



Worshop Transforming Building and Transport Sectors through Nationally
Appropriate Mitigation Actions
Manila, Mei 2015



Policy and Namas Sutri



Background

Greenhouse Gas Emissions of Transportation

The transport sector in Indonesia emitted 25% of all energy-related emissions in 2010 (91% in road transport).

Challenges of urban transport: Rapid motorization leads to air pollution, decreasing life quality (congestion, noise, road safety), comprising economic development

Core problem: There is no structure to technically and financially support local governments in developing sustainable transport systems.



Objective of NAMA SUTRI:

To establish a national urban transport program by providing technical and financial support for sustainable urban transport policies and projects.

ACTION PLANS TO REDUCE CO₂ EMISSIONS IN TRANSPORT SECTOR



ENERGY AND TRANSPORT

EMISSION REDUCTION BY NATIONAL SUPPORT (26%)	0,038 (Giga Ton)
EMISSION REDUCTION BY INTERNATIONAL SUPPORT (41%)	0,056 (Giga Ton)

POLICY

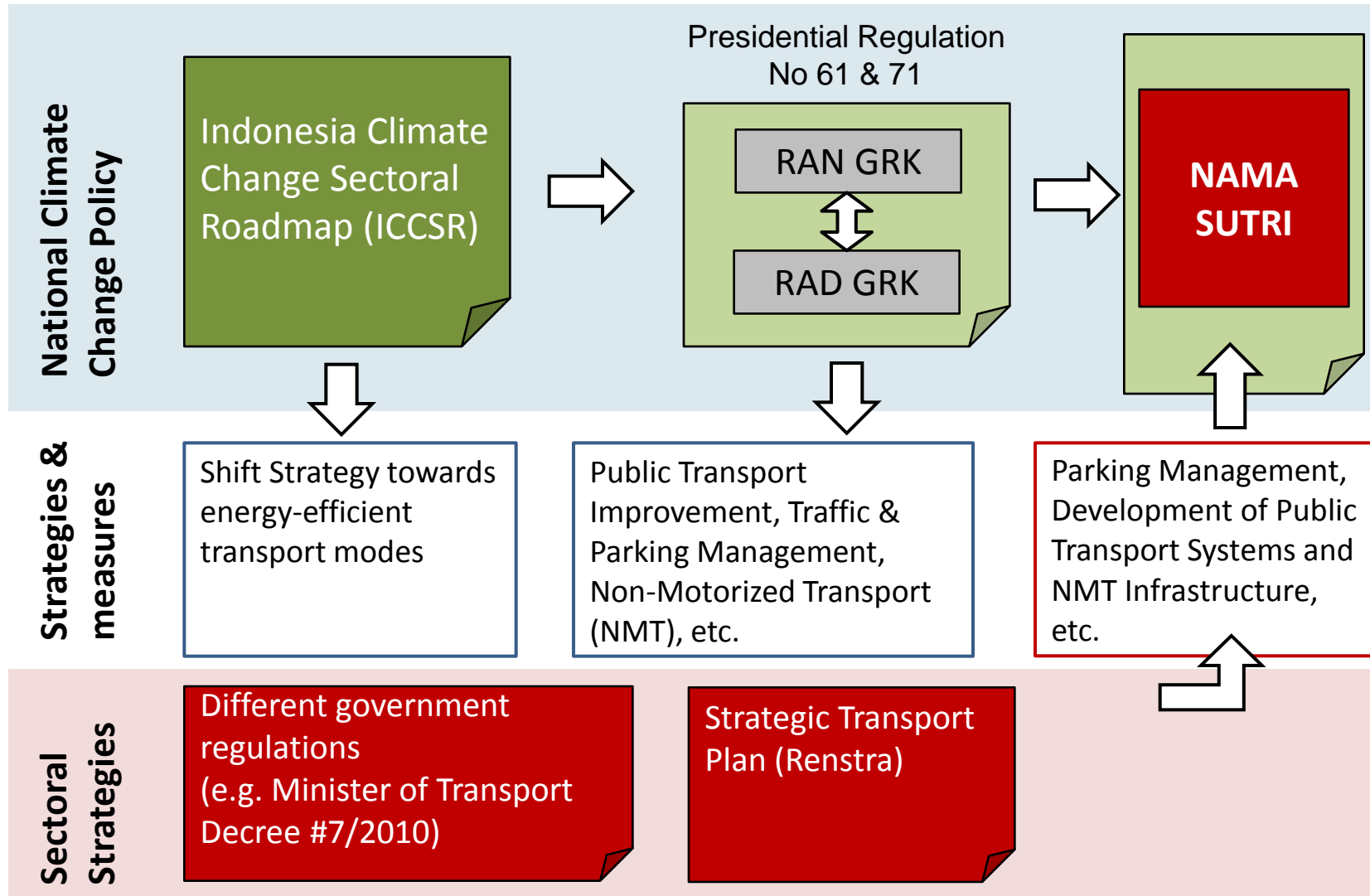
1. Improve Energy Endurance to Reduce CO₂ Emission
2. Low Emission Transportation System Development
3. Sustainable Transportation Development

