



Republic of Indonesia
Ministry of Transportation



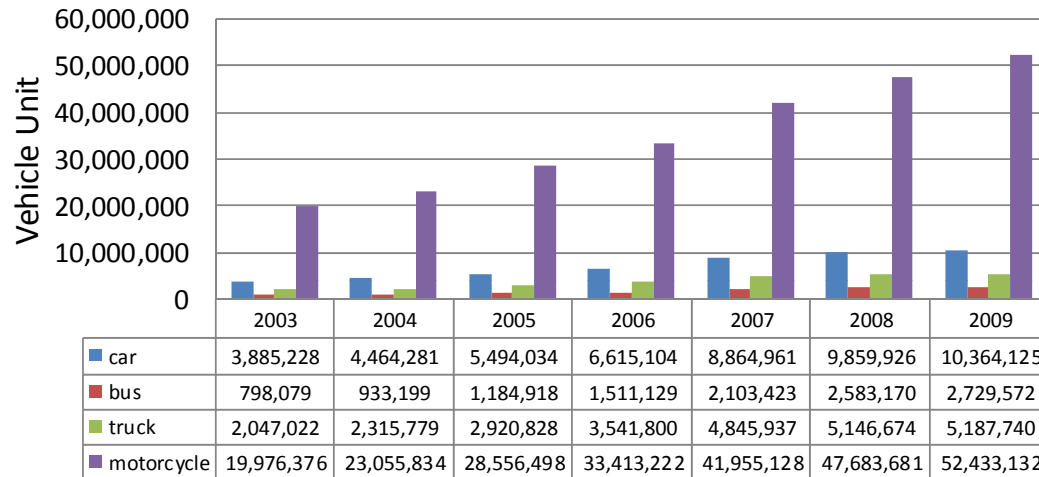
INDONESIA COUNTRY REPORT: *THE IMPLEMENTATION OF ENVIRONMENTALLY SUSTAINABLE TRANSPORT IN INDONESIA*

The 6th Regional Environmentally Sustainable Transport (EST) Forum in Asia
New Delhi, 4 December 2011

Bambang Susantono, Ph.D.
Vice Minister for Ministry of Transportation
Republic of Indonesia

Indonesia Urban Transport Problems

Indonesia Vehicle Growth Data



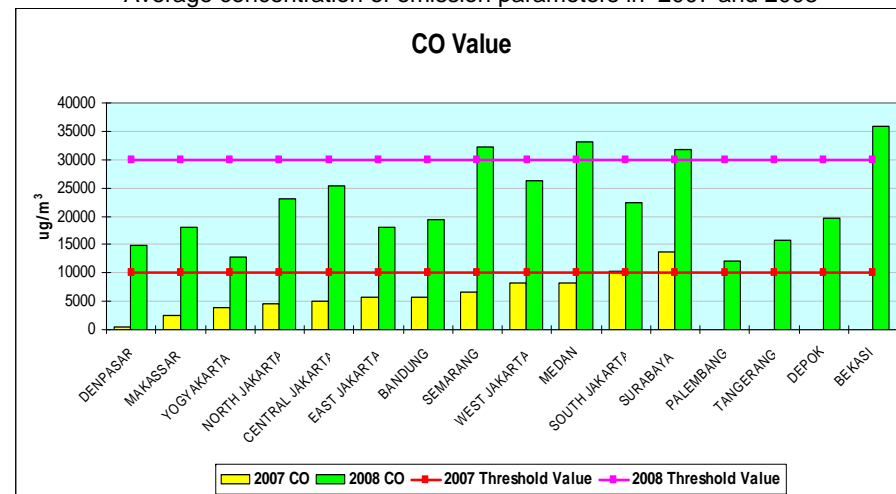
High Growth Motorization

- Motor vehicles ownership in Indonesia in the last 5 years has increased substantially, with almost 20% average annual growth for motorcycles and 22% for cars ownership.
- In Indonesia, there is nearly 1 motorcycle for every 5 people

Alarming Pollution Levels

- As a consequence of high growth motorization, pollution levels in major cities in Indonesia are increasing
- This graph show that the average levels of CO in various cities in Indonesia are higher in 2008 than it was in 2007

ROADSIDE AIR QUALITY MONITORING
Average concentration of emission parameters in 2007 and 2008



Indonesia: GOI Commitment in Emission Reduction



Initiative from Indonesian President at G20 meeting in Pittsburgh, USA and Conference of Parties (COP) 15 in Copenhagen December 2009 that Indonesia will reduce emission GHG **26%** from Business as Usual and 41% if supported by international support by 2020.

