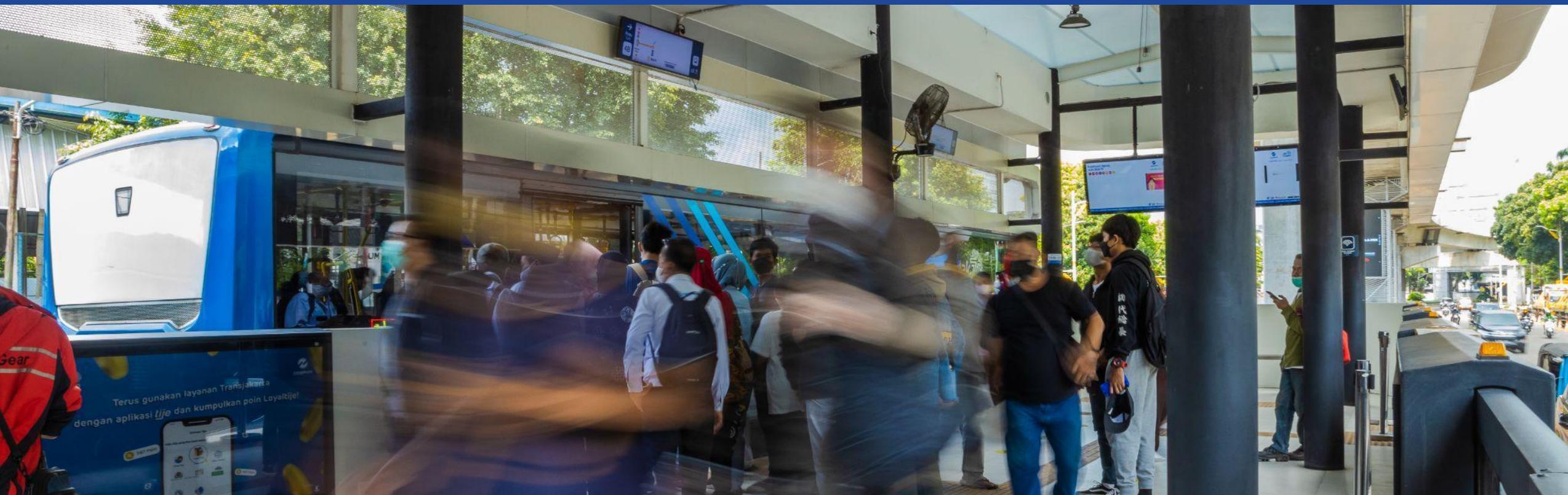




transjakarta

Toward (Financially) Sustainable Public Transport: Fair Fare for All

March 2026



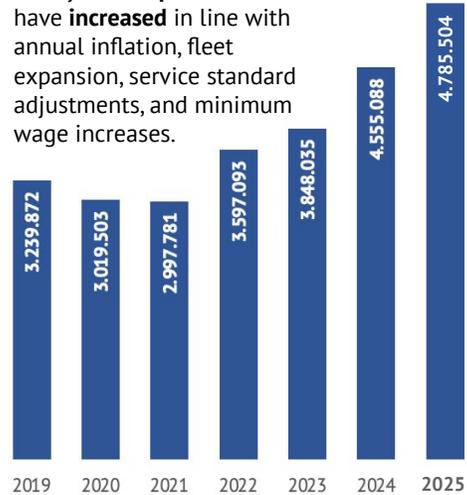
Fare policy in Jakarta (and practically everywhere) is **politically anchored**

For 20 years, Jakarta's base fare remained **Rp3,500 (US\$0.21)**
While in the meantime:

