



## NAMA Seeking Support for Implementation

A.1 Party Republic of Indonesia

A.2 Title of Mitigation Action Sustainable Urban Transport Initiative

A.3 Description of mitigation action This Programme promotes sustainable urban transport in Indonesian Cities by implementing and monitoring measures in order to halt the increasing motorisation and reduce externalities of transportation. The pilot phase will start with the implementation of low-carbon mobility plans in three cities (Medan, Menado, Batam) as well as supporting activities on national level that aim at upscaling the policies of the pilot phase to more Indonesian cities. The NAMA covers the following activities:

At national level, development of a Policy Framework for Sustainable, Low-carbon Urban Transport, comprising a regulatory framework, co-financing of local measures, capacity building, practical guidelines for local planning, and overall MRV of the actions.

At the local or provincial level, development, implementation and MRV of Comprehensive Urban Low-carbon Mobility Plans. The sustainable transport policies covered include a tailor-made mix of 'push' and 'pull' measures for each city, including high quality public transport, non-motorised transport, parking management, traffic management, spatial planning, alternative fuels and vehicle efficiency.

The preparation of the NAMA is ongoing and further details will be added during the next months.

A.4 Sector  Energy supply  Transport and its Infrastructure  
 Residential and Commercial buildings  Industry  
 Agriculture  Forestry  
 Waste management

A.5 Technology  Bioenergy  Cleaner Fuels  
 Energy Efficiency  Geothermal energy  
 Hydropower  Solar energy  
 Wind energy  Ocean energy  
 Carbon Capture and Storage  Other Transport policies & measures

A.6 Type of action  National/ Sectoral goal  
 Strategy  
 National/Sectoral policy or program  
 Project: Investment in machinery  
 Project: Investment in infrastructure  
 Other: Local Governments involvement



## B National Implementing Entity

B.1 Name Ministry of Transportation Indonesia (MoT)

B.2.1 Contact Person Mr. Wendy Aritenang

B.2.2 Address Staf Ahli Menteri Perhubungan, Jl Medan Merdeka Barat No. 8, Jakarta Pusat 10110, Indonesia

B.2.3 Phone +62811997391

B.2.4 Email aritenangwendy@yahoo.com

B.3.1 Contact Person Mr Harry Boediarto  
(alternative Contact Person 1)

B.3.2 Address Kepala Pusat PPKJT Kementerian Perhubungan, Jl Medan Merdeka Barat No. 8, Jakarta Pusat 10110, Indonesia

B.3.3 Phone +6281382121938

B.3.4 Email haiboediarto@gmail.com

B.4.1 Contact Person Mr Djoko Sasono  
(alternative Contact Person 2)

B.4.2 Address Direktur BSTP, DitJen HubDar, Kementerian Perhubungan, Jl Medan Merdeka Barat No. 8, Jakarta Pusat 10110, Indonesia

B.4.3 Phone +628128348677

B.4.4 Email djokosas@dephub.go.id , and, djokosas@gmail.com

## C. Expected timeframe for the implementation of the mitigation action

C.1 Number of years for completion 8

C.2 Expected start year of implementation 2013

D.1 Used Currency million US\$

## E Cost

E.1 Estimated full cost of implementation 400 million USD to 800 million USD

E.2 Estimated incremental cost of implementation 0.00

## F Support required for the implementation of the mitigation action

F.1.1 Amount of financial support 300.00

### F.1.2 Type of required financial support

- |  |   |
|--|---|
| <input type="checkbox"/> Loan (sovereign)  | <input type="checkbox"/> Loan (Private)                     |
| <input type="checkbox"/> Concessional loan | <input type="checkbox"/> Debt Swap                          |
| <input checked="" type="checkbox"/> Grant  | <input type="checkbox"/> Equity                             |
| <input type="checkbox"/> Guarantee         | <input type="checkbox"/> Carbon finance                     |
| <input checked="" type="checkbox"/> FDI    | <input type="checkbox"/> Others:<Pls enter Other text here> |

F.1.3 Comments on Financial Support The required amount of financial support is still an indicative figure, it can not be accurately determined



at this state of the process. The design of the local mitigation plans is ongoing and more accurate financing figures will be available by mid 2013.

F.2.1 Amount of Technological Support 20.00

F.2.2 Comments on Technological Support Development of transport models for emission monitoring, promotion of efficient vehicles, alternative fuels such as CNG, LPG, biofuels or electric vehicles, intelligent transport systems, gas converters, catalytic converters.

F.3.1 Amount of capacity building support 10.00  \$ (Dollars)  
 man/hours

F.3.2 Type of required capacity building support  Institutional development  
 Human capital  
 Systemic (policies, legislative, regulatory, etc)

F.3.3 Comments on Capacity Building Support Capacity building is required for sound transport planning and integration, for operation and management, for surveys and data management for MRV, and for the development of guidelines. Sharing best practices nationally and internationally is another component. To strengthen the capacity of technical staff and decision makers workshops and trainings are required.

The preparation of the NAMA is supported by the International Climate Initiative (ICI) of the German Ministry for the Environment (BMU). It is envisaged to continue this technical cooperation with the Ministry of Transport and to support local governments in three pilot cities to support the implementation of local mitigation actions. Furthermore the NAMA can benefit from ongoing international support from various donors being active in Indonesian cities.

## G Estimated emission reductions

G.1 Amount 5.00

G.2 Unit MtCO<sub>2</sub>e

G.3 Additional information (e.g. if available, information on the methodological approach followed):

This estimation is based on a top-down calculation using national transport statistics and development prognosis (National Mitigation Action Plan). The implementation of a comprehensive package of policies has a mitigation potential up to 25%. The calculation is based on the assumption that 10% of the urban population benefit from the NAMA and 15% of the emissions will be reduced until 2020 compared to BAU. At the time of submission a study is undertaken to further elaborate emission scenarios for the pilot cities. The estimated costs apply to the pilot phase only.

H.1 Other indicators of implementation Quality, capacity and accessibility of public transport (e.g. ridership, travel speed, information, network coverage, level of service), quality of walking and cycling facilities (km of high quality bicycle lane, modal share, parking management, no of on-street/of-street parking spots, regulation, enforcement), emissions per vehicle and kilometer (to be completed)



### I.1 Other relevant information including benefits for local sustainable development

The sustainable development benefits of this programme are substantial and include contribution to:

**Air quality:** reduction in emissions of air pollutants will at least be comparable to the CO<sub>2</sub> reduction, and can be significantly larger in case alternative fuels are used.

**Accessibility:** the 'avoid' and 'shift' measures will significantly reduce congestion and improve accessibility, however for the longer term rebound effects should be taken into account. Therefore fuel price and parking strategies are required to counter such effects.

**Equity:** high quality and affordable public transport and non-motorised transport improve opportunities for poor people to access jobs (reduction in individual costs for transportation).

**Road safety:** the policies proposed may reduce accidents, however this requires careful planning and monitoring, e.g. for safe walking and cycling facilities.

**City livability:** the current transport infrastructure and its use have a substantial negative impact on quality of life due to fragmentation of neighbourhoods, noise and air pollution. The measures in this NAMA will significantly reduce such impacts and improve the living conditions for all city dwellers.

### J Links to National Policies and other NAMAs

**J.1 Relevant National Policies** National Development Plan, National Transport Master Plan (Land, Railways, Maritime, Aviation), RAN-GRK (National Mitigation Actions), RAD-GRK (Local Government Mitigation Actions)