



Sustainable Urban Transport Programme Indonesia (NAMA SUTRI)

An Overview

giz Deutsche Gesellschaft
für Internationale
Zusammenarbeit (GIZ) GmbH

On behalf of:



Federal Ministry
for the Environment, Nature Conservation,
Building and Nuclear Safety

of the Federal Republic of Germany



Ministry of Transportation
Republic of Indonesia

Motivation and Objective

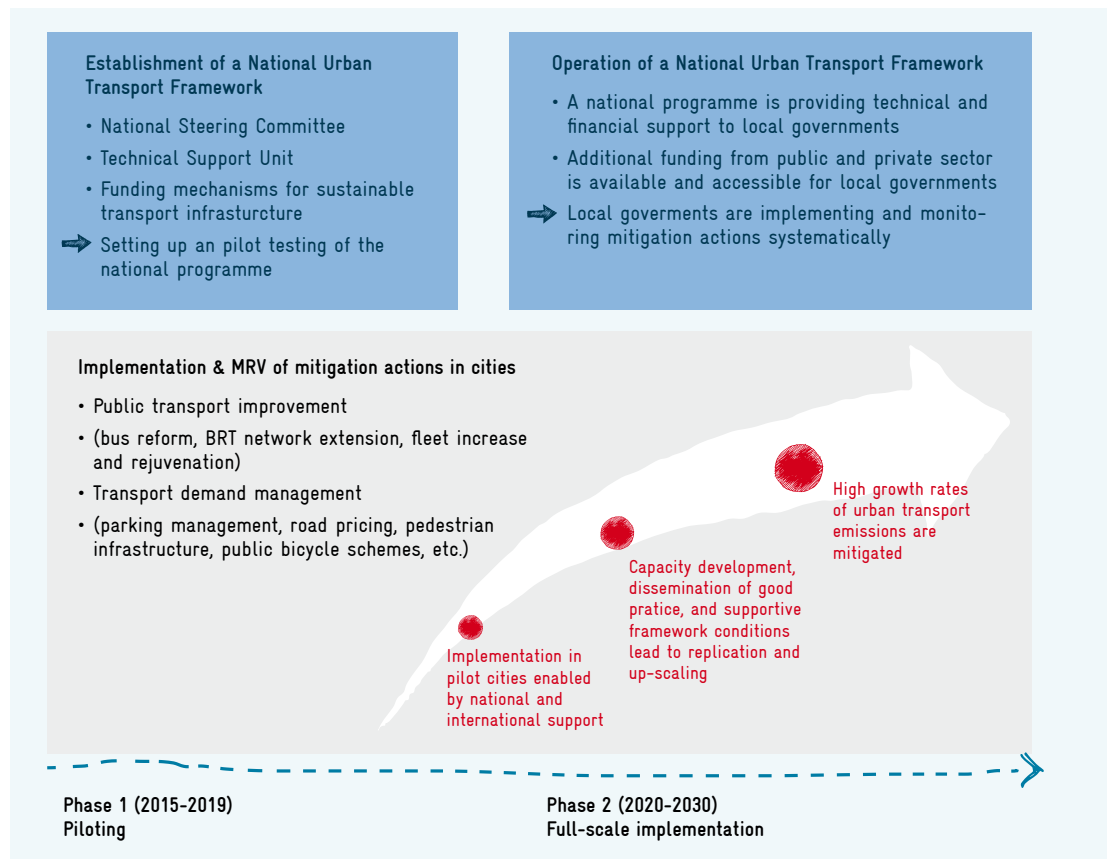
In 2009, the Government of Indonesia committed to a 26% greenhouse gas reduction by 2020 from 'business as usual' baseline levels, and to 41% with international support. Transport is the third largest source of energy-related CO₂ emissions in Indonesia (23%; equivalent to 68 MtCO₂-eq in 2005). Due to strong urbanisation and motorisation trends, transport has become a significant challenge for cities in Indonesia. Its car-oriented development is exacerbating air

pollution, creating massive congestion and decreasing the quality of life. However, most cities lack capacity, policy guidance and access to sufficient financial resources to develop sustainable urban transport systems. NAMA SUTRI as registered with the UNFCCC aims to tackle this challenge by transforming urban transport in Indonesia with a mix of capacity-building and investment measures provided through a national sustainable urban transport programme.

The NAMA at glance

NAMA SUTRI's centrepiece is the establishment of a national sustainable urban transport programme. A NAMA Support Project (NSP) was selected by the NAMA Facility to support the implementation of the pilot phase of the Sustainable Urban Transport Programme Indonesia (NAMA SUTRI). The NSP includes (1) the establishment of a Technical Support Unit at national level that will provide technical guidance and capacity development for local governments, and (2) the development of an effective funding mechanism to co-finance the implementation of public

transport and transport demand management projects. In seven pilot cities, the NSP will develop (3) a project pipeline of eligible demonstration projects and co-finance (4) the implementation of demonstration projects in up to five cities (e.g. bus fleet investment, improvement of public transport corridors, parking management and pedestrian programmes). In order to monitor and increase transparency of the achieved impacts, the NSP will establish (5) an MRV system that initiates systematic monitoring of urban transport development which is urgently needed for effective decision-making.



