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## **City Report**

**(Draft)**

**<Makassar City, Indonesia>**

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# MAKASSAR CITY TRANSPORTATION AGENCIES



*CITY REPORTING*



**Ir.H. MOH. RAMDHAN POMANTO**  
*Mayor Of Makassar*

# CITY REPORTING

## MAKASSAR CITY TRANSPORTATION AGENCIES

Transportation sector development refers to the development direction of transportation level between central and local matching and synergistically to achieve a strategic balance regional development and is expected to grow dynamically and utilize transportation facilities and infrastructure optimally in order to improve the implementation of decentralization and regional autonomy.

In the framework of implementation of tasks and functions, Makassar City Government generally and in particular Transportation Agency requires support of transport information system that is effective, efficient and powerful. It required the support of a reliable transport technology, connected and valid. Currently, the development of transportation technology is so advanced that the movement of people from one point to another can be available quickly and accurately, thereby resulting decisions can be done accurately and accountable. Mode of transportation is not only used by the Government of Makassar, but by the business world, academia, and the public.

Development of transportation's sector include land transportation, marine transportation and air transportation are intended to increase the mobility of goods and people. These efforts have been able to accelerate the achievement of development goals and help strengthening the distribution system and marketing the product to the entire region. In addition, efforts to increase the efficiency and effectiveness of the provision of transport services is also implemented through regulatory improvements, institutional and management of transportation services as well as the cultivated, also increase the reliability and quality of transport services in accordance with the needs of the community. However, in some areas of activity are still facing many obstacles and barriers that need to be solved to get the availability of transportation services are fast, safe and smooth.

As a *derived demand*, still found an imbalance between demand and supply on a transportation system and the transportation system services in Makassar. The less supporting of Transport Information System (SIT) which is adequate for short term planning, medium term planning and long term planning (across regions and

sectors), in addition to cost and time constraints. So that the network system and desirable transportation services sourced from planning and regulatory support in

the implementation can not accommodate all the interests of the community activities.

Makassar as a metropolitan city towards the world city which is convenient for all economic growth continually from year to year requires the readiness and adequate of infrastructure and urban public transportation facilities are adequate. Availability of infrastructure and facilities particularly transport will largely determine the performance of the distribution of people and goods as well as services in the Makassar City. Makassar transportation has undergone significant changes. Many traffic engineering significantly change the pattern of movement in the city.

However, challenges and obstacles must always exist in the implementation of policies in implement the actions of sustainable transport. *"No One Single Solution"* in overcoming problems related to transportation.

One of the fundamental problem of city transportation is the congestion problems that occur in some of the capital of Indonesia, such as Jakarta, Bandung, Medan, Surabaya, and especially in Makassar. Congestion caused by the load current exceeds the available capacity, so there saturated conditions that make the movement becomes blocked and the speed decreases. The growing burden is a result of the increasing number of users of private vehicles. Even from statistical data in each capital showed an increasing population trend from year to year. The population increase can not be avoided due to the increase in the activity pattern of a city that attracts people to come and settle in the city. The pattern of these activities can be a pattern of social, economic, cultural, and others.

Transportation experts also agreed that the cause of the problem of transportation in Indonesia is Urbanization. Urbanization is the movement of people from villages to the city. As a result, the population in urban areas will continue to increase, and if the availability of transportation facilities and infrastructure is not upgraded and maintained properly, it will be fatal to the transportation system in a city can even impact on economic development in the city.

Moreover, in the era of the 90s in Indonesia's economy experienced a tidal unstable, especially with the monetary crisis in 1998 which makes the construction of infrastructure to be blocked. Various villagers who have moved to the city (Makassar) in the hope of a better future were dashed with the onset of the crisis,

so many who live in the suburbs and creating slum areas (rural areas). And it turns out this does not reduce the level of urbanization, more and more as a result of

population and not offset by an increase in good infrastructure cause transportation problems growing worse. To that end, should continue to be pursued good management of each stakeholder so that the problem is not getting worse, and mobility in urban communities can be facilitated, as well as in the other region.

