in respect of damages awarded against him for actions performed in the course of his official duties?</p> <p>(k) approximate date on which expert is required to arrive in receiving country</p> <p>(l) any other information</p>	<p>(d) None</p> <p>(e) None</p> <p>(f) None</p> <p>(g) None</p> <p>(h) Yes</p> <p>(i) Yes</p> <p>(j) Yes, except for those arising from full misconduct or gross negligence of the expert</p> <p>(k) Approximately June, 2009</p> <p>(l) None</p>
<p>5. Proposal for apportionment of costs of salary and allowance and passages</p>	<p>None</p>
<p>6. Previous steps, if any, to fill the post: If any previous attempt has been made to fill the post under the Colombo Plan (including ICA) or from any external source (UN, Specialised Agency or other) please indicate:</p> <p>(a) to whom application was addressed, with date</p> <p>(b) result or present stage of negotiations</p> <p>(c) are other experts working in this area in associated projects or have there been reports by these experts working in this field previously? If so, are any available?</p>	<p>(a) None</p> <p>(b) None</p> <p>(c) None</p>
<p>7. Correspondence Name, Postal and Telegraphic Address of official to whom correspondence regarding this proposal is to be forwarded</p>	<p>Deputy Minister, Infrastructure and Regional Development, The Coordinating Ministry of Economic Affairs</p>

Signed   
 Bambang Susantono, Ph.D  
 Deputy Minister  
 Infrastructure and Regional Development  
 The Coordinating Ministry of Economic Affairs  
 on behalf of the Government of INDONESIA

Date: March 2, 2009

For use only by Donor Government  
 Proposal accepted/rejected/withdrawn

Date: .....

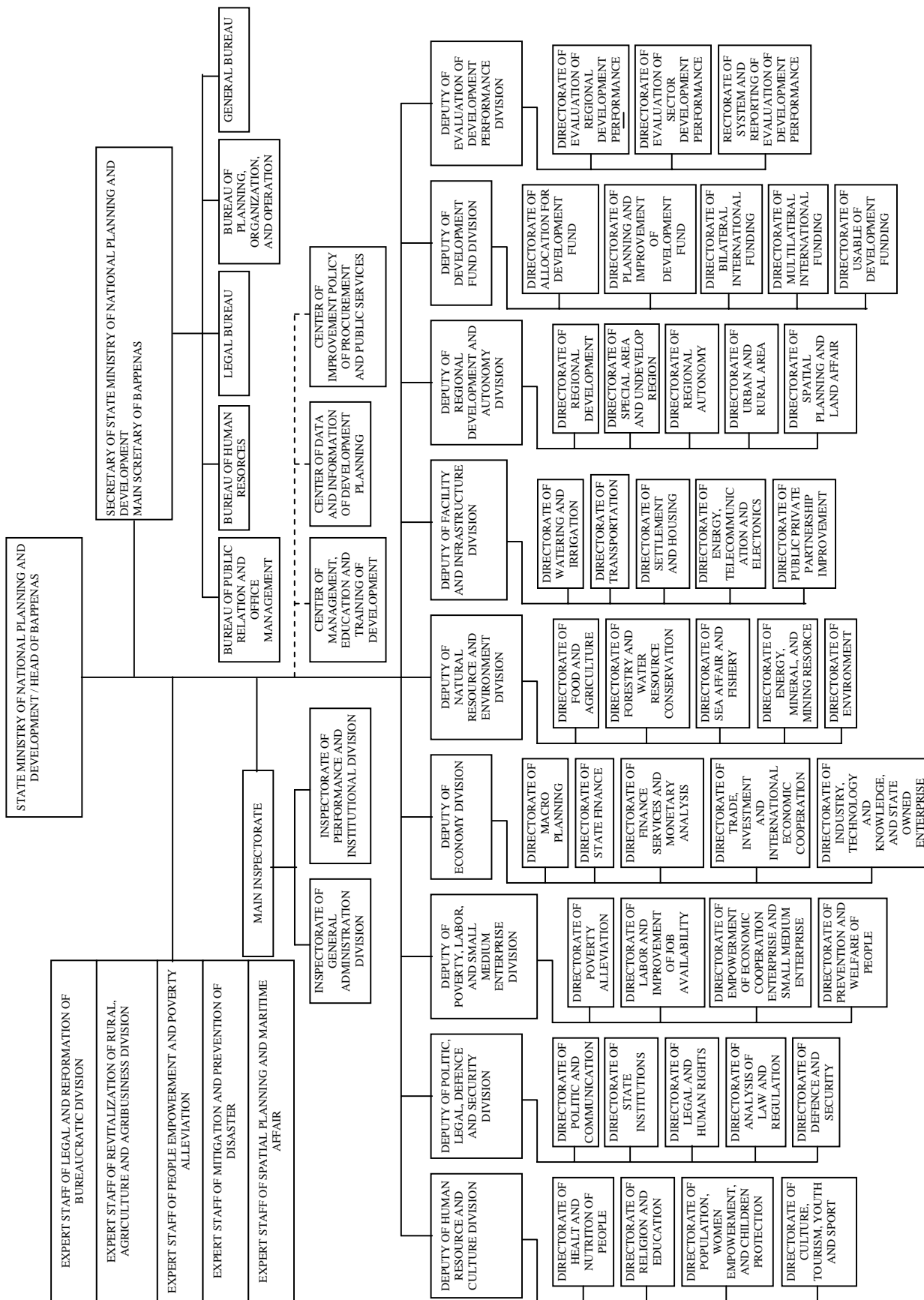
on behalf of the Department of



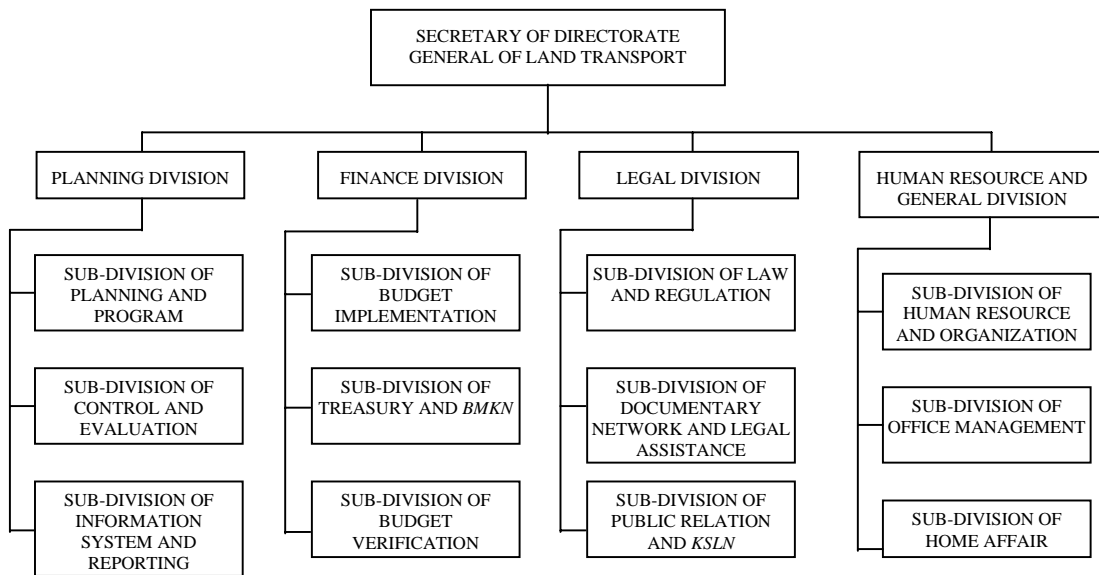
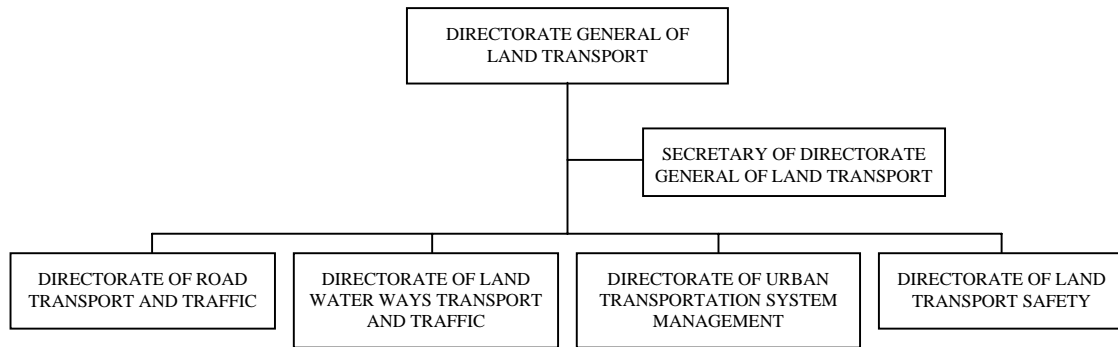
Deputy Director of Bilateral Technical  
 Cooperation, Bureau for  
 Technical Cooperation  
 State Secretariat



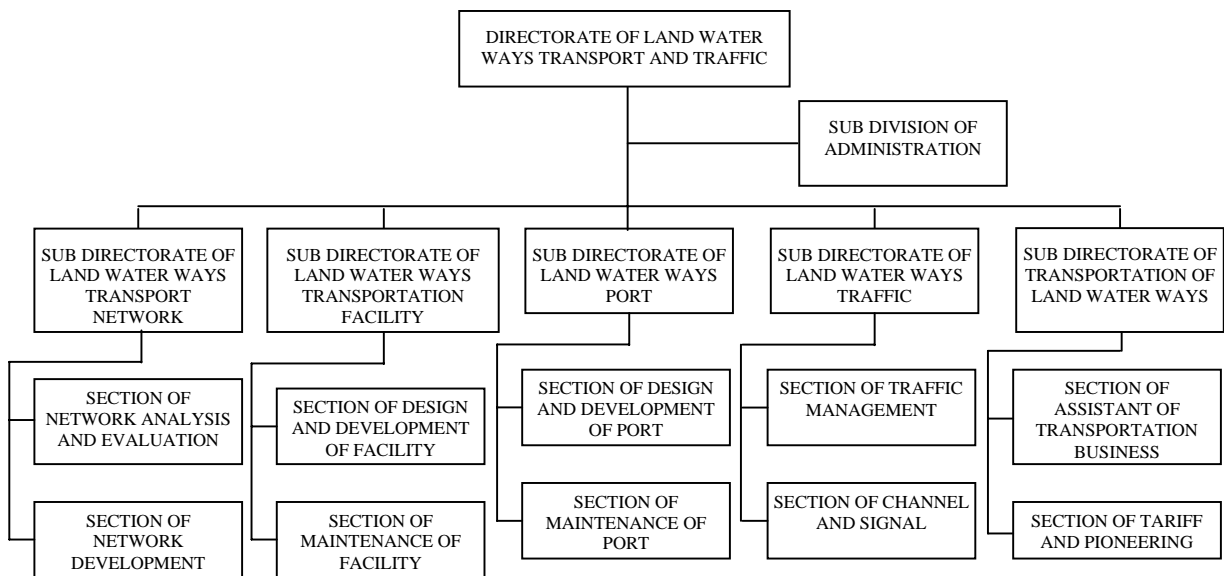
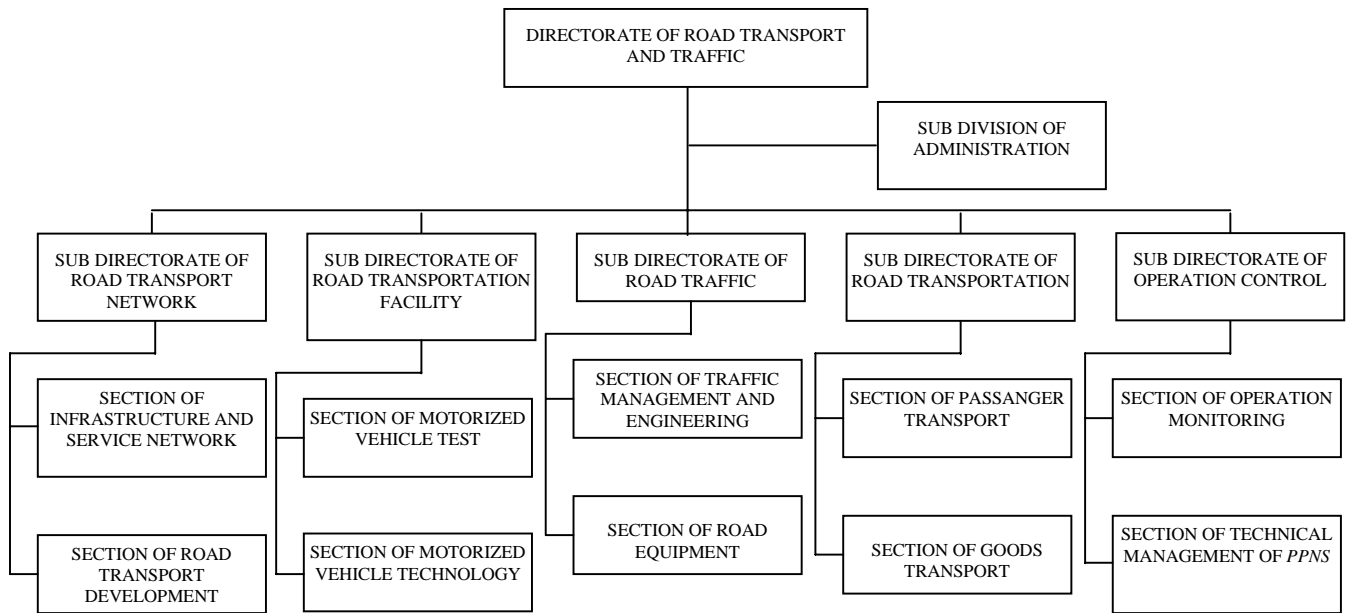
5. 関係機関組織図



