### NAMA Seeking Support for Implementation

<table>
<thead>
<tr>
<th>A.1 Party</th>
<th>Republic of Indonesia</th>
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<tbody>
<tr>
<td>A.2 Title of Mitigation Action</td>
<td>Sustainable Urban Transport Initiative</td>
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<td>A.3 Description of mitigation action</td>
<td>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 activites on national level that aim at upscaling the policies of the pilot phase to more Indonesian cities. The NAMA covers the following activities:</td>
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<td>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.</td>
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<td>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.</td>
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<td>The preparation of the NAMA is ongoing and further details will be added during the next months.</td>
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</table>

#### A.4 Sector
- [ ] Energy supply
- [ ] Residential and Commercial buildings
- [ ] Agriculture
- [ ] Waste management
- [x] Transport and its Infrastructure
- [ ] Industry
- [ ] Forestry

#### A.5 Technology
- [ ] Bioenergy
- [ ] Energy Efficiency
- [x] Hydropower
- [ ] Wind energy
- [ ] Carbon Capture and Storage
- [x] Cleaner Fuels
- [ ] Geothermal energy
- [ ] Solar energy
- [ ] Ocean energy
- [ ] Other: Energy Infrastructure

#### A.6 Type of action
- [ ] National/ Sectoral goal
- [ ] Strategy
- [x] National/Sectoral policy or program
- [ ] Project: Investment in machinery
- [x] Project: Investment in infrastructure
- [x] Other: Local Governments involvement
**B. National Implementing Entity**

**B.1 Name**  Ministry of Transportation Indonesia (MoT)

**B.2.1 Contact Person**  Mr. Wendy Aritenang

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**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**

- [ ] Loan (sovereign)  
- [ ] Loan (Private)  
- [x] Concessional loan  
- [ ] Debt Swap  
- [ ] Grant  
- [ ] Equity  
- [ ] Guarantee  
- [ ] Carbon finance  
- [ ] Debt Swap  
- [ ] 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
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, regulator, 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.

G Estimated emission reductions

G.1 Amount 5.00

G.2 Unit MtCO2e

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/off-street parking spots, regulation, enforcement), emissions per vehicle and kilometer (to be completed).

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.
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 CO2 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)