

Jakarta Mass Rapid Transit Phase 1, CP103 and CP104/CP105 (Obayashi Corporation, Shimizu Corporation)

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Members: 35 persons (Obayashi Corporation 17 persons, Shimizu Corporation 18 persons)

The population growth in the Jakarta metropolitan area as a whole has been remarkable, and the accompanying demand for transportation such as commuting has been increasing. At the same time, more than 90% of commuters in the Jakarta metropolitan area depend on road traffic, and the resulting traffic congestion is said to be the worst in the world, causing enormous economic losses. As a solution to this situation, discussions continued on the need for Mass Rapid Transit (MRT), and in 2009 the government agreed to implement the Jakarta MRT North-South Line with Official Development Assistance Loans from Japan. In 2012, Obayashi Corporation and Shimizu Corporation formed a project team including local companies as part of the first phase of the project and were awarded the 3 contract packages. After overcoming many difficulties, they were able to successfully deliver the project to the Employer in March 2019.

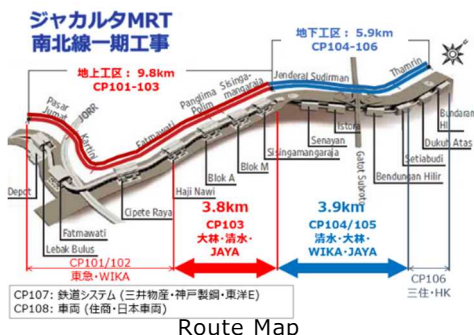
This project consists of an elevated section of 3.8 km constructed by the span-by-span erection method and an underground section of 3.9 km constructed by the shield tunneling method. With 4 elevated stations and 4 underground stations, the total length of the railway is 7.7 km, making it the first urban Mass Rapid Transit project designed and constructed all by Japanese technologies.

Commercial operation started on March 24, 2019, making a major contribution to the improvement of traffic conditions in the central part of the Jakarta metropolitan area. The number of passengers using the line has reached 100,000 a day recently, and Jakarta residents are pleased that the line can transport them on time within 30 minutes, compared to the previous travel time of more than 2 hours.

In addition, from the viewpoint of Transportation-Oriented Development (TOD), new shops have been opened mainly around the stations, and the urban redevelopments surrounding the stations are expected in the future as well. Thus, this project greatly contributes to the development of Jakarta City.

Following the success of this project, the second phase of the project has already started, and the East-West Line is also planned. It is expected that the urban Mass Rapid Transit network in Jakarta will be enhanced in the future.

These excellent achievement and potential developments mentioned above deserve this award for the international contribution.



Route Map



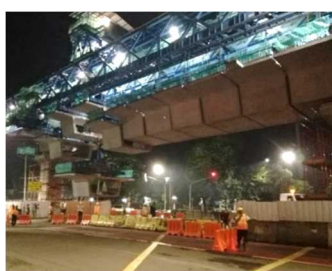
Shield Tunnel



Acceptance of Interns



Public Transportation Oriented Development (TOD)



Span-by-Span Erection Method



Welcome to the Opening Ceremony (greeting from the president)