

## **ABSTRACT**

*The train is one kind of mass transportation land comprising mover (locomotive), carriages, and running on rail. Train accident data and its causes are sourced from the Ministry of Transportation in 2011, gives a clear picture that the biggest cause of accidents is falling train / railway ouster. This proves that the activities of maintenance of the infrastructure, especially the railway was not yet maximal.*

*No maximum funding provided by the government led to PT. KAI is conducting maintenance and operation of infrastructure with its own funds. Thus, if a lack of funds in PT. KAI spared the possibility of the activities that will be sacrificed is the cost of maintenance and operation of infrastructure PT KAI. If that's the case then the function becomes less reliable infrastructure and the implementation of safety and security of rail transport is at stake.*

*Entered into a contract with a party who is an expert for the maintenance of infrastructure, particularly for the maintenance of the railroad tracks, can be used as an alternative to the PT. KAI (Persero) to reduce maintenance costs.*

*As for the costs to be modeled by PT. KAI when doing maintenance contracts, namely: maintenance, preventive maintenance and corrective maintenance; inspection fees, costs of risk*

*The cost of maintenance contracts for the year 2014 was Rp 3.509.185.2073, maintenance contract costs for 2015 is Rp 3,725,799,680, contract maintenance fee for 2016 is Rp 3,965,315,216, contract maintenance costs for the year 2017 was Rp 4,168,318,169, and maintenance contract costs for the year 2018 was Rp 4,340,121,781.*

*Keywords: maintenance, preventive maintenance, corrective maintenance costs, costs of inspection; risk costs, contract costs.*