



Scoping Post 2012 Climate Instruments in the Transport Sector (CITS)

TDM in Jakarta Indonesia as a NAMA

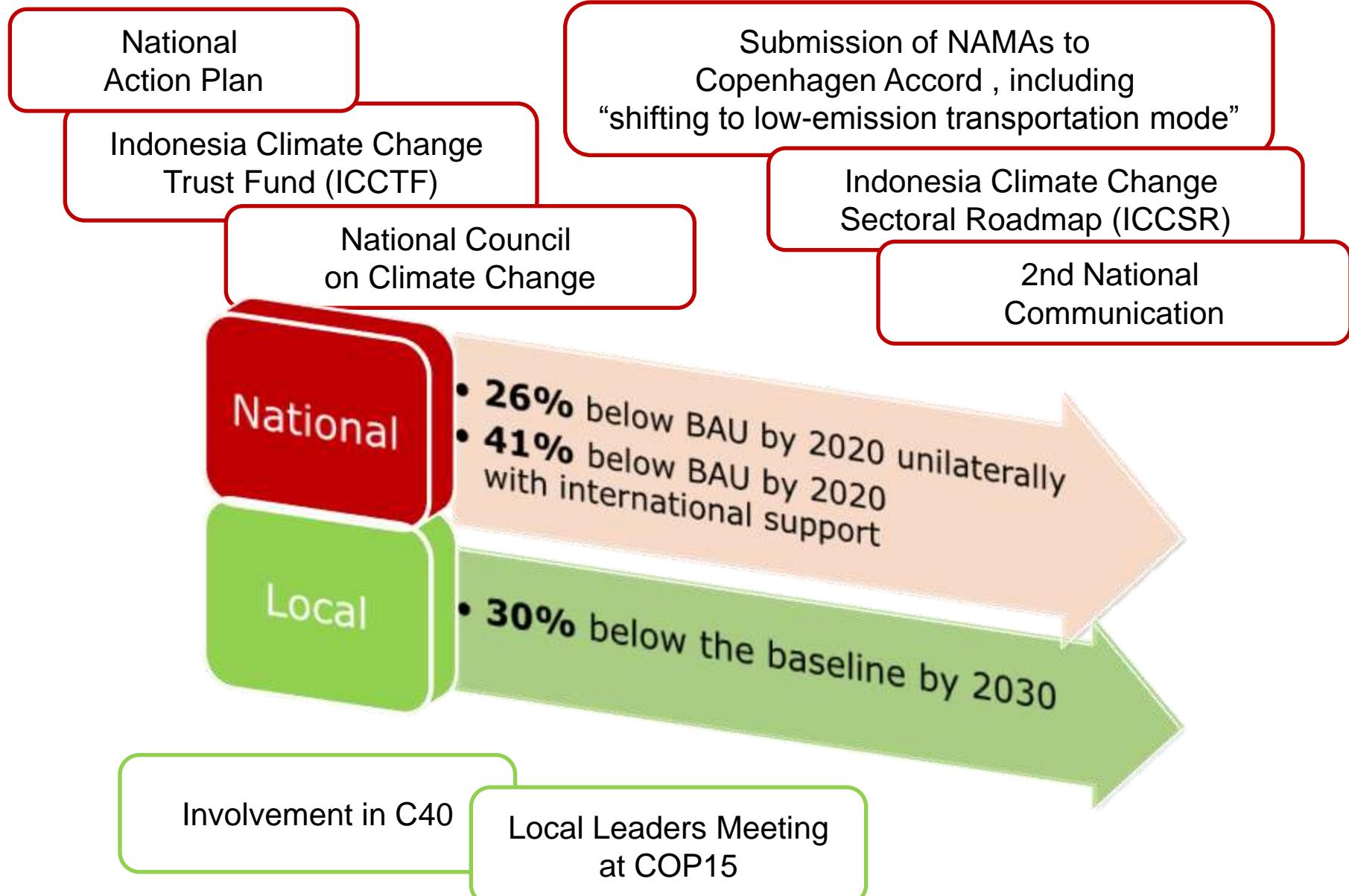
Holger Dalkmann (TRL)