STRATEGY

1. Support fuel - saving technology
2. Increase Renewable Energy usage
3. Fuel swittching Usage
4. Clean energy technology usage
5. Avoid-Shift-Improve



Linkage with National Policies



2015-2019 TARGET



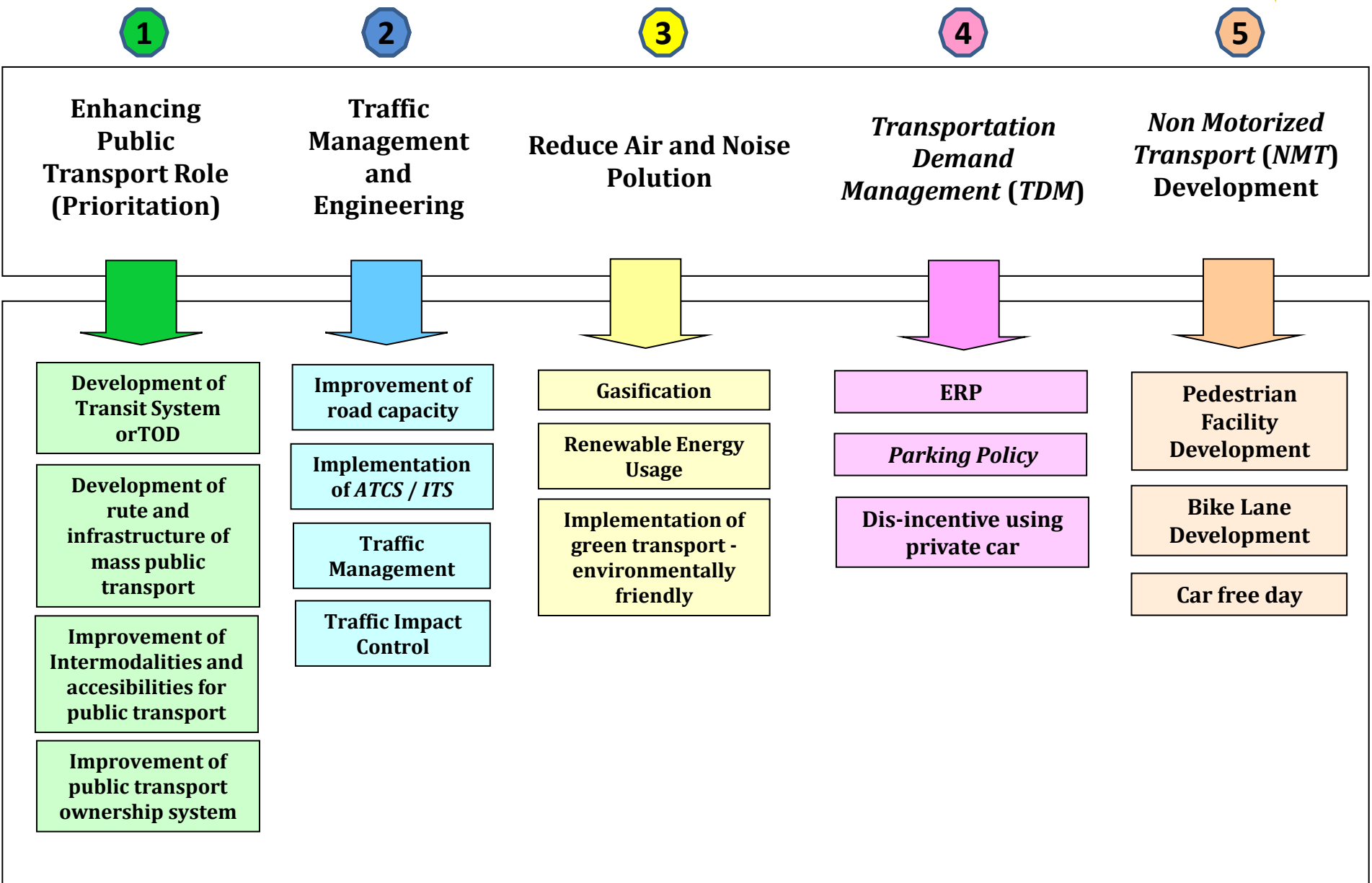
Strengthening National Connectivity

- 1 • Increasing CAPACITY OF FACILITIES AND INFRASTRUCTURE transport and integration of multimodal and intermodal transport system
- 2 • Increasing SERVICE PERFORMANCE and national transport industry
- 3 • Increasing SAFETY AND SECURITY transport service
- 4 • Decreasing Green House Gas EMISSIONS in transport sector.
- 5 • Providing TRANSPORTATION services for all layers

URBAN TRANSPORTATION DEVELOPMENT

- 1 • Increasing urban transport services
- 2 • Improving THE PERFORMANCE OF TRAFFIC Urban road
- 3 • IMPROVING INFORMATION TECHNOLOGY APPLICATIONS and urban transportation management system scheme

5 Main Pillars Sustainable Transport Policy (Push – Pull Policies)





URBAN TRANSPORT DEVELOPMENT

MRT DEVELOPMENT :

- MRT Jakarta (Utara –Selatan dan Barat - Timur)
- Monorail dan Tram Surabaya
- Monorail Bandung

Segment	Period
Pondok Jati – Rajawali Station	2014-2015
Pondok Jati – Manggarai	2015-2016
Rajawali – Kampung Bandan	2015-2016
Manggarai – Tanah Abang – Kampung Bandan	2015-2018

URBAN RAILWAY DEVELOPMENT IN 9 CITIES:
Medan, Palembang, Jakarta, Bandung, Semarang,
Yogyakarta, Surabaya, Denpasar, dan Makasar.

