To support daily mobility, Pekanbaru residents prefer to use private vehicles. 20% of the population uses public transportation buses, 30% uses private cars, 45% uses private motorbikes, and 5% uses bicycles and prefers to walk. In 2009, there was a BRT service that Trans Metro Pekanbaru managed. However, the bus operation was limited because the demand was very low. Therefore, due to the high number of private vehicles and motorbikes, it is not surprising that the city of Pekanbaru is experiencing congestion and air pollution.

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1 Transportation Agency of Pekanbaru, 2021
2 Environment agency of Pekanbaru city, 2021
In 2021, Trans Metro Pekanbaru Bus users account for the second largest users after private motorbikes and private cars, from the total trips. City dwellers, such as company employees, students, and the most vulnerable residents rely heavily on buses for daily utility trips. Compared to men, women use buses more often with more diversified travel options. Trans Metro bus users travel evenly, especially in the morning when they go to work, and in the afternoon when they come home from work. Buses are the main transportation option for people aged 18-25 years. Thus, buses are the main choice for students and people with low and middle incomes, in supporting their daily activities.
The Pekanbaru City Government has the authority in terms of ownership, operation and maintenance of the Trans Metro Pekanbaru buses which have been granted from the Ministry of Transportation. All operational costs arising from the service activities of the Pekanbaru Trans Metro are borne by the Pekanbaru City Government. In terms of operating and collecting fees/tariffs for the service, the Pekanbaru City Transportation established the BLUD UPT Management of the Trans Pekanbaru, where every month, all service activities are reported to the Pekanbaru City Government. The central government through the Ministry of Transportation provides guidelines and directives on minimum service standards for BRT Bus services as an operational reference for the city of Pekanbaru. By implementing this management business model, the Government as the operator, can directly provide services to the community, without aiming for profit. On the other hand, using this scheme caused lack of competition among the operators to service the community.

4 Based on Accelerating a market transition in Latin America: New business models for electric bus deployment, P4G, Zebra and Dalberg, 2020
OPPORTUNITIES AND CHALLENGES FOR ADOPTION OF E–BUS FLEETS

Opportunities

• The city of Pekanbaru is committed to supporting the Central Government’s target of realizing 100% electric buses in 2045 in every city of Indonesia.

• Today, the city of Pekanbaru has collaborated with private parties in compiling various studies on public transportation and electric buses, and conducting a study on the conversion of conventional buses to electric buses.

• The Central Government strongly supports the initiative of all cities wishing to adopt electric mobility, including converting conventional buses to electric buses.

Challenges

• The challenge faced by Pekanbaru city are related to the lack of local financing capabilities to support this activity.

• Pekanbaru city is still unable to make transportation sector the main economic activity because it is still focused on financing poverty alleviation pursuits, such as health services and improving the quality of education.

• Pekanbaru City does not have adequate human resource capacity as of now.

• There is an absence of private investments which can be helpful in supporting transition from conventional buses to electric buses.

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Disclaimer

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About the TUMI E-Bus Mission

Funded by the German Ministry for Economic Cooperation and Development (BMZ), a core group of organizations supports cities in their transition toward electric bus deployment. For more information please contact: tumi-network@iclei.org or visit https://sustainablility.iclei.org/tumi-ebus-mission-2/