The target 26% will be reached from three sectors i.e.

- Forestry = 14%
- Waste = 6%
- Energy = 6% (power plant, industry, transportation (2-3%), household)



GHG National Action Plan

National Action Plan on GHG Emission Reduction
(Presidential Regulation No. 61/2011)

Goals And Strategies From The Bangkok Declaration For 2020

Strategies to Shift towards more sustainable modes :

Goal 4 : Non-Motorized Transport (NMT)

Goal 5 : Improve public transport services

Goal 6 : Transportation Demand Management (TDM)

Goal 9 : Standards

Goal 10 : Inspection and maintenance (I/M)

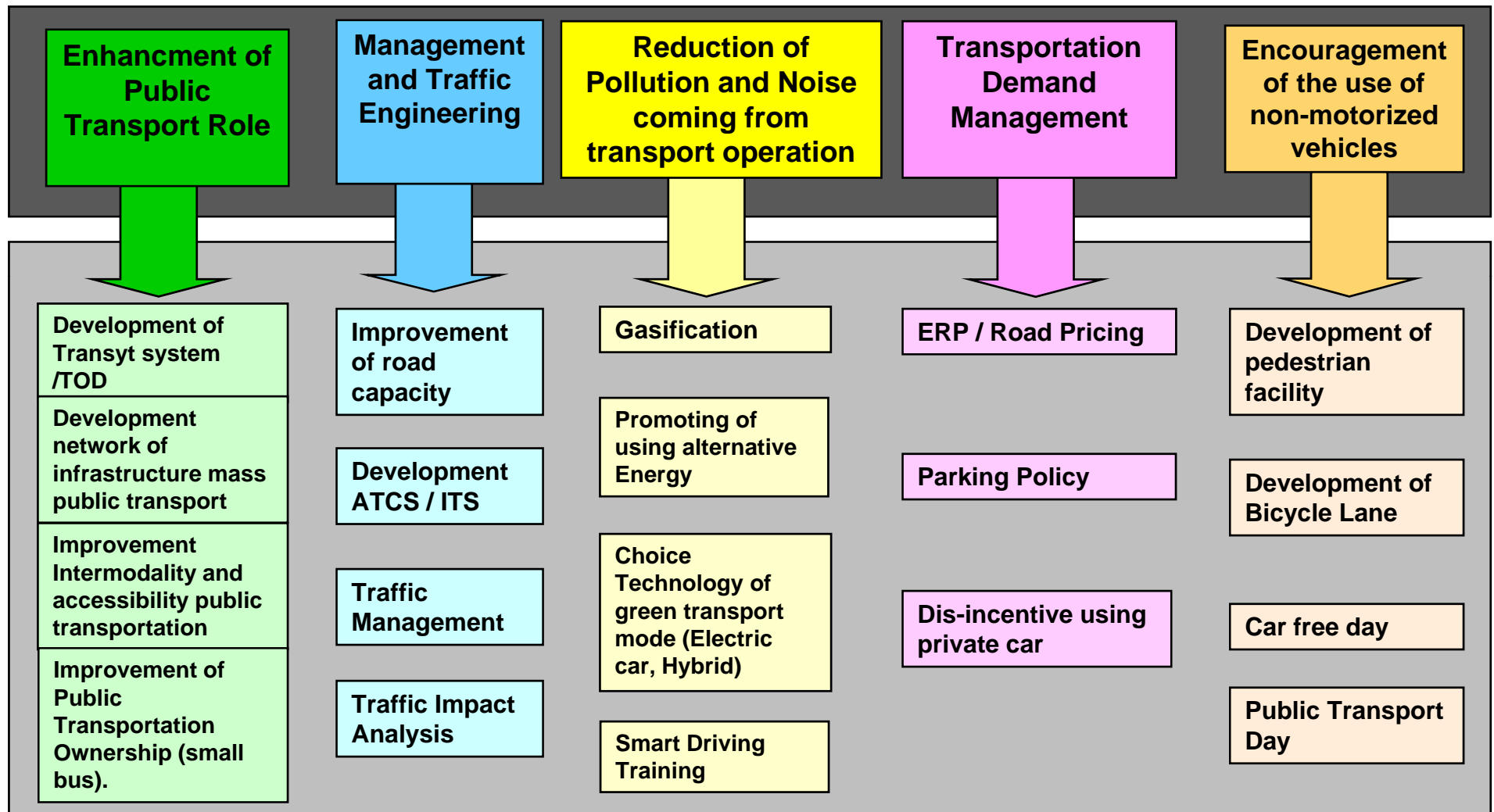
Goal 11 : Intelligent Transportation Systems (ITS)