BRT COMPONENT DEVELOPMENT

Special Bus Lane Development
Bus Procurement
Halte Development
Control system Development / ATCS
Urban Transport Subsidize

BRT DEVELOPMENT IN 29 CITIES

Medan, Pekanbaru, Batam, Padang, Palembang,
Bandung, Jakarta, Bogor, Semarang, Yogyakarta,
Solo, Pontianak, Samarinda, Balikpapan, Makassar,
Gorontalo dan Ambon.



Scope of the project

The Sustainable Urban Transport Program (NAMA SUTRI) addresses urban transport with specific focus on passenger transport.

The following technologies of urban transport are foreseen:

- Public Transport system improvements (system reform, network, management, operation)
- Investment in energy efficient vehicles (buses)
- Investment in infrastructure (e.g. bus stops, pedestrian infrastructure, parking meters)
- Integrated planning, parking management, informal bus-system / private vehicle regulation

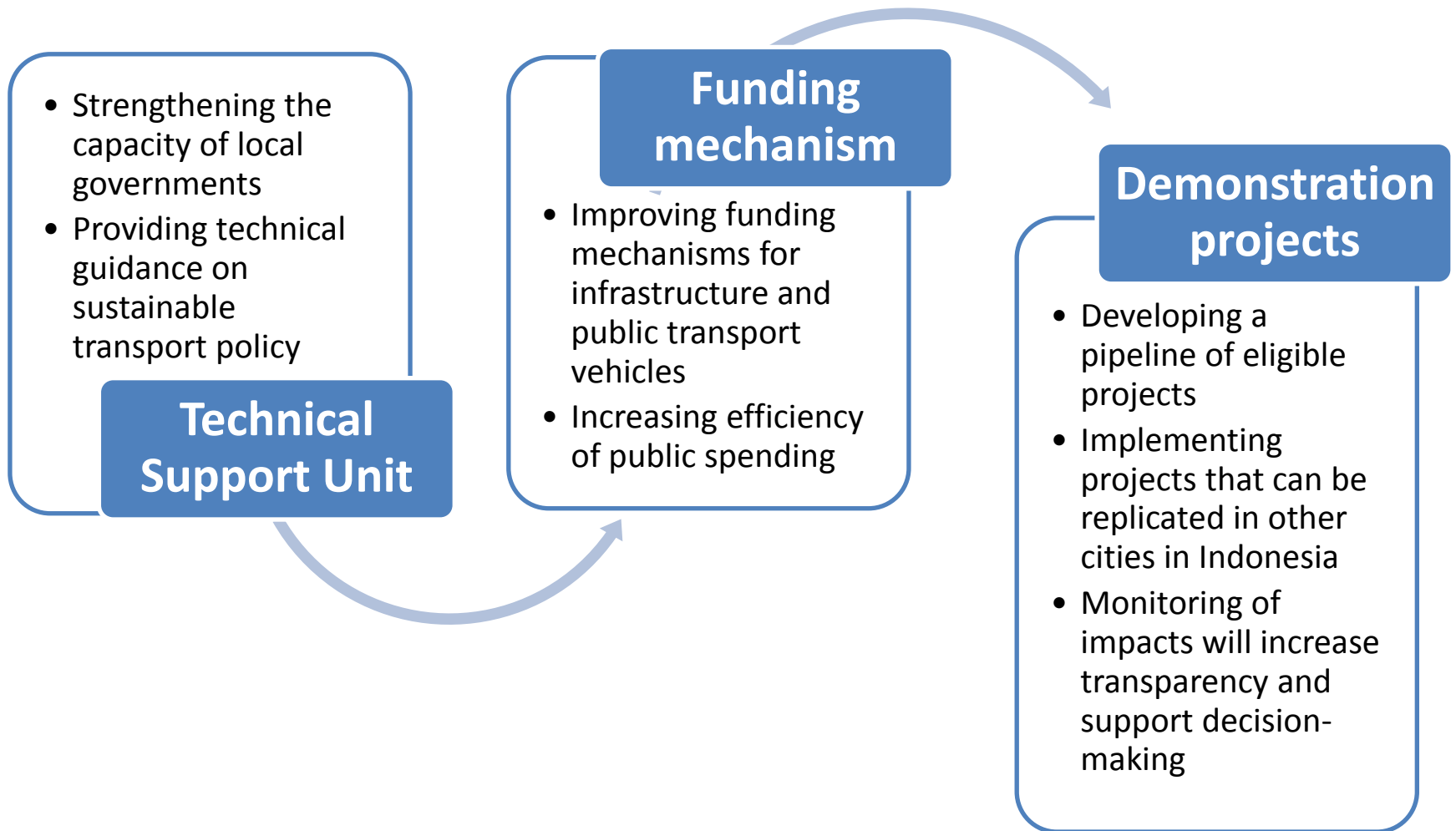
Cities for pilot phase (2015-2019)