It is clear, economic development can affect urban transportation system, and how to reverse? What transportation can provide a role on the economic development of a region. Let's see.

Transportation has a major influence on both the individual, and collective, may even encourage the economic growth of a region. For example, transportation helpful in distributing the goods of production from one place to another. With the availability of facilities and good transport infrastructure, in addition to providing convenience for business people, also affect the overall components of the system's economy. With the good transport system, then the travel time to distribute the goods to be reduced, even to distribute any cost can also be reduced. Reasonable price, it will give purchasing power to the people so that goods produced can be sold to the public and not overly burdened with the price of goods bought. In fact, the price can giving great influence on the amount of goods in sales. In other words, transportation can be facilitated of a region's economy / country, even in the global context.

Transportation is a very great influence on the economic development of Makassar City. Transportation also can increase Makassar income, employment opportunities, leveling the distribution of the population, develop city industry, increasing defense and security, and ultimately create Makassar City stability.

❖ **The challenges and obstacles faced by Transportation Agency of Makassar, there are:**

*Challenge*

1. There is still a lack of knowledge and awareness of regulations and the high number of traffic accidents and fatalities;
2. Limited of Facilities and Infrastructures transportation and road equipment;
3. The volume of the vehicle is not comparable to existing roads, where the motorcycle mode has the largest percentage, as a result of easy requirements

to have private vehicle especially of two wheels ;

4. Lack of provision of mass transit and road network;
5. Limited Human Resources of Transportation Division, limited authority and budget of Transportation Agency;
6. Cooperation between Government, Private and Public sector are not maximized.

***The problems encountered are:***

1. Congestion. The high level of congestion on the protocol road sections in Makassar and around this area.
2. Supply of public transportation is not in accordance with the demand. The number of public transportation supply (pete-pete) that does not comply with the demand.
3. The dominance of using private vehicles on the road. This is because public transportation is not available a cheap, safe and comfortable as well as reach out to all corners of the urban area.
4. The low quality and quantity of public transport. Especially urban transport due to underdeveloped integration of spatial planning and urban transport
5. The high levels of theft and destruction of traffic facilities. It caused lack of awareness of the importance of public facilities.
6. The high environmental impact (air pollution and noise pollution). The high growth in the number of motor vehicles (motorcycles) and private vehicles in urban, the impact on unhealthy environmental conditions (pollution).
7. The limited number of facilities and infrastructure crossings.
8. Flow loading and unloading of goods and passenger traffic has already exceeded the capacity at the Port of Sukarno Hatta and Container Terminal. It requires expansion dock, as well as additional space and facilities of container terminal.
9. Requirement for human resources of transportation is increasing.
10. Motor Vehicle Testing Center is not representative.
11. Replacement Motor Vehicle Test Equipment that is no longer feasible.
12. Lack of Traffic Safety Guidance.
13. Lack of implementation and assessment of the Traffic Impact Analysis

14. Freight Terminal is not available.
15. Completeness traffic facilities inadequate.
16. Unavailability of Transportation Management Information Systems.
17. Management of the transportation terminal is not maximized.
18. No monitoring of implementation dimensional freight vehicles.
19. No identification of the road, based on road class, the heaviest payload axis and authority.
20. The budget becomes a binding constraint on the overall constraints of existing.