ADB/IDB Side Event: Sustainable Low Carbon Transport
9 June 2010, Bonn, Germany

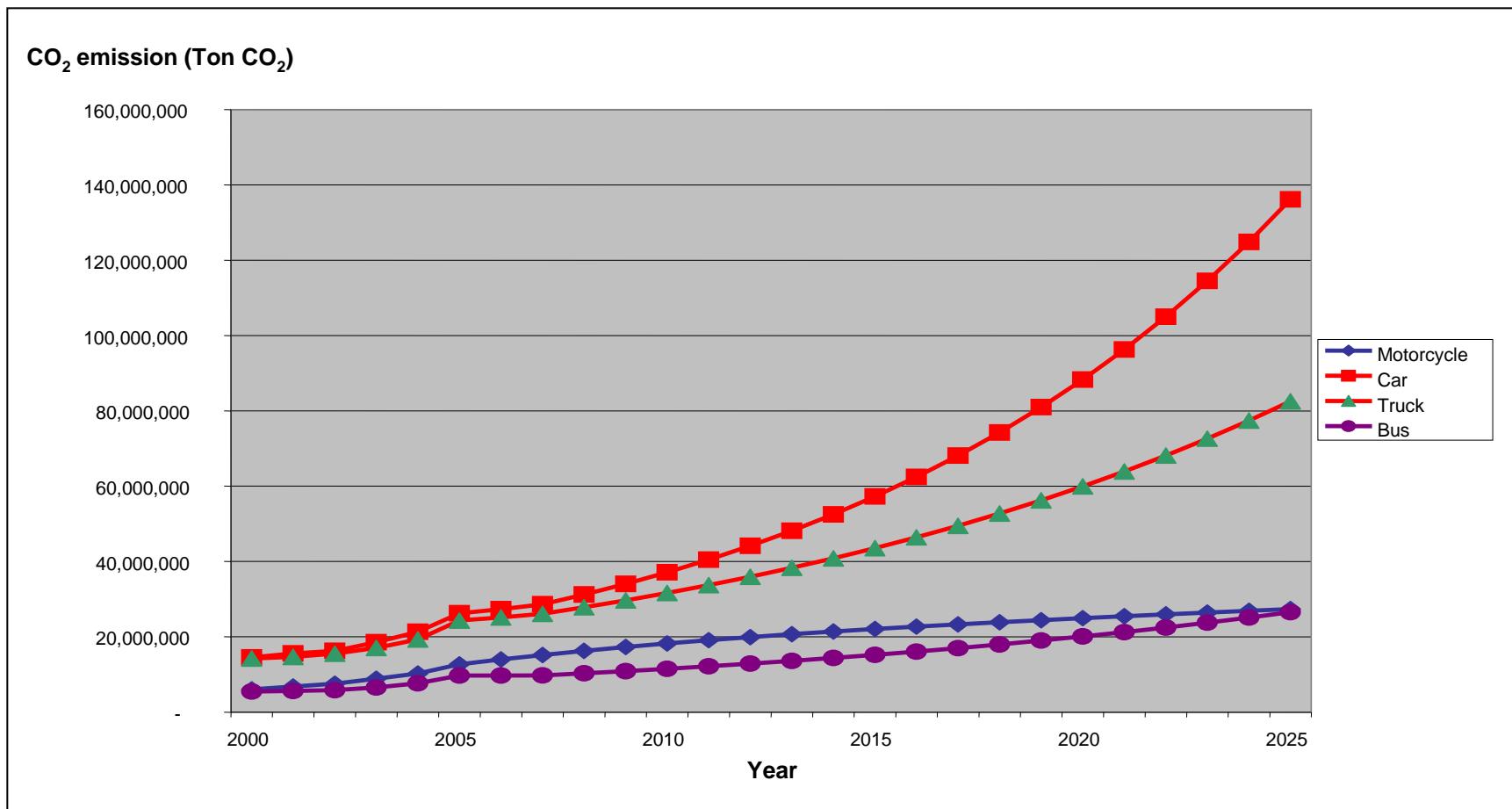


Partnership on Sustainable
Low Carbon Transport

Indonesia: Proactive on climate change



Transport: A challenge for Indonesia



- Indonesia's transport CO₂ rapidly increasing due to motorisation
- Already accounts for 23% of fossil fuel based CO₂ emissions

Transport: A challenge for Indonesia



Photo Copyright: Ko Sakamoto



Photo Copyright: Ko Sakamoto

- Other negative impacts of motorisation (e.g. air pollution, congestion) felt in major cities such as Jakarta

What is being done?