- Medan
- Palembang
- Bogor
- Batam
- Solo
- Yogyakarta
- Manado



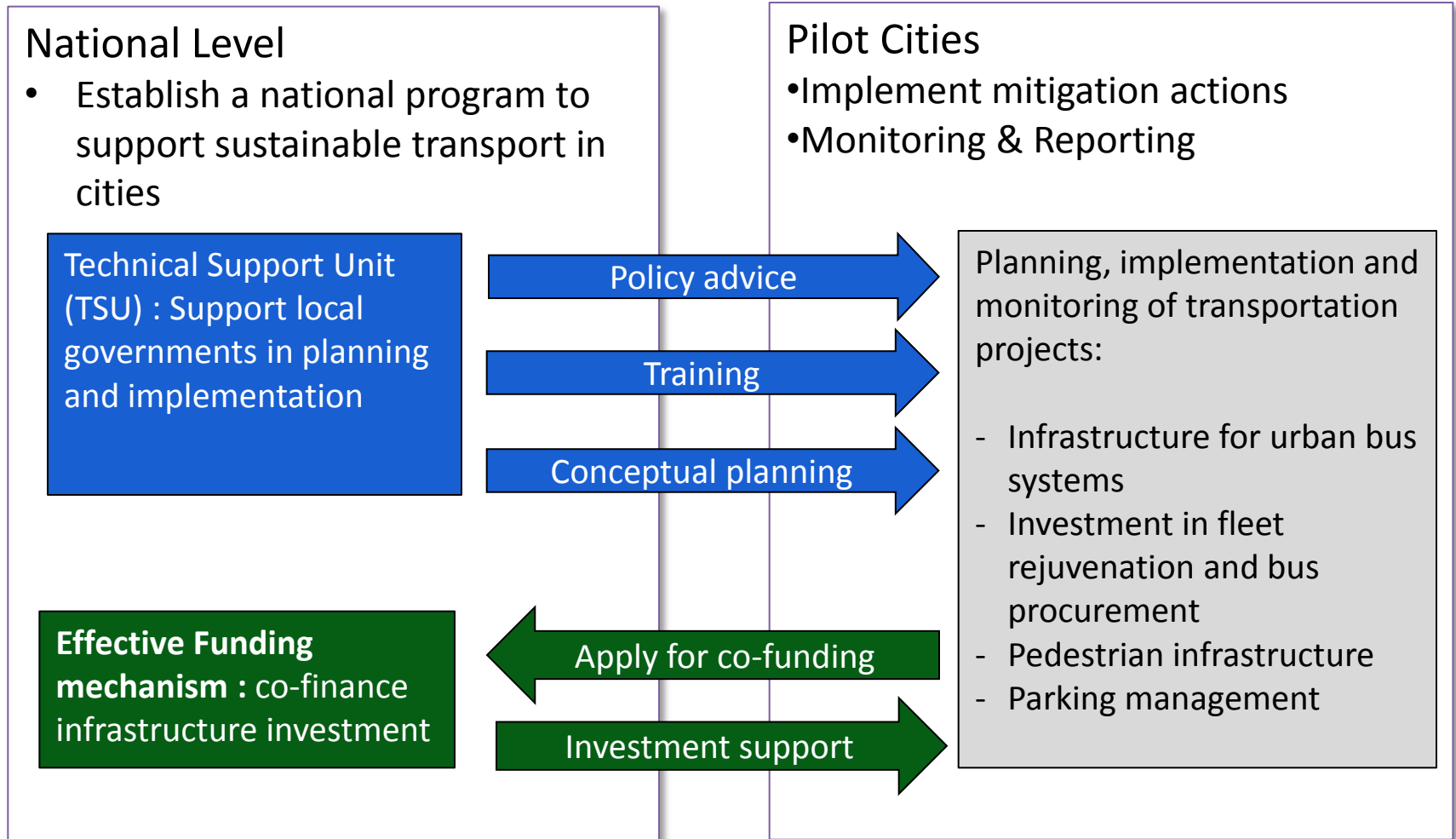


Strategic Approach





Project Concept





Impacts of NAMA SUTRI

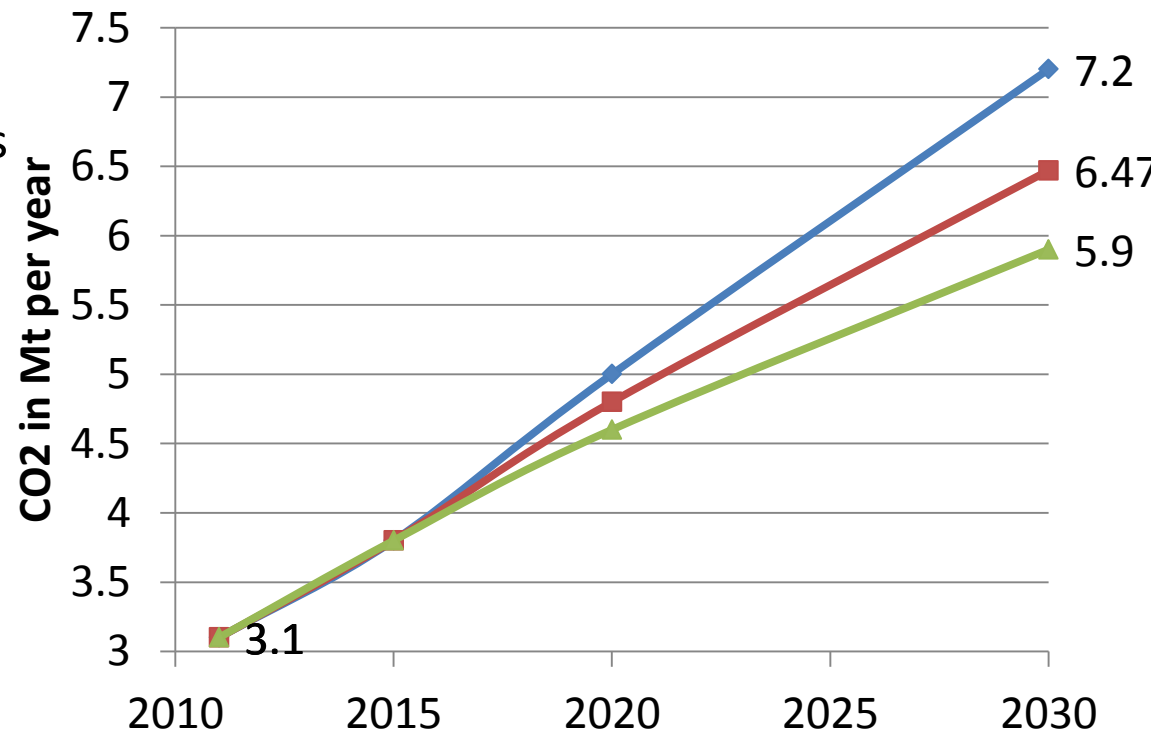
Transformation of urban transport policy towards a low-emission pathway through improved use of public funding will lead to

- Increased budget allocation by central and local governments
- Mobilization of private sector investments