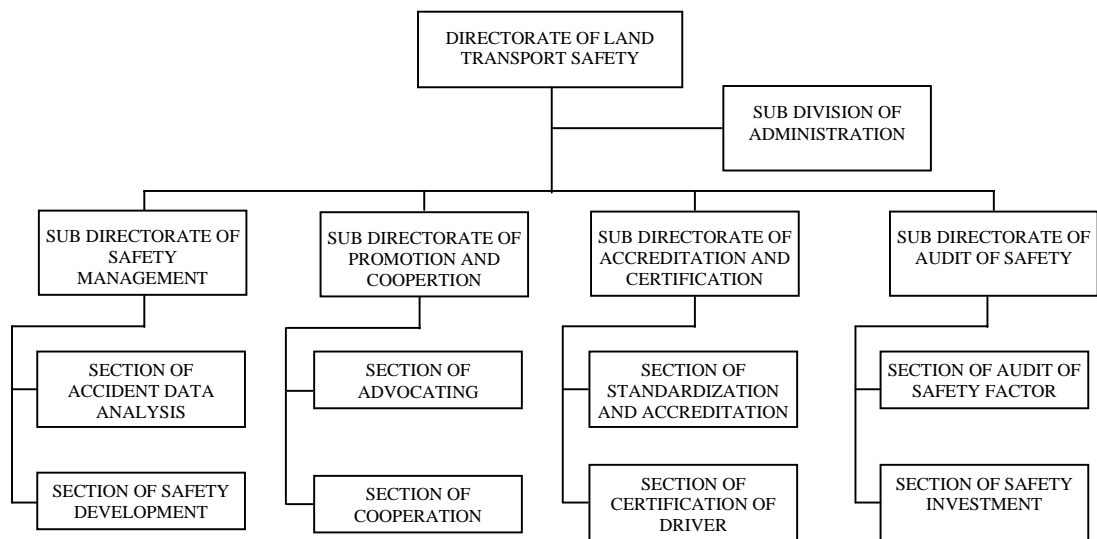
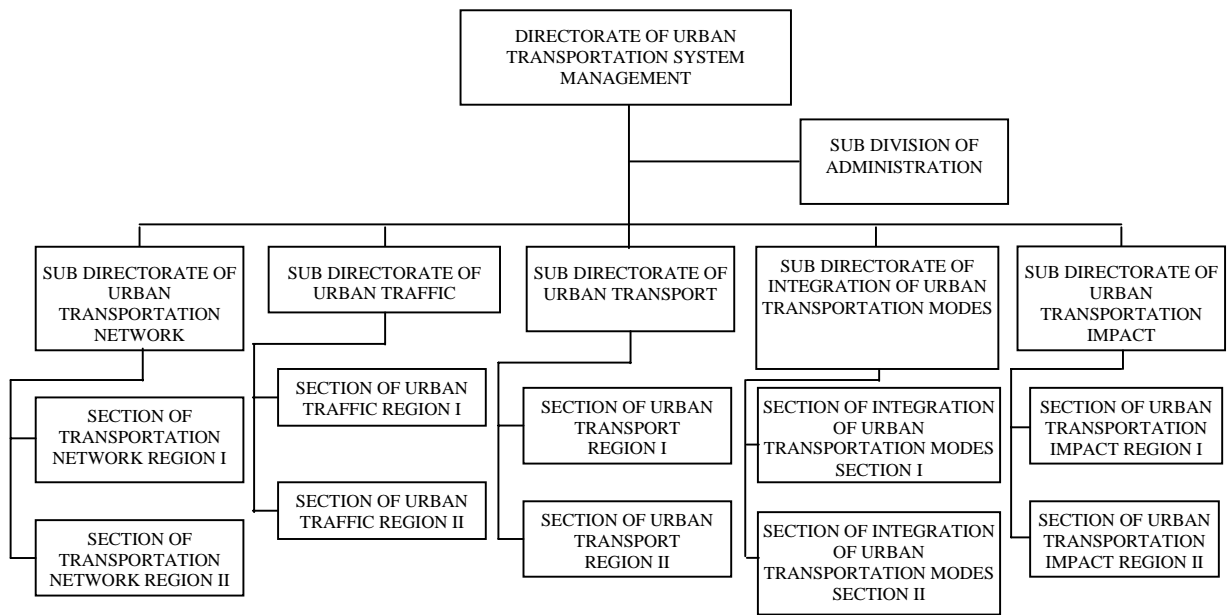
国家開発計画庁(BAPPENAS) 組織図



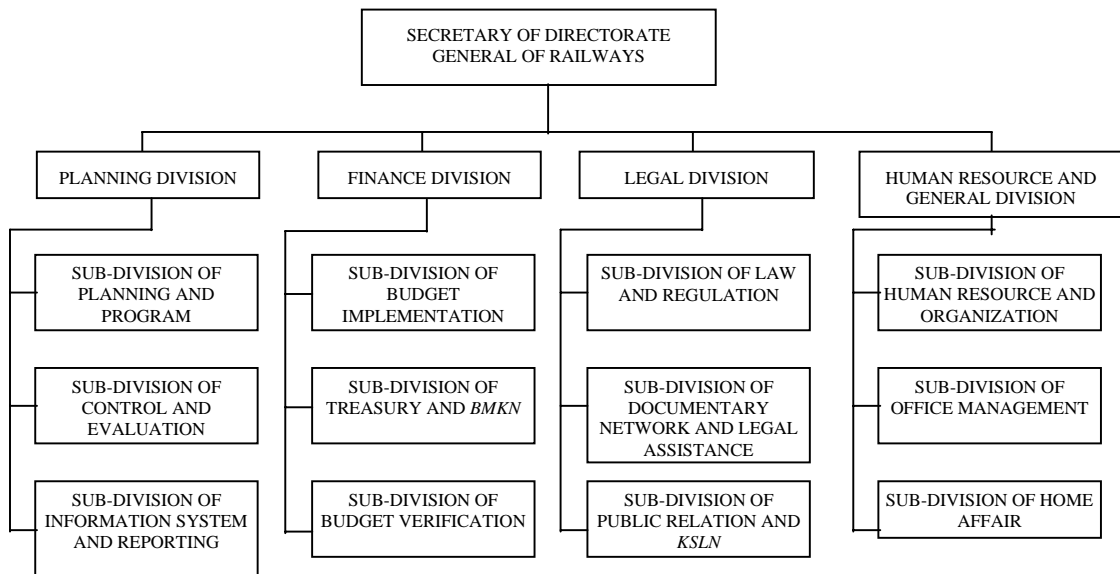
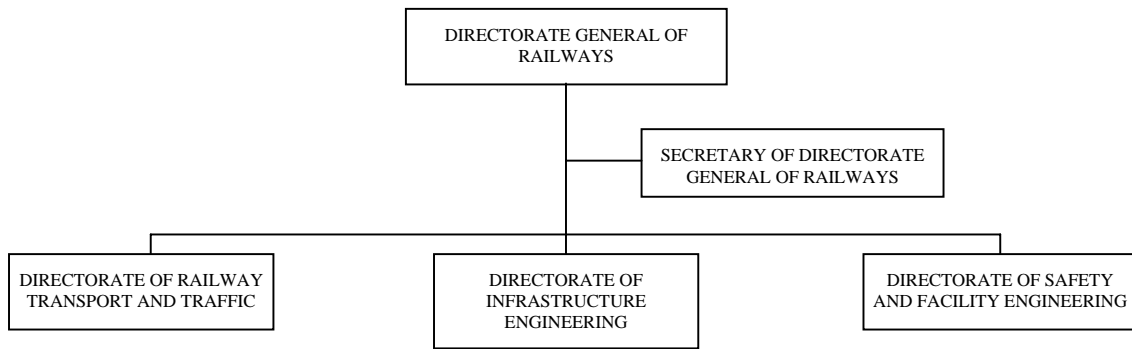
運輸省(Departemen Perhubungan) 陸上運輸局 組織図 (1)



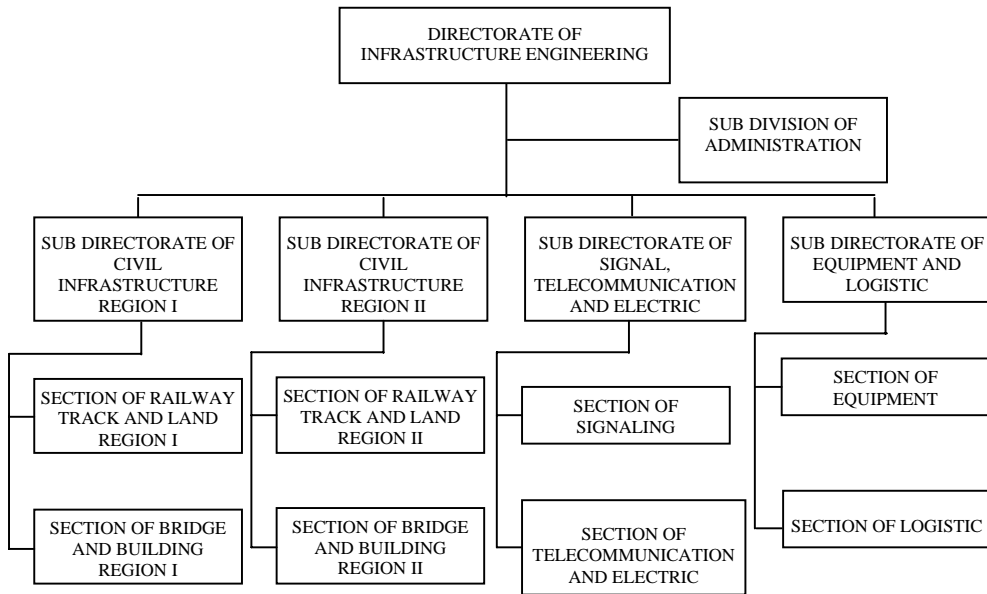
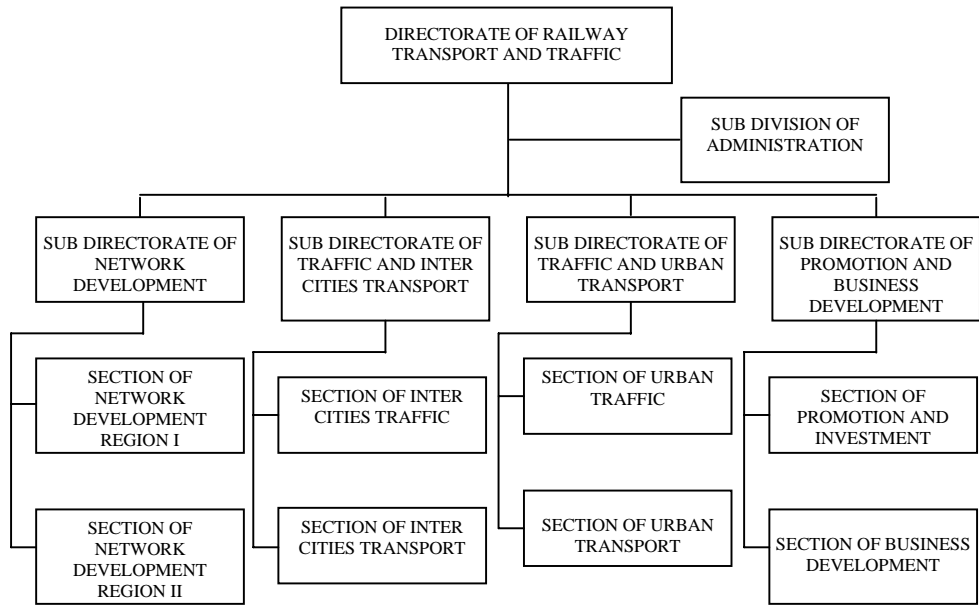
運輸省(Departemen Perhubungan) 陸上運輸局 組織図 (2)



運輸省(Departemen Perhubungan) 陸上運輸局 組織図 (3)

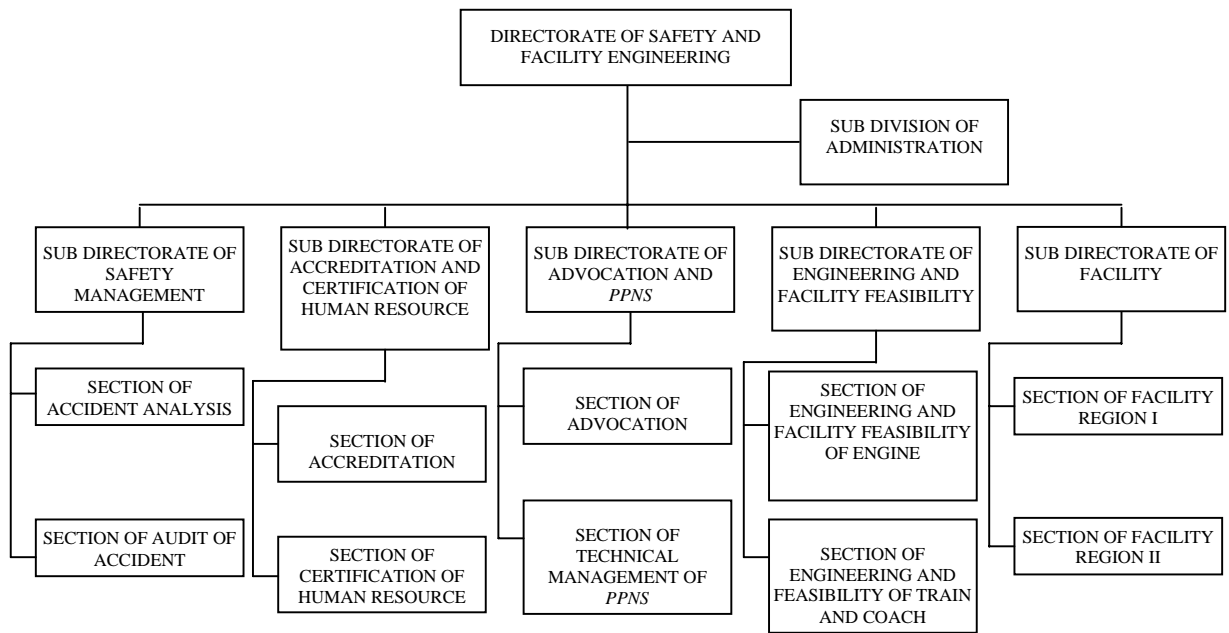


運輸省(Departemen Perhubungan) 鐵道局 組織図 (1)



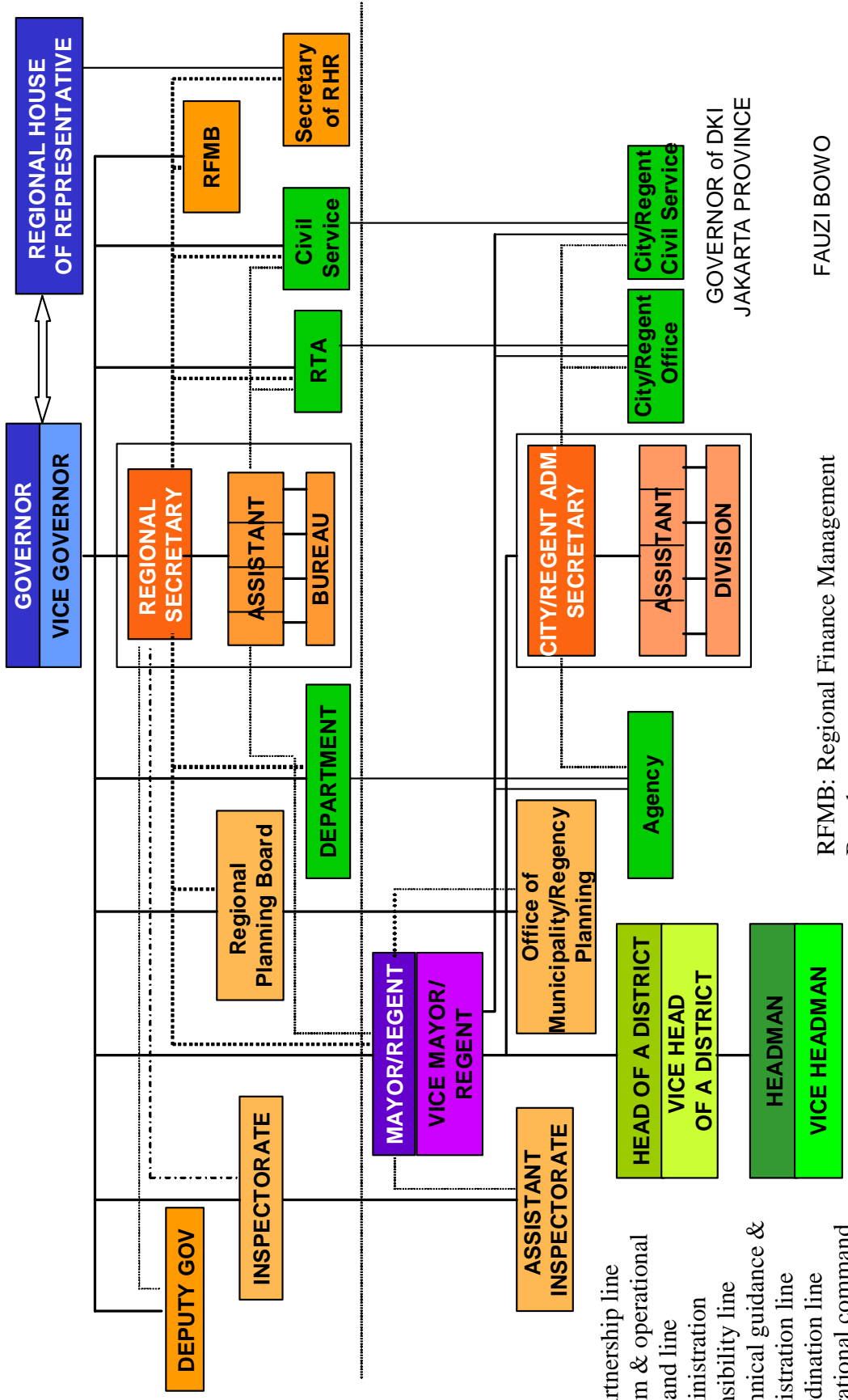
運輸省(Departemen Perhubungan) 鉄道局 組織図 (2)





