

New Mobility in the Changing Jakarta

Dr. William Sabandar

24 October 2020

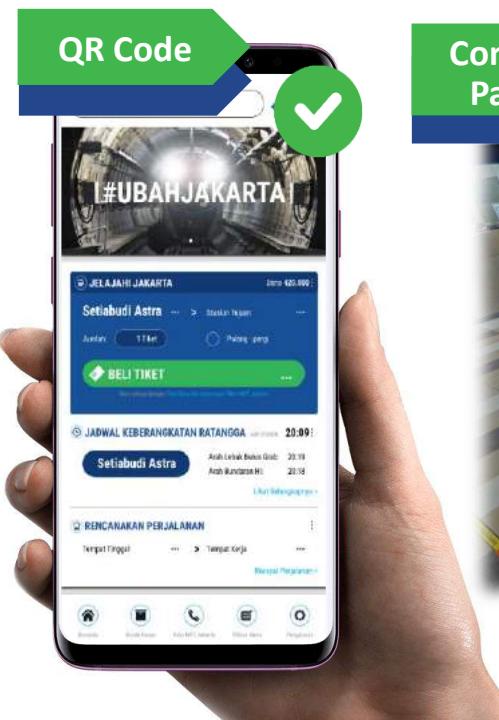


Covid-19 Changes Lifestyle Pattern...

Bicycle Culture



- 1) Change of mobility pattern: The End of the 'Origin-Destination'
- 2) Change of interaction pattern: The New Era of Contactless-Virtual Interaction
- 3) Change of activities pattern: The New Freedom in Time and Space



Contactless Payment

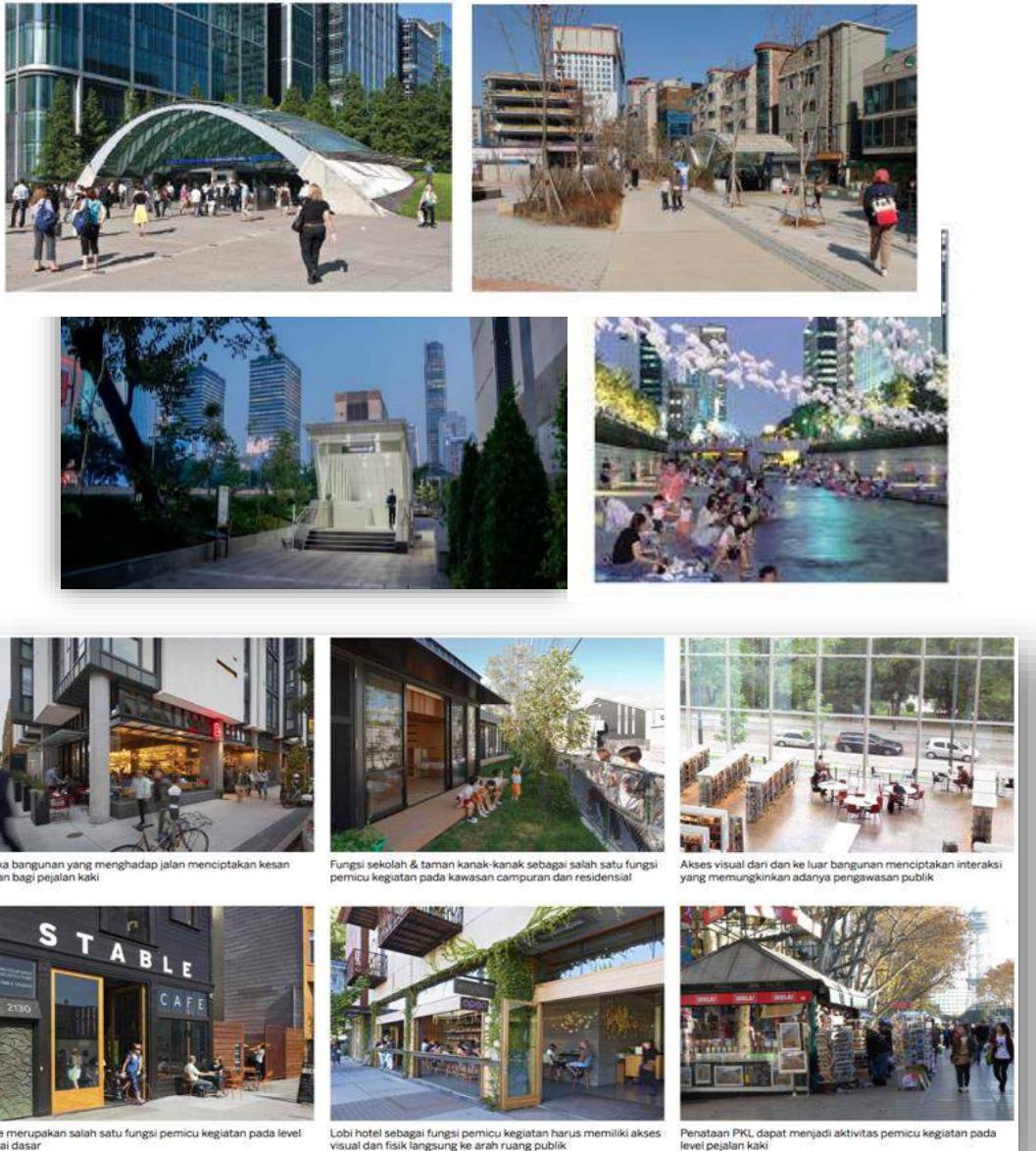


Shifting Paradigm and Planning...

Paradigm Shift: Car Oriented Development (COD) →
Transit Oriented Development (TOD) + Digital Oriented
Development (DOD)

Self-sufficient neighborhood: The new City Planning
allocate the urban utilities and amenities on the
proximity of the neighborhoods where the citizens live,
as many of them would work and study from home

Zoning flexibility and repurposing of the space: As the
pattern of mobility and the use of space is changing and will be
more unpredictable and fluid, Jakarta will depart from
Euclidean-zoning toward a flexible and performance-based
planning approach

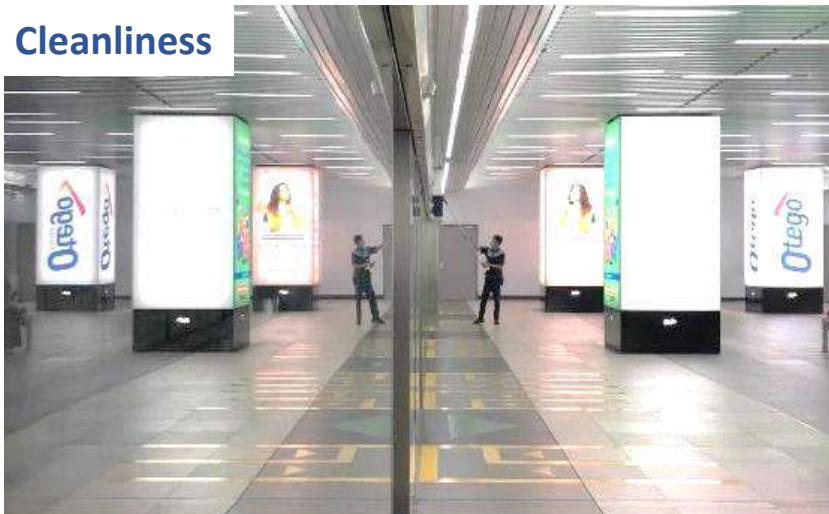


MRT Jakarta: The New Era...

