Sustainable Urban Transport Initiative
Pilot Supported Nationally Appropriate Mitigation Action (NAMA) in Indonesia

Regional workshop on promoting international collaboration to facilitate preparation, submission and implementation of NAMAs
Indonesia’s CO₂ Emission Reduction Targets

Trend of GHG Emissions (Business-As-Usual)

- Domestic: 26%
- With international support: 41%

GHG Emissions

T₀ T₁ Tₙ 2020

year
Emissions in the Transport Sector

CO₂ Emissions from Energy Sector 2005

- Transport, 23%
- Industry, 37%
- Power Plants, 27%
- Household & Commercial, 9%
- Other, 4%

Modal Mix in terms of Energy Consumption 2005

- Road, 90.7%
- Air, 2.4%
- Water, 6.9%
- Rail, 0.0%

Source: Modified from ICCSR, 2010
CO₂ Emissions in Road Transport

Source: Business as Usual Scenario for Road Transport Sector
MoT / BSTP, GTZ SUTIP 2010
What makes a policy a NAMA?
Nationally Appropriate Mitigation Action

Sustainable Transport Policy + Measure CO₂ (MRV) = Transport NAMA

International Support

Developed countries international commitments

International Support

Register
Promotes sustainable urban transport in Indonesian Cities

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
- At the local or provincial level, development, implementation and MRV of Comprehensive Urban Low-carbon Mobility Plans
Transport Supported NAMA: Sustainable Urban Transport Initiative

**RAN-GRK**
Transport policies and measures

**RAD-GRK**
Transport policies and measures

**National urban transport framework**
Guidelines and regulation
Co-financing
Capacity building
Compile data
Approve local plans

**Urban transport**
Comprehensive transport plan
Implementation
Monitoring
Monitoring (MRV)

**Ministry of Transport**
Grand Design
City master plans

**Local government**
Comprehensive transport plan
P+M implementation
Monitoring

Low-carbon planning

National

Provincial / local
Comprehensive Approach to GHG Reduction

AVOID unnecessary trips
REDUCE km

SHIFT modes

IMPROVE vehicles
low carbon fuels
Building up on Indonesia's Climate Change Action Plan (RAN GRK)

Avoid
- Traffic Impact Control (TIC)
- Congestion charge
- Green Logistics

Shift
- NMT Infrastructure
- Parking Management
- ITS
- CNG Switch
- BRT
- Rail Projects
- Shipping

Improve
- Eco ports/airports
- Car labelling
- Eco-Driving Campaign
- Vehicle Tax Emission standard
- RAN GRK
Pilot Cities – Results of a first survey

Vehicle Growth projection 2020
+57%     +137%*    +73%*    +133%*

Indonesia  Manado  Batam  Medan

*based on GDP/capita

* based on GDP/capita
## Results of policy workshop
(Jan 2013, Jakarta)

<table>
<thead>
<tr>
<th></th>
<th>Medan</th>
<th>Batam</th>
<th>Manado</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transport Demand Management</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Public Transport</td>
<td>X</td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Non Motorized Transport</td>
<td>X</td>
<td>X</td>
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</tr>
<tr>
<td>Vehicle Efficiency Standards</td>
<td></td>
<td>X</td>
<td>X</td>
</tr>
<tr>
<td>Traffic Management</td>
<td>X</td>
<td></td>
<td>X</td>
</tr>
<tr>
<td>Campaign</td>
<td></td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

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**Transport Demand Management**

- **Medan**: X
- **Batam**: X
- **Manado**: X

**Public Transport**

- **Medan**: X
- **Batam**: X
- **Manado**: X

**Non Motorized Transport**

- **Medan**: X
- **Batam**: X
- **Manado**: X

**Vehicle Efficiency Standards**

- **Medan**: X
- **Batam**: X
- **Manado**: X

**Traffic Management**

- **Medan**: X
- **Batam**: 
- **Manado**: X

**Campaign**

- **Medan**: 
- **Batam**: X
- **Manado**: 

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*Results of policy workshop (Jan 2013, Jakarta)*
Next Steps towards implementation

Enabled by International Support

Cooperation Agreement between MoT and Pilot Cities

Definition of Policy Packages

Developing an MRV Concept

Implementation and MRV of Mitigation Actions
Key messages

NAMAs: **Instrument** to access climate finance for the **mitigation** of greenhouse gas emissions.

International Support will be available in terms of **Finance**, **Capacity Development**, **Technology Transfer**.

The Sustainable Urban Transport Programme Indonesia (NAMA SUTRI) builds up on existing transport and climate change action plans.

**SUTRI covers...**

- supporting activities on national level,
- implementation & MRV of sustainable transport measures in cities.

International Support is required in **three pilot cities**: Medan, Batam, Manado

After successful pilot phase **additional cities** can become part of NAMA SUTRI
Terima kasih!
### Local Level Policy Packages

<table>
<thead>
<tr>
<th>Area of Activity</th>
<th>Basic Package</th>
<th>Advanced Package</th>
<th>Deluxe Package</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Minimum requirements</td>
<td>Standard approaches</td>
<td>Premium low carbon approaches</td>
</tr>
<tr>
<td>1. Make roads people friendly</td>
<td>• side walks</td>
<td>• pedestrian and bicycle short cuts</td>
<td>• Public bicycle scheme</td>
</tr>
<tr>
<td></td>
<td>• reduce barriers</td>
<td>• Diverse street environment</td>
<td>• Shared space concepts</td>
</tr>
<tr>
<td></td>
<td>• speed limits</td>
<td>• Trees along roads</td>
<td></td>
</tr>
<tr>
<td></td>
<td>• bicycle lanes</td>
<td>• Separated networks for bicycles and pedestrians</td>
<td></td>
</tr>
<tr>
<td>2. Manage parking demand</td>
<td>• Prohibit side walk parking</td>
<td>• maximum requirements for parking places for cars</td>
<td>• Reduce/limit number of parking spaces in urban areas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• minimum requirements for parking spaces for bicycles</td>
<td>• Zero parking in new developments</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• Pricing for existing parking places</td>
<td></td>
</tr>
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## Local Level Policy Packages

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| **3. Move to high quality public transit** | • public transit clean and convenient  
• Increase speed through priority signaling | • Integrated ticketing / fares  
• Information / marketing  
• Green procurement of vehicles  
• Bus-only lanes along high-density areas  
• High quality interchange  
• Level boarding, and off-bus/metro fare collection to speed up transit | • Comprehensive bus rapid transit system  
• Urban rail network  
• Full integration of PT and NMT  
• Full integration with land-use |
| **4. Provide inclusive information** | • Information campaigns | • Cooperation with companies  
• Car-sharing  
• Bike-sharing  
• Car free days | • Travel information (Web 2.0) |
| **5. Reap the benefits of technological advancement** | • clean fuels and vehicles | • ITS  
• Green procurement  
• Prioritization of PT and NMT | |
## Local Level Policy Packages

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| 6. Change the role of cars       | • Speed limits  
• Physical car restrictions                                                                 | • Reduce investments for motorized traffic  
• Low emission zones  
• ITS                                                              | • Limitation of access to city centers  
• Congestion charge  
• Advanced city toll                                                      |
| 7. Reinvent mixed-used, high density cities | • Mixed land use                                                                                  | • Land use regulation  
• TOD  
• Green belts                                                        | • Advanced integration of land-use and transport into planning  
• Accessibility of public transit                                      |
| 8. Create/ Live in urban spaces  | • Wide side-walks  
• Pedestrian areas                                                                                           | • Urban greening  
• Diversity  
• Small public places                                                  | • Adapted architecture                                                                                     |