GHG mitigation of NAMA SUTRI

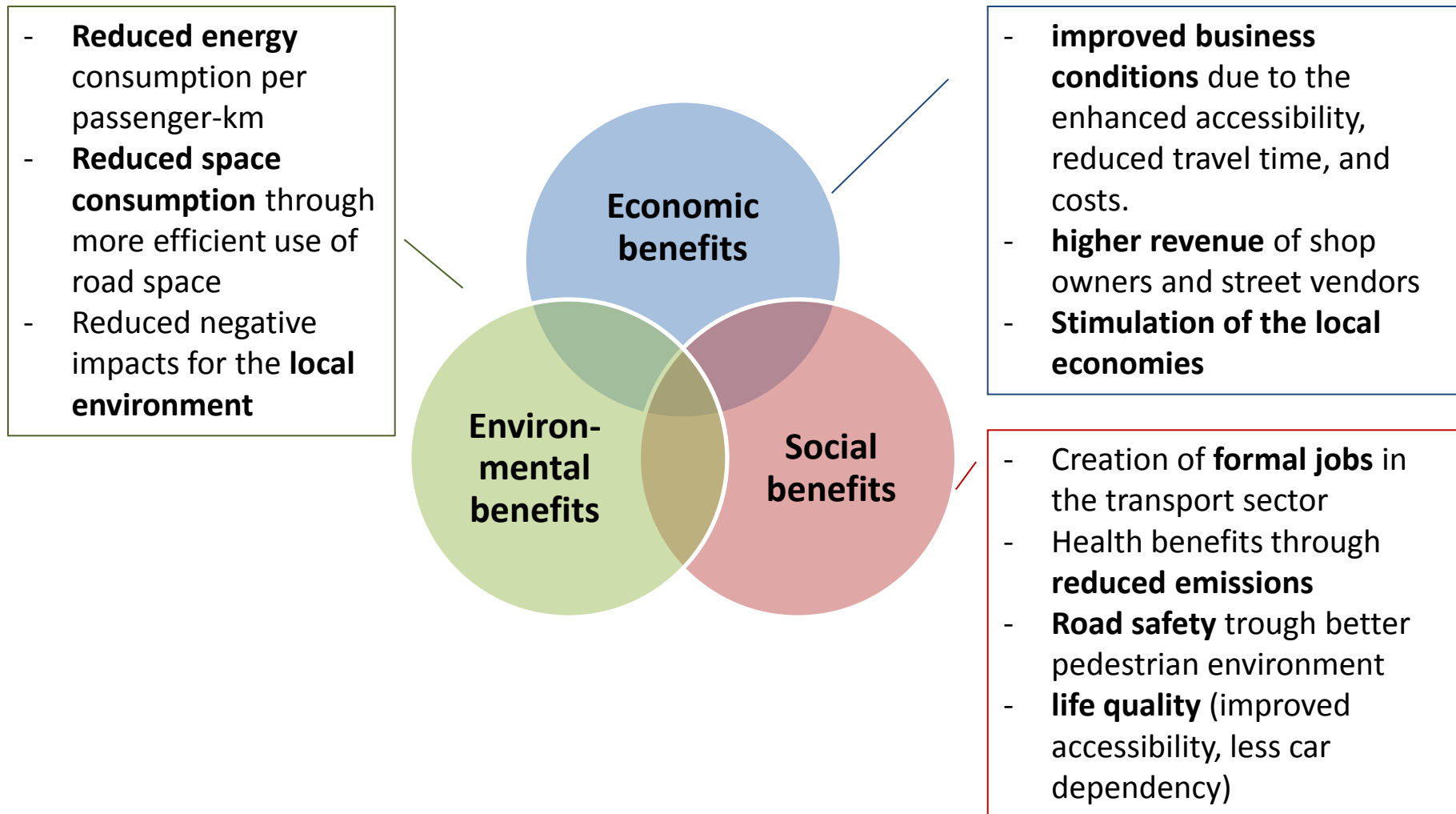
Co-benefits

- Less travel time for PT users
- improved local air quality
- better road safety
- enhanced physical activity
- Reduced car- and fuel dependency
- Improved conditions for economic development