World Class Facilities



Cleanliness



100% on time performance



Safe and Secure



Bike Friendly

Covid-19 changes the way we operate...



Before

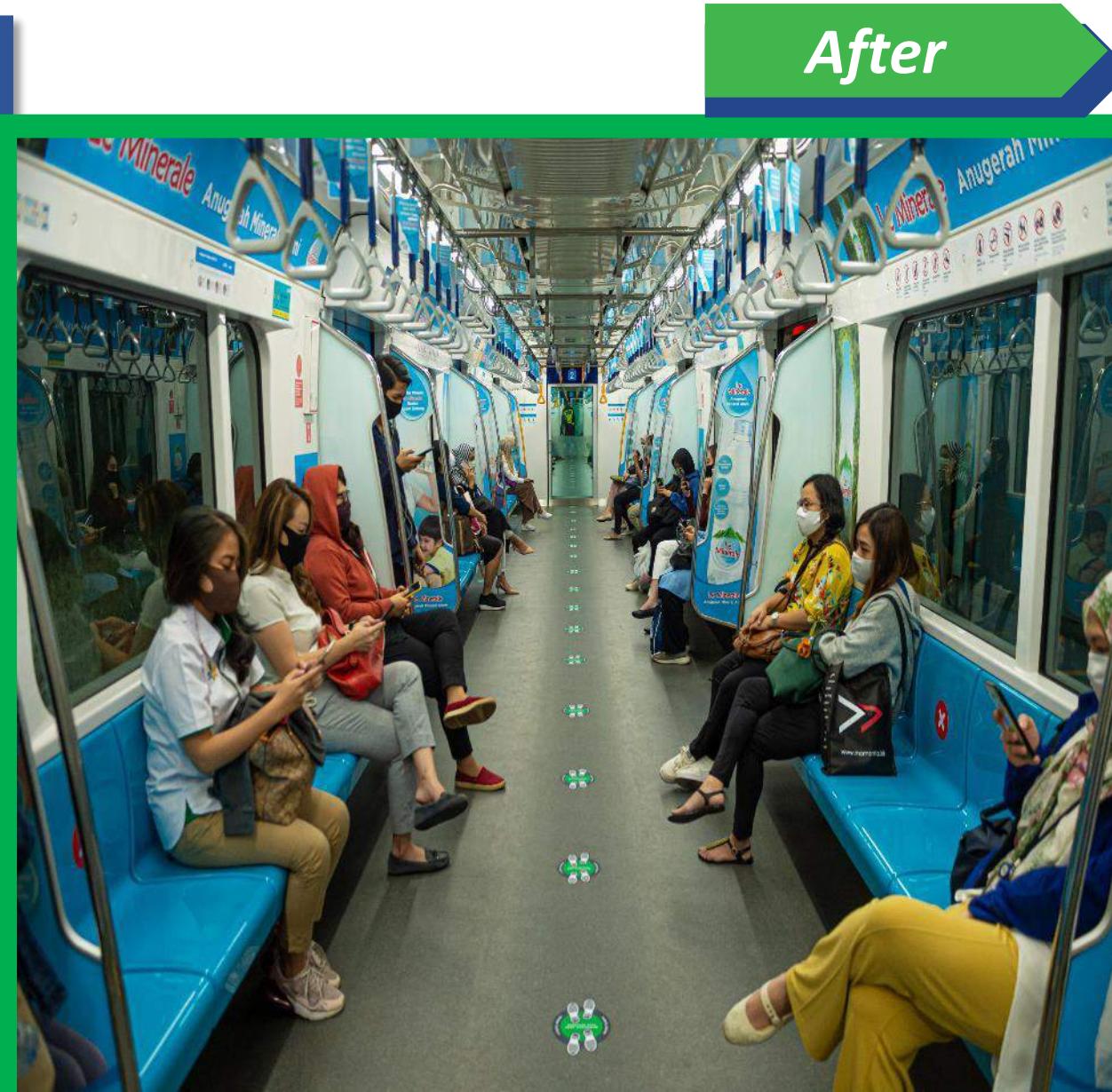


After

Covid-19 changes the way we operate...



Before



After

Maintaining Service Excellence - Protocol 'BANGKIT'...



