

MOT Indonesia

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





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

2015-2019 TARGET



Strengthening National Connectivity

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

URBAN TRANSPORTATION DEVELOPMENT

• Increasing urban transport services

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- Improving THE PERFORMANCE OF TRAFFIC Urban road
- 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



URBAN RAILWAY DEVELOPMENT IN 9 CITIES:

Medan, Palembang, Jakarta, Bandung, Semarang, Yogyakarta, Surabaya, Denpasar, dan Makasar.

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

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

- Solo
- Palembang
- Yogyakarta

Manado

- Bogor
- Batam

Jay Singapore Koching Nau Veri Padang Janda Veri Janda Veri Singahar Ver





Strategic Approach

- Strengthening the capacity of local governments
- Providing technical guidance on sustainable transport policy

Technical Support Unit Funding mechanism

- Improving funding mechanisms for infrastructure and public transport vehicles
- Increasing efficiency of public spending

Demonstration projects

- Developing a pipeline of eligible projects
- Implementing projects that can be replicated in other cities in Indonesia
- Monitoring of impacts will increase transparency and support decisionmaking



Project Concept





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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 investmen 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

- Reduced energy consumption per passenger-km
- Reduced space consumption through more efficient use of road space
- Reduced negative impacts for the local environment



- improved business conditions due to the enhanced accessibility, reduced travel time, and costs.
- higher revenue of shop owners and street vendors
- Stimulation of the local economies
- Creation of formal jobs in the transport sector
- Health benefits through reduced emissions
- Road safety trough better pedestrian environment
- life quality (improved accessibility, less car dependency)

Upscaling potential and transformative changes



Pilot cities implement demonstration projects

Improved funding mechanisms leverage additional investments Improved transparency and know-how on impacts of urban transport policy through **MRV** Up-Scaling beyond pilot cities all over Indonesia



Project Implementation Schedule





7/16 - 6/18

 Support initial measures in cities (low-hanging-fruits)

- Pilot-test capacity building scheme
- Prepare funding mechanism
- Develop MRV methodology

- Develop SUT more systematically (create good projects)
- Operate capacity building scheme
- Pilot testing funding mechanism
- First monitoring reports and GHG inventories

 TSU identifies and supports projects

7/18 - 12/19

Phase 3

Up-scale

- Review and adjust capacity building scheme and funding mechanism
- Up-scale funding, prepare for more cities
- Monitor and report systematically



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



Me	edan	Bai	tam	Ma	anado
1.	Traffic Management	1.	Land transport comprehensive study	1.	ASPOL (Angkot-Shuttle-Parking-Toll)
	Install ATCS in wider area		 Comprehensive transportation study and survey 		• Park and ride facility
	Upscale ATCS to ITS		 Public transport and freight network system planning 		Provide shuttle
	Construct fly over and underpass		 Traffic management and engineering 		Toll system
2.	Public Transport	2.	Public Transport Revitalization	2.	Public Transport reform
	Implementing BRT		Route and network restructuring		Route management
			Angkot rejuvenation		Rejuvenation
			Smart driving training		Training on operation and management
3.	Non Motorized Transport	3.	BRT reform	3.	Freight management
	Pedestrian development		Revitalize existing BRT		Develop dry port
	Bicycle lane development		Additional bus and corridor		Supply chain infrastructure system
			E-ticketing		Supply chain infrastructure system
			Bus priority by ATCS/ITS		
4.	Parking Management	4.	Traffic management and engineering		
	• Parking space in train station		Intersection redesign		
	Off street parking management		 Pedestrian and bicycle lane development 		
	Off street parking management		 Freight transport operation management 		
		5.	Parking Management		
		-	CO2 labeling		
			Parking zone		
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Pilot City : Batam



Pedestrian facility around Nagoya Area



Trans Batam Conditions



Potential NMT corridor in Nagoya Area



On street parking on commercial area in Nagoya



Pilot City : Manado





Mikrolet on Jalan Sam Ratulangi

Pedestrian movement in Zero Point area



Pedestrian facility



Pilot City : Solo



BATIK SOLO TRANS

BUS KOTA













Thank you for your attention

MOT INDONESIA