- A network of Bus Rapid Transit (BRT)
- Limiting access to a part of the CBD to cars with 3+ persons

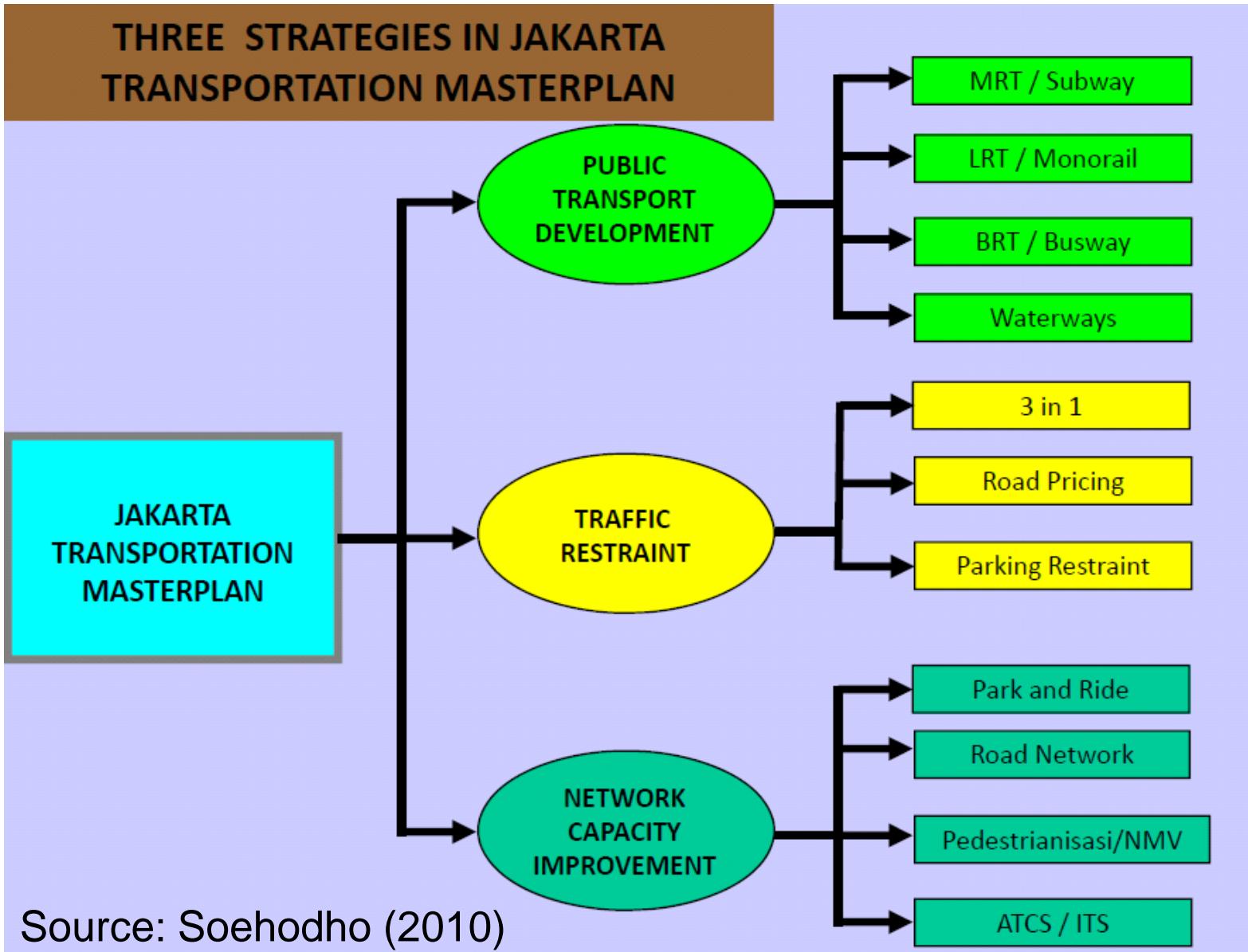


An URBAN TRANSPORT ACTION as a NAMA?