Provision Hand Sanitizer



Routine Cleaning Facilities



Intensive Cleaning Ratangga Railway Coaches



Personal Hygiene



Routine Cleaning Facilities



Checking Body Temperature



Mandatory Mask Usage For All Passengers



Restriction Passengers on The Train



Checking Body Temperature



Contactless Lift



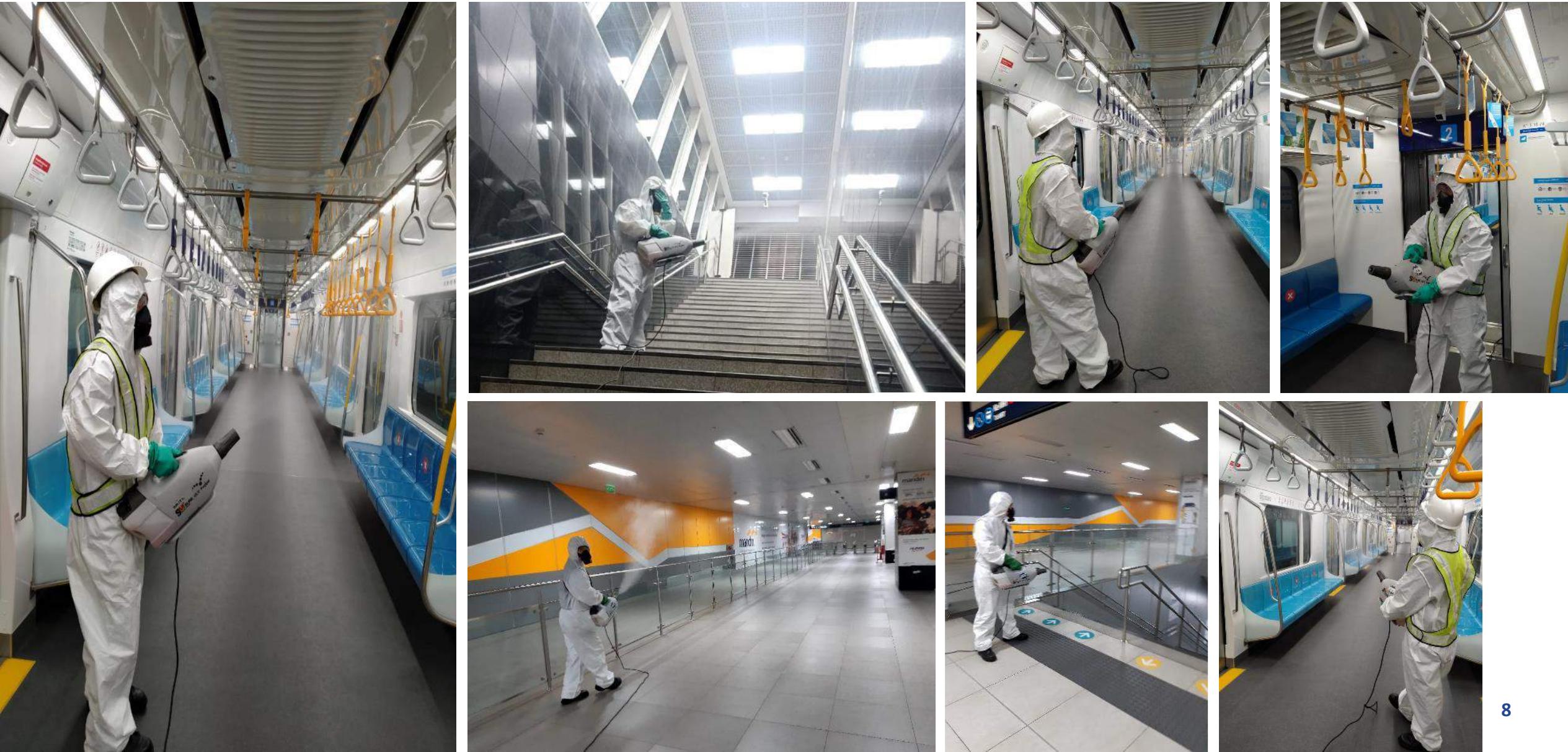
Mandatory Mask Usage For All Passengers



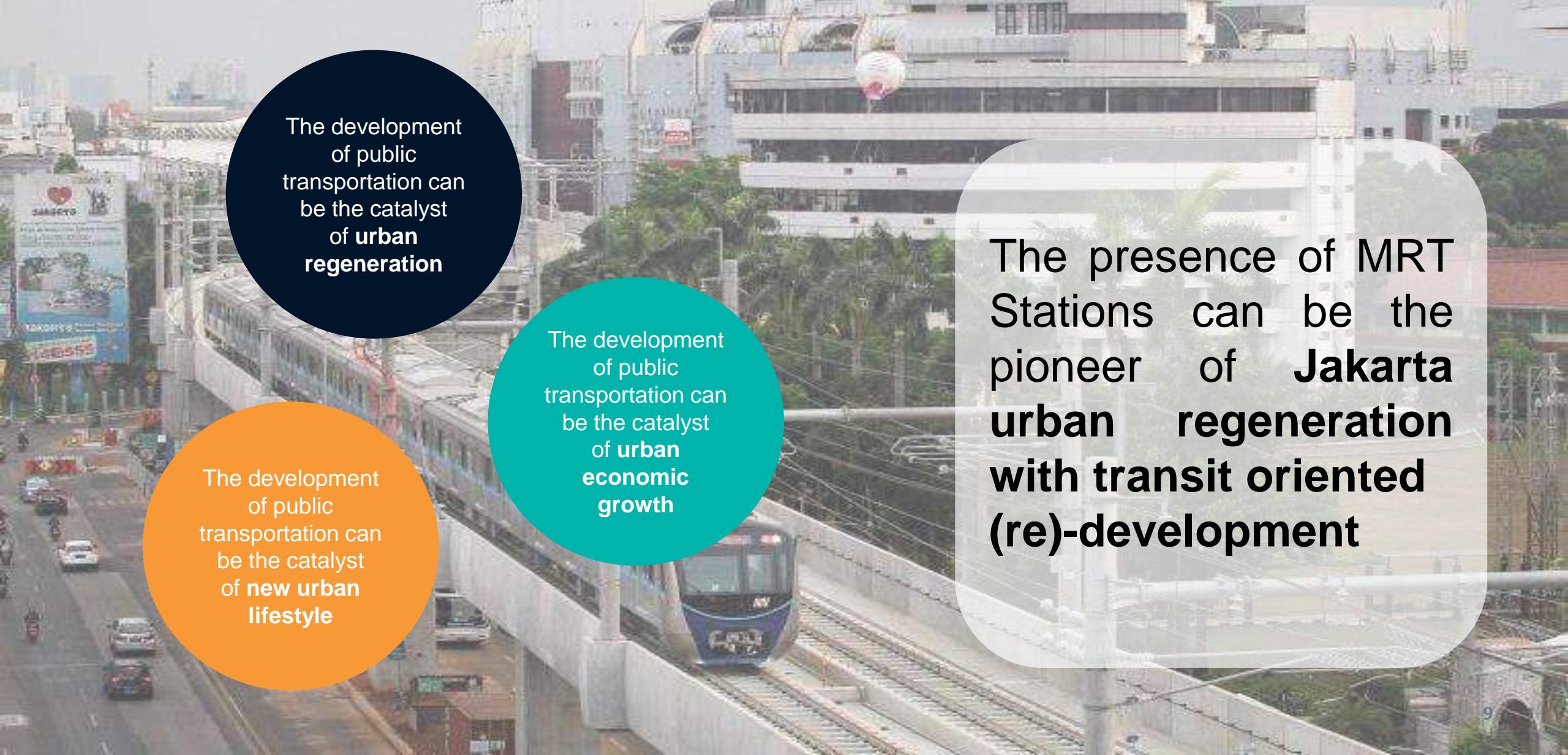
Routine Disinfectant



Maintaining Service Excellence - Routine Disinfectant...



Jakarta Urban Regeneration...