Cross-cutting strategies :

Goal 15 : Non-Motorized Transport (NMT)

Goal 19 : Improve public transport services

Programs in Supporting Environmentally Sustainable Transport



Initiative #1: Bus Rapid Transit

There are 14 cities that have implemented transit system in Indonesia

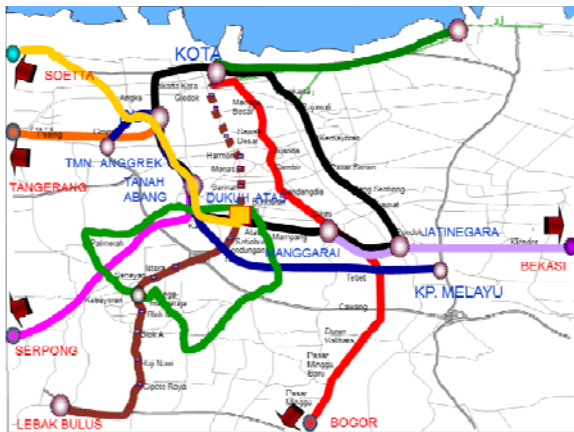


Initiative #2: Urban Railway Revitalization

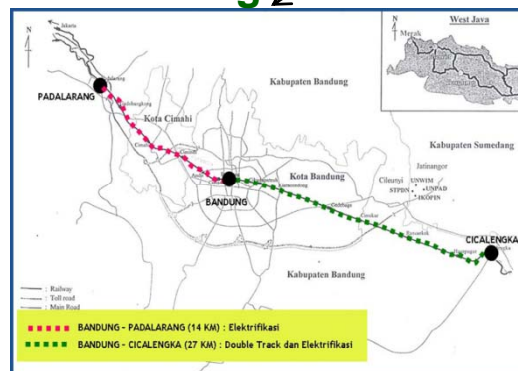
Medan



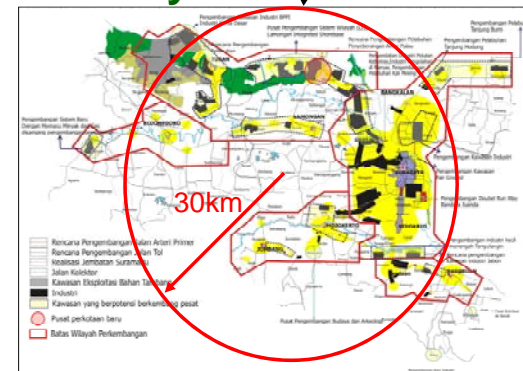
Jabodetabek



Bandung



Surabaya



Source: MoT, 2011

Initiative #3: Gasification

GASIFICATION ON PUBLIC TRANSPORT



2007 – 2008

2575
Converter
Kits for
Taxis in
Jakarta.

2009

1667
Converter
Kits for
Para-
Transit in
Palembang
and Bogor .

2010

450
Converter
Kits for
Para-
Transit in
Surabaya.

2011

400
Converter
Kits for
Parantransit
in Jakarta.

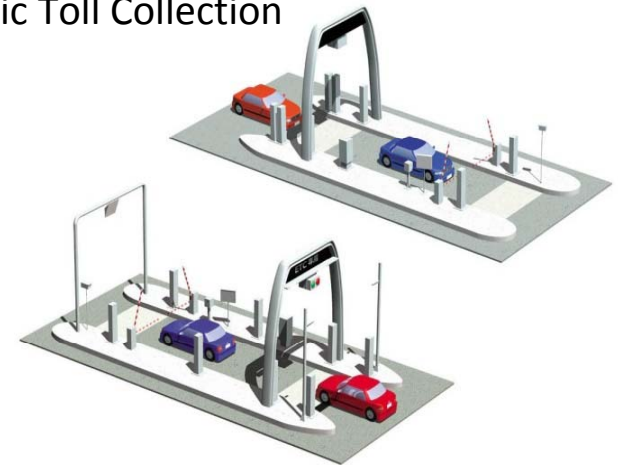
Source: MoT, 2011

Initiative #4: ITS

1. Optimization of traffic management (ATCS)



2. Electronic Toll Collection



3. Support for pedestrians



4. Support for public transport (BRT Priority)



Initiative #5: Encouragement of the use of non-motorized vehicles

1. Through infrastructure development:

- ❑ Development of pedestrian facilities, bike lanes, and facilities for disabled persons in DKI Jakarta, Bandung, Palembang, Pekanbaru and Balikpapan