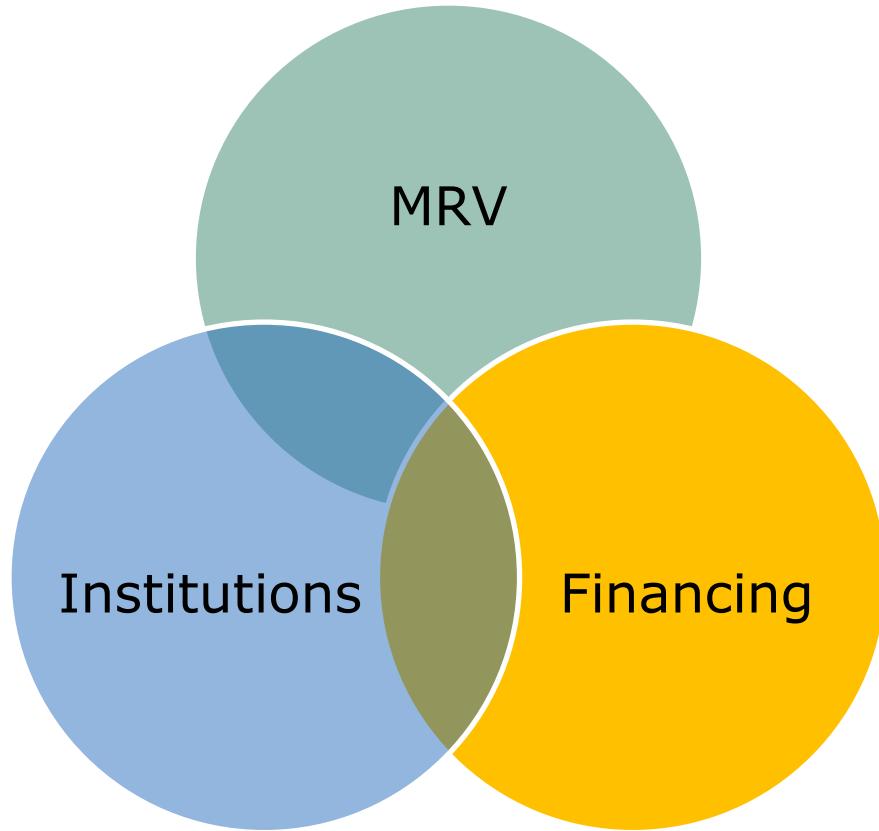
Transport Demand Management as part of a city wide approach:

1. Electronic road pricing (ERP)
2. Parking restraint
3. Further improvement of BRT and other public transport

The NAMA: In support of the Jakarta Transport Masterplan



Application to The NAMA Framework



- Consider the TDM package under 3 NAMA types;
 - Unilateral
 - Supported
 - Tradable

- Assess in particular;
 - MRV of emissions
 - Institutions
 - Financing

MRV

- Rationale for MRV:
 - Accurately estimate efforts to meeting domestic targets (to be developed)
 - A city approach:
 - Consider TDM NAMA as an element of a city-wide approach to measuring mitigation actions, with explicit link to local-level target
 - Methodology:
 - Combine a transport demand model (driven by data from household surveys and traffic counts) with information on vehicle fleet (e.g. emission factors).
 - Cross-check using top-down methods utilising (regional) fuel sales data
 - Barriers to overcome:
 - The lack of and poor quality of data
- >> *Need for capacity building – kick-start funding as an option***