The development of public transportation can be the catalyst of **new urban lifestyle**

The development of public transportation can be the catalyst of **urban regeneration**

The development of public transportation can be the catalyst of **urban economic growth**

The presence of MRT Stations can be the pioneer of **Jakarta urban regeneration with transit oriented (re)-development**

Mobility and Urban Regeneration...



MRT Jakarta TOD Principles...



1 Mixed Use

Mixed use development within a walking radius of the transit stations.



2 High Density

Maximize building density around transit stations.



3 Connectivity Improvement

Simple, direct, and intuitive transit connection.



4 Quality of Life

Experience an attractive, safe and comfortable space for pedestrians



5 Social Equity

Encourage resilient and resilient communities in the transit area



6 Environmental Sustainability

Reducing the impact of development on the environment.

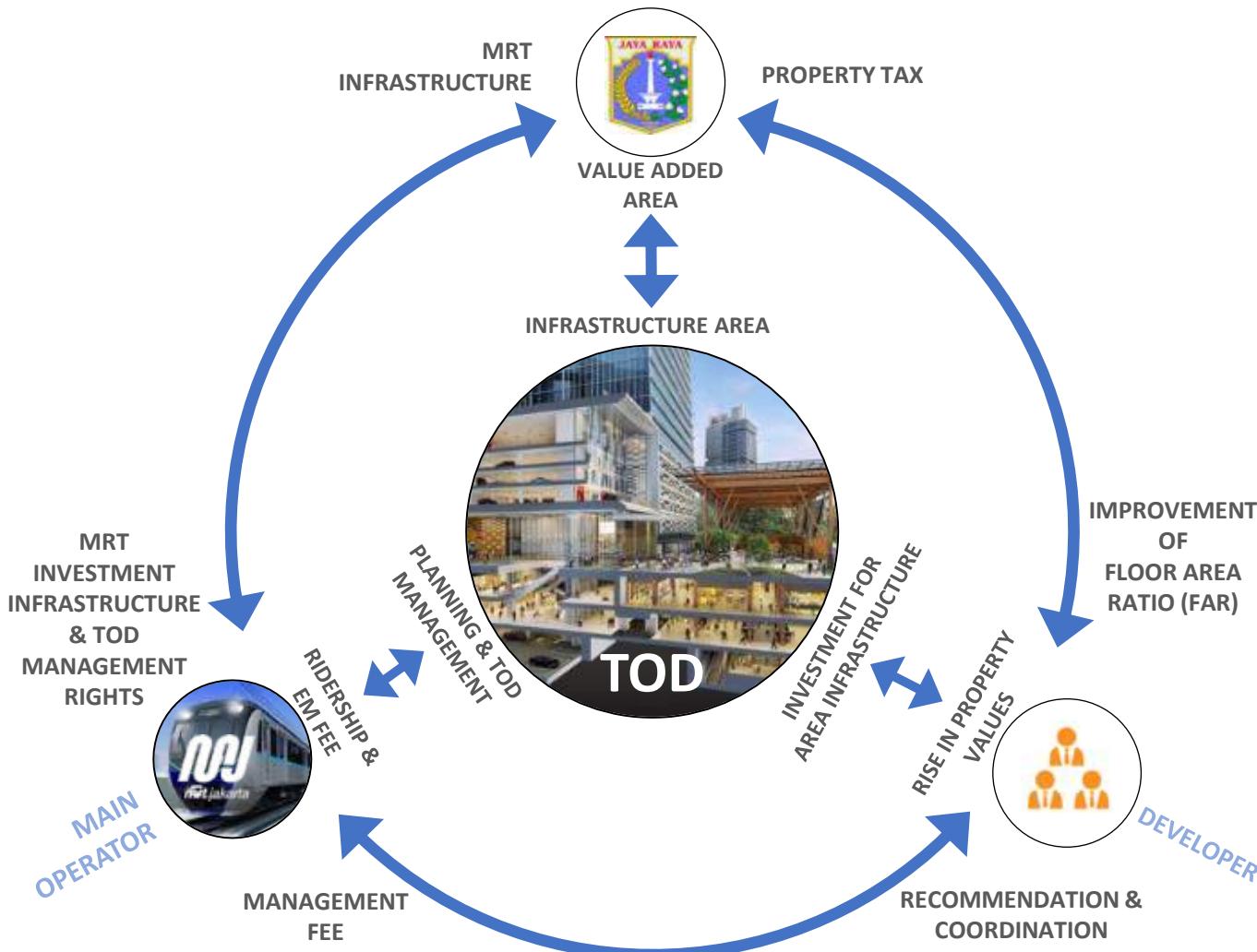
7 Infrastructure Resilience

Area that resilience, disaster response, and can adjust to changes

8 Economic Regeneration

Develop a local economy that attracts new investment and employment opportunities.

Value Capture Principles Through TOD...



VALUE CAPTURE

adalah prinsip yang diterapkan dalam pengembangan TOD, yaitu dengan mengelola nilai tambah pada kawasan TOD dengan baik agar benefit yang terjadi dapat dimanfaatkan oleh semua pihak. Dengan adanya infrastruktur MRT yang dibangun oleh PT MRTJ, merupakan investasi pemerintah yang akan memunculkan nilai tambah pada kawasan di sekitar stasiun (kawasan TOD).

3 pihak utama yang terlibat:

Pemerintah Daerah

- Menugaskan PT MRTJ untuk membangun dan mengoperasikan sistem MRT
- Memberikan hak pengelolaan Kawasan Berorientasi Transit (TOD)
- Membuka peluang peningkatan intensitas (KLB) sebagai salah satu bentuk insentif dalam pembangunan Kawasan TOD melalui perencanaan pengelolaan kawasan (MRTJ)

