

BUS
PENGUMPAN
TRANSJAKARTA

TRANSPORTASI JAKARTA

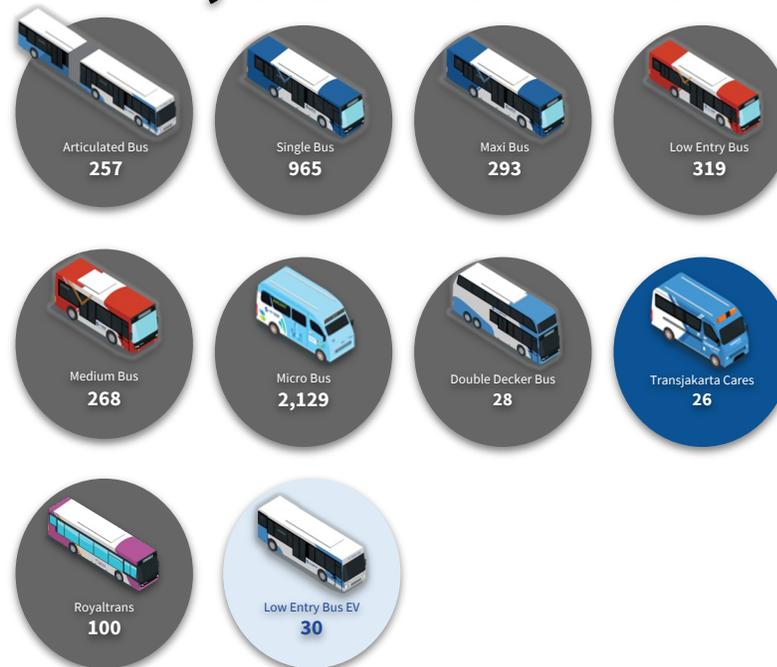
CONNECTING THE LIFE OF JAKARTA



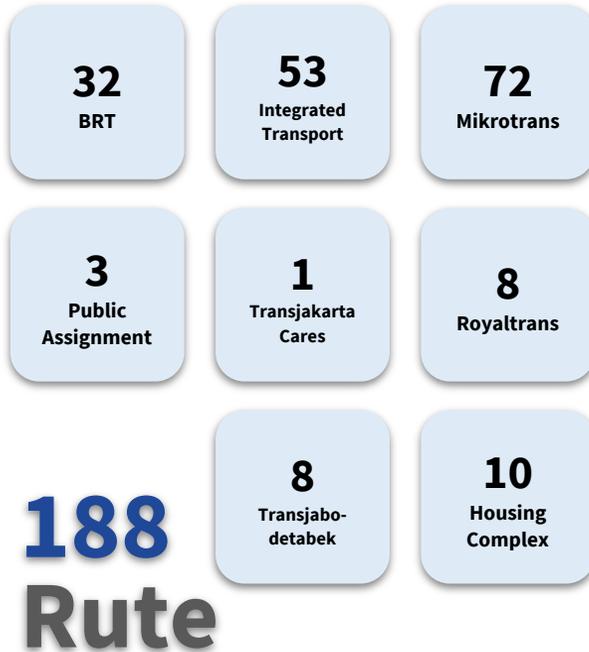
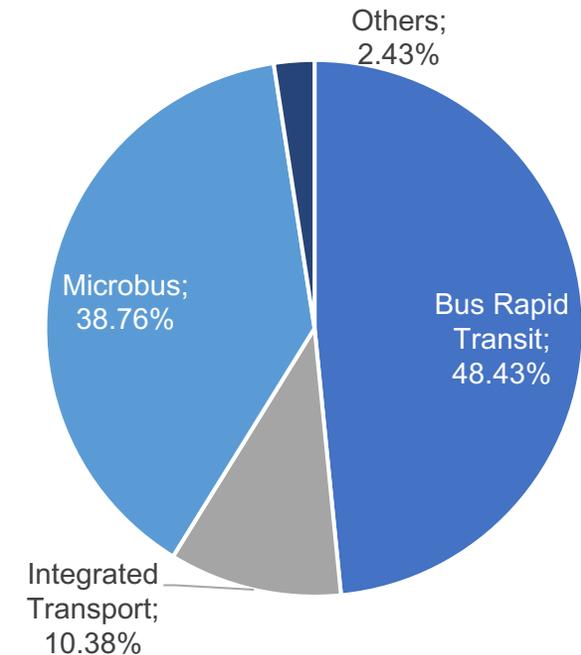
Transjakarta Overview



