



REPÚBLICA DEMOCRÁTICA DE TIMOR-LESTE



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POSITION OF TIMOR-LESTE



TIMOR-LESTE (An Overview)

Historically:

East-Timor or Timor-Leste, the Portuguese name of the country. It was colonised by Portuguese 450 years and Occupied by Indonesian 24 years. From 2000 until May 2002 was under UN Administration. It has been an independence country in 20th May 2002.

Geographical status of the countur

- It occupies in area of 14,874 sq km in the eastern a half of the island of Timor. It also includes the enclave of Regional Oecusse on the North Coast, about 70 km to the west of the border, which is surrounded by Indonesian West-Timor. Also has 2 islands : Atauro (114km²) & Jaco (8km²).
- Timor-Leste located between 8° 10' and 9° 32' and 124° 4' to 125° 30' and lies to the north-west of Australia, central between South-east Asia and the Pacific Ocean.

Demography, Social & Economic:

- ❑ Timor-Leste divided into 13 Districts 65 Sub-Districts, 442 Sucos/Vilages and 2228 Aldeias. The population are \pm 1 Million (Census 2010). The annual population growth rate is 0.9% (estimated data) with dependency ratio is about 80%. The largest number of inhabitants in **DILI** (234,026) capital of City. The National Language is **TETUM**, official language is **PORTUGUESE**. And also 32 local dialects.
- ❑ The situation of the **Economy** is currently strongly influenced by International Investment specially imports from neighbor countries in Asia. The economy in other parts of the country relies on livestock and agriculture product.
 - Approximately 76% of the population lives in rural areas and engaged in the agriculture sector. Estimated that approximately 20% of the population lives on less than US\$ 1 per day.
 - The main export products are: organic coffee, candlenut, processed coconut oil.
 - The main markets are the United State of America, Europe and Indonesia.

Topography & Temperature

- ❑ Rugged mountains in most of the country: the highest being Tatamailau with 2,963 meters. The coastal plains are narrow & there are no major highland valleys & few permanent rivers.
- ❑ Topographically Timor-Leste consists of 75% of up-land and 25% of low-land areas.
- ❑ Climate change into wet & dry season: the extent of these seasons varies between the north coast & south coast & the eastern of Lautem. Dry season from May to November, Wet season December to April.
- ❑ The temperature between 20 - 38° c.



Vision and Goals of Timor-Leste Transport Sector's "Master Plan-2015"

1. **Vision:** Improve Transport Sector's Capacity to Develop and maintain and integrated roads, maritime, and aviation transport system that expands the Timorese people's accessible to health services, education, markets and employment.
2. **Goals:**
 - Improve Timorese people's accessibility
 - Develop Timles institutions to deliver an accessible, sustainable and safe transport system
 - Develop and maintain transport infrastructure access in a timely, sustainable, and cost effective manner;
 - develop an effective regulatory environment and;
 - Ensure the financial sustainability of the sector.

Future Southern Coast Project Highway Suai-Beaco



As part of the Tasi-Mane project, and to develop our petroleum industry and boost social and economic development along the south coast, the Suai to Beaco road project will be commenced over the next five years. This major road project will be undertaken in stages, with each stage being developed according to economic need and the growth of the petroleum industry on that region.

**Station 3+920
Intersection Type - 1**



**Station 3
68+575 to 103+050
length 34.475 km
from Betano to Clacuc**



Ongoing National Road Development Project 2014-2020

Route	Distance (Km)	Cost (Million US)	Type of Investment
Dili-Ainaro Project	110	78	World Bank-GEF Fund (co-financing and loans of 40 Million)
Dili-Baucau	64	64	Loans from Japan
Dili-Batugede	66	46	ADB-TLs co-financing
Dili-Ermera-	59	31	ADB-TLs co-financing
Batugede-Maliana	30	???	ADB-TLs co-financing
Pante Makasar Road Project	40	46	ADB-TLs coo financing
Dili-Manatuto-Natarbora	?	?	World Bank-GEF Fund (co-financing and loans of 40 Million)

Roads and Highways

The road network in Timor-Leste is estimated at 6,040 km in length. About 1,430 km links district centers, and forms the national network. A further 870 km of district roads, provide links to large administrative centers. The remaining 3,020 km are rural access or feeder roads. On the basis of pre-1997 information, about 2,600 km of the network is bitumen paved, 500 km is gravel, and almost 3,000 km is earth-formed. The national road network has about 317 bridges, with an average length of 34 meters; half of the bridges are less than 10 meters in length.