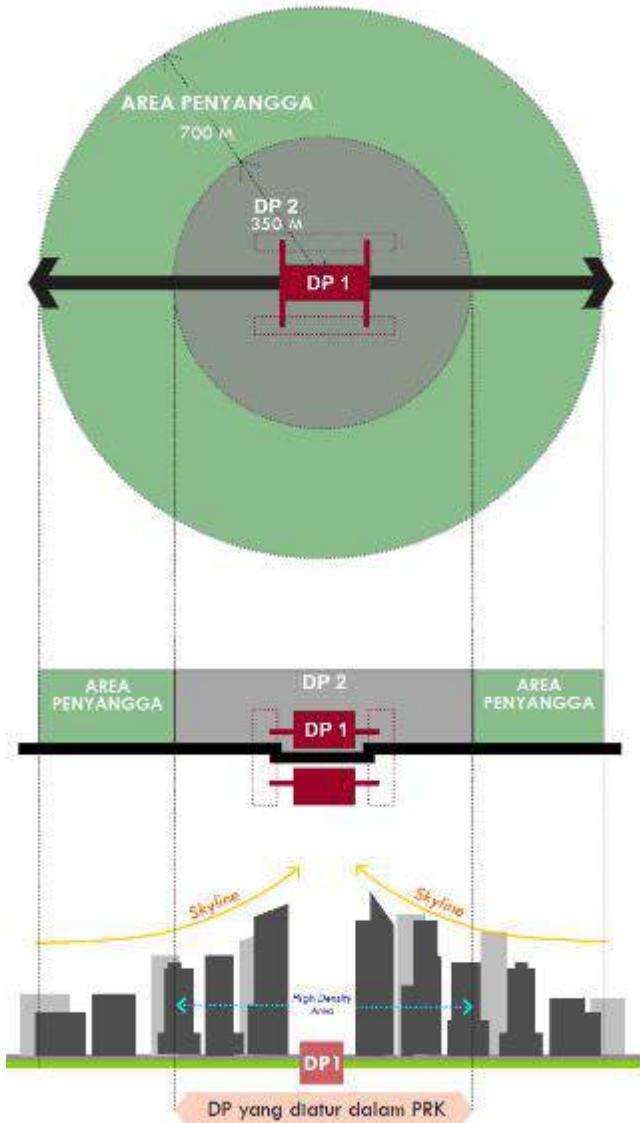
Pengelola Kawasan

- Melakukan perencanaan kawasan
- Mengelola infrastruktur kawasan diantaranya yang berkaitan dengan pergerakan orang (kesinambungan pergerakan dari dalam stasiun sampai ke tujuan)
- Estate management* untuk menjaga operasional kawasan

Pengembang

- Mewakili pemilik lahan maupun sebagai pengembang sendiri
- Melakukan pembangunan infrastruktur dalam kawasan
- Mendapatkan insentif berupa peningkatan KLB
- Bekerjasama dengan pengelola kawasan

TOD Area...



DP 1 AREA TENGEMBANGAN STASIUN

Area pengembangan bangunan stasiun termasuk sarana dan prasarana perunjungannya, sebagai pusat kegiatan transit dalam radius 350 m. DP ini dikenakan ketetapan peraturan yang bersifat tegas dengan arahan pembangunan yang diatur dalam dokumen PRK dan bersifat mengikat.

Lingkup Perencanaan:

- Koridor Penghubung yang mengintegrasikan area milik privasi dan publik dengan bangunan stasiun MRT.
- Integrasi level concourse bangunan stasiun dengan fungsi dan kerjakan pada lahan privat.
- Lahan yang dibebaskan akibat kebutuhan ruang untuk infrastruktur MRT dan konstruksi bangunan stasiun beserta fasilitas penunjangnya.
- Lokasi pemepatan bangunan utilitas dan muara stasiun MRT.

DP 2 AREA INTI PERGERAKAN TRANSIT

Area pengembangan kawasan transit terpadu dalam radius 350 m atau dalam jangkauan radius pejalan kaki. Dalam kawasan, batas radius/DP diterjemahkan ke dalam batas jalur-jalur sirkulasi terakhir yang berada pada/berdekatkan dengan area radius 350 m, yang juga mempertimbangkan aspek kerziman aktivitas dan karakteristik distrik lingkungan. DP ini dikenakan ketetapan peraturan yang bersifat tegas dengan arahan pembangunan yang diatur dalam dokumen PRK dan bersifat mengikat.

Lingkup Perencanaan:

- Pembentukan identitas kawasan melalui visi pengembangan yang dilahirkan berdasarkan kepentingan pergerakan dan aktivitas transit, serta potensi dan karakteristik lingkungan.
- Perigaturan kepadatan dan komposisi perumukan yang dapat meningkatkan vitalitas.
- Perbaikan sirkulasi pergerakan transit.
- Pengembangan tipologi hunian vertikal.
- Penataan tata massa bangunan yang menunjang optimalisasi dan efisiensi aktivitas transit.

AREA PENYANGGA

Kawasan pengaruh dari area inti pergerakan transit radius 200 m. DP ini tidak diatur secara khusus dalam PRK atau tidak memiliki ketetapan peraturan yang bersifat tegas dan arahan pembangunan yang bersifat mengikat.

Lingkup Perencanaan:

- Penyedia fungsi dan kegiatan komplementer yang membawa pengaruh bagi pengembangan kawasan transit terpadu secara keseluruhan.