A proposed institutional framework - one of many options

- **Planning and implementation** could fall upon the local level;
 - Overall policy direction set by the Governor/Deputy Governor of Jakarta + Regional Transport Agency (DISHUB)
- The **MRV** of the TDM NAMA could be
 - Coordinated by the Regional Environment Agency (BPLHD) based on a city level GHG inventory
 - Guided by the Ministry of Environment to allow it to be compatible with the national approach.
 - Conducted in close coordination with the Regional Transport Agency, as well as the (National) Ministry of Transportation

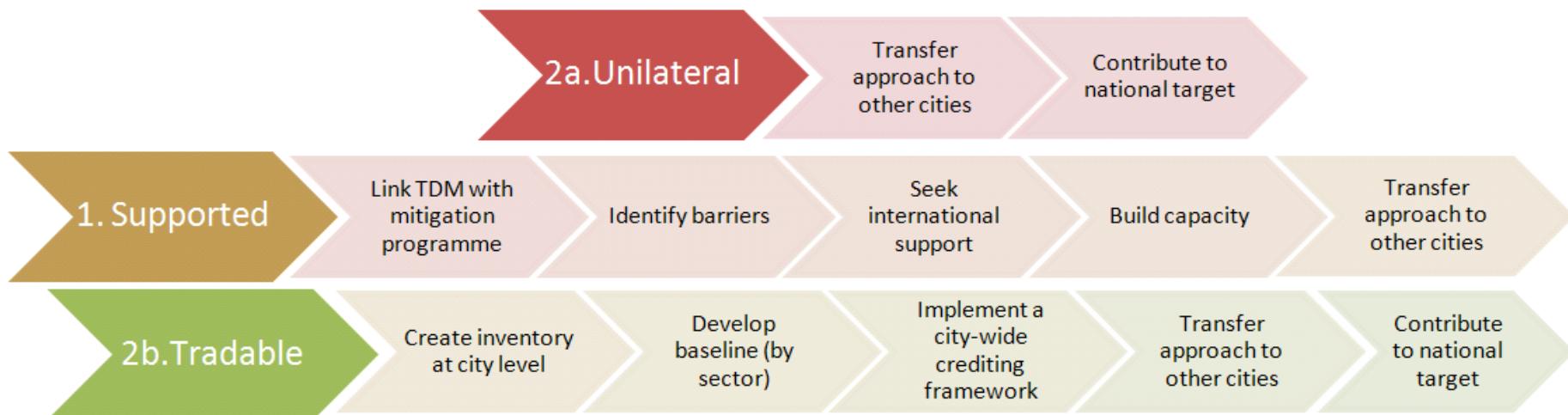
Financing

- TDM measures are generally revenue positive and possess very short payback periods!
- However, international support needed to overcome bottlenecks;
 - The transfer of key technologies (e.g. for ERP),
 - Infrastructure for BRT,
 - Technical assistance, and
 - Capacity building on MRV

Financing arrangement depends heavily on type of NAMA being assumed

- As a unilateral NAMA (3+ years)
 - the majority the financing for TDM is thought to be financed through the general budget of Jakarta.
- **As a supported NAMA; (NOW)**
 - **Financed from UNFCCC mechanism, through a nationally administered NAMA registry**
 - **Financed directly from a non-UNFCCC donor (i.e. multilateral/bilateral development agencies)**
 - **Financed from national level (e.g. the Indonesia Climate Change Trust Fund),**
 - **Making use of Kick-start finance (e.g. DFID)**
- Under a tradable NAMA approach (3+ years)
 - Jakarta to sell credits to the carbon market in return for MRVed emission reduction
 - Potentially establish a coordination office that overlooks efforts on MRV

