



# Indonesian Bus Rapid Transit Corridor Development Project (INDOBUS)

INDOBUS is a technical assistance project under the SUTRI NAMA programme and funded by the Swiss State Secretariat for Economic Affairs (SECO).



Rush hour and Bus Rapid Transit (BRT) in Jakarta, Indonesia. (Photo: Saiful Ely)

## Background

Urban mobility has emerged as one of the key challenges in the development of Indonesian cities. The exponential growth of motorization has increased the severity and duration of traffic congestion across metropolitan and major cities in Indonesia. Mitigating this unsustainable trend, Urban Mass Public Transport Systems must become the backbone of urban transport and become a pillar of the long-term solution of metropolitan and major cities in Indonesia.

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### Country/region

Indonesia

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### Executing agency

Deutsche Gesellschaft für  
Internationale  
Zusammenarbeit (GIZ)

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### Duration

2016-2024

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### Total budget

USD 21'032'000

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### SECO contribution

USD 7'032'000

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The systems offer higher passenger capacity, higher operating speed due to segregated lanes and priority signals as well as gives positive impacts to urban environment towards shifting from private vehicle to mass urban transit system.

The Government of Indonesia (Gol) has committed to developing urban mass transit in 6 metropolitan areas and other urban areas by allocating budget for BRT infrastructure development and providing government subsidies for its operation as stipulated in the National Medium-Term Development Plan (RPJMN) 2020-2024. These cities are among the metropolitan areas that contribute to 41% of the national GDP (equivalent to Rp5,554 trillion).

In supporting the Gol, the **Indonesian Bus Rapid Transit Corridor Development Project (INDOBUS)** was formed to provide technical advisory related to the development and implementation of the **Bus Rapid Transit (BRT)** system that adheres to international standards. INDOBUS supports the development of BRT corridors with dedicated lane in in six pilot cities in Indonesia, namely Pekanbaru, Batam, Bandung, Semarang, Makassar, and Surabaya.

### Why BRT?

- BRT requires less capital investment than other sustainable mass urban transport modes (e.g. rail-based transport).
- The development of a BRT system is faster compared to other sustainable mass urban transport modes (e.g. light rail and metro).
- BRT provides a pragmatic solution that ensures urban growth with low traffic impact. It is also known for the flexibility of its operation both in terms of coverage area and timetables.
- BRT provides an integrated network of safer, faster, affordable, and more efficient urban mass public transport.

### Approach

INDOBUS supports selected Indonesian cities to develop BRT as the backbone for urban mass public transport and base for integrated urban transport systems through:

- Planning and development of BRT corridors with dedicated lanes.
- Strengthening public transport management in Indonesian pilot cities to comply with internationally recommended planning and service standards.
- Incorporation of BRT corridors as the backbone of urban mass public transport system into the national and sub-national urban transport policies.

### Expected Outcomes/Results

The expected results of the project are as follows:

- BRT corridors are developed (construction started or ready for operation) in at least three cities with funding schemes supported by the national budget, regional budget, Public-Private Partnership (PPP) and potential mix-sourced funding including Official Development Assistance (ODA) or municipal lending.
- Regulations clarifying institutional roles and responsibilities of public entities in BRT planning, construction, and operation are set up in at least four cities.
- An integrating ticketing system is introduced in at least four cities.
- The Gol, through its relevant ministries and city governments, incorporates policies on BRT implementation.
- The Indonesian Ministry of Transportation improves its capacities to conduct BRT project design, planning, management, monitoring of progress, setting up of BRT management and services, and transport simulation and advises cities in urban transport planning.

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