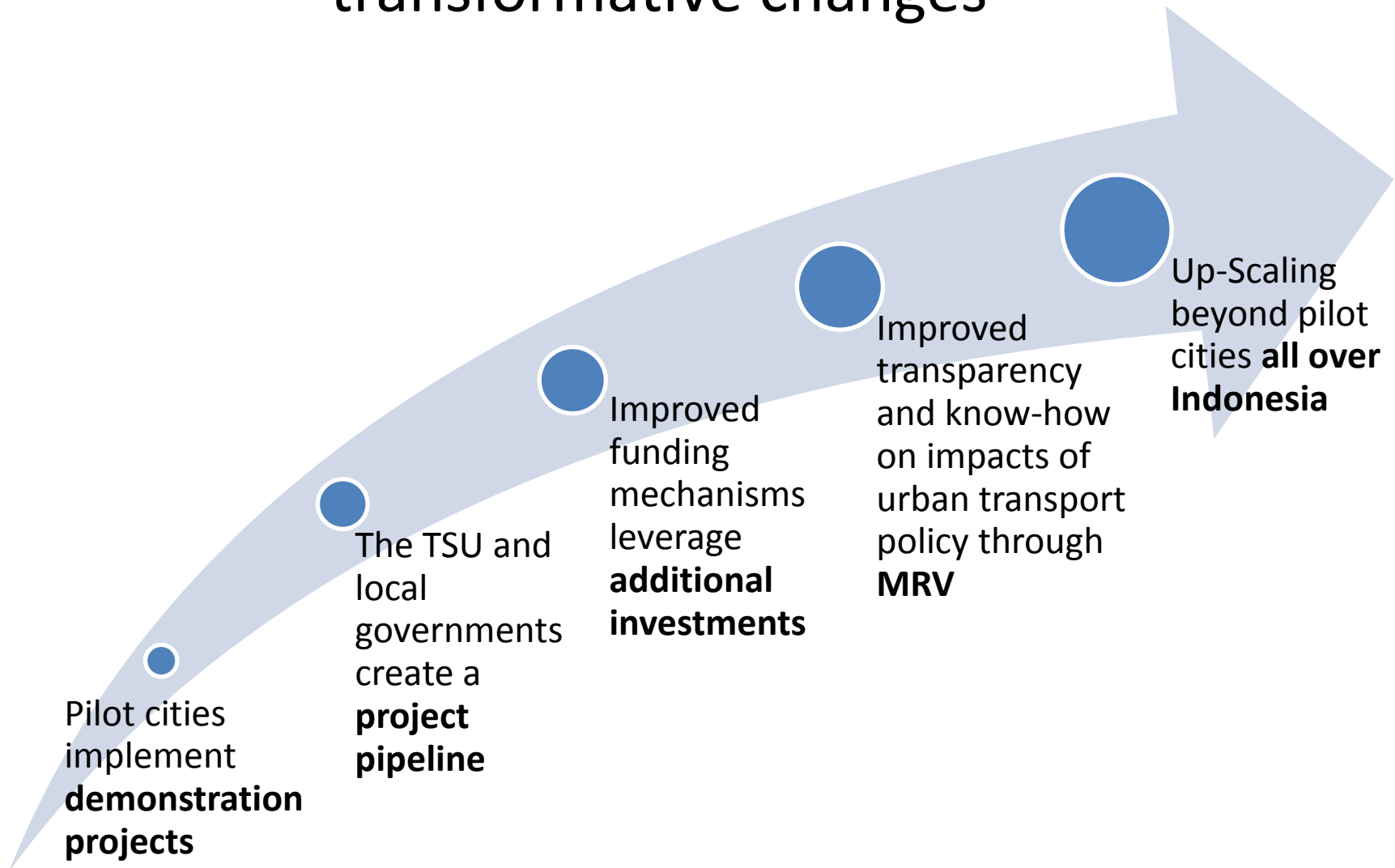


Development Benefits



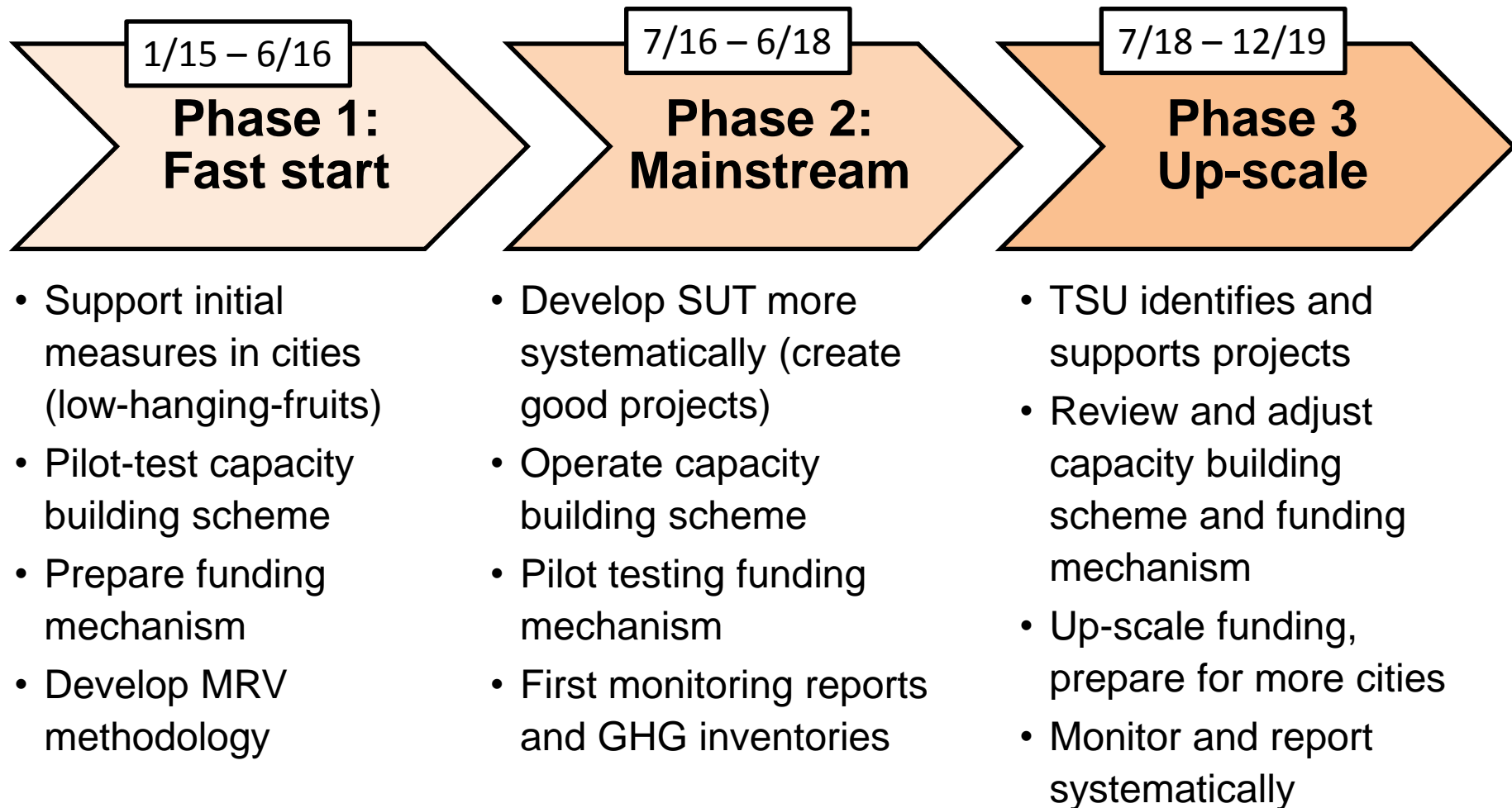


Upscaling potential and transformative changes





Project Implementation Schedule





MRV Concept

MRV of the Sustainable Urban Transport Program (NAMA SUTRI) includes MRV of implementation (progress indicators), MRV of co-benefits, MRV of support and MRV of emission reduction.