TEMA KAWASAN

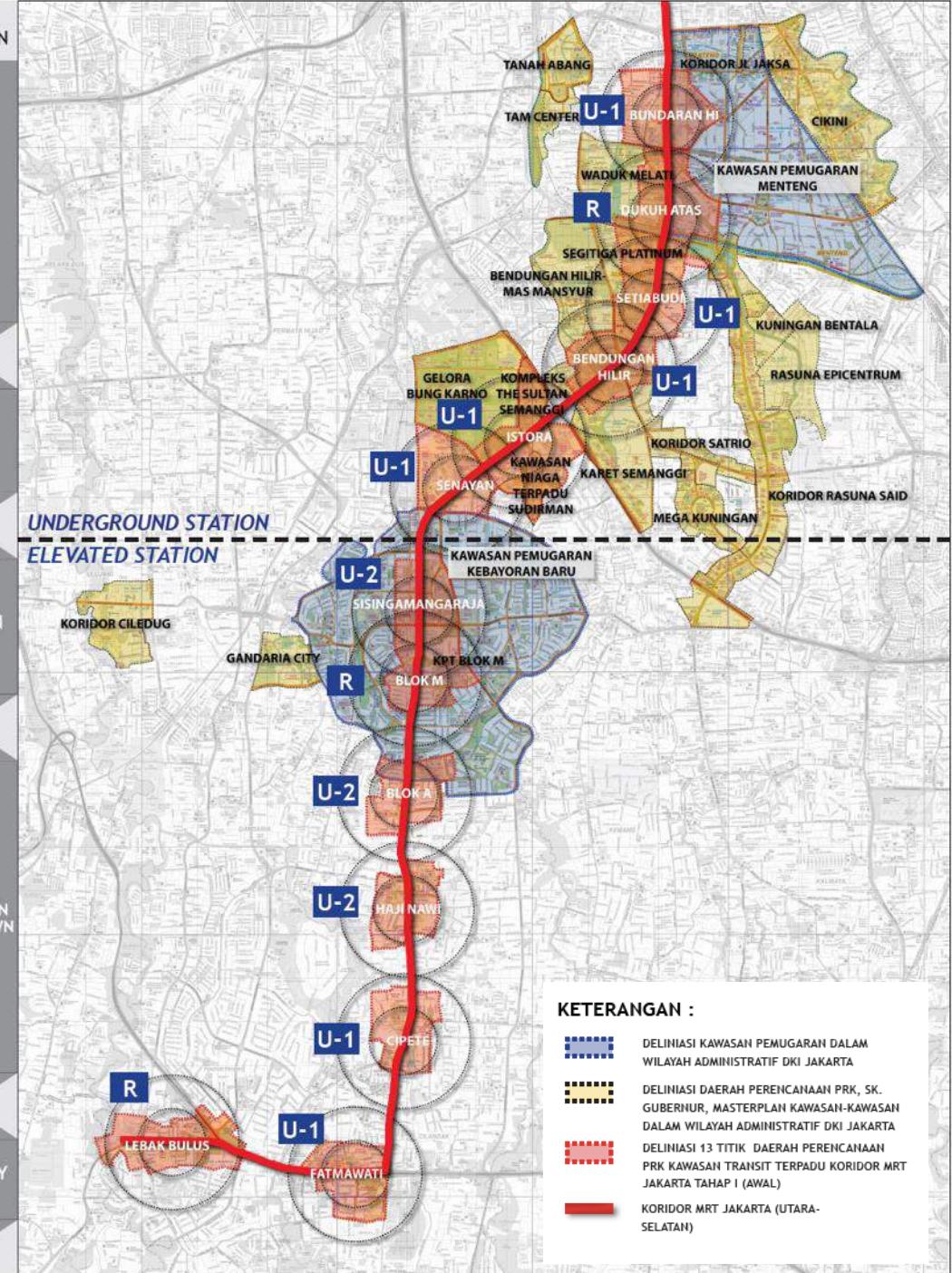
CBD 1

CBD 2

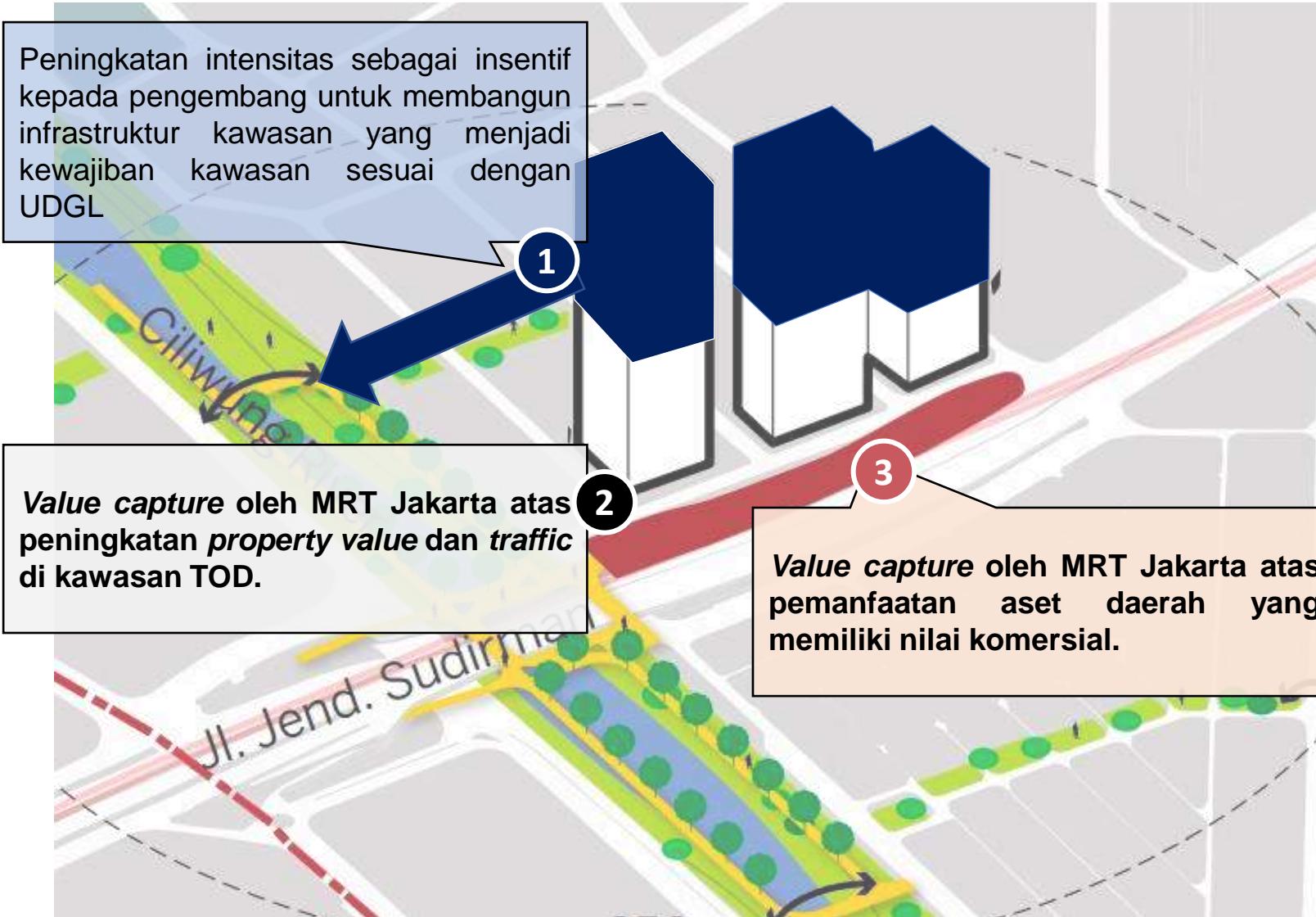
GARDEN CITY

SOUTHERN DOWNTOWN

GATEWAY



MRT Jakarta: Value Capture...



Highlight

Stasiun MRT sebagai tempat lalu lintas orang dengan jumlah yang besar menjadi pemicu:

1. Regenerasi kawasan melalui pembangunan infrastruktur baru yang mendukung pergerakan orang dan penggunaan public transport
2. Terjadinya peningkatan potensi intensitas untuk menampung kegiatan baru dan sebagai salah satu bentuk insentif.
3. Meningkatnya nilai property di sekitar stasiun, yang dapat di capture oleh pengembang sekitar.