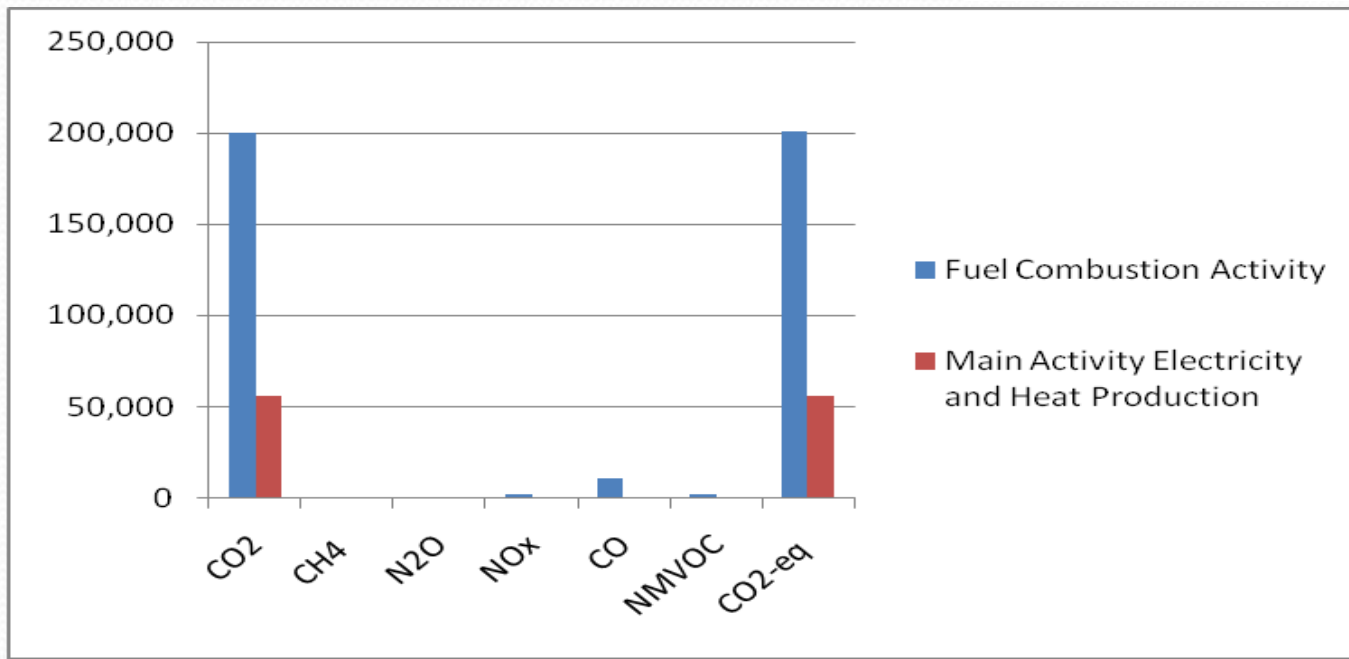
Issues and challenges on Transport Sector

- Accessibility
- Maintenance
- Institutional capacity
- Financially
- Lack of equipment's (laboratory)
- Human resources
- Sustainability

Example: Emission from Transportation & Energy sector (2005).

- The INC Report on the inventory of carbon emission from different sector concluded that in Timor-Leste the biggest emission from transportation and energy sector. However, the emission are still very small if compare with other country.

