

# UGM Expert: Creating Ideal Transportation System, Trans Jogja Needs to Synergize with Other Public Transports

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YOGYAKARTA- The development of urban public transport, Trans Jogja, is now quite satisfactory. The survey made on this public transport showed that the average of bus load factor has reached 30%, a big increase than when it was launched, which was only about 20%. In addition, interviews done with passengers revealed only 21% of passengers were passengers who also use other public transport, while 59% alternately use motorbikes and 8% drive cars. "Those who drive a car occasionally also use Trans Jogja. They are satisfied in terms of security and safety," said Chairman of Hi-Link Team 'Public Transport Integrity', Prof. Dr. Ing. Ir. Ahmad Munawar, M.Sc. in the Workshop on *Public Transportation* in Yogyakarta at Sahid Raya Hotel on Thursday (25/ 11). Hi-Link 'Public Transport Integrity' is a cooperation project between UGM, Yogyakarta Office of Transportation Affairs, and PT Gama Techno,

Munawar added that Trans Jogja schedules and travel duration need to be improved. Improvement needs to be made, too, in terms of frequency and travel time in the future. This can be done by giving priority at signalized intersections so that the light turns green when Trans Jogja passes through the intersection. Priority also needs to be given for Trans Jogja to pass through Malioboro street when the open and close system is implemented in this area. "For ticketing, I think the promotion for subscription tickets should be increased. Well-integrated ticket with another means of transportation also needs to be considered in the future. Currently, the possibility of integration between provinces is being studied by integrating tickets of Trans Jogja, Pramex train and Trans Batik Solo," said Munawar.

In Munawar's opinion, currently it seems difficult to replace all means of existing public transport with Trans Jogja because of the high subsidy costs paid by the government. Therefore, he proposed that there are other means of urban and intercity public transportation in the province, but with a certain minimum standard of service and financial support from government, This is relatively much less expensive than developing public transportation such as Trans Jogja. "For the long term, the bus ticket machine system also needs to be developed," said Munawar.

Meanwhile, other speaker, Sigit Haryanto, Head of Transport, Office of Transportation Affairs of Province of Yogyakarta Special Region, explained that only several public transports will be replaced by Trans Jogja at a later stage. Most of those will be developed as feeder for Trans Jogja with minimum service standard.

Sigit said that in the development of urban transport, it needs to consider supporting mechanism for urban transport, for example by providing subsidies for the purchase of spare parts or fuel, and easy arrangement of replacement of public vehicles. "Besides the need for the monitoring of operators to minimize some unnecessary expenditures, efforts to limit the use of private vehicles also need to be made so that passengers of urban transport increases in number," Sigit said.

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