Catatan:

1. Bangunan putih adalah *max KLB* sesuai RDTR
2. Bangunan biru adalah penambahan sesuai PRK yang dikeluarkan MRTJ

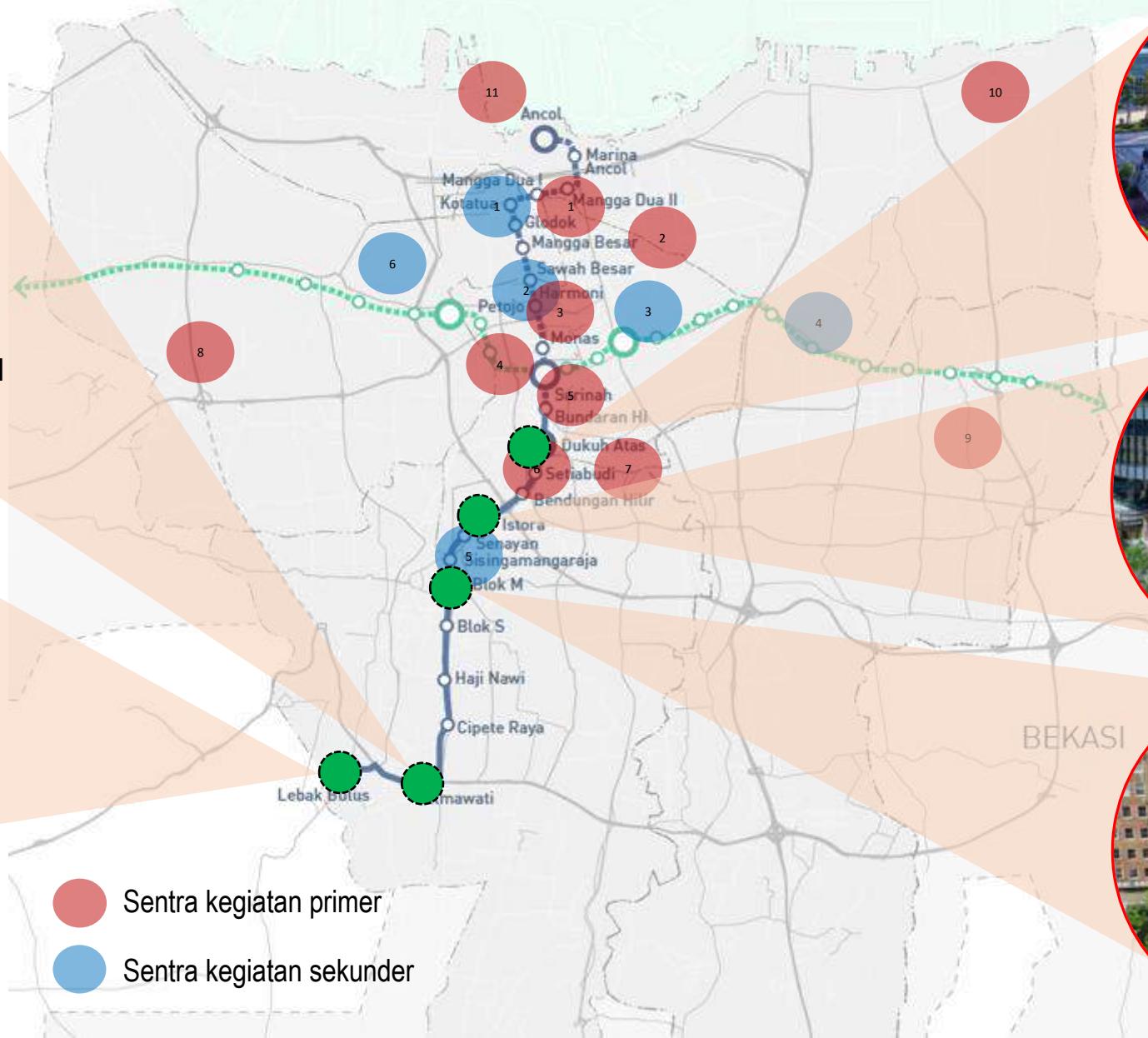
TOD & Jakarta Urban Regeneration...



KAWASAN FATMAWATI
"Ruang Atas Dinamis"



KAWASAN LEBAK BULUS
"Gerbang Suar Jakarta"



- Sentra kegiatan primer
- Sentra kegiatan sekunder



KAWASAN DUKUH ATAS
"Poros Transit Internasional"

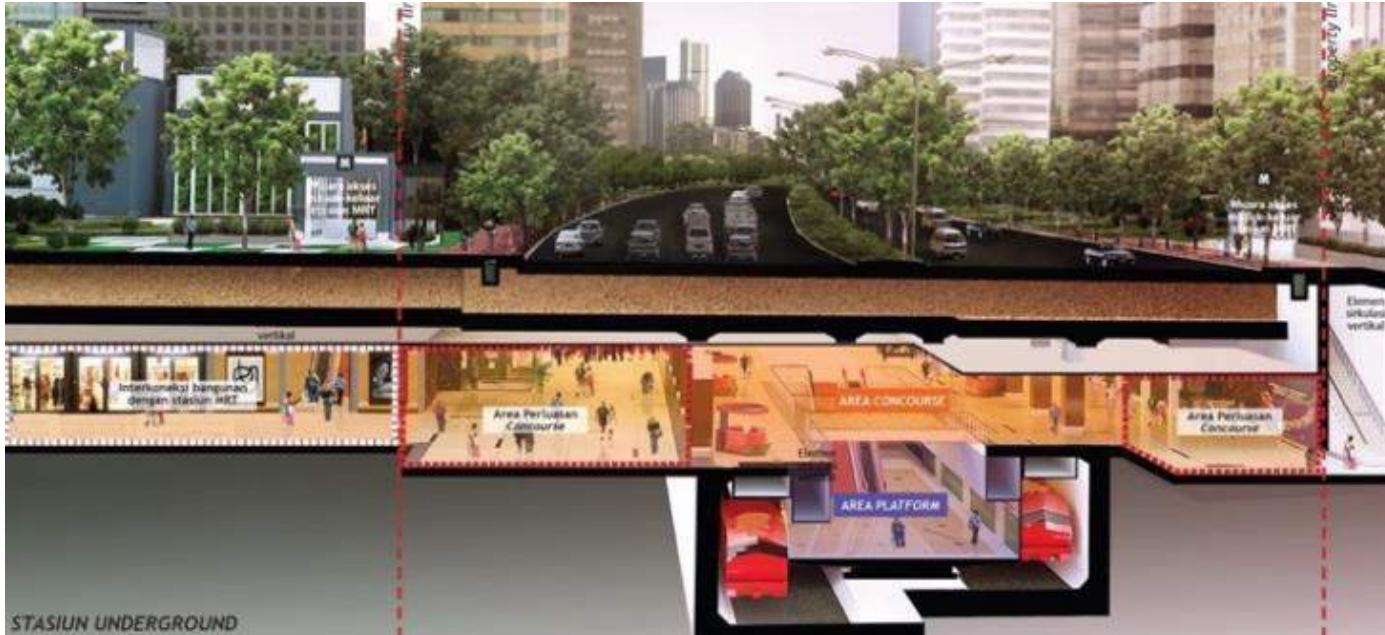


KAWASAN ISTORA-SENYAN
"Beranda Pelita Indonesia"



KAWASAN BLOK M - ASEAN
"Green Creative Hub"

Pedestrian Connectivity Scheme...

