Mobility in Bogor is currently still dominated by private vehicles, especially motorbikes, where public vehicles only contribute around 33% to GHG emissions. Public transportation is dominated by Angkot, a mode of public transport with a predetermined route, which currently has service coverage of up to 80% of the area. However, Angkot routes concentrate towards the city center, so currently rerouting and reducing the use of Angkot is in process. This is followed by conversion 3 – 1 and conversion 2 – 1, based on the Structure Reform of the Angkot Public Transport, carried out by the Bogor Transport Agency. The Structure Reform follows several indicators, namely, rerouting, formation of legal entities, compensation/subsidies and adjustment and relocation of street vendors (PKL). Since 2021, Trans Pakuan has been operating in collaboration with Jabodetabek Transportation Management Agency (BPTJ). Moreover, the city also has a Sustainable Transportation Development Program listed in the regional development plan and has also tested electric buses in collaboration with the private sector.

1 Survey BPTJ, 2019
The Trans Pakuan bus is widely used by the residents of Bogor for work, mostly by residents aged 27 – 45 years. That means that the majority of buses are usually full when leaving and returning from work. The bus users are also mostly women as men are captive motorbike users. Most of the passengers in public transport belong to the lower middle income group and use buses to destinations within a distance of up to 7 km.
**Existing Business Model**

**Model A:** Vertically integrated, private operator in BRT/integrated system

**Model B:** Divided responsibilities in BRT/integrated system

**Model C:** Large, more formal, private operator in traditional service

**Model D:** Small, informal, private operator in traditional service

**Model E:** Government-run system

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The Trans Pakuan, a municipality-owned entreprise (BMUD), is a company that operates and manages the public BRT in the city of Bogor. The public BRT is supported by the national government in a contractual framework which is renewed each year. Currently, the BRT is in trial phase and free for public. Later, the national government and the Trans Pakuan will adjust the fare system for the BRT. The local government regulates and manages bus routes, bus stops, operational and bus specifications.

Mini-bus (Angkot) is a privately owned 8-seat passenger vehicle, which is owned by multiple mini-bus Angkot operators called Angkot Association. Mini-bus Angkot association is allowed to operate at the certain registered routes and collectively self-regulate by managing its own routes and schedules. Angkot operators require a license for the operations from the Bogor city government and are regulated by the Bogor city transport agency.

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2 Based on Accelerating a market transition in Latin America: New business models for electric bus deployment, P4G, Zebra and Dalberg, 2020
Opportunities

- The national government has set a target that all cities/districts use 100% electricity-based public transportation by 2045. This has become the main opportunity for the local government to accelerate the transition towards e-bus deployment.
- Bogor has committed to deploying e-buses, as indicated in its medium-term development plan with the Sustainable Transportation Development Program.
- Currently, the local government is revising the regulation related to transportation by adding the use of alternative energy for the public transportation. Moreover, an e-bus trial was conducted in collaboration with the private sector, and checking the feasibility of implementing e-buses in Bogor is underway.

Challenges

- Limited budget of the local government to deploy e-buses and their infrastructure, such as charging stations remains one of the main challenges in Bogor, as it needs high investment upfront.
- Limited understanding and knowledge of e-bus operations amongst local government and bus operators is an added challenge for Bogor to deploy e-buses.
- No clear guideline or policy regarding the transition to e-buses limits local government to take the necessary steps forward. Moreover, currently the city of Bogor is focusing on reducing the number of Angkot because of the large number of routes overlapping in Bogor’s city centre.