



## *Jakarta MRT Project*

### Introduction

Traffic congestion in the Jakarta metropolitan area of the Republic of Indonesia was severe due to economic development and population growth. Since the 1990s, MRT (Mass Rapid Transit) had been considered as one of the countermeasures. It would be the first urban high-speed railway construction including an underground section in the center of Jakarta.

Meanwhile, the Japanese government, has been providing various types of assistance to the transport sector in the Jakarta metropolitan area since the 1980s. It put together a master plan around the year 2000 to study the necessity and validity of the MRT plan. Subsequently, a Japanese ODA loan was extended to provide as construction funds for the MRT by means of STEP (Special Terms for

Economic Partnership).

The bidding was carried out sequentially, starting with the civil construction package. The conclusion of the contracts, which were made with the contractors led by Japanese companies, was completed by 2015. The construction proceeded smoothly under an all-Japan team and the MRT started operation in March 2019, according to the contractual schedule.

The MRT, built with the latest Japanese railway technologies, has a total length of 15.7 km with 13 stations. It becomes popular among users and has been established as an essential means of day-to-day transportation for Jakarta citizens since its launch of service. The following is an overview of the rolling stock and railway system of the MRT project.



# Route Overview

The MRT has 15.7 km in length and is located along the north-south main street in central Jakarta. It connects the southern part of the city where residential areas are widely spread to the city center (Phase 1). It has 5.6 km of underground section and 10.1 km of elevated section. The underground section from the Bundaran HI Station in the city center to the south of the Senayan Station has six stations. The elevated section from

the north of the Asean Station to the Lebak Bulus Grab Station in the south has seven stations. The depot is located on the south side of the Lebak Bulus Grab Station. The construction of a planned extension to the north (Phase 2) has been already started. There is a plan for the construction of an east-west line (Phase 3), which intersects the north-south line, for the future.