運輸省(Departemen Perhubungan) 鉄道局 組織図 (3)

## DESIGN STRUCTURE ORGANIZATION REGIONAL GOVERNMENT



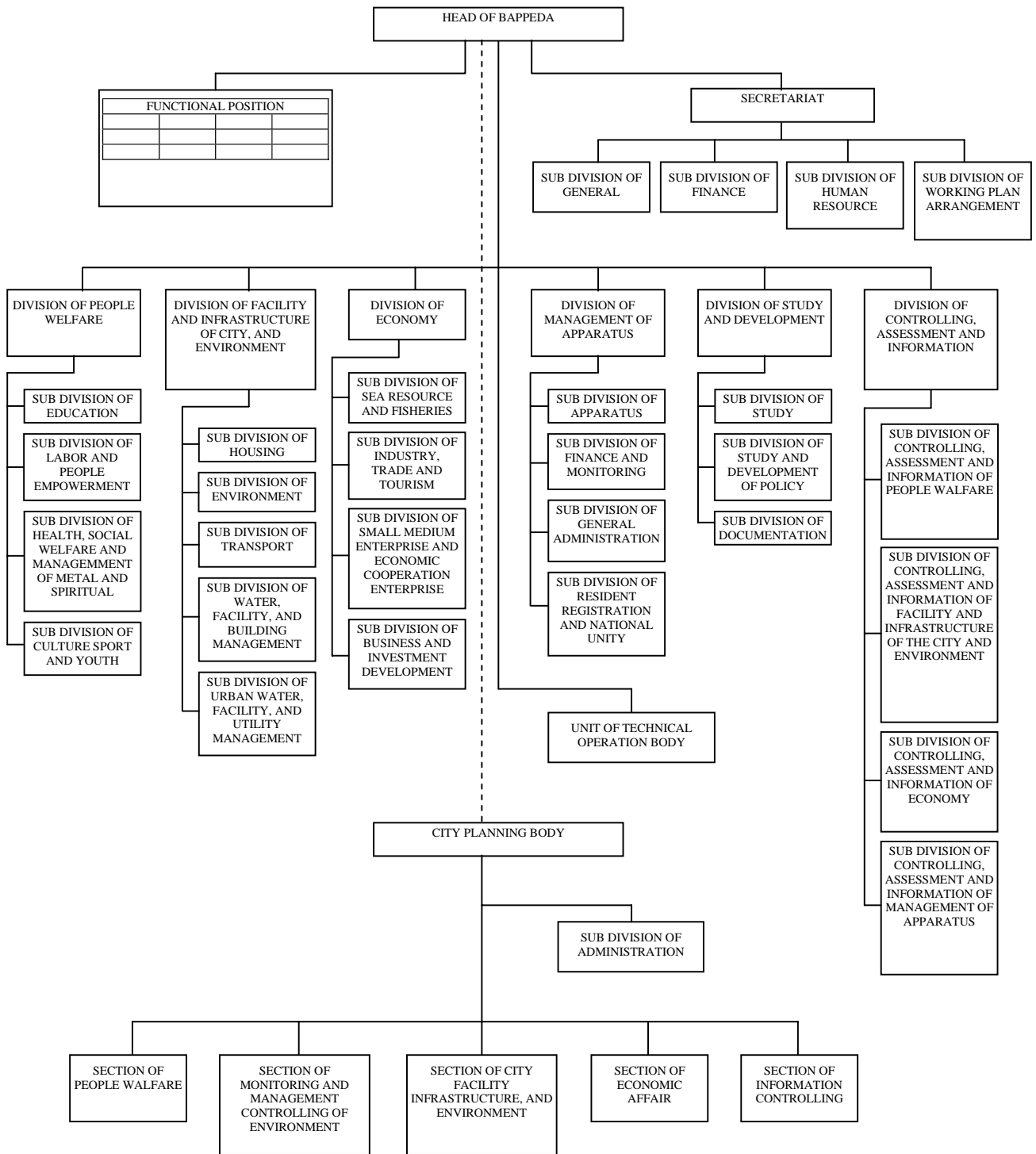
GOVERNOR of DKI  
JAKARTA PROVINCE

RFMB: Regional Finance Management Board

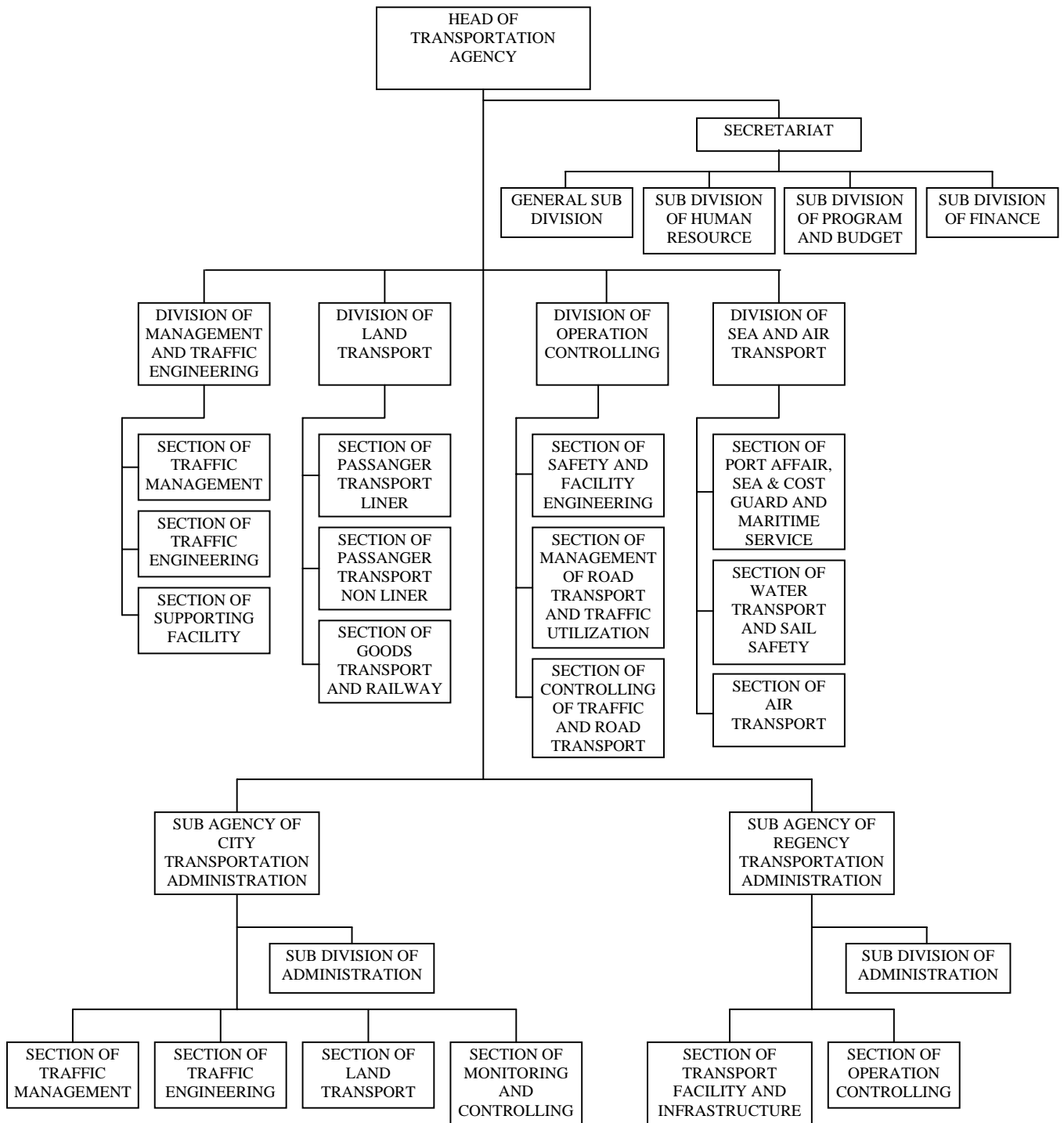
RTA: Regional Technical Agency

FAUZI BOWO

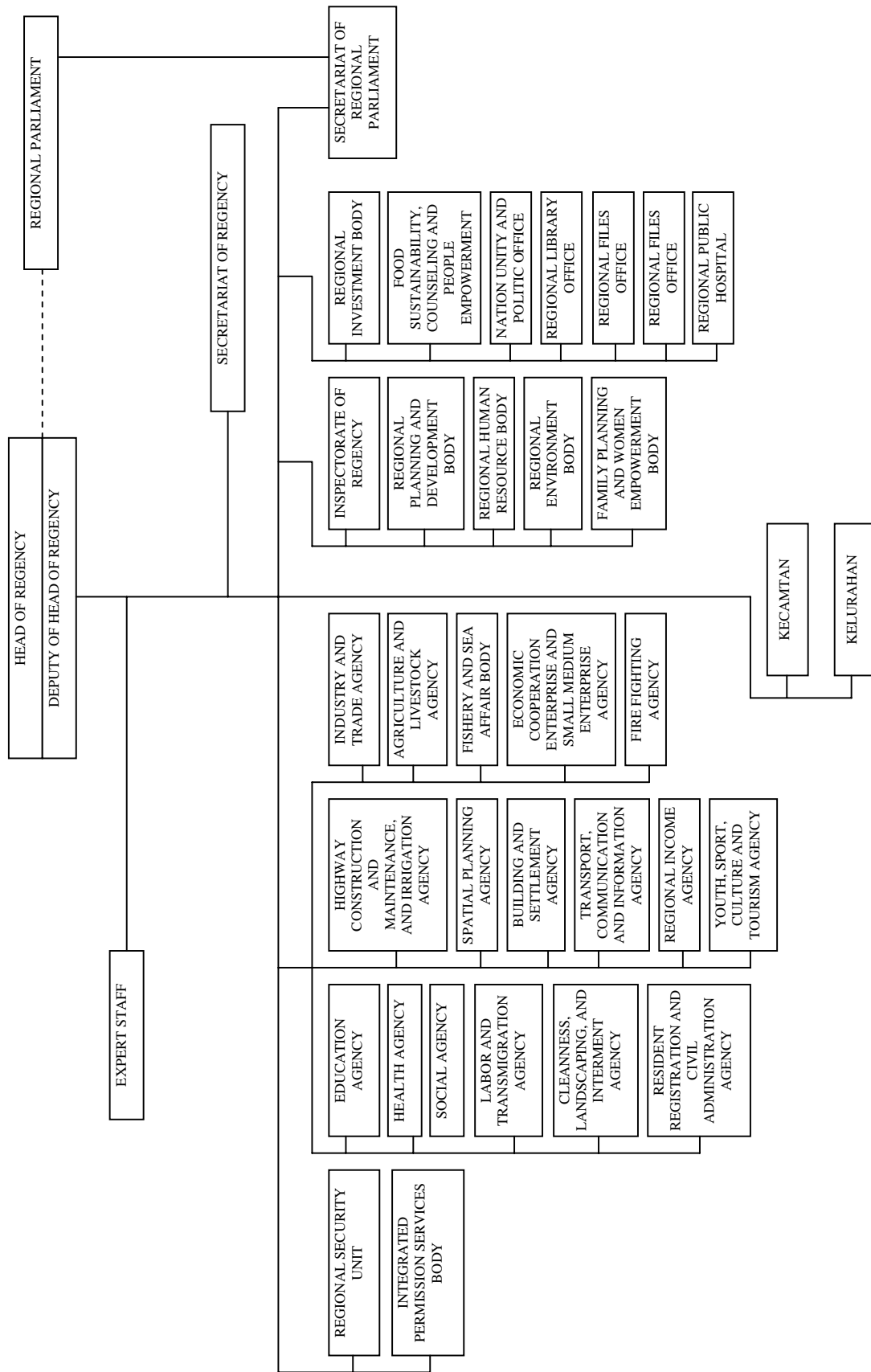
- Explanation:
- : Partnership line
  - : Adm & operational command line
  - : Administration responsibility line
  - : Technical guidance & administration line
  - : Coordination line
  - : Operational command line
  - : Technical guidance & administration line



ジャカルタ特別州(DKI Jakarta) 地域計画局(BAPEDA) 組織図



ジャカルタ特別州(DKI Jakarta) 運輸局(Dinas Perhubungan) 組織図



Kota / Kabupaten 組織図 (Kabupaten Tangerang の例)



## 6. 収集資料リスト

番号	資料の名称	形態	電子ファイル名
<b>A</b>	<b>国家開発計画庁(BAPPENAS)資料</b>		
A-1	“Efforts to Reduce Congestion in Jabodetabek Area during RPJM 2010-2014”	ハードコピー/ 電子ファイル	EffortToReduceCongestion.xdw
<b>B</b>	<b>公共事業省(Ministry of Public Works)資料</b>		
B-1	“Peraturan Presiden Republik Indonesia Tentang Penataan Ruang Kawasan Jakarta, Bogor, Depok, Tangerang, Bekasi, Puncak, Cianjur” 【インドネシア語】	冊子/ 電子ファイル	PresidentDecreeNo54_2008.xdw
<b>C</b>	<b>中央統計局(BPS)資料</b>		
C-1	“Proyeksi Penduduk Indonesia per Provinsi Menurut Kelompok dan Jenis Kelamin 2005-2015” 【インドネシア語】	書籍/ 電子ファイル	PopProjectionByProvince2005-2025.xdw
C-2	“Regencies/Municipalities in Indonesia Gross Domestic Regional Product 2003-2007”	書籍/ 電子ファイル	GDRP_ByKabKota2003-2007.xdw
<b>D</b>	<b>BKSP(Jabodetabekjur Development Coordination Board)資料</b>		
D-1	“Kerjasama Pembangunan Wilayah Jabodetabekjur” 【インドネシア語】	冊子/ 電子ファイル	BKSP_Jabodetabekjur.xdw
D-2	“Himpunan Peraturan Badan Kerjasama Pembangunan Jabodetabekjur” 【インドネシア語】	冊子/ 電子ファイル	BKSP_Legislation.xdw
<b>E</b>	<b>ジャカルタ特別州(DKI Jakarta)資料</b>		
E-1	ジャカルタ特別州人口統計	電子ファイル	Pop_DKI.pdf
E-2	ジャカルタ特別州 GRDP(2002-2006)統計	電子ファイル	GRDP_DKI2002-2006.pdf
E-3	ジャカルタ特別州 GRDP(2003-2007)統計	電子ファイル	GRDP_DKI2003-2007.pdf
E-4	中央区統計	電子ファイル	PopGRDP_JktPusat.pdf
E-5	東区統計	電子ファイル	PopGRDP_JktTimur.pdf
E-6	北区統計	電子ファイル	PopGRDP_JktUtara.pdf
E-7	南区統計 (人口)	電子ファイル	Pop_JktSelatan.pdf
E-8	南区統計 (GRDP)	電子ファイル	GRDP_JktSelatan.pdf
E-9	西区統計	電子ファイル	GRDP_JktBarat.pdf
E-10	“Mengurai Kemacetan di Jakarta” 【インドネシア語】	冊子/CD	
<b>F</b>	<b>西ジャワ州(West Java Province)資料</b>		
F-1	西ジャワ州人口統計	電子ファイル	Pop_ProvWestJava.pdf
F-2	“Dokumen Akademis Rencana Tata Ruang Wilayah (RTRW) Provinsi Jawa Barat 2005-2025” 【インドネシア語】	ハードコピー/ 電子ファイル	WestJavaProvSpatialPlan.xdw
F-3	“Rencana Pengembangan Infrastruktur Jawa Barat” 【インドネシア語】	電子ファイル	Presentasi Infrastruktur JICA 250209.ppt
F-4	“Bogor Ring Road Toll-road Stage II”	電子ファイル	Bogor.ppt
F-5	“Cinere – Jagorawi Toll-road”	電子ファイル	Cinere-jagorawi.ppt
F-6	“Cileunyi – Sumedang – Dawuan Toll-road”	電子ファイル	Cisundawu.ppt
<b>G</b>	<b>バンテン州(Banten Province)資料</b>		
G-1	バンテン州統計 (人口)	電子ファイル	Pop_ProvBanten.pdf
G-2	バンテン州統計 (GRDP)	電子ファイル	GRDP_ProvBanten.pdf
G-3	“Rencana Pengembangan Sistem Transportasi Banten” 【インドネシア語】	電子ファイル	BantenProvTransportSystem.ppt
<b>H</b>	<b>Kota Bekasi 資料</b>		
H-1	Kota Bekasi 統計	電子ファイル	PopGRDP_KotaBekasi.pdf
H-2	“The Policy of City Planning”	ハードコピー/ 電子ファイル	KotaBekasiCityPlanPolicy.xdw
H-3	“Rencana Tata Ruang Wilayah Kota Bekasi Tahun 2008-2028” 【インドネシア語】	ハードコピー/ 電子ファイル	KotaBekasiSpatialPlan.jpg
H-4	“Evaluasi Jaringan Transportasi Jalan Sekunder Kota Bekasi” 【インドネシア語】	電子ファイル	KotaBekasiSecRoadEvaluation.zip

