

# **Eighth Regional EST Forum in Asia**

(Integrated Conference of BAQ2014 and Intergovernmental Eighth Regional EST Forum in Asia)

“Next Generation Solutions for Clean Air and Sustainable Transport -Towards a Livable Society in Asia”  
19-21 November 2014, Colombo, Sri Lanka

## **City Report**

**(Draft)**

**< Yogyakarta City, Indonesia >**

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This city report was prepared by Yogyakarta City, Indonesia, as an input for the Special Event of Asian Mayors of the Eighth Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

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**Reported by  
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Yogyakarta is geographically located almost equidistant from Indonesia's two most important international gateways, about 600 km from Jakarta and 1000 km from Bali. Yogyakarta also has transport connections by bus, train or plane to the rest of Java, Sumatra, Bali and Lombok. Yogyakarta's Adisucipto Airport is in the process of changing its status in order to receive not only domestics' flights from Bali and Jakarta, but also direct charter and scheduled flights from other countries.

Because of its location, Yogyakarta is strategically positioned for the economic activity network in Java as well as for the tourist destination area. The city lies midway

on the axis of several main tourist destination areas, Jakarta and West Java westward, Central Java northward, East Java and Bali eastward. It is linked by regular rail, road and air services to other parts of Indonesian archipelago.

Yogyakarta is more than just culture though. It is a very lively city and a shopper's delight. At any main roads, Malioboro Street for example, is always crowded and famous for its night street food-culture and street vendors. Many tourist shops and hotels are concentrated along this street or in the adjoining tourist area.

On the following sections, we will present any data in the area of Yogyakarta's transportation, by focusing on:

**A. The major challenges and constraints in implementing sustainable transport policies and measures are:**

1. Lack of land area. Due to rapid growth of Yogyakarta city's development, it is quite difficult to provide new transport infrastructures, such as non-motorized lines, public parking zone, busway paths, bus shelters, and special infrastructures for vulnerable people.
2. The rapid growth of urbanization. The new infrastructures are not able to accommodate the new infrastructure's demand from the urbanization.
3. The rapid growth of private vehicles. Lack of public transport and low price car policy encourage private car ownership.
4. Commuter behavior. Many outsiders that commute to and from Yogyakarta every day has increased traffic up to 80%.
5. Tropical climate. This climate discourages residents to walk further. Hence, it is needed to establish closer bus shelters one to other.

Consequently, it will increase the cycle time of busses.

6. Inappropriate policies. The policies in transportation sector, such as inappropriate fuel subsidies and low price car mechanism have increased the number of private vehicles.

**B. The transportation mode share system in Yogyakarta is presented as follows:**

1. Public transport. The number of public transport is relatively small, which is 8%, including city busses, taxis, trains and planes.
2. Private vehicle. The rest of transport mode, namely 92%, is private vehicle.

**C. Any measures that can be used to promote public transport in Yogyakarta are:**

1. Increasing public transport number and its quality as well as the infrastructures.
2. Increasing public transport services.
3. Increasing road length.
4. Lowering public transport tariffs.
5. Applying a transport demand management, such as ERP system, three-in-one mechanism and private car restriction.

6. Applying new kind of public transport, such as MRT, LRT, and street conveyor.

D. In order to promote non-motorized transport, Yogyakarta city has done some actions, such as:

1. Enacting special regulation to manage pedicab and andong.



Figure 1. *Pedicab, one of traditional transportations at Yogyakarta*



Figure 2. *Andong, one of traditional transportations at Yogyakarta*

2. Creating special line for cyclists.

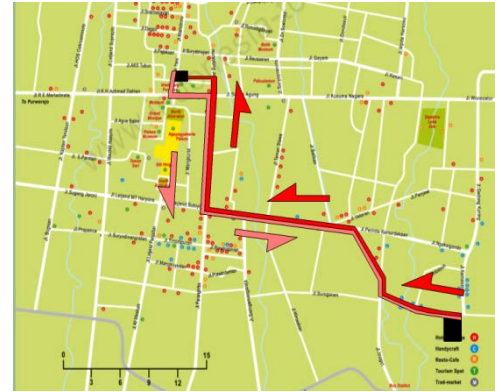


Figure 3. *Map of special line for cyclist at Yogyakarta*

E. Yogyakarta city has also accommodated special attention to the needs of those in vulnerable situations, women, children, person with disabilities and elderly, such as:

1. Blidmen paths on every road pavement at Yogyakarta city
2. Special marks for wheelchair users



Figure 4. *Blindmen path and wheelchair user marker at Jl. Malioboro, Yogyakarta*

3. Safe and comfortable bus shelter



Figure 5. Bus shelter at Jl. Ngeksigondo, Yogyakarta

#### 4. Integrated public parking area and bus shelter



Figure 6. Integrated public parking area and bus shelter

#### 5. Breastfeeding room at bus station

In order to facilitate mothers who want to breastfeed during traveling, the city of Yogyakarta has completed several bus stations with safe and comfortable breastfeeding rooms.



Figure 7. The breastfeeding room at Giwangan bus station

#### F. Yogyakarta's parking policies:

There are two parking systems applied in Yogyakarta, namely off-street and on-street parking.

##### 1. Off-street parking.

- Every state and private company is required to have adequate parking, which is guided and monitored through a licensing mechanism.
- All public facilities such as schools, bus stations, offices, and markets are also required to provide adequate parking.

##### 2. On-street parking.

- Vehicles can be parked on the part of road with a special mark.

- The on-street parking should not disrupt other road users.
- Every vehicle utilizing on-street parking should pay a relatively high tariff. This measure is to restrict the number of vehicles that utilize the parking system.

G. Yogyakarta's policies in implementing the road safety:

Safety in this issue covers two things:

1. Safety for road users;
2. Safety for attributes (markers and signs) and road functions (every road is functioned as its intended).

In order to ensure the safety of road users, the central government has enacted a

regulation no 22/2009. The regulation regulates:

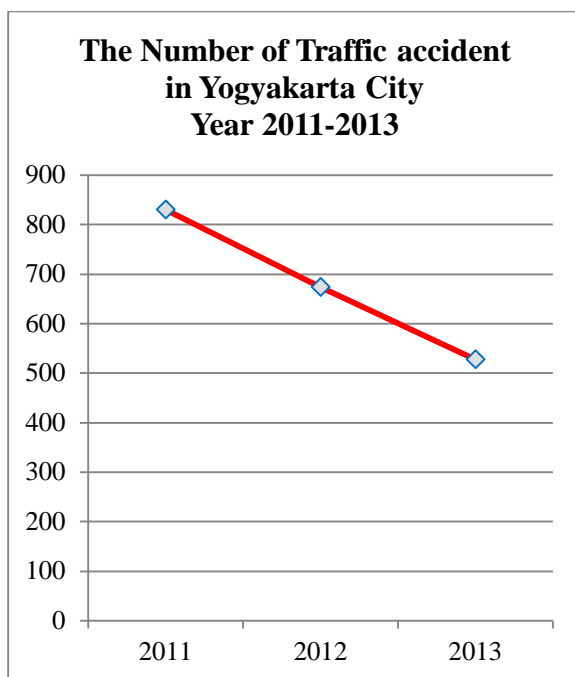
- Traffic and road transport guidance
- Master plan of traffic network and road transport
- Road class grouping
- Traffic management
- Persons and goods transport usage
- Driver competency standard
- The protection of environmentally sustainable road transport
- Traffic accident prevention and mitigation procedure
- Traffic information and communication
- The role of community in transportation

The Number of Traffic Accidents in Yogyakarta City

No	Year	The number of location	The number of traffic accident	The number of victims			
				Dead	Injured seriously	Minor injuries	Total
1	2011	15	830	7	36	376	419
2	2012	15	674	11	25	674	710
3	2013	15	528	32	13	734	779



Source: Traffic Unit of Yogyakarta City



The chart shows that the number of traffic accidents in period 2011 until 2013 in Yogyakarta has decreased sharply. It has recorded 830 accidents in 2011 and the accidents fell significantly until 528 in 2013. The decline of accidents indicates that Yogyakarta success in realizing improvement in road safety. The reduction of the accidents also reflects that Yogyakarta have been committed in the principles of sustainable transportation as stated in the declaration of Bangkok in 2010.