- MRV of implementation progress : carried out by the implementing organisations: MoT, ICCTF, GIZ and the local governments. Progress indicator will be monitored in an annual report to the Ministry of Environment and to the donors
- MRV of co-benefits and MRV of emission reduction : monitored through urban transport data collection to demonstrate the impact of NAMA SUTRI and will be used to validate the assumptions made on emission reductions.
- The support received for the implementation of NAMA SUTRI: monitored by the Indonesian Climate Change Trust Fund (ICCTF) which is channeling international funding. Further assistance through technical support and technology transfer will be monitored within the national government structure
- The process of verification will be further defined in the near future by the National Planning Authority BAPPENAS who is coordinating climate change activities in Indonesia

Local Planning Program



Medan		Batam		Manado	
1.	Traffic Management	1.	Land transport comprehensive study	1.	ASPOL (Angkot-Shuttle-Parking-Toll)
	<ul style="list-style-type: none"> Install ATCS in wider area 		<ul style="list-style-type: none"> Comprehensive transportation study and survey 		<ul style="list-style-type: none"> Park and ride facility
	<ul style="list-style-type: none"> Upscale ATCS to ITS 		<ul style="list-style-type: none"> Public transport and freight network system planning 		<ul style="list-style-type: none"> Provide shuttle
	<ul style="list-style-type: none"> Construct fly over and underpass 		<ul style="list-style-type: none"> Traffic management and engineering 		<ul style="list-style-type: none"> Toll system
2.	Public Transport	2.	Public Transport Revitalization	2.	Public Transport reform
	<ul style="list-style-type: none"> Implementing BRT 		<ul style="list-style-type: none"> Route and network restructuring 		<ul style="list-style-type: none"> Route management
			<ul style="list-style-type: none"> Angkot rejuvenation 		<ul style="list-style-type: none"> Rejuvenation
			<ul style="list-style-type: none"> Smart driving training 		<ul style="list-style-type: none"> Training on operation and management
3.	Non Motorized Transport	3.	BRT reform	3.	Freight management
	<ul style="list-style-type: none"> Pedestrian development 		<ul style="list-style-type: none"> Revitalize existing BRT 		<ul style="list-style-type: none"> Develop dry port
	<ul style="list-style-type: none"> Bicycle lane development 		<ul style="list-style-type: none"> Additional bus and corridor 		<ul style="list-style-type: none"> Supply chain infrastructure system
			<ul style="list-style-type: none"> E-ticketing 		<ul style="list-style-type: none"> Supply chain infrastructure system
			<ul style="list-style-type: none"> Bus priority by ATCS/ITS 		
4.	Parking Management	4.	Traffic management and engineering		
	<ul style="list-style-type: none"> Parking space in train station 		<ul style="list-style-type: none"> Intersection redesign 		
	<ul style="list-style-type: none"> Off street parking management 		<ul style="list-style-type: none"> Pedestrian and bicycle lane development 		
	<ul style="list-style-type: none"> Off street parking management 		<ul style="list-style-type: none"> Freight transport operation management 		
		5.	Parking Management		
			<ul style="list-style-type: none"> CO2 labeling 		
			<ul style="list-style-type: none"> Parking zone 		



Pilot City : Batam



Pedestrian facility around Nagoya Area



Potential NMT corridor in Nagoya Area



Trans Batam Conditions



On street parking on commercial area in Nagoya



Pilot City : Manado



Pedestrian movement in Zero Point area



Mikrolet on Jalan Sam Ratulangi



Pedestrian facility

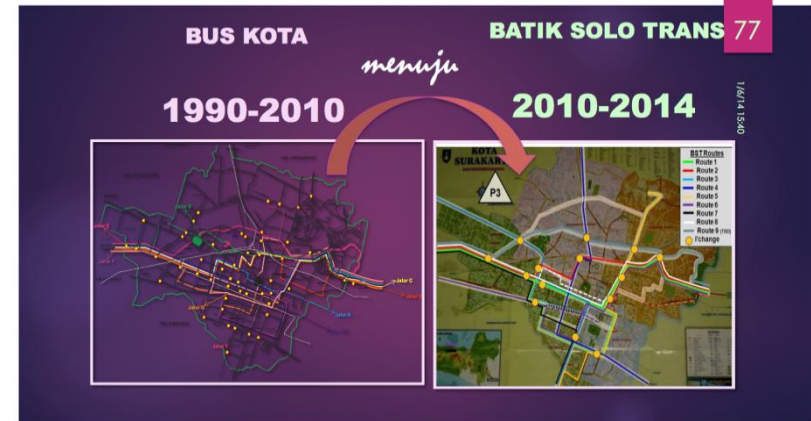
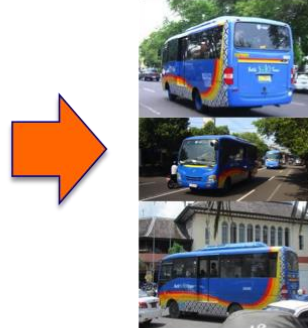


Pilot City : Solo

BUS KOTA



BATIK SOLO TRANS



BUS KOTA **BATIK SOLO TRANS** 79

menuju

1990-2010 **2010-2015**

RUTE TRAYEK	PO	BUS	RUTE TRAYEK	BADAN HUKUM	BUS
16	16	214	8	2 PERUM DAMRI & PT BST	215





Thank you for your attention

MOT INDONESIA