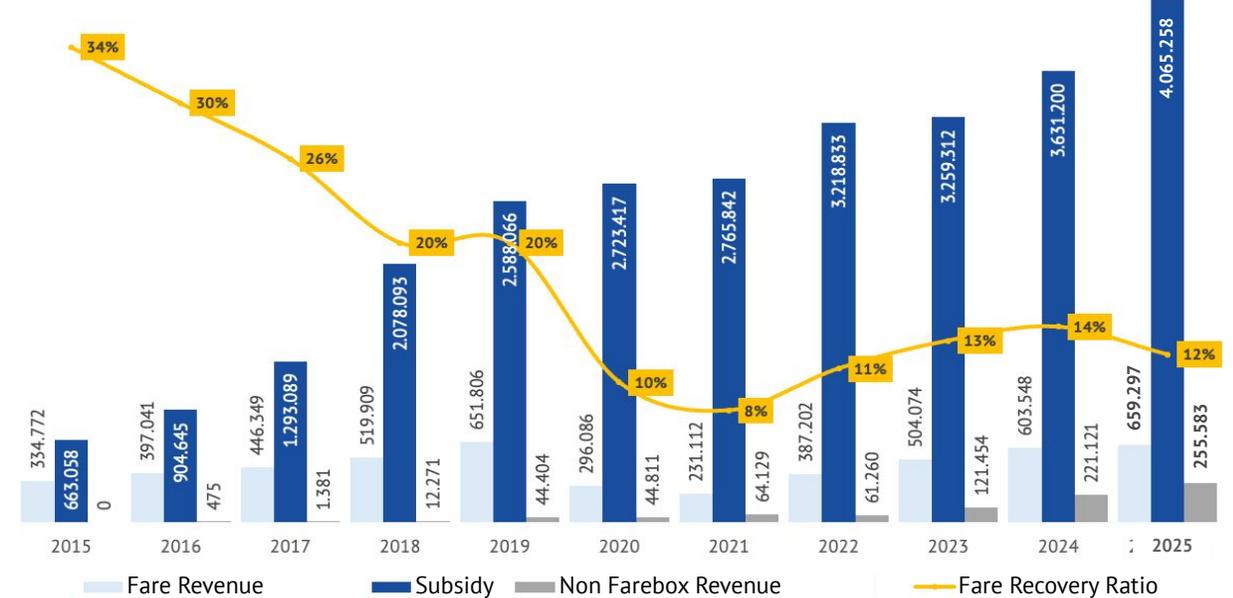
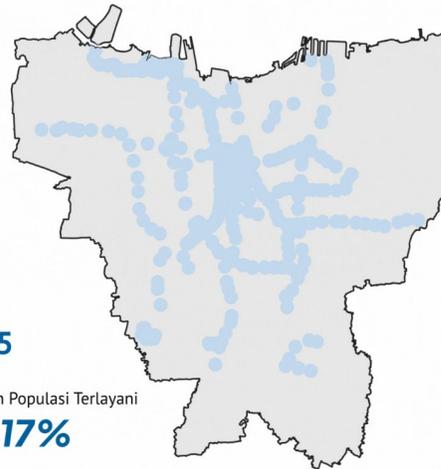
As a result, the cost recovery ratio steadily declined

Operating costs increased

Transjakarta's **production costs** have **increased** in line with annual inflation, fleet expansion, service standard adjustments, and minimum wage increases.



Network grew significantly



It was a **political equilibrium**

No business can freeze prices for 20 years



2005

\$0.75

VS

2025

\$2.69

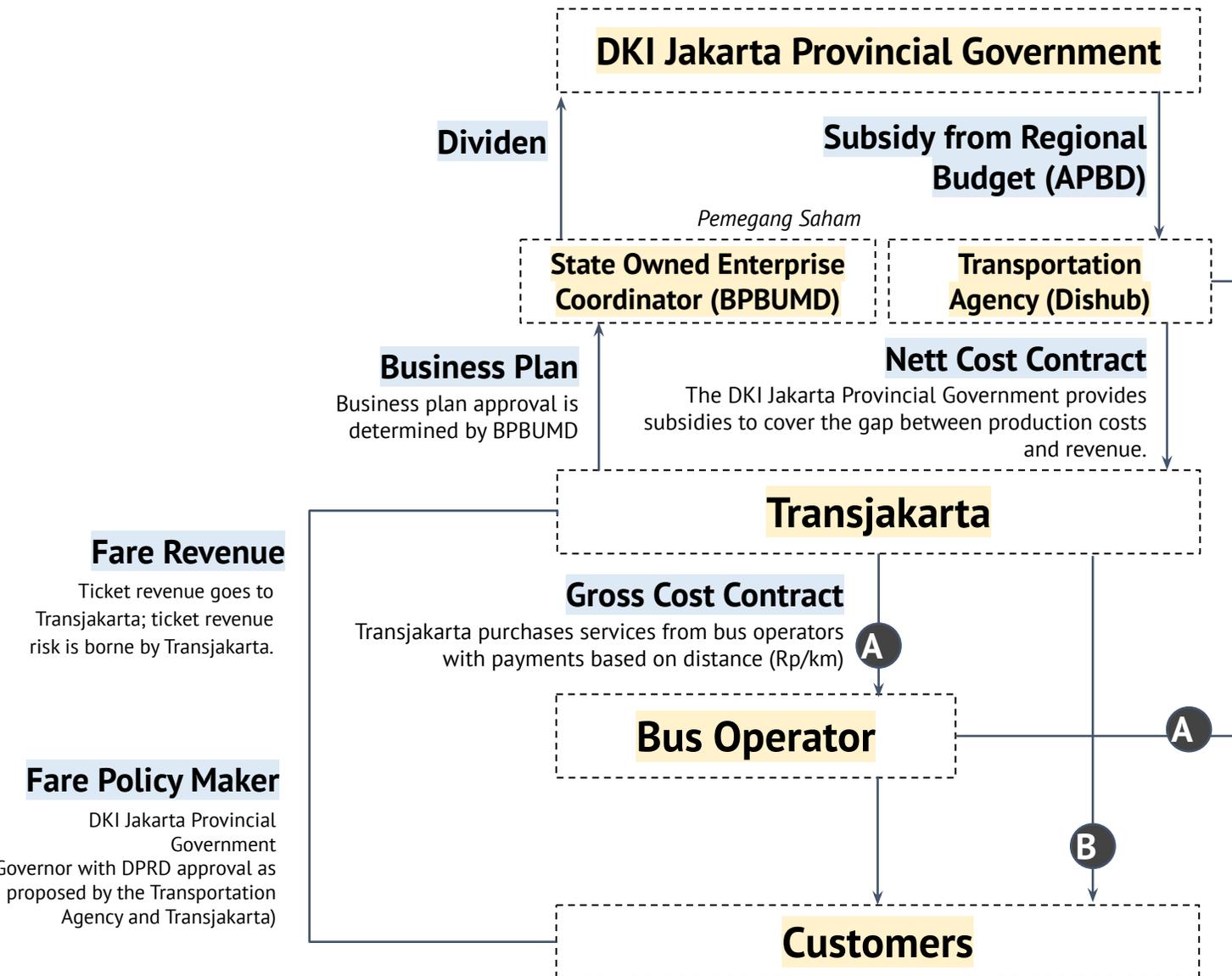
Imagine if Coca-Cola kept its price unchanged for 20 years, while raw materials, logistics, wages, and distribution costs increased.