4,357 Units



Ridership Segmentation



Electrification Background

Regional Commitment (Gov. Jakarta Regulation 90/2021)



Inline with International Commitment

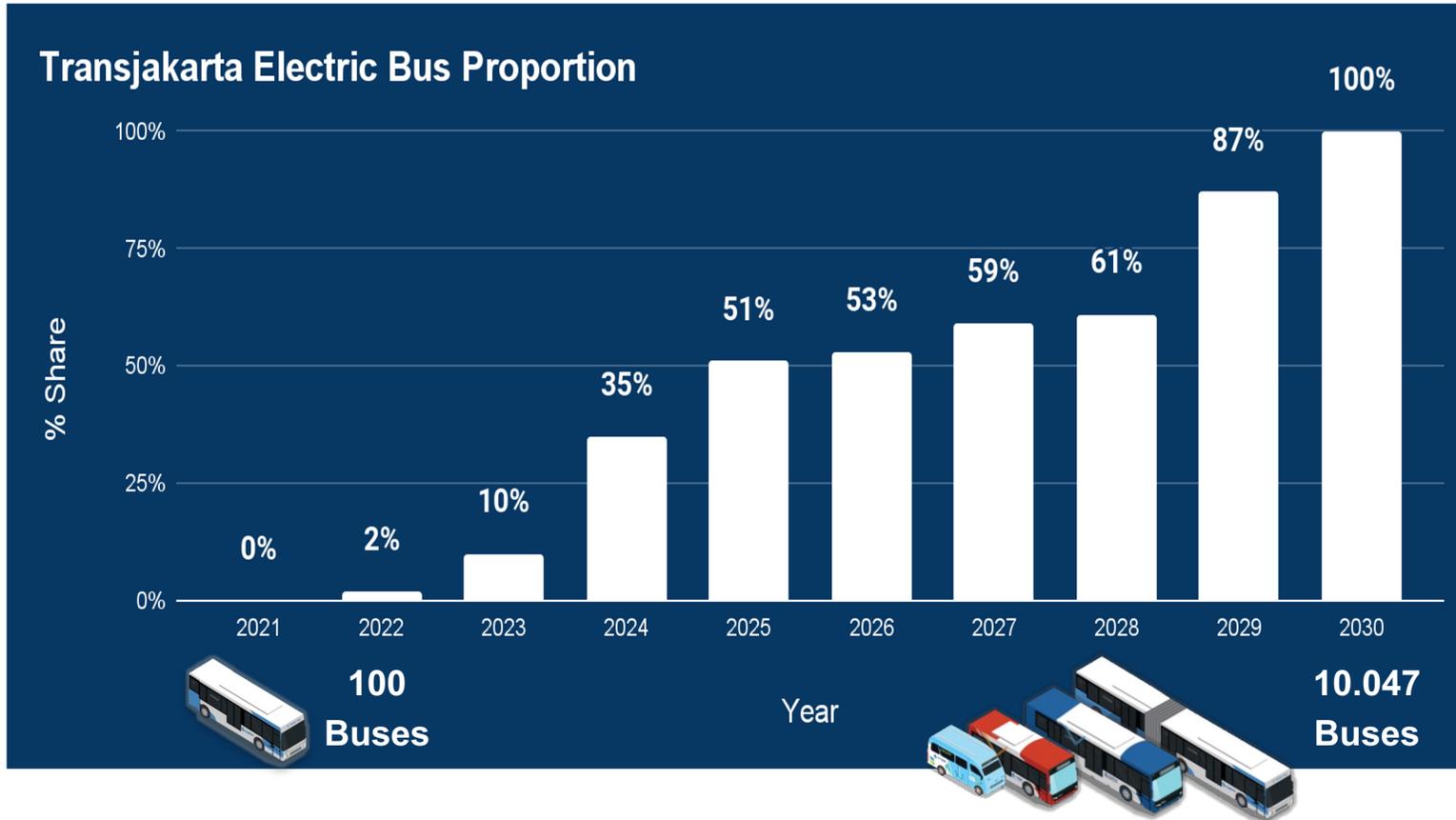
In December 2019, **Jakarta** declared a commitment to participate in Fossil-Fuel-Free-Streets (an initiative carried out by C40 Cities which already followed by other 34 cities around the world)

By:

Procuring zero-emission buses
only from 2025 onward

Establish net zero emissions by 2050

Electrification Roadmap



2022 - 2023

Low Entry Buses

- Electrification Bus Low-Entry 12-meter
- On-depot charging station (overnight charging)