❖ **The mode share in public transportation system**

In division mode share at the public transport system. There is some division of Makassar City Transportation Agencies conducted related the number of city transportation that according to transport route, and there are:

Code Route	Roads were passed	Total
A	Makassar Mall – BTN Minasa Upa	165
B	Butung Market – Cendrawasih – Terminal of Malengkeri	421
C	Makassar Mall – Tallo	220
D	Makassar Mall – Terminal of Regional Daya – Housing Sudiang	809
E	Makassar Mall – UNM – Housing Panakukang	379
F	Makassar Mall – Veteran – Terminal of Malengkeri	286
G	Makassar Mall – Ir. Sutami/Tol – Terminal of Regionl Daya	348
H	Makassar Mall – Housing Antang	329
I	Makassar Mall – STIKI – Borong	299
J	Makassar Mall – Pa’baeng2 – Housing Panakukang	200
S	Makassar Mall – BTP	221
B1	Terminal of Malengkeri –Cendrawasih -Campus of Unhas	146
C1	Tallo – Campus of Unhas	36
E1	Housing Panakukang – UNM – Campus of Unhas	149

F1	Terminal of Malengkeri – Veteran – Campus of Unhas	53
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R1	Pasar Baru – Ujung Tanah – Campus of Unhas	2
W	BTP –Daya – Senior High School (SMA) Negeri 6	50
<b>TOTAL</b>		<b>4.113</b>

As for the types of mode share that provided by Makassar City Transportation Agencies, there are:

1. Small Bus, it's called Pete-pete. The number is 4.113
2. BRT (Bus Rapid Transport)/ Car Bus, the number is 7.865
3. Taxi, the number is 1.392
4. Medium Truck, the number is 7.496
5. Heavy Truck, the number is 2.240
6. Tank Car, the number is 356
7. Special vehicles, the number is 31
8. Public passenger cars, the number is 5.462
9. Pick Up Car, the number is 24.350
10. Motor tricycles, the number is 4.365

#### ❖ **To promote public transport system**

The action taken by Transportation Agencies to promote public transportation system, there are:

1. Socialization to the public or service users / modes
2. Providing advertising through social media and electronics (TV, Radio etc)
3. Providing advertising through print media (banners, newspaper, magazine, etc.)

#### ❖ **NMT (non-motorization transport)**

If we are talking about non Motorization Transport (NMT), then this is a very integral part in making policies related to the control of pollution (free area) of Losari Beach which is one of the main tasks and functions of Makassar City Transportation Agencies. The program is implemented by the Transportation Agency to control the pollution (free area) of Losari Beach is "**Car Free Day**" event every Sunday morning starting at 5 am until 10 am at Losari and Sudirman Street. Car Free Day aims to provide an opportunity for the community to enjoy a day in a week for hikers or pedestrian without using motorcycles and with no air pollution.

Makassar City Transportation Agency also plans to do a "**Car Free Day Night**" at Losari area which is one of the tourist icon and a popular culinary in Makassar. Thus,

with the enactment of the plan “Car Free Day Night”, able to make the entire community to enjoy scenery of Makassar without being distracted by noise and air pollution caused by vehicles there.

Makassar, in carrying out all activities and existing policies did not escape of the Transportation Master Plan for Makassar City. Where Makassar in August has been awarded the Wahana Tata Nugraha (WTN) given by the Ministry of Transportation of Republic of Indonesia. For its remarkable achievement in transportation sector. It is part of the implementation of the Master Plan that has been prepared to the progress and welfare of the people in Makassar. And all of this is very helpful because with the Transportation Master Plan, the Transportation Agency has been able to do:

1. The reduced level of congestion in Makassar and surroundings.
2. The existence of integrity between the modes with other modes.
3. The availability of mass transit that is cheap, safe and comfortable and reach all corners of the region.
4. The achievement of the development of transportation networks with regional development planning and coordination between central and local governments in the development transport infrastructure system in the era of autonomy.
5. Achievement of public awareness of the importance of traffic facilities.
6. Achieving reduction in the number of motor vehicle (motorcycle) by the public to reduce the congestion and chaos on the road.
7. Achieving development of crossings infrastructure that adequate.
8. The availability of the best services in the Soekarno Hatta Port and Container Port of Makassar City.
9. Achievement of regional development Sultan Hasanuddin Airport.
10. The availability of an integrated transport school.

