

NS-65 - Sustainable Urban Transport Initiative

Indonesia

NAMA Seeking Support for Implementation

A Overview

A.1 Party	Indonesia
A.2 Title of Mitigation Action	Sustainable Urban Transport Initiative
A.3 Description of mitigation action	<p>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.</p>
A.4 Sector	<input type="checkbox"/> Energy supply <input type="checkbox"/> Residential and Commercial buildings <input type="checkbox"/> Agriculture <input type="checkbox"/> Waste management <input checked="" type="checkbox"/> Transport and its Infrastructure <input type="checkbox"/> Industry <input type="checkbox"/> Forestry <input type="checkbox"/> Other <input type="text"/>
A.5 Technology	<input type="checkbox"/> Bioenergy <input checked="" type="checkbox"/> Energy Efficiency <input type="checkbox"/> Hydropower <input type="checkbox"/> Wind energy <input type="checkbox"/> Carbon Capture and Storage <input type="checkbox"/> Land fill gas collection <input checked="" type="checkbox"/> Cleaner Fuels <input type="checkbox"/> Geothermal energy <input type="checkbox"/> Solar energy <input type="checkbox"/> Ocean energy <input type="checkbox"/> Low till / No till <input checked="" type="checkbox"/> Other <input type="text"/> Transport policies & mea
A.6 Type of action	<input type="checkbox"/> National/ Sectoral goal <input type="checkbox"/> Strategy <input checked="" type="checkbox"/> National/Sectoral policy or program <input type="checkbox"/> Project: Investment in machinery <input checked="" type="checkbox"/> Project: Investment in infrastructure <input type="checkbox"/> Project: Other

A.7 Greenhouse gases covered by the action	<input checked="" type="checkbox"/> Other	Local governments invol
	<input checked="" type="checkbox"/> CO2	<input type="checkbox"/> CH4
	<input type="checkbox"/> N2O	<input type="checkbox"/> HFCs
	<input type="checkbox"/> PFCs	<input type="checkbox"/> SF6
	<input type="checkbox"/> Other	

B National Implementing Entity

B.1.0 Name	Ministry of Transportation Indonesia (MoT)
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B.1.13 Comments	

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 Currency

D.1	Used Currency	AED
		Conversion to USD: 1

E Cost

E.1.1	Estimated full cost of implementation	800000000
E.1.2	Comments on full cost of implementation	400 million USD to 800 million USD
E.2.1	Estimated incremental cost of implementation	
E.2.2	Comments on estimated incremental cost of implementation	

F Support required for the implementation the mitigation action

F.1.1	Amount of Financial support	300000000
F.1.2	Type of required Financial support	<input checked="" type="checkbox"/> Grant <input type="checkbox"/> Loan (sovereign) <input type="checkbox"/> Loan (Private) <input type="checkbox"/> Concessional loan <input type="checkbox"/> Guarantee <input type="checkbox"/> Equity <input type="checkbox"/> Carbon finance
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	20000000

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	10000000
F.3.2 Type of required capacity building support	<input type="checkbox"/> Individual level <input checked="" type="checkbox"/> Institutional level <input checked="" type="checkbox"/> Systemic level <input checked="" type="checkbox"/> Other <input type="text" value="Human capital"/>
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.
F.4 Financial support for implementation required	<input type="checkbox"/>
F.5 Technological support for implementation required	<input type="checkbox"/>
F.6 Capacity Building support for implementation required	<input type="checkbox"/>

G Estimated emission reductions

G.1 Amount	5.00
G.2 Unit	<input type="text" value="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 Other indicators

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 onstreet/ of-street parking spots, regulation, enforcement), emissions per vehicle and kilometer (to be completed)
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I Other relevant information

I.1 Other relevant information including co-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
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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 Relevant National Policies strategies, plans and programmes and/or other mitigation action

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)
J.2 Link to other NAMAs	.

K Attachments

K	Attachments	Title Description
K.1	Attachment description	
K.2	File	<input type="text"/> Browse...

L Support received

L.1 Outside the Registry	
L.2 Within the Registry	Support provided SupportType Amount Comment Date