<b>I</b>	<b>Kota Bogor 資料</b>		
I-1	“Hasil Rapat Presentasi Inventarisasi Master Plan Jabodetabek” 【インドネシア語】	ハードコピー/ 電子ファイル	KotaBogorMasterPlan.xdw
I-2	“Rencana Tata Ruang Wilayah (RTRW) Kota Bogor Tahun Anggaran 1999/2000” 【インドネシア語】	電子ファイル	Kota Bogor Spatial Planning.jpg
I-3	“Rencana Teknik Akhir Jalan Tol Bogor Ring Road” Chapters 1-3 【インドネシア語】	電子ファイル	BAB 1 – PENDAHULUAN.pdf BAB 2 - TATA GUNA LAHAN & SOS EKONOMI.pdf BAB 3 - KOND TRANSPORTASI & JAR JALAN.pdf
<b>J</b>	<b>Kota Depok 資料</b>		
J-1	Kota Depok 統計	電子ファイル	Pop_KotaDepok.pdf
J-2	Kota Depok 予算	電子ファイル	Budget.xls
J-3	Kota Depok 車両台数	電子ファイル	Number of vehicles.xls
J-4	Kota Depok バス路線詳細	電子ファイル	Lampiran III.xls
J-5	“Profil Transportasi Kota Depok” 【インドネシア語】	冊子/ 電子ファイル	KotaDepokTransportProfile.xdw
J-6	“Penyusunan Tataran Transportasi Lokal (Tatralok) Kota Depok, Ringkasan Eksekutif” 【インドネシア語】	報告書/ 電子ファイル	Ringkasan Eksekutif-Tatralok.doc
J-7	“Rencana Tata Ruang Wilayah Kota Depok Tahun 2000-2010” 【インドネシア語】	電子ファイル	KotaDepokSpatialPlan.jpg
J-8	“Studi Kelayakan Flyover Dewi Sartika Depok Tahun Anggaran 2006” 【インドネシア語】	電子ファイル	FlyoverDewiSartika.xdw
J-9	“Revisi RTRW Kota Depok 2000-2010” 【インドネシア語】	電子ファイル	Revisi RTRW Kota Depok.ppt
J-10	“Dasar Hukum Kerjasama Pemda DKI Jakarta Dengan Pemda Depok” 【インドネシア語】	電子ファイル	DASAR HUKUM KERJASAMA PEMDA DKI JAKARTA DENGAN PEMDA DEPOK.docx
J-11	“Pangkalan / Sub Terminal” 【インドネシア語】	電子ファイル	Stations & bus shelter.pdf
<b>K</b>	<b>Kota Tangerang 資料</b>		
K-1	Kota Tangerang 統計	電子ファイル	PopGRDP_KabTangerang.pdf
K-2	“Kebijakan Pembangunan Sistem Transportasi Kota Tangerang 2008-2028”	電子ファイル	KotaTangerangTransportSystem.ppt
<b>L</b>	<b>Kabupaten Bekasi 資料</b>		
L-1	Kabupaten Bekasi 統計(2007)	電子ファイル	PopGRDP_KabBekasi2007.pdf
L-2	Kabupaten Bekasi 統計(2008)	電子ファイル	PopGRDP_KabBekasi2008.pdf
L-3	“Buku Peta Kabupaten Bekasi 2007” 【インドネシア語】	書籍	
<b>M</b>	<b>Kabupaten Bogor 資料</b>		
M-1	Kabupaten Bogor 統計	電子ファイル	Pop_KabBogor.pdf
M-2	Kabupaten Bogor2009 年度予算 (歳入)	電子ファイル	KabBogorRevenue.xdw
M-3	Kabupaten Bogor2009 年度予算 (支出)	電子ファイル	KabBogorExpenditure.xdw
M-4	“Rencana Pemanfaatan Ruang Sampai Dengan Tahun 2010” 【インドネシア語】	電子ファイル	Kab Bogor Spatial Planning.jpg
M-5	“Peraturan Daerah Kabupaten Bogor Nomor 27 Tahun 2008 Tentang Rencana Pembangunan Jangka Panjang Daerah Kabupaten Bogor Tahun 2005 - 2025” 【インドネシア語】	書籍/ 電子ファイル	KabBogorLongTermDevPlan.xdw
<b>N</b>	<b>Kabupaten Tangerang 資料</b>		
N-1	Kabupaten Tangerang 統計	電子ファイル	GRDP_KabTangerang.pdf
N-2	“Revisi Rencana Tata Ruang Wilayah Kabupaten Tangerang: Laporan Akhir” 【インドネシア語】	報告書/ 電子ファイル	KabTangerangSpatialPlanReport.Pdf
N-3	“Peta Rencana Struktur Ruang Kabupaten Tangerang” 【インドネシア語】	電子ファイル	KabTangerangSpatialPlan1.jpg
N-4	“Peta Rencana Pengembangan Jaringan Jalan” 【インドネシア語】	電子ファイル	KabTangerangSpatialPlan2.jpg



N-5	“Peta Arahana Kawasan Lindung” 【インドネシア語】	電子ファイル	KabTangerangSpatialPlan3.jpg
<b>O</b>	<b>PT. Jasa Marga 資料</b>		
O-1	“Jasa Marga Company Profile”	書籍/ 電子ファイル	JasaMargaCompanyProfile.xdw
O-2	“Annual Report 2007: More Highways Ahead”	報告書/ 電子ファイル	JasaMargaAnnualReport2007.xdw
<b>P</b>	<b>PT. Transjakarta 資料</b>		
P-1	“Perkembangan Transjakarta Busway”	電子ファイル	BuswayPresentation.pptx
<b>Q</b>	<b>その他資料</b>		
Q-1	“Updating the Database for SITRAMP Final Report, January 2009”	CD	
Q-2	インドネシアハンドブック 2008 年版 (ジャカルタジャパンクラブ、JETRO ジャカルタセンター)	書籍	



## Summary of Meetings

No. 1

Date	Tuesday, 24 February 2009
Time	08:30 ~
Place	Mrs Elly Sinaga Room 10 <sup>th</sup> Floor, Ministry of Transportation, Directorate General of Land Transportation (DGLT-MoT)
Attendants	Mrs.Elly Sinaga, Mr.Yogi (DGLT)
(JICA Team Members)	Mr.Kawanishi H, Mr.Kakioka, Mrs.Lis, MR. Tsuneoka, Mr.Imaizumi, Mr.Nakamura, Mr.Wachi, Mr.Yagi, Mr.Welly, Mr.Adi, Mr.Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

## 1) Updating Data/OD

- Updating SITRAMP data, conducted in 2008, to know the current condition of Jabodetabek in order to revise Jabodetabek transportation Master-plan
- Pilot project will be formulated to implement project proposed by the study.

## 2) Revising Master Plan

- Jabodetabek Master plan for Public Transportation and Land Use.
- Application for short term, middle term and long term.

## 3) Explaining difference between this study and SITRAMP

- In SITRAMP, Main Experts are from Japan, with Indonesian Gov. as counterpart
- In This Study, Main Experts are from Indonesia, with Japanese Experts as supporting/advisor, so all stakeholders should be active.

4) Mrs Elly welcomed the study, and reminded that study team should involve counterparts as a team so that the knowledge transfer would happen.

5) Mrs. Elly informed that rerouting of public transportation lines will be conducted this year with national budget (APBN).

6) Mrs Elly also explained that there is a similar study for Kota Bandung (Bandung Metropolitan Area), held by SNCF a French National Railway.

## Summary of Meetings

No. 2

Date	Tuesday, 24 February 2009
Time	11:30 ~
Place	Coordinating Ministry of Economic Affair
Attendants	Mr. Bambang Susantono, Mr. Mesra Eza, Mr. Sena, Mr. Aldian
(JICA Team Member)	Mr. Kawanishi, Mr. Kakioka, Mr. Wachi, Mr. Nakamura, Mr. Imaizumi, Mr. Yagi, Mr. Wely, Mr. Adi, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Preparation for next study

- Agreed to set up Project Management Unit in CMEA's office
- Will assign one project manager at CMEA and other project manager if needed at other government office such as BAPPENAS.
- Will prepare a steering committee headed by CMEA and a technical team headed by BAPPENAS for the next project.
- In principle agreed with the draft of MOU

### 2) Comment & Suggestion for next study

- Suggested to involve government officer in the process of analysis for transferring knowledge.
- Requested to prepare readable data to be used by Indonesian side for future analysis after ending of project.
- Suggested to arrange hands-on workshop instead of seminar for having more practical and active discussion.
- The important thing for government officer is the capability to analyze and manipulate the database for making decision, policy and future planning.
- Suggested to collect all data and information regarding related transportation study and project such as railways and port study/project.
- Requested to assign one JICA expert in CMEA office.

### 3) Other related information

- Revision/updating SITRAMP will be used as reference for preparation next policy, and getting commitment of the update master plan is important.
- Informed that Presidential Decree on Spatial Planning for Jabodetabekpunjur had been issued.
- Toll road and railways is under control by the central government

### 4) The JICA team emphasized that the concerned problem is coordination among local governments and need strong leadership to solve it.

## Summary of Meetings

No. 3

Date	Tuesday, 24 February 2009
Time	15:30 ~
Place	Bappeda DKI, Balaikota Building, Block G 2F, Jl. Medan Merdeka Selatan
Attendants	Mr. Nurfaqih (Head of Bappeda), Mr. Tauchid (Head of Dishub), Mr. Hasbi Hasibuan, Mr. Alfin
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Wachi, Mr. Nakamura, Mr. Imaizumi, Mr. Yagi, Mr. Wely, Mr. Adi, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Planning

- Jakarta is concerned about development of mass public transport; Jabodetabek railway, MRT, busway system including feeder and ticketing technology, and would like to implement light rail and monorail.
- Has a plan to build six inner toll roads in Jakarta
- Has a plan to develop railway access to airport
- ERP (electronic road pricing) is still being discussed to make a new law for tax and retribution.

### 2) Related information

- Mr. Governor is concerned on MRT corridor East-West.
- Jakarta has applied policies of parking restraint, park & ride, staggered working hours by region, and shift school time from 7.00 am to 6.30 am.
- Jabodetabek has a plan to extend the Busway corridors.
- Mrs. Elly in MOT will start the public transportation program from Tangerang by setting up a team

### 3) Comment & Suggestion for next study:

- Suggested to prepare Indonesian team for the project which will be coordinated by central government.
- Need some Indonesian consultant to be assigned as local consultant for supporting the project.
- JICA preparatory team should know information about on going transportation project.
- Need coordination and commitment between central government and local governments.
- Transportation policy is needed for Jabodetabek
- The duration of the study is too long and suggested to reduce the duration because the assignment of the Governor of DKI Jakarta is up to 2012.
- Regarding pilot project, they suggested to focus on Jakarta first then followed by others local kabupaten/kota within Jabodetabek.

- The next study should not postpone the realization of on going project and next projects.
  - Local governments of Bodetabek had complained that the last SITRAMP study most focused on Jakarta.
  - Informed that local governments do not have enough budgets to implement the project proposed by SITRAMP.
  - The problem is how to coordinate local governments for making master plan.
  - Only a few percent of SITRAMP recommendations have been implemented.
  - Suggested Japanese side to involve not only in the study but also in the implementation.
- 4) The JICA team explained that the study could be done parallel with on going project or next projects which have already been planned by DKI.
- Mr. Tauchid will arrange meeting next week for answering questionnaire.
  - Contact Person Mr. Hasbi Hasibuan, ph: (0815 114 000 98)

## Summary of Meetings

No. 4

Date	Wednesday, 25 February 2009
Time	10:00 ~
Place	BAPPENAS, Main Building, 4F, Jl. Taman Suropati no. 20.
Attendants	Mr. Bambang Prihartono, Mr. Petrus Sumarsono (+ 1 personnel)
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Wachi, Mr. Nakamura, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Preparation for next study

- Will arrange meeting with all stakeholders for discussing the framework before signing the MOU.
- Will discuss with other stakeholders to have fulltime government officer for the project.
- Will try to provide space for project office at Bappenas office in Bakrie 2 Building if space at CMEA is not sufficient.

### 2) Related Information

- Informed that under new law on spatial planning of Jabodetabek now become Jabodetabekpunjur by adding Puncak and Cianjur.
- Informed that a working group has been set up for Jabodetabekpunjur which consist of 31 members.
- Delay of some big projects; 1) Jakarta MRT, 2) Double-double tracks of Bekasi line, 3) JORR (36.5 km), 4) 2<sup>nd</sup> JORR (118.4 km)

### 3) Suggestion

- Suggested to provide organization structure for the next project.

### 4) Provided References

- Handout

## Summary of Meetings

No. 5

Date	Wednesday, 25 February 2009
Time	11:30 ~
Place	Meeting Room 1 <sup>st</sup> Floor, Bappeda Jawa Barat Province (West Java)
Attendants	Mr.Momon Riva'i (head of Non-APBD division), Mr.Wawan
(JICA Team Members)	Mr.Imaizumi, Mr.Yagi, Mr.Welly, Mr.Adi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

- 1) Common Problems on Public Transport
  - The problem in public transportation is not only how to make connection but also how to maintain the public transportation infrastructure and facilities.
- 2) Spatial Planning
  - Province has made the main/major spatial planning as a guideline, and Local Spatial Planning is under the responsibility and authority of each Kabupaten/Kota as the executors.
- 3) Mr. Momon gave a copy of the academic document of Rencana Tata Ruang Wilayah Provinsi Jawa Barat. (Jawa Barat Province Spatial Planning, academic documents)
- 4) Pusat Kegiatan Nasional (PKN) – National Activity Center, in Jawa Barat
  - There are 3 PKN in Jawa Barat according to Spatial Planning, Bodebek Area, Bandung Area and Cirebon Area.
- 5) Transportation Planing and Development in Jawa Barat
  - International Airport at Kalijati, progress in Land Acquisition in progress.
  - Bogor Toll Ring-Road, Stage-1 Sentul-Darmaga (12km) under construction by Jasa Sarana and Jasamarga, Stage-2 (Darmaga-Ciawi) (20km) under planning.
  - Cisumendawu (Cilenyi-Sumedang-Dawuan) Toll road (60 km) connecting Bandung (Padalarang-Cileunyi) Toll Road to Trans-Java Toll Road (Cikampek-Cirebon Toll Road). Budget is supported by APBD (local government budget).
  - Cinere-Jagorawi (part of 2<sup>nd</sup> JORR) (14 km) and pre-FS is finished by Depok.
- 6) Provided References
  - A book (Jawa Barat Province Spatial Planning, academic documents)
- 7) Contact Person : Mr. Wawan (0857 2233 0198)



## Summary of Meetings

No. 6

Date	Wednesday, 25 February 2009
Time	13:30 ~
Place	Bappeda Kab. Bogor, Gedung Asisten Sekda Bogor District, Cibinong, Bogor
Attendants	Mr. Zairin (Head of Bappeda), Mrs, Yani, Mr. Hendra, Mr. Indra, Mrs. Prima, Mr. Didi
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Wachi, Mr. Nakamura, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Planning

- Ciawi-Sukabumi toll road for 14.8 km is under preparation. Two interchanges at Caringin and Lido.
- Proposed extension of Antasari-Depok toll road (Land Acquisition process, start construction in 2012) to Bojong Gede.
- Bogor Outer Ring Road is already constructed for phase 1 (4 km) and phase 2 is still under preparation and not yet decided when will be constructed.
- Reactivate railways from Citayam to Semen Cibinong for passenger, this idea has been proposed to Ministry of Transportation (not yet decided)
- Extension double track of Serpong line to Parung Panjang and Rangkas Bitung (MOT will decide the time and will arrange the development)
- New route to Puncak from Sentul Timur toll gate via Suka Makmur District to Kota Bunga (Cianjur) will be funded by APBN (Central Government Budget) for Suka Makmur to Kota Bunga section for Rp. 60 billion and from Sentul Timur to Suka Makmur will be funded by private sector.
- Construction New Road from Jl. Tegar Beriman to Bojong Gede and connect to planning of Depok-Antasari toll road (Land Acquisition 20% completed)
- Construction of new bus terminal type B at Ciawi (has been approved by MOT)

### 2) Related Information

- Informed that new spatial planning of Kabupaten Bogor (RTRW) is up to 2025.
- Total APBD (local government budget) for transportation is Rp. 2.1 Trillion
- Need official letter from CMEA to Bupati regarding local counterpart to be assigned at project office.

