Transport and Traffic

Overview

The transport and traffic sector includes roads, railroads, aviation, maritime transport, and ports and harbors. For a country that consists of a number of islands like Indonesia, transport and traffic play a major role in linking separate national territories and the foundation for economic development. They also play an important role in unifying the country by connecting people of different islands. JICA has provided assistance to the Indonesian government’s development policies for transport and traffic in each era and region. Among other ways, it has done so by putting emphasis on tying together the resources that are found throughout the country for fair allocation of development benefits in outlying regions. JICA has also stressed the importance of the elimination of infrastructure deficiencies and growing traffic demand as well as the promotion of private sector-led sustainable economic growth in metropolitan Jakarta and other urban centers.

(1) Roads

The Indonesian government-established roads as a highest-priority item in its first Long-term 25-year plan (1969-1994) and it has allocated budgetary expenditure to this item accordingly. In Indonesia, which has lagged in road development in the post-War era, road traffic has come to make up a large portion of land transport with the advance of motorization. Today, road traffic accounts for approximately 40% of passenger transport and approximately 50% of cargo transport.

At the beginning of its cooperation with Indonesia in the 1960s, JICA supported road repair and maintenance, and bridge improvement on main regional roads on Sumatra, Kalimantan, and Sulawesi, rather than on Java. On one main arterial road passing north-south roughly through the center of Sumatra—from Bandalung in Lampung Province to the north to Bandar Aceh in North Aceh Darussalam Province in the north (total length of approximately 2,500 km)—Japan implemented improvements on roughly 60% of the road’s length. Entering the 1970s, the focus of JICA’s cooperation moved to metropolitan Jakarta, where improvement of main roads in Jakarta had begun. As a result, approximately 20% of expressways in metropolitan Jakarta were constructed with cooperation provided by JICA. In the 1980s, JICA shifted its attention to ordinary arterial roads and bridge improvement. During this time, a methodology was established whereby a master plan would be drawn up and then individual plans within it would be implemented using some or all of ODA loans, technical cooperation, and grant aid. Later, from the middle of the 1990s, JICA began providing support as part of regional economic development in outlying regions. At the same time, JICA began to support the introduction of a public-private partnership scheme in road construction and providing cooperation in the rehabilitation and asset management fields.

(2) Railroads

Looking at the railroads sector, JICA has been supporting the repair and double-tracking of Java’s northern and southern lines since the 1960s. As of today, approximately 50% of double-tracking work has been made possible with JICA’s assistance. This double-tracking is reducing accidents and shortening travel time between points. Much of the work in a rail modernization project for metropolitan Jakarta that began in 1976 was completed with ODA loans from Japan. The loans covered many aspects of the project, including car procurement, track improvement, installation of communications facilities, electrification, construction of rail yards and repair facilities, station improvement, signal installation, double-tracking, and various forms of related assistance.

The Jakarta-Sumatra road and ferry terminal

An expressway from Jakarta to Merak and the Merak-Bakauheni Ferry Terminals were constructed with ODA loans. In addition, JICA supported the improvement of approximately 50% of the total length of the major arterial road that passes through the center of Sumatra linking Banda Aceh, the capital of Nanggroe Aceh Darussalam Province in the northernmost part of Sumatra and Bakauheni in the southernmost part of Sumatra. The construction of the Merak-Bakauheni Ferry Terminals was started in 1972, and an expansion project was conducted in 1982. Today, daily round-trip ferry passages transport many passengers and much cargo, making the facility one of the largest ferry terminals in Asia. The network of the roads and ferry linking together Jakarta and the northernmost part of Sumatra supports industrial activities on the two islands.

Jabotabek railway improvement by ODA loans

JICA has contributed significantly to the improvement of transport and traffic infrastructure that forms the foundation for economic growth by providing support in line with conditions in each era and Indonesian government policy. Moreover, JICA has participated in Indonesia’s national unification by helping build the network that links separate regions and brings people together. Specifically, JICA has

- Supported expressway improvement and railroad modernization in metropolitan Jakarta and contributed to greater efficiency in the movement of people and goods in the metropolitan area, thereby bringing greater efficiency to industry.
- Supported industrial activity on Sumatra and Java by helping improve roads and the ferry terminal that link locations between Jakarta and various places in Sumatra. JICA has also supported railroad use on Java, where industry is concentrated and alleviation of traffic congestion is an important issue, by supporting the repair and double-tracking of Java’s northern and southern lines.
- Supported airport and port/harbor improvement and promoted the building of a network for movement of the people and goods of separate islands.