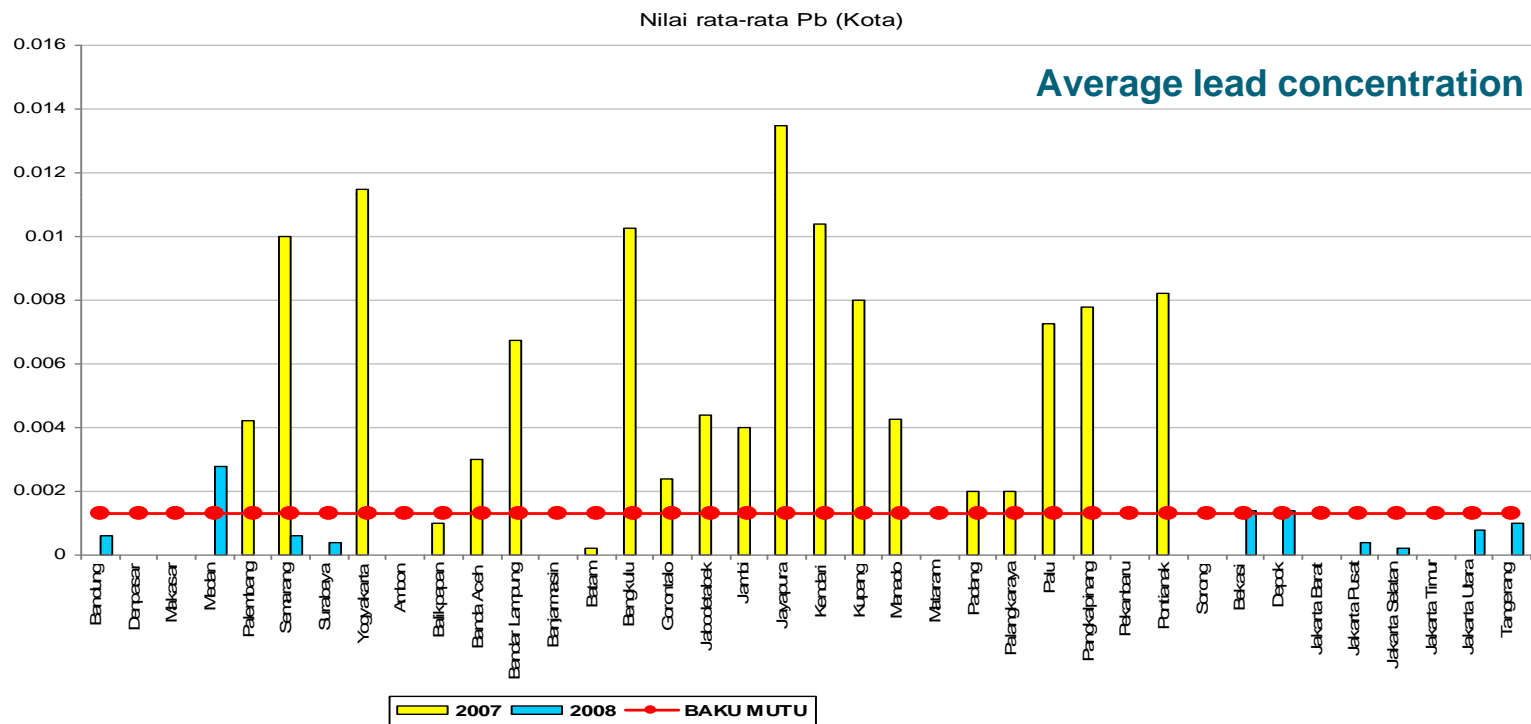


2. Through socialization to raise awareness of public transport. A few programs have been implemented:

- ❑ **Training on Smart Driving**
Target: public transport operator
Purpose: energy saving, safety and emission reduction.
- ❑ **Public Transportation Day**
First operation on Mei 2011.
Purpose: To encourage the using of public transport and to reduce the using of private car.
- ❑ **Socialization on Urban Transport Impact Handling**
Purpose: To encourage the implementation of Environmentally Sustainable Transport and to socialize Government Regulation on Traffic Impact Control and Transport Demand Management to the local government.

Initiative #6: Monitoring of Air Quality

Air quality, especially in roadsides, in 26 cities in Indonesia is currently being monitored



Since June 2006 leaded gasoline has been phased out in Indonesia. This will allow the use of after-treatment control technology for gasoline vehicles to meet Euro 2 emissions standards. According to the auto industry associations, 24% of new cars sold in Indonesia in 2006 met Euro 2 standards, while in 2007 all new gasoline vehicles and motorcycles sold in Indonesia complied with Euro 2 standards.



Thank You