### 3) Contact Person : Mr.Didi (0817 9050 840)

## Summary of Meetings

No. 7

Date	Wednesday, 25 February 2009
Time	16:00 ~
Place	Bappeda Kota Bekasi, Jl. Juanda, Bekasi
Attendants	Mr. Dadang Hidayat (Head of Bappeda), Mr. Koswara
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Wachi, Mr. Nakamura, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Planning

- JORR 2 : Cikeas – Setu – Tambun (Section Cimanggis-Cibitung)
- Toll BECAKAYU (Bekasi-Cawang-Kampung Melayu) needs new investor
- Double-double tracking of Manggarai – Cikarang is on going
- Flyover
  - Bulak Kapal, already operated.
  - Agus Salim needs approval from central government,
  - Bulan-bulan is already approved by MOT,
  - Achmad Yani will be built by private investor.
  
- Widening at Jl. Achmad Yani and Jl. Cut Mutia will be funded by APBN (central government budget)
- Reconstruction to convert flexible pavement to rigid pavement for minor road
- Extension of Busway corridor from Jakarta
- Development of feeder busway
- Proposed bus terminal type A at Jati Asih near to JORR 1:
  - private investment
  - feasibility study has been done;
  - already proposed to BAPPEDA of Jawa Barat province;
  - Discussion has not been made with central government and Jakarta Provincial Government.

### 2) Related Information

- Spatial Plan of Kota Bekasi is from 2009 to 2029.
- Will provide counterpart for next study to work in the project office.

### 3) Contact person: Mr. Koswara (ph. 08161128889)

## Summary of Meetings

No. 8

Date	Thursday, 26 February 2009
Time	10:00 ~
Place	Bappeda Kota Depok, Jl. Margonda Raya No.54, Depok
Attendants	Mr. Uus Mustani, Mr. A. Zaini (Dishub), + 1 consultant
(JICA Team Member)	Mr. Kakioka, Mr. Wachi, Mr. Nakamura, Mr. Iwaizumi, Mr. Yagi, Mr. Adi, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Information about Depok Municipality

- Depok Municipality has a population of about 1.5 million
- Depok is a residential area for commuters who work in Jakarta, and 60% of the population are commuters to Jakarta
- Railways is the main transportation for commuters to Jakarta
- Traffic congestion occurs during morning time and afternoon/evening time on weekdays and the highest traffic occurs on weekend especially during day time in Depok.
- Depok has 4 N-S main road namely Jl. Raya Bogor, Jl. Margonda, Jl. Ciputat Raya, and Jl. Cinere, and 1 E-W main road namely Jl. Iskandar.

### 2) Finished and On-going project

- Construction of fly over at Arif Rahman Road has finished (ADB loan)
- Construction of 2<sup>nd</sup> JORR Cinere – Jagorawi (Land Acquisition 90%, land clearing under progress, start for construction next year)

### 3) Planning

- Construction of Depok – Antasari toll road hopefully will start in 2012.
- New access road from Jagorawi toll road to Cikeas.
- Construction of flyover at Dewi Sartika Road. Construction of the flyover is very critical and Feasibility Study has been done.
- Development of new road parallel with 2<sup>nd</sup> JORR Cinere – Jagorawi at Jl. Juanda for 1.6 km. The project has been proposed to BAPPENAS.
- Road widening of Margonda road (provincial road) to 32 m is to be completed by next year.
- Requested to central government to improve intersection in Jl. Akses UI.
- Development of new terminal Type A at Jatijajar close to Jagorawi toll road. It has been designed and 10 ha of land area have been acquired. MOT will be responsible for the development.
- Improvement Margonda city bus terminal and Depok Baru Railway Station. Private investor is interested in development of Depok railway station and Margonda bus terminal – the railway station and the terminal should be integrated in the future. Private investor will develop business area between the station and the terminal. The railway

station is under authorization of Directorate General of Railways. Improvement Margonda terminal and Depok Railway Station.

4) Development to be considered in the future

- Development of road network and transportation system for having smooth accessibility to Jakarta.
- Improvement of level of service for railways services in order to attract especially middle-income group to shift from private vehicle to public transport.
- Development of Infrastructure for Feeder Busway to Ragunan, Ps. Minggu and Kp. Rambutan is important and traffic demand forecast is necessary
- Spatial plan is need to be revised within two years based on the new act UU no. 26/2006.
- Masjid Kubah Emas attract many tourists therefore access road should be improved.
- Golf course is planed to be a housing complex and additional trip will be generated.

5) Suggestion

- Suggested to study double –double track railway from Depok to Jakarta.

6) Provided Reverences

- Map of revision of spatial planning.

7) Contact person: Mrs. Putri (ph. 0815 5 090 090), Mrs. Herriwati (0878 78 78 339)

## Summary of Meetings

No. 9

Date	Thursday, 26 February 2009
Time	14.30 ~
Place	Head of Bappeda Meeting Room, Bappeda Provinsi Banten
Attendants	Mr.Widodo Hadi (Head of Bappeda), Mr.Indro Sarwono
(JICA Team Members)	Mr.Kakioka, Mr.Nakamura, Mr.Imaizumi, Mr.Wachi, Mr.Yagi, Mr.Welly, Mr.Adi, Mr.Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

- 1) Pemda Province Banten supports this study.
  - Related to Jabodetabek plan and spatial planning in Jabodetabek area, now there are three local governments under Banten Province are in Jabodetabek area, Kabupaten Tangerang, Kota Tangerang and Kota Tangerang Selatan (South Tangerang City).
  - Concerning how to reduce traffic jam by upgrading road infrastructure and capacity.
  
- 2) Development status
  - Preparing Busway corridor from Kalideres to Kota Tangerang, now D/D. Kalideres – Daan Mogot land acquisition cost is too high, alternative route may be trough new road parallel with railway.
  - Code R05; 2<sup>nd</sup> JORR, section Kunciran-Batu Ceper-SoekarnoHatta Airport is already in the process of bidding for Investors
  - Code R19; Arterial widening on-going by phase, to support regional movement, at Jalan Husein Sastranegara, Jalan Imam Bonjol and Jalan Hasyim Ashari.
  - Spatial planning for Banten Province are under revision, and it is due this year.
  - 2<sup>nd</sup> JORR from Cinere-Serpong-Bandara now is on the process of land acquisition.
  - The planning of railway access to airport is targeted to be finished in 2010 based on the statement of Vice President Mr. Yusuf Kalla.
  
- 3) Planning
  - To ease the traffic, they will develop several flyovers and improve geometric on several roads.
  - Proposed new Airport Access Arterial Road, from Sta.11 Jakarta-Tangerang Toll Road, North through Jalan Daan Mogot to Sedyatmo Airport Access Toll Road
  - Proposed road from Bitung to Curug (access to Curug airport) become National Road.
  - Proposed to have double track railway to Merak and develop railway link to the south.
  - Informed that railway to Serpong will crossing the prposed 2<sup>nd</sup> JORR, and it needs to be studied for interconnection station and terminal at Sudimara.
  
- 4) Contact Person Mr.Indro Sarwono (0817 0819 454).

## Summary of Meetings

No. 10

Date	Friday, 27 February 2009
Time	09:00
Place	Meeting Room, DG Highway, MPW (Bina Marga Building)
Attendants	Mr. Harris Batubara (Director of Highway), Mr. Herry TZ (Head of Sub-directorate)
(JICA Team Members)	Mr. Kakioka, Mr. Tsuneoka, Mr. Imaizumi, Mr. Nakamura, Mr. Wachi, Mr. Yagi, Mr. Welly, Mr. Adi, Mr. Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

- 1) Mr. Harris' comments
  - Harmonizing all spatial planning surrounding JABODETABEK-PUNJUR
  - The main problem of toll road development is about land acquisition and suggested to discuss this matter with DG of Spatial Planning.
  - Toll roads need to be integrated with arterial roads.
  - Kota Bogor needs ring road
  - In Kabupaten Tangerang roads are not well developed and it needs radial roads.
  
- 2) Mr. Herry explained the status on planning and development that were made after SITRAMP
  - JORR1- W1 Section status: currently under construction, estimated to finish in 2010.
  - JORR1-W2 section status : Land Acquisition in progress
  - 2<sup>nd</sup> JORR : Kunciran-Serpong (Land Acquisition (LA)), Cinere-Jagorawi (LA), Cibitung-Cilincing (finalizing LA process), Soekarno-Hatta-Kunciran, Cinere-Serpong and Cimanggis-Cibitung (preparation of Concession Agreement Signing)
  - One Toll Road planning which is not covered in SITRAMP is DKI 6 Inner Toll Roads, status is finalizing for concession.
  - Becakayu Toll Road, status is finding new Investors.
  - Tg. Priok access E1 has a problem of high cost. Traffic information system may be provided by private sector.
  
- 3) Contact Person : Mr. Herry (0811 197 093)

## Summary of Meetings

No. 11

Date	Friday, 27 February 2009
Time	14:00
Place	Meeting Room, Spatial Planning, MPW (Bina Marga Building)
Attendants	Mr. Ruchyat, Mr. Firman M Hutapea (Spatial Planning – MPW)
(JICA Team Members)	Mr. Kakioka, Mr. Tsuneoka, Mr. Harai, Mr. Imaizumi, Mr. Nakamura, Mr. Wachi, Mr. Yagi, Mr. Welly, Mr. Adi, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) About JABODETABEK-PUNJUR

- The decree already has been signed by President of Republic of Indonesia,
- The Spatial Planning for this Area are committed and signed by 3 Governor (DKI Jakarta, Banten and Jawa Barat)
- And all Kabupaten/Kota should follow this Spatial Planning because their Governors have made an agreement (signing the agreement)
- In the South of Jabodetabek, development is prohibited due to water reserve reasons

### 2) Controversy about JORR2

- According to spatial planning, JORR2 section Cikarang-Tanjung Priok (Cilincing), most of the area are a potential rice fields, although in other hand, transportation access to Industrial Area should be upgraded.

### 3) On the spatial planning, Busway Corridor is not only inside DKI but reach through Tangerang City, Bekasi City and Depok to Bogor City.

### 4) According to Law No.27 year 2007, each Kabupaten/Kota should revise spatial planning within 3 years, and the province within 2 years, that is, by April 2009, and Tatrawil and Tataloc will follow the spatial planning. And this is the responsibility of Bappeda of every Province/Kab/Kota.

### 5) Contact Person : Mr. Ramadhan F (0818 0212 3667)

## Summary of Meetings

No. 12

Date	Monday, 02 March 2009
Time	08:20
Place	Head of Bappeda Meeting Room, Bappeda Kota Tangerang
Attendants	Mr.Deny (Head of Facility & Infrastructure Division), Mr.Hadi Baradin (Head of Infrastructure Sub-Division)
(JICA Team Members)	Mr.Imaizumi, Mr.Wachi, Mr.Welly, Mr.Adi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Busway in Tangerang City

- Bappeda Kota Tangerang have planned continuation of Busway, phase-1 is Kalideres-Tangerang line and pahes-2 is Tangerang-Serpong (BSD)
- Difficulty in implementation is widening Daan Mogot road at Kota Tangerang, which has only 2 lanes.

### 2) SITRAMP implementation at Kota Tangerang.

- Development of JORR2, section Airport-Tol Jakarta-tangerang (Kunciran-Airport), progress: in Detailed Design, planned to be mplemented in 2010.
- Busway, Kalideres-Tangerang Corridor, planned to be operated in 2010. For this corridor 10 units of Busway, will be available from BSTP (Bina Sarana Transportasi Perkotaan) MoT.
- New arterial parallel to the railway from Tangerang to DKI border was developed in 2005. This road should be through to JORR1 – W1 Frontage at Rawa Buaya, which is under the authority/responsibility of Pemda DKI.

### 3) Other Information related to Development on Infrastructure in Tangerang

- Widening of Jalan Maulana Hasanuddin, to 3x2 lanes, at airport access in Kelurahan Ceper. This year they are planning to widen the bridge.
- New alignment of Airport Railway, which now is parallel to Jalan Tol Sedyatmo. In SITRAMP the alignment is parallel to / using existing railway and turn north to Airport.
- Planning of new frontage to Jalan Tol Jakarta-Tangerang (Programed by Pemda Tangerang)
- Planning of Promenade / Frontage along Cisadane River.

### 4) Pilot project alternative/proposal from Kota Tangerang

- Implementation of Busway in Kota Tangerang
- Implementation of Mass Transportation (Airport Railway)

### 5) Information from JICA Team

- Pre-Feasibility Study on MRT East-West line will reach Kota Tangerang,
- Bappeda proposed that MRT should end at Perumnas Tangerang area as the end Station



in Tangerang, this area generates the biggest traffic volume in Tangerang.

- 6) Contact Person : Mr. Hadi Baradin (0812 836 2342) email: [hadibaradin@yahoo.com](mailto:hadibaradin@yahoo.com)  
(021-55768701)

## Summary of Meetings

No. 13

Date	Monday, 2 March 2009
Time	09:00 ~
Place	PT. KAI Commuter Jabodetabek, Jakarta Railway Center, 3F. Jl. Juanda IB no. 8-9, Jakarta
Attendants	Mr. Kurniadi Atmosasmito (President Director), Mr. Subagijo (Technical Director)
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Nakamura, Mr. Yagi, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Information about PT. KAI Commuter Jabodetabek

- PT. KAI Commuter Jabodetabek is subsidized by PT. KAI, 98.6% owned by PT. KAI and 1.4% owned by pension fund of PT. KAI.
- Established in August 2008 and operational license from MOT issued on 11 February 2009.
- Coverage area: Jakarta, Bogor, Depok, Tangerang, and Bekasi railway
- They have about 800-1,000 employees including operation.
- Has bought 1 set of used train from Tokyo
- Budget for next 3 years up to 2012 is planned about Rp. 1.5 trillion which will be acquired from state owned and private bank. It will be used to buy new trains.
- Railway track owned by the government (MOT)
- Total passenger last year was 300.000 pax/day, 500.000 pax/day is targeted for this year and 1.000.000 pax/day for 2011, and 1.5 million pax/day for 2012.
- Passenger volume from Bogor to Jakarta in the peak hours (06.00-10.00 AM) is around 32.000 pax.
- 06.00-10.00 AM is mainly for commuter trains. If a long-distance train is delayed, it will force to stop at Bekasi station.
- Proposed additional line from Bogor to Jakarta for better operation at Manggarai station.