What would happen?

Margins shrink, subsidies would be required, or quality would decline

That is essentially happened in Jakarta's public transport

Jakarta does not have a single super-institution controlling fare, operations, and subsidy



Fare Policy

Regular Fare Rp3,500
Economy Fare Rp2,000 (5 am to 7 am)
 (Governor Decree of DKI Jakarta, 2005)

Mikrotrans Fare Rp0
 (Head of Transportation Agency Decree No. 297/2018)

15 Categories of Free-Service Beneficiaries
 (Governor Regulation No. 133/2018)

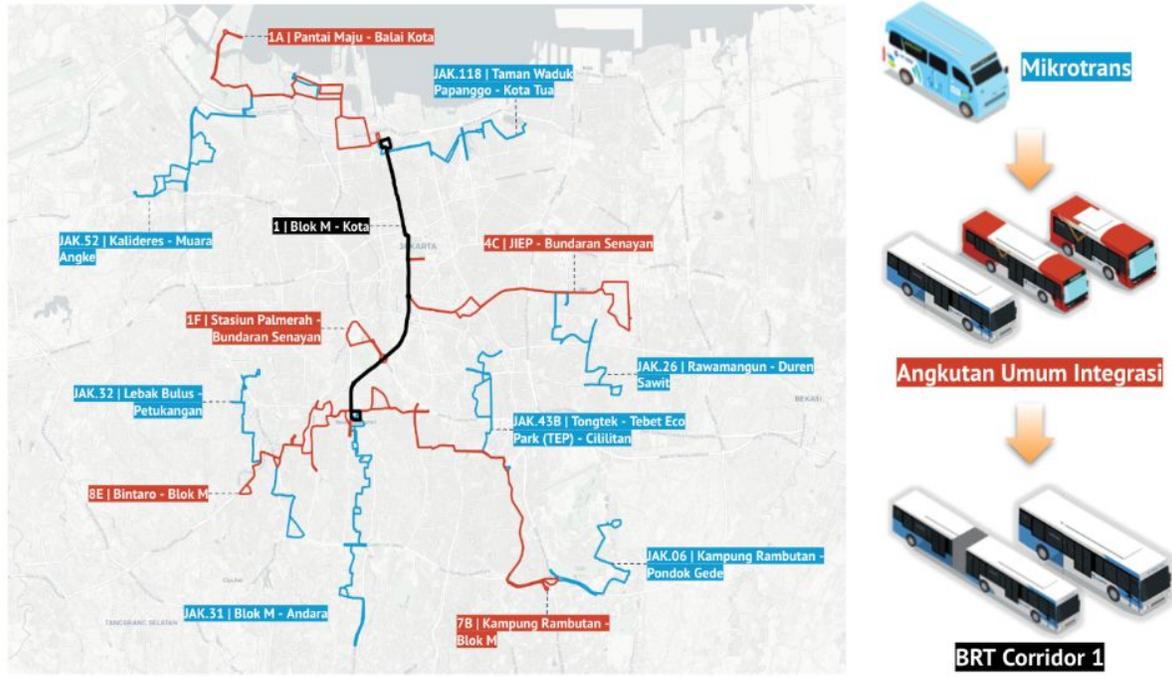
JakLingko Fare Rp5,000 for 3 hours
 (Governor Regulation of DKI Jakarta No. 133/2022)
 Customers can transfer between services within the Transjakarta ecosystem under a single fare scheme

Integrated Fare Rp10,000
 (Governor Regulation of DKI Jakarta No. 133/2022)
 Customers can transfer across different transport modes (e.g., bus, MRT, LRT) under one unified and integrated fare system.

