



## KAI Commuter

The KAI Commuter network has 6 lines with 183.3km of revenue track and 63 stations (144.4km/51 stations within Greater Jakarta proper). Although recently rebranded, the system does have a historic past, with the original electric lines built as BOS (Batavia Ooster Spoorweg) during the Dutch Colonial Period. After a long period of under-investment during the mid 20th century, the rapid growth of Jakarta and the under-capacity of the road network (Jakarta's traffic has to be seen to be believed), there has been a realisation of the pivotal role that this dense network can offer to urban mobility. A combination of aid from Japan (in the form of old JR/Tokyo Metro. TOEI stock) and the purchase of secondhand Tokyo/Yokohama trains, as well as the much needed renovation of some station facilities, have provided an element of modernisation to the system and it is now a comprehensive, cohesive urban rail system.

The core route (Red/Blue Lines) travels from the beautiful 1920s style terminus station at Jakarta Kota (City) in the centre of the old town (Batavia). Running south for 11km along a raised track bed the line reaches the busy interchange station of Manggarai where the eastern Bekasi branch (Blue Line) and the west bound loop (Yellow Line) merge - the main service continues south to Depok and Bogor. The Loop Line is an important and well used service, heading west from Manggarai and then north along the canals. This is a busy section as the line provides transfer at Tanah Abang (Green Line to Maja in the south west), and Duri (Brown Line to Tangerang in the west). The Loop then heads east along the northern port area of the city, bypassing Kota and then running southward (2km to the east of the core Red/Blue lines in parallel fashion) through Rajawali (transfer to the Pink Line to Tanjung Priok in the north east industrial area), Pasar Senen, and to the terminus at Jatinegara (transfer to the Blue Line to Bekasi).

The network uses 1067 gauge and runs at 10/15min headways, with higher frequencies on duplicated services toward Bogor. Most services are electrified, although some DMU operations still run on the peripheral lines (but I didn't see any). On the core Red, Blue and Yellow lines, the stock is a mix of 8, 10 and 12 car stock (women only carriages at each end) with smaller 4 car trains on the lesser lines. The stock is ex Tokyu, Tokyo Metro, TOEI and JR East (Nambu/Yokohama Lines) built by Kawasaki, Nippon Sharyo and Hitachi. There are also some Indonesian INKA/Bombardier 4 car trains but these are few. The stock has side cushioned seating (very low seats) and strip maps above the doors. There are audio announcements in Bahasa and English and some of the more modern stock is air conditioned (non AC trains have ceiling fans). Although quite worn, given its age and usage levels, the stock is quite clean and this is in part due to the 'in journey cleaning crew' that roam the carriages in teams of 3 as trains near terminus'. The first person traverses the train with dustpan and brush, followed by the second person with a disinfectant floor wash squirted along the floor in a zig zag fashion, and finally comes the person with the mop. Passengers dutifully lift their feet as all of this is happening! Passengers also interact with each other, few are glued to smart phones and there is a lovely atmosphere across the system. There is also a security presence on trains but this is the norm across Indonesia and not because of any threat to safety whilst traveling by train - It is very safe and welcoming.

Trains run slowly and the track is quite bumpy in places, but journeys offer some great views of the sprawling modern city and the shanties that bound the lines. There are also many level crossings across the system. Dwell times at interchange stations are long, with trains often waiting for other services to arrive to allow for transfer. The stations are basic, with entrances hosting ticket offices and machines, schematic wall maps and turnstile barriers. Tickets come in the form of an RFID electric card (10000 Rupiah Deposit- €0.85) and fares are distance based (3000-11000/€0.20-0.90). Most stations are basic, side platform affairs with corrugated shelters and crumbling, uneven concrete. Stations also have a high security presence. Platforms are at a lower level than train doors and there is quite a step up (and sometimes a big gap) to enter/exit the train. The interchange stations are much larger, multi-platform facilities. There are few station announcements and signage is poor (although at recently modernised stations the signage is of western standards) so it is simply a case of asking - Indonesians are very accommodating and helpful. At the larger stations the height difference between platform and train has been addressed by long metal steps at the platform edge. There is also a neat platform transfer system where the platform is split in two, with a central section having steps down to rail level and here is located a broad track crossing. Passengers stream across, overlooked by the security teams - a great and simple system. Unsurprisingly there is no RTI or hard copy information, but the schematic is widely present on the system and is simple to follow. This is definitely a rail system in a developing country - no swish, bright, cleansed modernity here. But it is welcoming, charismatic, and effective. What more can you ask!