The NSP will pave the way for a transformational change in urban transport in Indonesia by creating effective ways for public and private investment in urban transport infrastructure and rolling stock, and by demonstrating good practice that can be up-scaled to further cities in Indonesia. GIZ is going to be the delivery organisation to provide the technical and financial assistance for the NSP which will run from 2015-2019.

Type of action	National programme	Type of NAMA	Supported NAMA with unilateral elements
Subsector	Urban passenger transport	Geographical scope	National and subnational elements
National implementing entity	Ministry of Transport, Directorate "Center for Studies of Partnership and Transportation Services" (PKKPJT)		
Timeframe	<ul style="list-style-type: none"> Phase 1: Piloting in 7 cities until 2020 Phase 2: Full-scale implementation in at least 10 cities from 2016 onwards 	GHG mitigation effect and other benefits	Direct impact: 7.2 – 14.1 MtCO ₂ (cumulative 2015-2030) Indirect and direct impact: 18.6 – 73 Mt CO ₂ (cumulative 2020-2030) Equitable access, reducing air pollution and improving the quality of life

The Sustainable Urban Transport Programme (NAMA SUTRI) addresses urban transport with specific focus on passenger transport. The following measures and 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

The pilot phase does not cover large infrastructure investments e.g. rail projects, bridges, or road construction for road network extension. It may cover re-designing road space in urban areas in favour of public transport and non-motorized transport. Furthermore, the pilot phase of NAMA SUTRI does not include freight transportation as well as the development of land and sea ports. The integration of different transport modes and types however will be considered in the design of the demonstration projects. This covers for example bus-corridors to the airport, facilities for the integration of different public transport modes, e.g. rail and bus-systems.

NAMA SUTRI will focus on the following cities during the pilot phase from 2015-2019

- Medan
- Palembang
- Bogor
- Batam
- Solo
- Yogyakarta
- Manado





Yogyakarta, Indonesia; Photocredit: Manfred Breithaupt/2008

Mitigation Potential

The yearly direct mitigation impact of NAMA SUTRI implementation in the pilot cities is expected to reach between 0.7 - 1.8 Mt CO₂ in 2030. Considering that the measures are introduced starting from 2015 and that the CO₂ reduction per year increases linearly, the cumulative CO₂ emission reduction until 2030 accounts for 7.2 - 14.1 Mt CO₂. The indirect mitigation potential of NAMA SUTRI which considers upscaling to further cities is significantly higher but depends on various factors. It is estimated that the annual mitigation impact (including direct and indirect impacts) may range between 3.4 - 13.3 Mt CO₂ per year in 2030 or 18.6 - 73 Mt CO₂ emissions cumulative from 2020-2030.

Estimated range of the direct CO₂ mitigation impact due to NAMA SUTRI in the 5 pilot cities:

	high impact	low impact	Unit
Inhabitants 2030	7,979,000	7,979,000	number of people
Savings in CO ₂ emissions in 2030	1.8	0.9	MtCO ₂ /year
Savings in CO ₂ emissions per inhabitant in 2030	0.221	0.113	tCO ₂ /inhabitant*year
Savings in CO ₂ emissions 2015-2030	14.1	7.2Mt	MtCO ₂

Co-benefits

The NSP creates various co-benefits, including equitable access, reducing air pollution and improving the quality of life. The mitigation impact will be achieved through demonstration projects that encourage passengers to shift from private cars and motorcycles to buses and non-motorised transport and improve the energy efficiency of public transport systems. Further mitigation impacts can be expected though upscaling beyond the pilot cities.

Costs and Financing

The pilot phase of NAMA SUTRI will be implemented with support from the NAMA Facility provided through GIZ as the delivery organisation. GIZ will transfer the support to the Indonesian Government with instruments of technical and financial assistance. 14 million Euros are foreseen to support the implementation of technical and financial support.

Major financial and in-kind contributions far beyond the contribution by the NAMA Facility will be provided by the Indonesian Government from the national state budget as well as from sub-national government budget (pilot cities and the corresponding provinces). Since the selection of mitigation measures to be implemented during the pilot phase is not finalised yet and will continue throughout the pilot phase, the full costs of implementation cannot be determined yet.



Next Steps

- Final approval of the NSP by the NAMA Facility in order to enable the implementation of the pilot phase of the NAMA.
- Once approved, GIZ will provide the technical and financial assistance described above.



Indonesia, Photocredit: Ko Sakamoto/2013

Contact and Further Information

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For further information <http://transport-namas.org/projects/transfer-partner-countries/indonesia/>
and [http://www.transport-namadatabase.org/index.php/Sustainable_Urban_Transport_Initiative_\(SUTRI\)](http://www.transport-namadatabase.org/index.php/Sustainable_Urban_Transport_Initiative_(SUTRI))



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