### 2) Future policy

- They need to solve the problems of free riders (20-30 %) by introducing the closed gate system.
- Upgrading from 8 cars to 10 cars per train
- Providing air conditioned train for all the services and simplifying the train type with only express type (stopping at certain station) and economy type (stopping every station)

### 3) Planning

- Extension of double track from Serpong to Maja, will be finished in 2010 for single track and in 2011 for double track
- Undertaking railway depot for electric train in Depok from PT. KAI (negotiation with

PT.KAI)

- They wish to manage 54 stations within Jabodetabek, they are now negotiating with PT.KAI
  - Extension of platform for 40 m in each stations to accommodate 10 cars/1set
  - Improvement of signaling and wesel.
  - Increase the electricity power from 3000 KV to 5000 KV.
  - Would like to acquire 20 sets (200 cars) this year
  - Electronic ticketing system which has already been discussed with several banks. It will facilitate integration with busway, etc.
  - Development of railway from Manggarai to Airport
  - Minor improvement of existing 54 stations
  - Development of elevated railway at 9 locations of at-grade railway crossing.
  - Reduction of headway from 8 minutes to 4 minutes
- 4) PT. KAI Commuter Jabodetabek will be launched on 29 March 2009 at Tanjung Barat Station.

## Summary of Meetings

No. 14

Date	Monday, 02 March 2009
Time	13:30
Place	Head of Bappeda Meeting Room, Bappeda Kota Bogor
Attendants	Mr.Bambang Hermanto (Head of Bappeda), Mr.Suharyono, Mr. Totok, Mrs. Anne Rulianti , Mrs.Nina
(JICA Team Members)	Mr.Nakamura, Mr.Imaizumi, Mr.Wachi, Mr.Yagi, Mr.Welly, Mr.Adi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Development in Kota Bogor Area

- Development of east-west underpass at Jalan Soleh Iskandar (Crossing the Railway), and this also improves main road from Bojong Gede – Kota Bogor parallel to Railway
- Development of access road to Sentul, continuation of Jalan Soleh Iskandar to East. Land acquisition is finished. Construction is planned to start in 2009 with widening from 2 to 4 lanes, to ROW 60 meters.
- Construction of Bogor Ring-Road Phase 1 from Sentul Selatan to Simpang Yasmin.
- Ciawi – Sukabumi Toll Road, planned by PU, DD in progress.
- Bogor Inner Ring-Road from Harjasari-Pasir Kuda, approximately 11 km, DD in progress.
- Two alternatives of upgrading Baranangsiang Bus Terminal. First alternative is to relocate the terminal, and the second is to upgrade existing terminal from 2.2 ha to 5.0 ha including development of new underpass through the station.
- Development of R3 section to 3x2lane arterial from Warung Jambu – Tajur, and Tajur-Ciawi (3 km), land acquisition will begin in 2010.

### 2) Comments on Updating SITRAMP data.

- Sampling ratio from Kota Bogor is too low, and they cannot figure out what really happened in Kota Bogor for the last 5 years.
- The result shows, while cars and motorcycles have increased, average household income has decreased, this cannot be explained.

### 3) Important issue is about transportation in DKI Jakarta.

- There are no limitations on vehicle age in DKI, if this policy is implemented there will be some changes of vehicle ownership in the surrounding areas including Bogor.
- This issue is related to local tax from vehicle ownership. That 70% of local tax is from vehicles.

### 4) Expectation on JICA Study.

- Optimizing the study in order to reduce traffic jam in Kota Bogor, such as development of alternative roads.

- Implementation of Ciawi-Sukabumi Toll Road.
- Widening of Jalan Pajajaran to 6 lane (3x2lane), approximately 3-4 km from Tajur To Pajajaran.
- For the development / upgrading of Kota Bogor roads, they are expecting loans/grant from JICA.
- Study on monorail in the median of Jagorawi toll road.

5) Information from Bappeda.

- DKI Jakarta gives Kota Bogor 5 Million Rupiahs a year in order to help resolving transportation problems in Kota Bogor, but in fact it is not enough to resolve the problems.
- Planning to improve Sukaresmi Railway Station to reduce the loads of Station Bogor. Sukaresmi is planned to accommodate passenger from Parung to Jasinga, while Station Bogor to accommodate passenger from Kota Bogor.
- Revitalizing Station Bogor with expanding to Taman Topi, but this idea collide with PT.KAI policy.
- Regarding Station Bogor, JICA Team explained now PT.KA Jabodetabek should add commercial facilities at their station to increase their revenue.

6) Contact Person : Mrs. Anne Rulianti (0819 0533 4800) email: [anne\\_rulianti@yahoo.com](mailto:anne_rulianti@yahoo.com)

## Summary of Meetings

No. 15

Date	Tuesday, 3 March 2009
Time	09:00 ~
Place	PT. JASAMARGA, Taman Mini
Attendants	Mr. Frans S. Sunito (President Director)
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Tsuneoka, Mr. Wachi, Mr. Nakamura, Mr. Iwaizumi, Mr. Yagi, Mr. Adi, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Information of Jasamarga

- Focus on development of ring road
- Outer Ring Road is almost completed for all sections, only W1 and W2 North sections are still not yet completed.
- Almost all of ORR sections are controlled by Jasamarga.
- Jasamarga won 2<sup>nd</sup> JORR concessions for 2 sections namely North-West (25 km) from airport to Serpong (14+11 Km). This section is a strategic route as an alternative route to reach airport from south and west jabodetabek area.
- The construction of 2<sup>nd</sup> JORR North-West (Jasamarga concession) will start for construction if overall land for the section has been acquired by 2009. It will take 15 months to construct the road, so it will be completed in 2011.
- Main problem in the development of toll road is land acquisition which should be taken care of by the government.
- Informed that other companies who won concession for other sections of 2<sup>nd</sup> JORR have financial constraint.
- Disagreed with the planning of Jakarta inner toll road, because it will attract more traffic to center of the city.
- Informed that motorcycle has very high growth with around 10.000 additional motorbikes manufactured per day and cars around 1.500 per day.
- During emergency, toll road will be opened for all kinds of vehicles which stipulated in the regulation
- There is no space to improve toll road at Tomang intersection. Based on regulation if V/C reaches 80%, toll road capacity shall be improved or expand, unfortunately there is no possibility to expand due to lack of available space. Adding one more lane to the ramp may be possible.
- There is a possibility to dedicated one lane for public transport on toll road, if there is compensation for the lost of toll revenue from the government.
- To change the toll price for peak hours, they will need approval from the government.
- Jasamarga has Traffic Information Center, every user can get update information on toll road traffic by calling to TIC. Coverage area is Jabodetabek, Bandung and Cirebon toll road. Call Center no. 021-80880123. They also exchange information with Citra Marga.
- Jasamarga introduced electronic toll card (e-toll prepaid card) in December 2008.

- To solve traffic problem due to queuing on toll gate, toll gate of Jagorawi toll road will be moved to Cimanggis, and toll gate of Cikampek toll road will be moved to Cikarang.
- Bogor Ring Road is owned by Jasamarga for 4 km and will be operated in June this year.
- Based on law, it is not allowed to build bus stops on the toll road corridor.

## 2) Planning

- 2<sup>nd</sup> JORR North-West is expected to be operated in 2010; land acquisition will be finished in 2009, and 15 months for construction period
- JORR W2 North section is in progress for land acquisition and hopefully will be finished within this year. W2 North is an elevated road with length of 8 km and need for 1 year for construction period
- W1 section has no problem in land acquisition and ready to be constructed, Jasamarga has 23% share for this section. 77% shares is owned by Bosowa. Jasamarga is ready to undertake Bosowa shares if Bosowa has financial constrain.
- They wish to provide rest area on ring road, but need permission from the Ministry, because rest area on inner city road is not allowed by regulation.

## 3) Comment & Suggestion

- Development of more new roads will not solve traffic problem because it will attract more traffic.
- To solve traffic problem in Jakarta, mass public transport should be developed.
- Transportation planning should be seen in a macro perspective and within the framework of comprehensive planning.

## Summary of Meetings

No. 16

Date	Tuesday, 3 March 2009
Time	15:50 ~
Place	BLU Trans Jakarta, Gedung Walikota Jakarta Selatan Lama.
Attendants	Mrs. DA Rini, Mr. Taufik Adiwianto
(JICA Team Member)	Mr. Kakioka, Mrs. Lis, Mr. Tsuneoka, Mr. Wachi, Mr. Nakamura, Mr. Iwaizumi, Mr. Yagi, Mr. Adi, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Information of BLU Transjakarta

- BLU TransJakarta is under Dinas Perhubungan of DKI Jakarta
- 8 corridors in operation:
  - Corridor 1 : Blok M – Kota (20 bus stops, 12.9 km)
  - Corridor 2 : Pulo Gadung – Harmoni (23 bus stops, 14 km)
  - Corridor 3 : Kalideres – Harmoni (16 bus stops, 19 km)
  - Corridor 4 : Pulo Gadung – Dukuh Atas (17 bus stops, 11.85 km)
  - Corridor 5 : Ancol – Kampung Melayu (17 bus stops, 13.5 km)
  - Corridor 6 : Ragunan – Kuningan (20 bus stops, 13.3 km)
  - Corridor 7 : Kp. Rambutan – Kp. Melayu (14 bus stops, 12.8 km)
  - Corridor 8 : Lebak Bulus – Harmoni
- Total Fleet is 426 CNG buses and 91 diesel buses. Diesel buses are only operated in corridor 1.
- Total Passenger for all corridor is 230.000 – 240.000 per day
- Total passenger last year is 75 million
- There are 4 main junctions namely at Harmoni, Dukuh Atas, Senen and Matraman
- Need development of feeder system, because if there is no good feeder system the passengers will not increase much. With feeder buses, the number of passengers can be increased about 15-20%.
- The best corridor is corridor 1, carrying 80.000 pax/day
- Existing feeder system is from satellite cities such as Bintaro, BSD and Bekasi
- Corridor 8 now carries 11.000 passengers a day, the target is 20.000 passengers a day with 25 buses operated in the corridor.
- Total budget for this year is around Rp. 520 billion and Rp. 240 billion is subsidized by the government of DKI Jakarta.
- The gap of number of passengers between peak hour and off peak hour is very high.
- The shelters are too small for distance-based fare system.
- There are park and ride facilities both for cars and motorcycles at Ragunan and Pertanian



stations. About 400 cars per day are parked at Ragunan.

- Now there are about 5,000 employees including bus drivers, ticketing, security, etc.
- Trans-Jakarta is always fighting with the operators to make them follow the agreed operation rules.
- Number of passengers at Peak hour in Blok M is 20.000 and in Kota is 17.000
- Busway corridor 1 will be rerouted if MRT starts for operation.
- Mixed traffic at intersections is the main reason of delay
- CNG stations are limited, and from 4 CNG stations only 2 CNG stations can be used for busway. Every bus is refilled with fuel twice a day. It takes 1-2 hours for one bus to refill fuel, empty kilometers for refilling fuel are almost 40% of the total.
- Passengers shifted from private cars are only 8% of the total busway passengers.
- It is difficult to reroute existing public transport
- Proposing bus monitoring system to monitor all buses.
- CCTVs are installed at certain locations and at all shelters except for corridor 8.

## 2) Planning

- Planning to finish 10 corridors in the end of 2009
- They want to have an integrated ticketing system with all public transport especially railway.
- In 2011, articulated bus will be operated in corridor 1
  - 2009 – Improvement of existing shelter to facilitate articulated bus is responsibility of Dinas Perhubungan DKI.
  - 2010 – tender for fleet procurement
- They want to have corridor from Blok M to Kalideres and Pulo Gadung, because the Harmoni junction is over capacity especially during peak hour.
- Proposed rearranging signals in several intersections to Dinas Perhubungan
- Planning to use e-card ticketing for corridors 1,2 and 3, now they are still discussing with BCA. Corridor 1 and corridor 2&3 have different IC system, and need to be integrated.

## 3) Comment & Suggestion

- Suggested evaluating Trans-Jakarta busway network
- Suggested providing a model to estimate how many buses to be operated for each corridor.

## 4) Other information

- Trans-Jakarta met with City Government of Tangerang to discuss the planning of Busway extension from Kalideres to Tangerang.
- Provincial government of Jakarta allocated budget of Rp.21.6 trillion for transportation this year.
- Dinas Perhubungan is responsible for all the route licenses and need to discuss with Organda regarding feeder services.
- BRT is/will be operated also in Batam, Pekanbaru, Yogyakarta and Semarang. The BRT in Bandung stopped the operation after starting only a few hours because of too much protest from existing bus operators.

## Summary of Meetings

No. 17

Date	Wednesday, 4 March 2009
Time	08:25 ~
Place	Directorate General of Railways, Gedung Karsa Lt.2, Jl. Medan Merdeka Barat, MOT
Attendants	Mr. Wendy Aritenang, Mr. Hermanto, Mr. Sugiyadi Waluyo, Mr. P. Nugroho, Mr. Asril Syafei, Mr. Arief Heriyanto, Mr. Syaiful Said
(JICA Team Member)	Mr. Kakioka, Mrs. Yamaguchi, Mrs. Lis, Mr. Wachi, Mr. Nakamura, Mr. Imaizumi, Mr. Yagi, Mr. Wely, Mr. Adi, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Information of Jabodetabek Railways

- Jabodetabek is a big national political issue, because the national economic depend on the development in Jabodetabek area.
- Strategic Planning of transportation development for Jabodetabek has been formulated for 20 years.
- The problem is mismatch of the planning because of conflict among local governments
- Coordination among the central and local government agencies is very weak. It is very difficult to deal with other government agencies for certain issues.
- Need integration and commitment from all stakeholders for future planning.
- Jabodetabek transportation for commuters is very critical issue for the government. So far the government did not allocate enough budgets as passenger expected.
- Railway is the answer to solve traffic problem in Jabodetabek.

### 2) Planning

- Within 3 years they want to have good commuter transportation system to solve traffic problem in Jakarta
- Extension of railway from Serpong to Maja and Parung Panjang with Central Government budget.
- Construction of Double-double track Cikarang-Manggarai (on going)
- Tanjung Priok – Ancol line will be launched next month.
- Development of railways from Bandung to seaport
- They were developed workshop at Depok.

### 3) Comment & Suggestion for next study

- Suggested not only referring to SITRAMP recommendation but also elaborating actual needs to be included in the next study.
- Suggested identifying and solving the problem as to why the recommendation of the study is not fully implemented.
- Next study should be more comprehensive.

- Suggested identifying problem regarding coordination among the agencies and to providing some recommendations to solve it.
- MRT will effective if North-South line and East-West line are connected.
- To consider study package C in the next study.

4) Other related information

- There is a project for Jabodetabek railways from KfW Banking Group from Deutsch covers substation, signaling and transformation of MMS (Maintenance & Management System)

## Summary of Meetings

No. 18

Date	Wednesday, 04 March 2009
Time	11.15
Place	Head of Bappeda Meeting Room, Bappeda Kabupaten Bekasi
Attendants	Mr.Jamary Tarigan (Head of Bappeda), Mr.Taufik, Mrs. Roro, Mrs.Cucu
(JICA Team Members)	Mr.Imaizumi, Mr.Yagi, Mr.Welly, Mr.Adi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

- 1) Information related to Investors / Factory / Company Owners in Cikarang Industrial Area.
  - There are so many Investors from Japan at Cibitung-Cikarang Industrial Area.
  - They are concerned about traffic jam in the surrounding area.
  
- 2) Traffic Management for freight vehicle and Employee Bus.
  - Condition: Almost all factories have their own employee bus, and there is no special zone/parking space for the bus. They use road side to park, and this causes traffic jam during morning and evening peak. Traffic of trucks and buses is also mixed.
  - Local Government suggests zoning area for employee busses.
  