#### ❖ **Transport Master Plan**

Transport Master Plan is very helpful and profitable for community of Makassar and it is one of the environmentally friendly policies. As an example for public transportation, Transportatin Agency conduct vehicle feasibility test every 6 months which is the authority of the Transportation Agency's own.

#### ❖ **The current parking policies and traffic restraint measures**

Then, if we are talking related to parking policy in Makassar City. The development and growth of the vehicles number in Makassar City is the higher, required an effort to optimize the use of the road network by banning the use of road shoulders / sidewalks as the parking of vehicles, particularly on primary arterial road to ensure security, safety, order, and smoothness on traffic and road transport (KAMSELTIBCARLANTAS), the Transportation Agency refers to the Mayor of Makassar Regulation No. 64 Year 2011 concerning determination of the road shoulder on five shoulders of the road as a Free Zone Parking in Makassar. Where, free parking area is to first put warning signs, prohibition signs and orders, instructions signs and signaling equipment in accordance with the provisions of the applicable legislation. So, motor vehicles and non-motorized vehicles are prohibited from parking on the 5 (five) shoulder of the road.

Motor vehicles and non-motorized vehicles, consisting of:

**a. Motor vehicles:**

1. Motorcycles (two wheels)
2. Motor vehicle (four wheels)
3. Buses and / or Truck

**b. Non-motorized vehicles:**

1. Pedicab
2. Andong / gig

Use / utilization of road shoulders that are designated as free parking area can only be used / utilized insedentil by communities, government agencies / private after prior permission / recommendation of the appropriate police agency procedures.

Then, strategic steps undertaken by Makassar City Transportation Agencies, there are:

1. Implement socialization to all elements of society and government officials of Makassar City
2. Reprimand Sympathetic  
(Only reprimanded and not on ticketed)
3. Ticketed

4. Locking the vehicle in place

(For 24 Hours, if there is nothing to report on the vehicle it will be on the ticketed and towed)

## 5. Towing

### ❖ **The implementation of road safety policies and any improvement in traffic safety since Kyoto Declaration (2007)**

During the declaration of Kyoto in 2007, especially in Makassar City so many safety improvement made as has been described above. In applying policies related to road safety implementation, Transportation Agency has many steps in implementation of road safety, such as:

1. Determination of the location of security, safety, order, and the smooth traffic and road transport (KAMSELTIBCARLANTAS)
2. Socialization security, safety, order, and smoothness (KAMSELTIBCAR)
3. To socialize special motorcycle left lane and turn the lights on during the day
4. Socialization safety belt
5. Implement counseling routinely to road users on traffic rules
6. Implement counseling to the all of student in kindergarten and elementary school about traffic rules.
7. Implementing cooperation with PT. Yamaha in the form of safety riding program in 17 high schools, it is the counseling to the all of student about traffic rules.
8. Implement counseling to road users in the posts and then through the Public Adress
9. Conducting an interactive dialogue in Makassar TV on orderly traffic
10. Prohibition of parking on the shoulder of the road
11. Establishment of Integrated School Transportation
12. Introduction and Socialization of Law Number 22 Year 2009 on Traffic and Road Transportation
13. Introduction of traffic signs to the junior and senior high school
14. Installation of the road equipment facilities (road markings, traffic signs, Traffic Light)

15. The selection of exemplary driver

❖ As for the number of traffic accidents and deaths over the last 7 years (2007-2014) is as follows:

No	Year	Traffic Accidents	Deaths from Traffic Accidents
1	2	3	4
1	2007	57	54
2	2008	87	50
3	2009	78	62
4	2010	440	118
5	2011	1.203	177
6	2012	1.051	142
7	2013	-	-
8	2014	-	-
<b>TOTAL</b>		<b>2.916</b>	<b>603</b>

So that we can report associated with the development and progress of the transportation is done by Makassar City Transportation Agencies in order to support Environmentally Sustainable Transport (EST).