Year	Motorbike	Vehicle
		≥ 2 tire
2006	821	620.00
2007	2,254	3,115.00
2008	4,053	1,506.00
2009	6,836	3,380.00
2010	7,730	2,290.00
2011	7,132	2,014.00
2012	8,507	2,049.00
Total	37,333	14,974.00



Example of emission from transportation sector (2005) in Timor-Leste (Gg)

- **Sustainable infrastructure and urban planning**

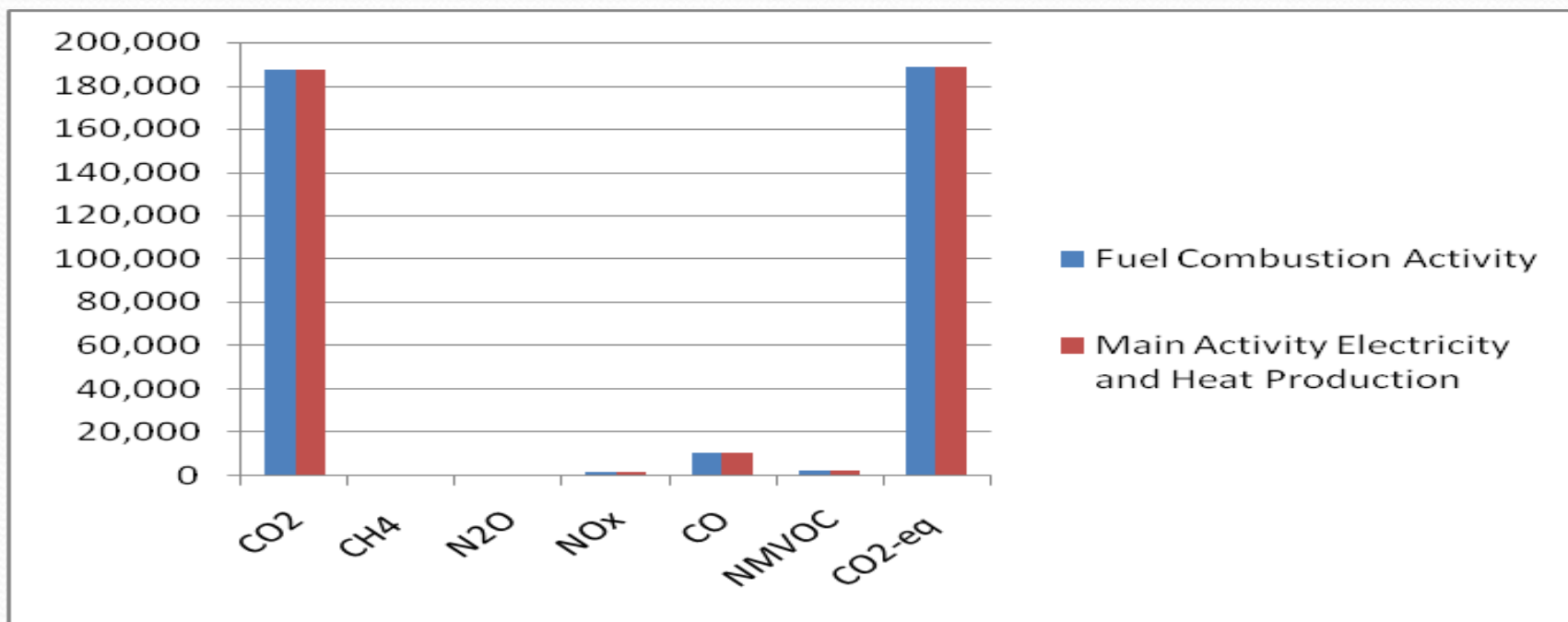
While much has been achieved in rebuilding infrastructure, there is a clear need to develop sustainable infrastructure models. Likewise, little has been done in urban planning. In 2011, there was no budget allocation for Urban Planning for the City of Dili. An assessment conducted by the GoTL and UN-HABITAT (“*Dili City Upgrading Strategy*”) provided the first citywide assessment of housing conditions. There are no stakeholders working at the moment in sustainable urban planning (e.g. transport, ecological infrastructure, energy efficiency).