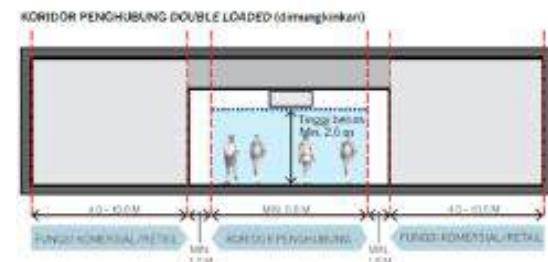


STASIUN UNDERGROUND

The investment and development of interconnection around stations will become an advantage for surrounding area and may trigger regional revitalization, as well as economic growth.



Interkoneksi Stasiun MRT dengan Blok M Plaza dan Indonesia One



Development of Green Open Space...



taman kota



transit plaza



area tepian air



Environmental-friendly Design & Construction...



- Green Building standards for designing MRT Jakarta's Project. Example: By increasing the Green Base Coefficient/*Koefisien Dasar Hijau* (KDH).
- Environmentally friendly technology for buildings and stations. Example: 1. Solar Panels usage. 2. Sustainable material 3. etc.

<https://www.worldgbc.org/news-media/contribution-green-buildings-fight-against-covid-19>
<https://sdg.iisd.org/commentary/guest-articles/covid-19-stimulus-spending-for-green-construction-means-building-back-better/>

Digitalisation: Collaboration with Start Up...

Jak Lingko

ACCEL

Collaboration between Start Up and Corporation

Why Both Start ups and Corporate Needs to Collaborate?		Collaboration Benefits		Collaboration Challenges		Example of Collaboration	
Corporation	Startups	Benefit for Startups	Challenges for Startups	Incubator	Accelerator	Incubator Programme	Accelerator Programme
<ul style="list-style-type: none"> Access to Market Market Knowledge Resources & Power Viability 	<ul style="list-style-type: none"> Difficulties in Accessing new market New to Market Need of Extra Resources to scale Lack of Visibility 	<ul style="list-style-type: none"> Increase Valuation and Revenue Source Increase Use Case Branding Access to MRTJ Ecosystem 	<ul style="list-style-type: none"> A b <p>Managing Company expectation - Gap between proof of concept and real project.</p>	<ul style="list-style-type: none"> Start up often treated in top down way instead of at eye level from company. 	<ul style="list-style-type: none"> Develop an idea into a venture financing-ready MVP and business plan. An incubator usually takes 5-15% shares and sometimes provides first financing, typically a five-figure amount. 	<ul style="list-style-type: none"> Typical duration: 3-12 months with several phases Target: 	<ul style="list-style-type: none"> Typical duration till collaboration starts: 3 to 6 month programme Target of the collaboration:
Startups	Corporation	Benefit for Corporation	Challenges for Corporation	Not invented here problem	Become venture-ready	Typically a team is needed, as single-founder companies are less likely to be accepted.	Corporate
<ul style="list-style-type: none"> Organizational Agility Continuous New Ideas Potentially Rapid Growth Willingness to take risk 	<ul style="list-style-type: none"> Slowness Lack of Creativity Slow Paced Growth Risk Aversion 	<ul style="list-style-type: none"> New Revenue streams and business line External Innovation and disruption Staying on top of market development Promote CSR 	<ul style="list-style-type: none"> Understanding disruptive change that may come from start up. 	<ul style="list-style-type: none"> Not invented here problem – company tend to value idea or improvement from internal higher than idea from external. 	<ul style="list-style-type: none"> Corporate 	Alvin Evander Head of Synergy and Accelerator MDI Ventures	Andrew Tanyono Founder and CEO KitaKitaOne
Collaboration and Organization Model for Corporates		<p>Corporate Incubator/Accelerator Model: Company establish a SPV that act as Incubator (Separate Entity), this incubator run all the incubation program.</p> <p>Internal Innovation Unit: Company coordinating all innovation activities, using start ups as co innovation partner (Tech enabler).</p> <p>External Subsidiary: Company established a subsidiary that focused on innovation and technology to solve company business model that are not possible with current technology. Subsidiary / startup create MVP to solve that business model.</p>		<p>Participants received guidance from famous start up founder such as Cermati, Bukalapak, and BeliMobilGue</p>			

@mrtjkt **@mrtjakarta** **MRT Jakarta** **MRTV** **1500 332** **jakartamrt.co.id** **#MRTJAccel**

Program Definition

Start up program by MRT Jakarta accelerator is collaborated with start up to create innovation products and services, With output to commercialize mutually beneficial between MRTJ and the Start Up.

Objective

Produce solutions to improve services, new income and branding.

Access MRT Jakarta ecosystem & guidance mentors



“At the end... It is about Collaboration”





PT MRT JAKARTA

Wisma Nusantara Lt. 21, Jl. MH. Thamrin 59, Jakarta 10350 - Indonesia
P (62) 21 – 3103629 | (62) 21 – 3906454 | F (62) 21 – 3155846

Terima Kasih

Informasi yang terdapat dalam presentasi ini dimaksudkan semata-mata untuk penggunaan pribadi atau entitas kepada siapa ditujukan dan lain-lainnya yang berwenang untuk menerimanya. Presentasi ini mungkin berisi informasi rahasia atau informasi pribadi. Jika Anda bukan penerima yang dituju, dengan ini ditegaskan bahwa setiap pengungkapan, penyalinan, pendistribusian atau pengambilan tindakan apapun berdasarkan isi presentasi ini sangat dilarang dan memiliki kemungkinan pelanggaran hukum. Jika Anda menerima presentasi ini karena kekeliruan, harap segera hubungi kami dengan membalas email ini atau hubungi kami di alamat yang disebutkan di atas.

The information contained in this presentation is intended solely for the use of the individual or entity to whom it is addressed and others authorized to receive it. It may contain confidential or legally privileged information. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or taking any action in reliance on the contents of this presentation is strictly prohibited and may be unlawful. If you have received this presentation in error, please notify us immediately by responding to this email or contact us at the address mentioned above.