- 3) Information regarding 2nd JORR, Cikarang-Tanjung Priok.
  - Kabupaten Bekasi has put this toll road in their Master plan since 1993, but the implementation (tender process) was in 2004, it takes quite long time.
  - Indicated problems are the Land Acquisitions (LA) especially about who will finance the land acquisition.
  - MTD from Malaysia was selected as an investor two years ago, but they are still negotiating with the Central Government as to which side should finance and share the risk of LA.
  - Pemda Kabupaten Bekasi, on the other hand, has already prepared the land for this 2<sup>nd</sup> JORR by reserving the land along the alignment.
  - For southern part of 2<sup>nd</sup> JORR, though Bakrie Group has been selected, there is no further report from Central Government.
  
- 4) Regarding Busway Line proposed in SITRAMP.
  - Implementation for Busway from Ciledug to Bekasi will be difficult, and need coordination between local government of Bekasi, Tangerang, and DGLT.
  - As a comment on this Busway line, it should not end at Setu, because this area is preservation area and until now this area is mostly agricultural area.
  - If Busway line is on Jalan Raya Bekasi, there will be a lot of road widening, since this road is a National Road which is under Central Government Responsibility, Kabupaten Bekasi will take no responsibility for this road. Maybe it is better/cheaper to build a monorail than to widen the road because the land price is very high.

- There is a possibility to develop BRT from Metropolitan Mall (West Bekasi) to Deltamas (East Cikarang)
- 5) Some data from social survey conducted by Kabupaten Bekasi.
- Around 30% resident in Bekasi are commuter to DKI
  - It takes around 2 – 3 hours from home to their office, meaning 4 – 6 hours on the street.
  - Around 40% of their incomes are spent for transportation.
- 6) Other Development in Kabupaten Bekasi.
- The development of Cikarang Dry Port at JABABEKA industrial estate is made by private sector (PT.JABABEKA Tbk), around 300 Ha wide. Status now is under construction, principal permission from MoT is done.
  - The development of new sea port Tarumajaya at (at Kecamatan Tarumajaya), around 500 Ha + 240 Ha, land acquisitions progress at 405 Ha, by private company PT.Mega Agung.
  - About the development of new arterial road from Tanjung Priok to Karawang, LA for this road has already been done by local government, and now it is under construction (phased construction)
  - From National masterplan, BKTRN (National Spatial Planning Agency), there is a plane to develop new railway from Cikarang (Lemah Abang St) – Serang – Cibarusah – Jonggol.
  - They wish to make Cibitung – Cikarang area a special economic zone (SEZ), but it may be difficult because it is far from the port.
- 7) Relocation Jakarta-Cikampek Main gate at Cikarang.
- There is a problem in land acquisition. LA progress is now less than 75%, and there is a gap for land price between land appraisal (Rp250.000,-/m<sup>2</sup>) and land owner (Rp1.200.000/m<sup>2</sup>).
  - Law enforcement can be executed if progress is 75% or more.
- 8) Contact Person : Mrs. Roro (0815 875 2903)                      email: [k\\_rukmi@yahoo.com](mailto:k_rukmi@yahoo.com)  
    Mr. Taufik (0813 1633 0989)

## Summary of Meetings

No. 19

Date	Wednesday, 4 March 2009
Time	10:00 ~
Place	PT. MRT, Wisma Nusantara Building 20F, Jl. MH. Thamrin no.5
Attendants	Mr. Tribudi Rahardjo, Mr. Edy Santosa, Mr. Rachmadi, Mr. Prasetyo Hatmodjo
(JICA Team Member)	Mrs. Yamaguchi, Mrs. Lis, Mr. Wachi, Mr. Nakamura, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Information of PT. MRT

- MRT is a corporation which belong to DKI
- MRT has 21 employees in total consisting of 3 Board of Directors and 18 staff.
- MRT is only 14 km in length, it cannot solve traffic problem in Jakarta. The important thing is how to educate people to change their behavior to use public transport more.
- Needs park and ride area for MRT
- Informed that total cost for the MRT used to be Rp. 900 million, but it has become Rp. 1.2 billion because of delay of the project.
- Big problem is mode interchanges in Lebak Bulus, Blok M, Dukuh Atas, and Kota.
- The problem for MRT alignment is along Sisingamangaraja road because this area is a preservation area based on the regulation so it will be difficult for acquiring land.
- MRT will support the government for land acquisition process.

### 2) On-going activities

- Now it is in the process of alignment planning (inventory and mapping) and basic design.
- Preparing traffic management system during the construction period to minimize traffic problem.
- Preparing space for storing construction material and for providing a special elevated lane for trucks to transport material from the storing place to the construction site to facilitate the logistics and to minimize traffic problem.

### 3) Planning

- They want to become one single body for managing all public transport in Jakarta
- Integration of MRT with other public transport
- Wish to develop railways system for inner city of Jakarta with circular line, so that in the future the railways from outside Jakarta would only reach up to the circular line.
- Wish to have legal framework for underground facilities.

#### 4) Comment & Suggestion

- Suggested conducting fiscal study not only physical study.
- The main thing is how to implement the project after the study is finished
- Suggested elaborating MRT in the next study, because it still needs some recommendations for better implementation and needs to get strategic idea from JICA.
- The implementation of the SITRAMP is very little and the traffic condition is getting worse after the SITRAMP study.
- Elaboration of the other study on railway system conducted by JARTS and implementation of the projects are the biggest issue. For example, DDT project for Bekasi line, it has been delayed for several years. The main thing to be considered is how to accelerate the realization of the project.
- Suggested that next coming study should work parallel with MRT and assist the MRT.
- The next study should not disturb on-going project. The proposed next project can be done parallel with on-going project.
- Informed that big problem of public transport in Jakarta is mismanagement or lack of managerial skill of the operator. Suggested conducting study for improving public transport services including its management in Indonesia.
- Informed that Jakarta faces problems on logistic system, if Jakarta suffers flooding for 3 days in certain area, logistic system will be stack. Because of that reason, suggested JICA should conduct a study on logistic system in Jakarta.

#### 5) Other related information

- DKI Jakarta government will restructure road network especially near Lebak Bulus as well as public transport network.
- DKI Jakarta government will revise the midterm planning next year.
- Bus Rapid Transit (BRT) of Transjakarta should increase their service of level in order to get more passengers to increase their income for future financial sustainability. One of the problems in Transjakarta is inefficiency of operator of the bus.
- Regarding the monorail project, the problem of monorail has still not been solved. They suggested asking directly to DKI Jakarta government instead of monorail agency to know the current status and future planning. The DKI Jakarta government is concerned more on the development of LRT instead of monorail.

## Summary of Meetings

No. 20

Date	Wednesday, 04 March 2009
Time	16.15
Place	Director of Traffic Police Meeting Room, Blue Building - Traffic Police Polda Metro Jaya
Attendants	Mr. Condro Kirono (Director of Traffic Police), Mr. Jumarno
(JICA Team Members)	Mr. Kakioka, Mrs. Liz, Mr. Tsuneoka, Mr. Nakamura, Mr. Imaizumi, Mr. Wachi, Mr. Yagi, Mr. Welly, Mr. Adi, Mr. Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

- 1) Expectation and response to the upcoming study
  - The implementation of this upcoming study will reduce traffic jam and hopefully also reduce traffic accidents.
  - Traffic Police will support implementation of pilot projects and they are ready to send personnel to be a counterpart of this study.
  
- 2) Brief explanations from Mr Condro Kirono about Traffic Police
  - Traffic Directorate Polda Metro Jaya covers not only DKI area but also Tangerang, Depok and Bekasi area.
  - Number of Traffic policemen in DKI is around 4,900. Including Depok, Tangerang and Bekasi, total personnel are 7,900. Traffic police need this number of personnel because almost all traffic management in Jabodetabek is using a manual system.
  
- 3) The difficulty in Coordination
  - For example, for implementation and development of Busway Corridor, there is a lack of coordination between related agencies of DKI (Transportation Agency and Public Works Agency) and Traffic Police.
  - Traffic jam is spread to other locations. Although traffic police was not well informed about the busway plan, it is traffic police that is blamed for the traffic jam caused by busway.
  - At the Corridor 8 of busway, Traffic Police mobilized 400 staff to secure the corridor because there are so many traffic jam points in this corridor, and of course this needs more fund, for training, salary, etc.
  - Other comments on Busway; Corridor 1 is a good example for Busway, but additional corridor seems to make their services lower.
  - Too many busway have been made at the same time, Traffic Police have no other option than to support the operation.
  
- 4) Information about newly proposed Traffic Law



- Traffic Law (No.14) has been delayed because Police added/proposed teaching traffic manners to children from the beginning, from Kindergarten to Junior High School, and requested to allocate time in National Curriculum for traffic manners.
- Proposed to implement overloading penalty. Overloaded vehicles should pay for the excess load they brought. Traffic police also wish to enforce this regulation.

5) Other Common Traffic Problems in DKI/Indonesia

- About land use / spatial planning, development of shopping malls and other buildings will generate huge traffic when they are completed. For example, Plaza Semanggi and Cibubur Junction, there should have been a Traffic Impact Analysis study for the buildings, and they should have proposed a good traffic management
- There is a dilemma about Automotive Industry Policy. If Government reduce/limits of the capacity of the industry, the automotive company will reduce their employees, and there will be additional jobless persons. Revenue from vehicle tax should be used for improvement of transportation.

6) Traffic Management System, an IT based traffic information managed by Traffic Police

- Traffic police have developed an IT based TMC based on Japanese TMC system, using their CCTV cameras placed on several intersections. In coordination with other agency the CCTV network is now available almost in all important sections / intersections in Jabodetabek.
- Although they have connected with other agency, but still several agencies are not willing to share / join/ coordinate with TMC.
- Until now TMC use 1Mbps of bandwidth from PT.TELKOM, this limited speed makes CCTV streaming not smooth. TMC is now negotiating / waiting for some IT company which will implement their CSR (Corporate Social Response) to give TMC higher bandwidth using their optical line.
- TMC SMS centre is open for public and receives so many complaints about traffic jam and malfunction of traffic lights. This kind of complaints to TMC is also informed to Dinas Perhubungan DKI.

7) Inputs

- Load factor control system is not well implemented. Dinas Perhubungan already has weighbridge to control vehicle load, but these weighbridges are not operated optimally.
- DGLT-MoT and Bina Marga-MPW in 2008 already made a MoU to control/reduce overloaded freight vehicle by stages. However, until now as far as Traffic Police knows there are neither concrete implementations nor the socialization to Freight Company, and again no improvement for weight bridge station.
- Traffic Police will also support implementation of ERP (Electronic Road Pricing) as long as the revenue from road pricing will be used for improvement of transportation.

8) Contact Person : Mr. Jumarno (0813 1083 5088)

## Summary of Meetings

No. 21

Date	Thursday, 05 March 2009
Time	15.00
Place	BKSP Meeting Room, 3 <sup>rd</sup> Floor Mitra Praja Building, Sunter
Attendants	Mr.Wuwuhno, Mr.Nursyam, Mrs.Listiani (BKSP)
(JICA Team Members)	Mr.Nakamura, Mr.Imaizumi, Mr.Wachi, Mr.Yagi, Mr.Adi, Mr.Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

- 1) BKSP Jabodetabekjur is a Provincial Cooperation Agency in Jabodetabekjur area
  - Three provinces as member of this agency, DKI Jakarta, Jawa Barat and Banten.
  - Besides DKI Jakarta, there are Kabupaten Bogor, Kabupaten Bekasi, Kabupaten Tangerang, Kota Tangerang, Kota Depok, Kota Bogor, Kota Bekasi and also Kabupaten Cianjur within this area.
  - BKSP functions as a bridging agency between DKI districts with the surrounding area in Jabodetabekjur (buffer zones), BKSP does not have authority to execute program nor implement program, but it works only as a facilitator to accommodate provinces.
  - BKSP is under coordination of the three governors. This year DKI Governor is the leader of BKSP, while the other two governors are vice leaders. This authority is rotated between three governors.
  - There are about 50 staffs. 15 are from DKI Jakarta, 6 are from Banten Province and 29 are from West Java Province.
- 2) BKSP work sectors
  - BKSP is focusing on 9 sectors; Transportation, Water resources development, Education, Agribusiness, Social Service, Labor / Human Resources, Facility and infrastructure
- 3) Traffic Improvement in JabodetabekJur
  - Planning to reduce traffic jam, BKSP noticed that it is important to do upgrade and maintenance on road facility and infrastructure in order to reduce traffic jam. Road capacity is not enough to handle the traffic.
  - BKSP agreed to improve Busway coverage to Tangerang and Bekasi and also speeding up double-double tracking railway from Manggarai to Cikarang.
  - Upgrading road capacity is also needed in surrounding DKI where commuters live. Access road connecting Jakarta and Bodetabek is important.
- 4) Common difficulty in development transport infrastructure and other development
  - It is hard to build a harmonize cooperation between local governments.
- 5) Basically BKSP will support JICA team within this study, by coordinating or facilitating a

meeting with regency/municipality in Jabodetabekjur.

- Principles within these three provinces are cooperation, equality, mutualism, effectiveness and efficiency. With these principles it will be possible to combine and harmonize work.

6) In order to increase/upgrade BKSP authority, BKSP has been proposed to Ministry of Internal Affairs.

- However, it will need a good political will to implement this, and at this time BKSP does not have an executive authority, enough budget, and professional manpower.
- If this proposal is approved, it will need socialization with related regency/municipality. Because of regional autonomy, BKSP will need a higher law (a presidential decree)

## Summary of Meetings

No. 22

Date	Friday, 06 March 2009
Time	09.15 – 10.15
Place	PAIK Building, MSCE
Attendants	Mr.Mesra Eza, Mr. Sena (CMEA)
(JICA Team Members)	Mr.Kakioka, Mrs.Liz, Mr.Tsuneoka, Mr.Nakamura, Mr.Imaizumi, Mr.Wachi, Mr.Yagi, Mr.Adi, Mr.Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

### 1) Reporting and coordination meeting with CMEA

- Brief explanation about progress meeting with local government (municipality and city) and other agency related to this Study.
- Basically there is no resistance for Local Government, and they promise to send 1 officer to be the counterpart for this Study, as long as there is a coordination letter from CMEA.

### 2) Discussion of the Minutes of Meeting to be signed between CMEA and JICA

- Mr Eza wants an additional sentence in Study purpose “To get a written commitment for all institution within JABODETABEK”.
- JICA: One of this study output is to have a Land Transportation Authority in Jabodetabek, so it is not necessary to add those sentences.
- Mr.Eza said, the weakness of SITRAMP study, there is no written commitment among related agencies, so this “policy integration” is the key for this Study.
- Mr. Eza: That’s why we should have a written commitment, and make a checklist for that should do what. By using these tools we can easily monitor the development progress, and if there are any problems, everybody will know and The Central Government can help to solve the problem.
- JICA: For example about Implementation of Busway in Tangerang, they don’t have enough budgets to build/widen the main road. A written in law Urban Transportation it is not the responsibility of Central Government, however, there’s a chance/window using Governor Authority, so the Central Government can help the Urban Transportation problems.
- The other example is MoU of International Zone at Cibitung-Cikarang industrial area, which has a recommendation list, identify who is responsible, and the target schedule of implementation.

### 3) Discuss the Study Purpose “a written commitment among agencies / local government” proposed by Mr.Eza

- Mr Eza still wants to add those sentences, in other word, to give the Indonesian side a stressing point, to speed-up and make the written commitment among agencies, and it is the responsibility of Indonesian side to get the document agreement.
  - JICA: This sentences is provided in study outputs “To establish Urban Transportation Policy Integration Action Board” and in study activities To establish and manage Joint Coordination Committee”
  - JICA: if this sentence is written in study purpose, JICA will not agree. This task should be the Indonesian Internal Affairs, JICA will not be involved in Indonesian Internal Affairs.
- 4) Mr. Eza has another meeting with Mr. Bambang Susantono, he will discuss with him about this case, and meeting will continue at 15.30.