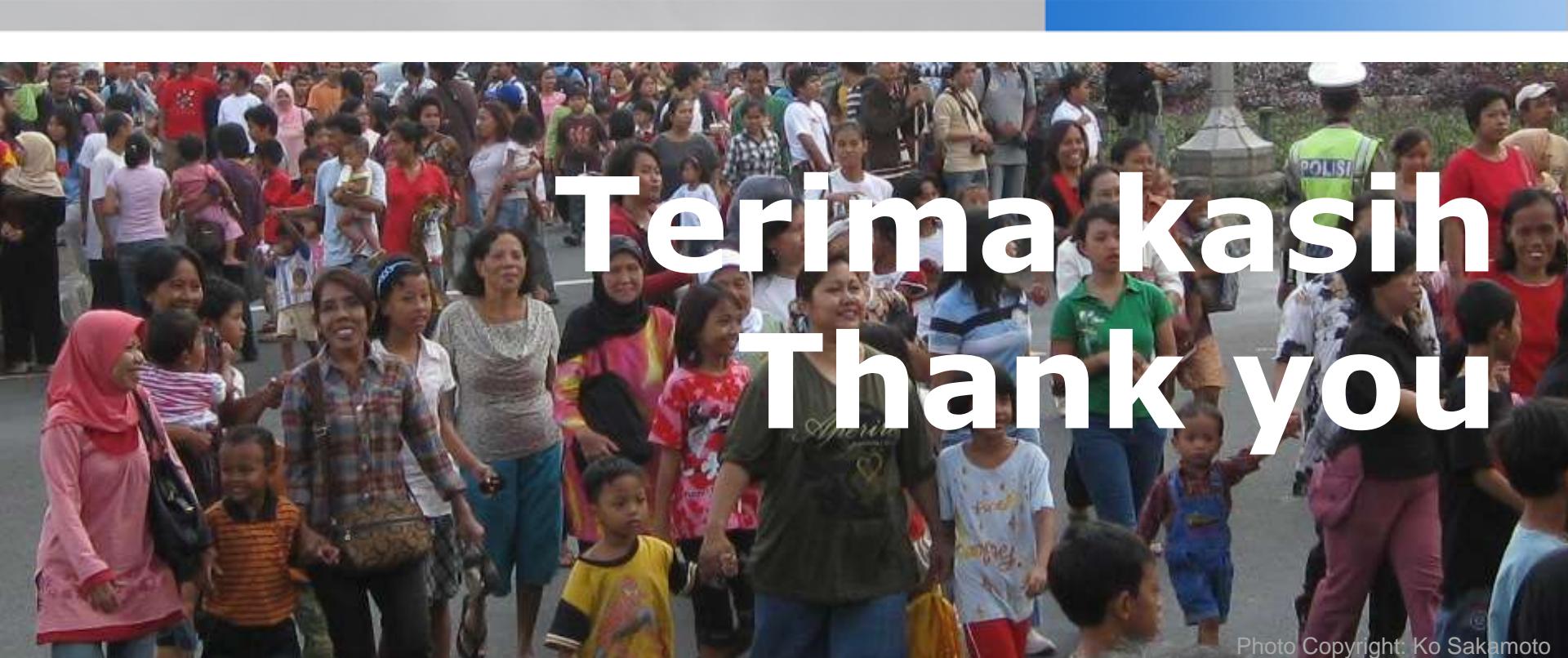
Roadmap for the future



- In the short term,
 - TDM appropriate as a **supported NAMA** (kick-start finance channeled through multilaterals)
 - Upfront support could be provided to reduce aforementioned bottlenecks
- Then, move towards either;
 - A **unilateral NAMA**, whereby TDM becomes financially self-servicing, and “graduates” from international support, or
 - A **tradable NAMA**, when MRV is robust enough for TDM to generate credits as a component of a city-wide programme

Key Messages towards Cancun

- Climate finance can support local stakeholders, willingness for a paradigm shift is a key precondition
- Specific funding allocation for sustainable transport needed to support national as well as local actions
- Kick-start finance needed to support NAMA action preparation (especially on data/MRV)
- City wide approach to be tested
- Multilaterals can help to advise member countries on financial resources for capacity building (especially for MRV) and might channel kick-start funding



Terima kasih Thank you

Photo Copyright: Ko Sakamoto

Holger Dalkmann

Programme Director – Sustainable Transport and
Climate Change, TRL

hdalkmann@trl.co.uk

Download available under www.transport2012.org and
www.slocat.org