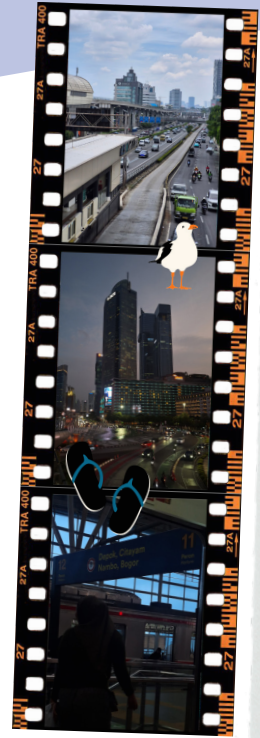


Fagri Hafizh



Fagri is an aspiring transport planner based in Jakarta, Indonesia. With a background in civil engineering and a deep interest in sustainable urban mobility, Fagri has actively contributed to various transport planning initiatives focused on inclusivity and accessibility. He has been involved in multiple urban communities discussing equitable transportation futures and has gained hands-on experience through a government internship, supporting data-driven decisions in public transport policy. He aspires to shape transport systems that are just, accessible, and responsive to local needs.



Jakarta, Indonesia



Transport systems can be considered inclusive only if..

... it ensures safety, accessible, and affordable mobility for everyone, regardless of gender, age, or disability. Inclusive transportation means designing transportation infrastructure must be accommodates the needs of women, children, the elderly, and the people with disabilities. This includes such as wheelchair-friendly sidewalk, step-free access to public transport, clear signage in multiple type, including braille and audio announcements.

Moreover, inclusivity in transport goes beyond physical infrastructure, it also requires policies that protect marginalized groups. This means enforcing strict regulations against harassment in public transport, increasing security in the public transport and transport stops. Additionally, affordability plays a crucial role; subsidized fares and free or discounted ticket for low-income individuals, students, and seniors can make transport more equitable.

If I was in power of our transport systems, the first thing I would do is...

... prioritize making public transportation safer and more accessible for everyone, especially women and people with disabilities. I would

also focus on expanding accessibility across the entire city and its suburbs, particularly in areas that currently lack regular bus services, such as median toll roads, villages, and other underserved locations. I would implement policies to improve security at transit stops, develop dedicated pedestrian and cycling lanes, and ensure that fares remain affordable for all. Additionally, I would push for the digitalization of transportation to enhance efficiency and accessibility, such as real-time transit tracking applications that help passengers plan their journeys more conveniently.

How does the current transport situation in your city influence your work?

In my city and many parts of Indonesia, the biggest challenge for public transportation is that the system is either nonexistent or severely underdeveloped. Many areas lack even the most basic infrastructure for public transit, such as no dedicated bus lanes, no proper bus stops, and even schedules are often unreliable. Even where public transport exists, it is usually overshadowed by private vehicle dominance, leading to congestion, pollution, and unsafe road conditions, especially for pedestrians and cyclists.

Principle #1 Equitable and Climate-Friendly Access

Principle #2 Inclusivity in Transport

Principle #5 Accessible and Climate-Resilient Infrastructure

My work aligns with the Hamburg Charter Principles!

My work aligns with these principles by advocating for fair, inclusive, and sustainable transport systems. I firmly believe that access to safe, reliable, and affordable transportation is a fundamental right, not a privilege. That is why I am committed to pushing for policies that integrate social equity into transport development, ensuring that infrastructure is not only technically efficient but also accessible to marginalized communities. In many cities, including those in Indonesia, transport planning often overlooks the needs of vulnerable groups, reinforcing inequality rather than addressing it. By prioritizing accessibility, safety, and affordability, my work contributes to shaping a future where public transportation truly serves everyone, regardless of their background or economic status.



Women often feel unsafe due to poor lighting and lack of security measures at bus stops. Young people struggle with unreliable services, making it difficult to depend on public transit for school or work. Persons with disabilities struggle with infrastructure are not designed to accommodate them.

These challenges deeply influence my work, especially youth work, as they highlight the urgent needs for transport planning that prioritizes accessibility and equity. It is clear that government has not placed public transport as a priority. Through my work, I must advocate for policies that push for better public transport infrastructure, ensuring that cities become more inclusive and sustainable for everyone.

What's the main challenge that you face in your daily work?

As a final-year student who has not yet officially entered the workforce, one of the main challenges I face is the limited platform to contribute directly to transportation planning and policymaking. While I actively discuss and

share insights about transportation issues on social media and among my peers, the impact remains relatively small. Many young people, especially students, struggle to have their voices heard in formal discussions about urban mobility and infrastructure.

Additionally, in Indonesia, there is still a lack of public awareness about the importance of sustainable and inclusive transport. Many decision-makers and the general public prioritize private vehicles over efficient public transport, making it difficult to push for change. This motivates me to continue engaging in discussions, learning from experts, and advocating for better transport policies, even in small ways.

Why is it important to listen to young people?

Young people bring fresh perspectives and innovative solutions to transport planning, making their voices essential in shaping the future of mobility. In many developed countries, public transport users already experience conveniences such as real-time travel information, comfortable and safe bus

stops, and reliable schedules—things that should be standard everywhere. However, in many cities in Indonesia, these basic elements are either missing or poorly implemented. Public transportation is often unreliable, lacks proper infrastructure, and does not provide a comfortable experience for users.

As young professionals and students, we recognize these gaps and aspire to make public transport a service that truly benefits everyone, not just a last resort. We believe that no matter where someone lives, they should have access to a safe, efficient, and inclusive transport system. By listening to young people, decision-makers can incorporate new ideas, adopt modern technologies, and ensure that future transport systems provide the best experience for all.

What would you tell other young people working in the transport field?

To all young people working in the transport field, I encourage you to actively listen to the voices of everyday commuters—especially those who rely on public transportation daily. Their experiences provide valuable insights that should serve as a reference for improving and revitalizing transport systems. Understanding their struggles and needs will help us push for meaningful changes that make public transport more reliable, accessible, and inclusive. It is also crucial to hold policymakers accountable. We must advocate for stronger government commitment to public transportation development, ensuring that necessary improvements are not just discussed but actually implemented. Change will not happen if decision-makers continue to prioritize private vehicle infrastructure over public transit. By uniting our efforts, sharing knowledge, and demanding better policies, we can drive the transformation needed for a more sustainable and equitable transport system—one that truly serves everyone, regardless of their background or location.