Medium Low-Entry Buses

- Electrification medium of 8-meter
- On-depot charging station (overnight charging)

2023 - 2025

High-Floor BRT Buses

- Electrification High-Floor BRT 12-meter per corridor
- Opportunity charging at terminus/end of corridor

Mikrotrans

- Electrification minibuses of 5 meter
- On-depot charging station

New Electric Fleet Procurement



New Electric Fleet Procurement

1. The new electric fleet operation has started since March 2022, currently operating 30 low-floor electric buses.
2. The procurement for new electric fleet will continue to other models and services: single BRT, medium and micro buses

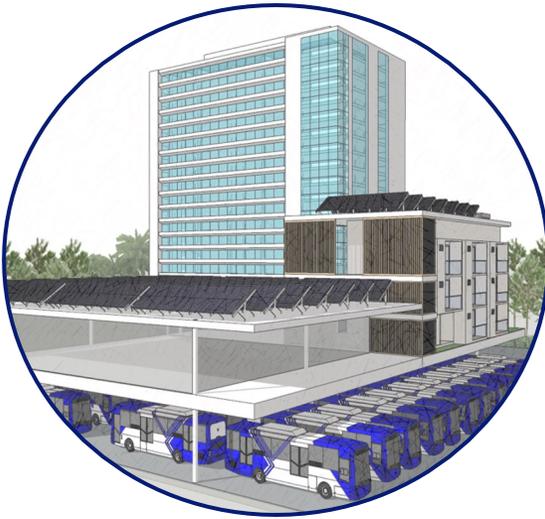
Challenges

1. Limited capital capacity of existing bus operators
2. Significantly high capital expenditures for acquisitions of bus and overnight charging station (at depo)

Opportunities

1. Direct investment to bus operators (lender or asset lessor)
2. Third-party support for bus procurement (charging stations)

Integrated Charging Facility



Integrated Charging Facility:

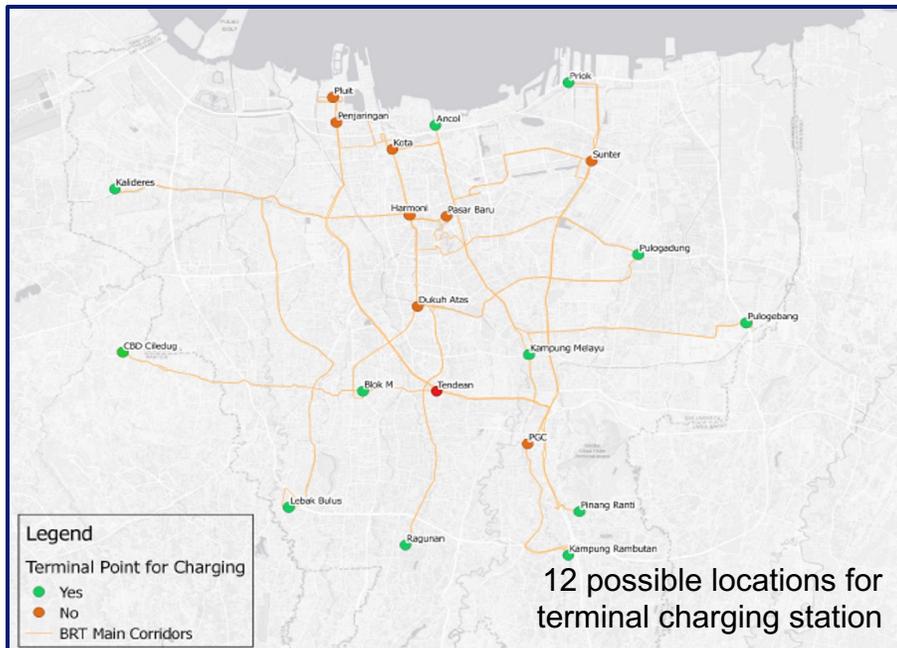
1. Charging facilities will support the operation of existing bus corridor, such as corridor 1, 5, and 7. The facilities are owned by Transjakarta.
2. Other facilities like housing, workshop, retail and offices will be integrated into the development of charging facilities.

Challenges

1. Huge investment on land acquisition and supporting facility
2. Transjakarta is not a charging service company

Opportunities

1. Business contract with Transjakarta (land, grid, charger, operation)
2. A Charging-as-a-service scheme (payment based on Rp/kWh)



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