## Summary of Meetings

No. 23

Date	Friday, 06 March 2009
Time	15.50 – 17.30
Place	PAIK Building, MSCE
Attendants	Mr.Mesra Eza, Mr. Sena (CMEA)
(JICA Team Members)	Mr.Kakioka, Mrs.Liz, Mr.Tsuneoka, Mr.Nakamura, Mr.Imaizumi, Mr.Wachi, Mr.Yagi, Mr.Adi.
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

- 1) Continuation of morning meeting, regarding Mr. Eza's request about the study purpose, JICA Team prepared 3 (three) alternatives to proposed.
  - Mr. Eza prefers the 3<sup>rd</sup> alternative, and asks JICA to switch the sequence number.
  - Based on this alternative, discussion continued to other item in PDM (project Design Matrix).
- 2) Discussion for activity 1-1.
  - Mr. Eza: We need to improve data collections (add more data), based on local government reports, there are only small size of samples taken in 2008 STRAMP update.
  - JICA team: This small size of samples are collected to compare with previous SITRAMP and to get trip production rate in JABODETABE. Traffic Count data is also used to update the OD Matrices.
  - Mr. Eza agreed, as long as there is no limitation, if we do need to collect more data then we have to generate new survey.
- 3) Discussion for activities 1-7 and 1-8.
  - JICA team explained the meaning of "test" is for personnel test to improve the officers capacities.
  - Mr.Eza would rather check their performance / their product within three or six month for example.
  - JICA team: Important point is the officers need to understand basic knowledge about Urban Transportation Planning.
  - Mr.Eza: It is better to put monitor their activities or product in this task.
  - JICA team: Regarding SITRAMP database, Bappenas promise to maintain this data. The bigger purpose for activity 1-8 is to understand how Bupati/Walikota in each Municipality use this database and apply it in their program/planning, when they want to make an update by using SITRAMP database.
- 4) Preparing Pilot Project, activities 2-5 to 2-8.

- These activities are to prepare, formulate, implement and evaluate pilot project, so they should be combined in one activity.
- 5) Discussion for Objective Verifiable Indicators.
- Mr.Eza; This Technical Assistance should help to reduce Travel Time in Jabodetabek. For this objective, we have to make a clear indicators and time frame schedule.
  - Mr Eza asked about the indicator for the improvement of Public Transportation Facilities. We need to find another indicator, not quality, because this Technical Assistance does not have the power / authority to do this (Quality Improvement).
- 6) Understanding the counterpart placement in this Technical Assistance.
- Mr.Eza: If the counterpart should be involved in this TA daily, how much can JICA provide for their allowance?
  - About Office equipment, can JICA provide computers and office equipment?
  - CMEA can provide only Office Space plus desks and chairs.
  - JICA can provide the equipment, but just to make sure, the office space needs to accommodate 50 persons.
  - Mr.Eza: Necessary office space is much bigger than he thought, He asked JICA whether JICA can provide / fund the office space and its the running cost.
  - Mr.Eza needs to know the list of equipment provided by JICA, and what JICA need and expect from Indonesian side
  - Also he needs to know detailed facilities needed for JICA expert.
  - Mr.Eza: What will happen if GOI cannot provide Indonesian expert to revise this master plan?
- 7) Meeting will continue in Tuesday March 10 on 09.00 AM, in the same room
- Mr.Eza want to know activities related to integrated policy, and he also wants revised PDM based on this meeting.

## Summary of Meetings

No. 24

Date	Tuesday, 10 March 2009
Time	09.20
Place	PAIK Building, CMEA
Attendants	Mr.Mesra Eza, Mr. Sena, Mr. Aldian (CMEA)
(JICA Team Members)	Mr.Kakioka, Mrs.Liz, Mr.Wachi, Mr.Imaizumi, Mr.Ardhi
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

- 1) Mr. Eza opened the discussion and asked about the material of the discussion.
- 2) Discussion on PDM
  - Mr. Eza requested that no.2 should become no.1 in Outputs box, because the first step to be completed is reviewing SITRAMP
  - He requested to change the sentence in Column 2 Row 1 to “Implementation of the revised SITRAMP recommendations by the Project (TCP)”.
  - He suggested to have several comparable or example experiences in other countries regarding the integration organization for transportation to learn how to start that kind of integration for Jabodetabek
  - He commented that in row 2 the project purpose and variable indicators have no relationship. It should mention parameters to be achieved as indicators for controlling.
  - He suggested preparing clearly indicators in the PDM as a bench mark to judge whether column 1 has been done or not in the future.
  - Mr. Aldian suggested changing sentence in row 2 column 2 no 1 to “memorandum among related agencies to implement Jabodetabek urban transportation project”.
- 3) Mr. Eza expected that JICA consultant should assist Indonesian side to conduct action or implementation.
- 4) Mr. Eza expected that the responsible party for reviewing SITRAMP should be Japanese side instead of Indonesia side, and Indonesia side is only to support the activities.
- 5) He further suggested deploying a team leader from Japanese side to manage and to be responsible for day to day activities.
- 6) After having discussion with Mr. Bambang. S, Mr. Eza emphasized that the scheme for next project will be similar to past SITRAMP project. JICA expert will responsible for delivering the output of the review SITRAMP. It is impossible for CMEA to allocate budget for the project within the fiscal budget of this year. He suggested reducing the scope of the project and not including review and update SITRAMP because Indonesia side does not have any capability to do it.



- 7) He said that it is very difficult to have a solid technical team from local governments and it needs long time to do it.
- 8) He explained that it is difficult for him to assign his staff for fulltime basis in the project office because his staff has another work in his office.
- 9) He suggested having 1 or 3 JICA expert to be assigned for 1 year for assisting the implementation of the project.
- 10) He asserted that without reviewing SITRAMP they cannot move to next part because they need actual data and recommendations for next planning.
- 11) Mr. Kakioka said that he will propose one option that Japanese side will conduct update SITRAMP as pre condition of TCP to the JICA Head Quarter.
- 12) Mr. Eza explained that the important role of technical team from government side is to: 1) accompany JICA experts during the project for transferring knowledge and technology; 2) provide data for the project team.
- 13) Mr. Kakioka explained that he will include in the Minutes of Meeting additional point V “Others” which stated the role of Japanese side to conduct reviewing and update SITRAMP.
- 14) Mr. Eza commented that in principle he agreed with the statement but needed explanation about the meaning of “Other”.
- 15) Regarding the office space preparation, CMEA can provide only office space for 5 members, but JICA requested bigger space for around 15 members.
- 16) Both parties agreed to arrange another meeting on Wednesday, 11th March 2009 for further discussion.

## Summary of Meetings

No. 25

Date	Tuesday, 10 March 2009
Time	10:00 ~ 11.30
Place	Bappeda Kabupaten Tangerang, Jl. Pemda Tigaraksa, Tangerang
Attendants	Mr. Benyamin Davnie (Head of Bappeda), Mr. Usman, Mr. Rudi Hartono
(JICA Team Member)	Mr. Yagi, Mr. Nakamura, Mr. Welly, Mr. Teguh
Main Topics	Formulation Frameworks for Next Study on Jabodetabek

- 1) There was a good response from Bappeda Kabupaten Tangerang, since the study will address the issues of transportation in Kabupaten Tangerang.
  - Kota Tangerang Selatan has already been established (one month ago). Since the new government is directly connected with Jakarta, the traffic issues will likely occur.
  - The main issue to integrate central government's main corridor to be one single type of road is the constraint of budget and land acquisition process.
  - Bappeda of Kota Tangerang Selatan will be established probably towards the end of this year.
  
- 2) Explanations from Bappeda Kabupaten Tangerang on the transportation program in Kabupaten :
  - Inner Ring Road (Southern Corridor) of about 32 km connecting Tangerang Tengah and Tangerang Selatan has already been constructed. The 2/2 UD road width is 4.0 m for each lane and type of pavement is rigid (concrete).
  - Inner Ring Road (Northern Corridor) of about 37 km connecting Teluknaga-Kosambi-Pakuhaji. The road has already been constructed and planned to serve new city developed along the coastal area. Total budget of the project is about Rp. 114 billion.
  - The proposed Serpong-Balaraja Toll Road will alleviate the traffic congestion in Tomang (Inner Toll Road of DKI Jakarta) since the heavy loaded truck which is mostly through traffic from/to Sumatera will use the toll road instead of inner toll road of DKI. The proposed toll road is still being studied for the feasibility.
  - Busway line of Tangerang-Serpong as stipulated in SITRAMP is not main priority since the land acquisition to widen the road has become a main issue. Bupati Tangerang proposed monorail for Tangerang-Serpong corridor.
  - About the progress of 2<sup>nd</sup> JORR (Serpong-Cinere) construction to date, Kabupaten Tangerang is still identifying the toll road alignment as the initial stage to conduct detailed engineering design.
  - The operation of railway double-double track for the link of Tangerang-Tanah Abang was launched by President in 2008.
  
- 3) The proposal to allocate budget from central government for local government in order to

integrate the central government master plan is accepted well, since the budget is limited for local government to undertake the land acquisition and construction.

- 4) Bappeda has identified the traffic congestion issues in Kabupaten Tangerang and classified based on the scale of priority. The first priority will likely be proposed as a pilot project of SITRAMP next phase.
- 5) Based on the information from Kasubdit Transportation in the last meeting (Kelompok Kerja /POKJA) to discuss the traffic congestion issue in Jabodetabek attended by Bappenas, Menko Ekuin and Local Government, it is necessary to include Kabupaten Tangerang for sampling by considering the total population 3,5 million of Kabupaten Tangerang will affect to Jabodetabek traffic.
- 6) In order to alleviate traffic congestion at the intersection, Bappeda Kabupaten Tangerang has already proposed two flyovers: F.O Ciputat and F.O Balaraja. Both projects are funded by JICA and only one was completed (F.O. Ciputat). Based on the information F.O Balaraja is still being proposed to bid.

Contact Person:            Mr. Rudi Hartono            (0813 8173 9967)

## Summary of Meetings

No. 26

Date	Wednesday, 11 March 2009
Time	09.25 ~
Place	Main Building, CMEA
Attendants	Mr.Mesra Eza, Mr. Sena, (CMEA)
(JICA Team Members)	Mr.Kakioka, Mrs.Liz, Mr.Wachi, Mr. Nakamura, Mr.Imaizumi, Mr.Yagi, Mr.Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

- 1) Mr. Eza opened the discussion and asked about the material of the discussion.
- 2) Discussion on PDM
  - Mr. Wachi explained the changes of TDM in row 2 column 1 no. 1 and 2.
  - Mr. Eza asked about the correlation between output no 2 with its indicator in column 2.
  - Mr. Wachi explained that the improvement of the capability by reviewing SITRAMP Master Plan.
  - Mr. Eza and Mr. Sena prepared some suggestions on the TDM.
  - Mr. Wachi said that in principle he agreed with the suggestion on the TDM and will change little bit about the sentences.
  - Mr. Sena suggested that the proposal of establishment of authority board in the past SITRAMP to be inserted in the activity column in the TDM.
- 3) Mr. Wachi requested that the technical team will provide report in Bahasa Indonesia for the same version of English report prepared by JICA experts' team.
- 4) Mr. Eza said that it is better to hire translator to translate the report from English to Bahasa Indonesia. During the preparation of the report, technical team will work together by having close discussion with the Japanese expert, therefore transfer knowledge will occur during the preparation of the report.
- 5) He suggested to have regular meeting like once a week or if needed can be twice a week. He said that the training is needed to learn how to conduct review and update SITRAMP.
- 6) He informed that CMEA does not have any budget to rent office space. He expected that during the process of reviewing SITRAMP, the technical team can work closely with JICA experts and transfer method how to update SITRAMP for modeling and planning. The important is the technical team of government officer can understand the principle of modeling or planning therefore in the future they can provide good TOR for future transportation project and know how to prepare and evaluate the study.

- 7) He informed that it is difficult for CMEA to allocate any budget in this fiscal year to provide allowance for technical team for working day to day together with JICA experts in project office. It is difficult to provide office space in CMEA, thus he will rent office space in another building.
- 8) He said that it is not effective to expect local government officer to come every day and better to come once a week.
- 9) Mr. Wachi asserted that the objective of the TCP is transfer knowledge from Japanese experts to Indonesia side.
- 10) Mr. Eza emphasized that the first priority is how to integrate the transportation policy and implementation among local governments.
- 11) He proposed that JICA experts should explain to the technical team regarding the work has been done every week and the technical team will raise comments and give approval. He expected that the technical team is able to understand the concept by this kind of arrangement and will be able to use the data in the future.
- 12) He requested JICA to provide budget for technical team this year because CMEA have no budget in this fiscal year and he promised that in the next fiscal year, he will try to allocate budget for technical team and more space for project office.
- 13) Mr. Wachi agreed with the idea, JICA will conduct training course and weekly regular meeting for this year, then for next year, he requested CMEA to coordinate with local government for deploying their staff in the project office as full time basis.
- 14) Mr. Eza informed that the allocation budget for telephone bill is very limited thus requested JICA to provide budget for telephone cost.
- 15) He informed that CMEA will try to provide office boy and will arrange office space for 15-20 members in Danapala building.
- 16) He suggested JICA team to meet with BAPPENAS to inform the latest information before Mr. Bambang. S signing the M/M, because the R/D will be signed also by BAPPENAS.
- 17) Both parties agreed to arrange another meeting tomorrow morning for finalization of M/M.

## Summary of Meetings

No. 27

Date	Wednesday, 11 March 2009
Time	15.45
Place	Dinas Perhubungan DKI Jakarta, Jl. Jati Baru, Tanah Abang.
Attendants	Mr.Tauchid, Mr. M. Akbar, Mr. Reza H, Mr. Sunugroho
(Study Team Members)	Mr.Wachi, Mr. Nakamura, Mr.Imaizumi, Mr.Yagi, Mr.Ardhi
Main Topics	Next Study on Jabodetabek Urban Transportation Policy Integration

### 1) Information from Dinas Perhubungan DKI Jakarta

- 8 corridors of busway are under operation
- Infrastructures for corridor 9 and 10 for Busway have been constructed. This year it is in the process of tendering for operator for these two corridors. After that this corridors will be operated soon within this year.
- Next year construction will start for next two corridors 11 and 12.
- Road pricing status is now under discussion by preliminary team in the parliament (DPR) and will be included in the new law on tax and retribution. The parliament in principle agreed with the concept.
- To improve transportation in Jakarta as well as Jabodetabek, DKI has macro transportation system (Pola Transportasi Makro) which now is being implemented.
- DKI Jakarta government has allocated budget to improve main traffic signal and now is preparing basic design for ATCS.
- Need GPS system for the Busway system in order to check and control the operation.
- Regarding the extension of Busway corridor to Kota Tangerang it needs detail discussion about not only infrastructure matter but also financial and management matters, because local government has to provide subsidy for it.

### 2) Pilot Project

- Mr. Tauchid asked about the status of pilot project whether it will include physical project or not.
- Mr. Wachi explained that the pilot project may include physical project but the budget is only Rp. 1 billion for each project.

### 3) Next Study

- Mr. Tauchid said that the leader to coordinate the TCP from Indonesian side should be central government from CMEA or BAPPENAS. He suggested collecting information from all stakeholders regarding their planning or master plan such as MoPW, DGLT, DGR, and local government. He further suggested coordinating with Local Planning Board (Bappeda) of each Kabupaten and Kota.

- He agreed to dispatch his staff for the next project and he emphasized that the important thing is the discussion of the issue on master plan of transportation of Jabodetabek.
- He informed that Dishub is very keen to support the improvement of Jabodetabek railways, because it could reduce traffic volume come to Jakarta from surrounding area.
- Mr. Wachi informed that JICA is very keen to implement the project proposed by the study.







