

PROMOTION AND INTEGRATION OF PUBLIC TRANSPORTATION

To make public transportation more effective, buses should not be tied up in the traffic congestion and should offer time saving advantages over the car users. Priority should therefore be given to bus services, and an exclusive bus lane, which is segregated from general traffic, should be provided.

PUBLIC TRANSPORTATION USE PROMOTION POLICY OUTCOMES

- 1) Reduced travel times for public transportation passengers
- 2) Increased punctuality of public transportation system
- 3) Reduced access time to public transportation system
- 4) Reduced costs of public transportation

STRATEGIES UNDER POLICY

1: PROMOTION OF PUBLIC TRANSPORTATION USE

Increase of Railway Transportation Capacity and Improvement of Service As urbanization proceeds, people enjoy various urban life styles and they have different values for goods and services. In this context, public transportation services should satisfy the various types of demand in the city. Thus the level of railway service should be much improved to attract people who currently use private modes of transportation. Improvement of the existing railway lines and construction of new MRT lines will significantly increase passenger capacity and service coverage.

Enhancement of Maintenance System for Electric Train Cars Insufficient maintenance of electric train cars is caused by shortage of spare parts, which is partly attributable to the fact that too many types of train cars are being utilized for the train operation. Standardization of electric train cars to be utilized in PT. Therefore recommended to reduce kinds and quantity of spare parts required for maintenance and necessary knowledge for maintenance. Then a maintenance standard should be established for the selected electric car type and maintenance training program should be provided for railway maintenance staff. Furthermore, a spare parts factory shall be established to avoid shortage of those imported from foreign suppliers.

Improvement of Management of Railway Operation PT. It should improve its management to reduce the operation cost and to increase passenger revenue. It should establish an account system that can provide sufficient information for developing a business plan such as revenue and operation cost by railway line. Separation of organization operating the railway from the medium and long-distance train operation is also recommended to understand business situation more clearly and develop a business strategy for urban railway.

Railway Operation Financial Reform Railway station should be changed to a closed system to reduce free riders and to increase fare revenue from passengers. Closed system stations can be developed by elevation of platforms, provision of fence, and construction of over-track station. In addition, PT. KA should find a way to absorb the development benefits accrued from the railway service through coordination with land developer.

Enhancement of Intramodality Interchange facilities such as transfer stations for the Busway system, station squares and access roads should be developed. In addition, bus feeder services should be provided for railway passengers within a 5-kilometer radius from the station. Facilities for “park and ride” and “kiss and ride” should also be placed strategically. Integration of transportation fare system should also be introduced for convenient use of public transportation.

Provision of Extensive Public Transportation Network Public transportation system at higher level of service should be developed in the form of network in order that people can reach destinations within the system. This means that a single route at high service level does not attract people for public transportation usage. A public transportation network should consist of several trunk lines with feeder services and should cover a wide area as much as possible. Such an extensive public transportation network would provide affordable means of transportation to low-income households, so that it allows them to live in less populated areas where they can afford to have a more spacious residence.

High Intensity Land Development in the Surrounding Area of Railway Stations To promote public transportation use, integration of transportation system with land use is very important (Transit-Oriented Development). For this purpose, floor area ratios in the surrounding area of railway stations and major public transportation transfer points indicated in land use plan of each local government should be reviewed.

Giving Priority for Public Transportation Better transportation without increasing road capacity can be achieved by alternating use of road space. This means allocating more road space to public transportation and providing safe and comfortable pedestrian facilities. Moving more people in the same road space needs higher capacity vehicles. To make public transportation more effective, buses should not be tied up in the traffic congestion and should offer time saving advantages over the car users. Priority should therefore be given to bus services, and an exclusive bus lane, which is segregated from general traffic, should be provided. When busway is introduced as trunk public transportation system, bus route structure should be redesigned in a hierarchical manner.

Reformation of Bus Operation Regime The current bus operation license stipulates the quantity of bus

services but it does not specify the level of services. Bus service level standard should be prepared and the bus licensing scheme should be entirely reformed. It is recommended to equip bus operators with a bus location system for controlling the planned trunk bus operation. The system also provides bus operation information for the regulatory agency, bus operators, and bus passengers. Introduction of the system enables bus companies to monitor bus operation and to apply a salary system for their drivers owing to easier control on bus fleets and drivers. Consequently, if income of drivers is guaranteed, the problem such as rejection of students boarding could be solved.

Public Transportation Fare Policy Reform Currently the public transportation fare is regulated for economy class in both railway and bus services to take ability-to-pay of low-income people into account. In fact, low-income households cannot afford to pay higher fare level for their travels. If public transportation fare increases, they will suffer from the price increase significantly and they should sacrifice the other important expenses. On the other hand, public transportation operators have faced difficulties in providing sufficient level of service at such a low fare. The governments, however, sometimes cannot provide sufficient subsidies due to limited financial sources to fill the gap between actual operation cost and revenue. Therefore, it is proposed to provide subsidy directly to the low-income households rather than to transportation operators. Similar arrangement has been taken in the safety net program for the poor since the economic crisis. In turn, the governments allow higher level of fare which enables railway and bus companies to provide their services in financially healthy condition, although the methodology for identification of the transportation-poor should be carefully studied. Another possible measure is reimbursement of out-of-pocket transportation expenses for employees. If the government allows business entities to deduct transportation allowance from the profit, the burden of business institution would be decreased. Impacts on government revenue as well as economic benefits should also be carefully examined.