*Each institution has its own mandate.
 This makes nominal fare reform extremely difficult.*
The challenge is institutional, not technical

If we cannot change the price, we change the structure

Integration across Transjakarta services



Integration across modes (MRT and LRT)

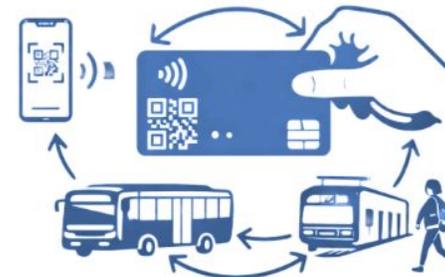


Created PT JakLingko Indonesia to serve as a system integrator across modes



Managing unified payment systems, conducting revenue clearing and settlement across operators, and coordinating institutions without directly operating transport services.

Unified payment system



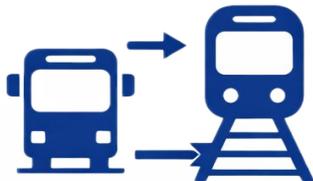
- One card/QR/payment channel
- Backend integration for transfer recognition
- Eliminates multiple transactions during transfer

Users immediately felt the difference because **integration improved both user experience and equity**

What changed for users?



Lower effective travel cost



Seamless modal switching

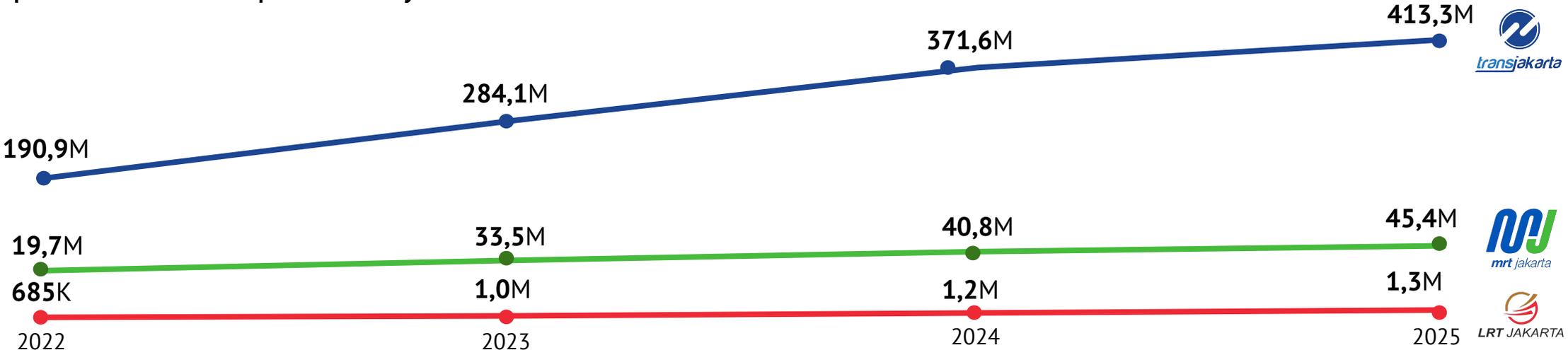


Reduced transfer penalty



Higher perceived reliability

Throughout 2025, public transportation ridership increasingly became the primary choice if we compared with the previous years.



Integration was a contributing factor, not a single cause

Fare integration and network expansion are not just transport reforms, they generate measurable household-level economic impact

Transjakarta services generate economic benefits through accumulated **travel time savings** for commuters.



Total travel time savings for daily commuters from **Greater Jakarta (Jabodetabek)** who travel within Jakarta amount to **1.8 million hours per year**.

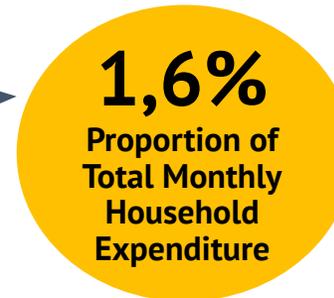


The total monetary value of these travel time savings for daily commuters is **IDR 111.2 billion per year**.

Based on LPEM FEB UI study about economic impact of Transjakarta, **savings reached Rp174.400 per month**, equivalent to **1.6% of total household expenditure**.

Rp174 thousand/month

Total TJ Savings at Household Level in DKI



Proportion of Fruit Expenditure to Total Monthly Household Expenditure

Source: Economic Impact Study of Transjakarta, LPEM FEB UI, 2025.

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