- **Renewable energy**

In terms of renewable energy, in 2009, the Secretariat of State for Energetic Policy (SEPE) launched a renewable energy programme that covers the following sectors: Biogas, Solar Panels, Biodiesel, Hydro and Wind³⁰. No investments on wind have been made yet but it is still indicated in the project plan. The 2011 budget for renewable energy is 1 963 000 USD and the just approved budget for 2012 is 1, 700 000 USD. The investments on renewable energy continue at least until 2012.

Example of emission from transportation sector (2006) in Timor-Leste (Gg)

	Sources	CO ₂	CH ₄	N ₂ O	NO _x	CO	NMVOC	CO ₂ -eq
1	Fuel Combustion Activity	187,197	29.12	1.59	1,431.64	10,022.97	1,890.09	188,301
2	Main Activity Electricity and Heat Production	187,197	29.12	1.59	1,431.64	10,022.97	1,890.09	188,301



Timor-Leste Policy & Regulations

Relation to Environmental Sector:

- Timor-Leste's impetus for developing a 'Sustainable country and healthy society' is derived from The Constitution of The Republic, Article 61, and section 1. It says that 'The State should responsible to guarantee the healthy environment for every citizen'.
- As part of national strategy to promote the sustainable development sound in Timor-Leste, we have produced important legislation and regulation such as:
 - Environmental Basic Law (No.26/2011);
 - Environmental Licence Decree law (No.5/2012);
 - Ozone Depletion Substance (No 36/2012);
 - Clean Development Mechanism on National Designated Authority-ADN (No .../2011)
 - Draft of Biodiversity Decree law (still in Council of Ministry)

Environmental Sector Cont.....

- Timor-Leste ratified the United Nations Framework Convention on Climate Change (UNFCCC) in October 2006, the Kyoto Protocol to the UNFCCC in October 2008, the Convention to Combat Desertification (UNCCD) in August 2003, and in January 2007 became a party to the Convention on Biological Diversity (UNCBD).
- **Also**, Ratify the Vienna Convention on protection of Ozone Layer and its Montreal Protocol on Substances that Deplete the Ozone Layer in 1999, being the last country ratifying the treaty that was universally ratified that particular year.

Relation to Transport Sector:

Principal Transportation Laws

Law	Name	Function
Law No. 1/2003	Basic Law for Civil Aviation	Aircraft and flight safety and security; defining airspace; institutional arrangements; industry regulation and airport charges.
Law No. 2/2003	Basic Law for Vehicle Transport	Vehicle registration; road charges; regulation of passenger and freight transport services and passenger fares; planning and coordination of public infrastructure provision.
Law No. 3/2003	To Establish a Ports Authority of Timor-Leste (APORTIL)	Establishment of a port authority with its own Board and finance committee; relationship between the authority and the Government; tax-free status; cost recovery.
Law No. 4/2003	Establishing Minimal Conditions for Security and Management of Sea Transport Not Covered by SOLAS Convention of 1974	Applies to vessels less than 500 tonnes used for international transport; empowers Harbormaster to inspect vessels.
Law No. 6/2003	Road Code	Road rules; traffic management; classification and use of roads; vehicle categorization; fines; vehicle emissions; accident reporting; driver licensing.

Industrial and Transportation Accidents

Driving in Timor-Leste can be hazardous. The combination of poor road conditions, increased numbers of vehicles and poor driver competency increases the possibility of traffic accidents. Furthermore, Timor-Leste's rudimentary infrastructure means that it can take a significant amount of time to transport people from the scene of an accident to a medical facility. There is virtually no industry in Timor-Leste and post is unaware of any incidents of major industrial accidents, (TL-Crime and Safety Report, 2014).



Police (PNTL) Traffic Data on 2008-2012

Road safety is another emerging issue, The Timor-Leste National Police (PNTL) reported;

- **In 2008 : 1,656** road accidents **50** of these resulted in fatalities, **215** in serious injuries, and **1,020** in other injuries.
- **In 2012 : 76 people died, 383 were seriously injured, and 1,381 were slightly injured** in road crashes in Timor-Leste, according to traffic police data.
 - Notes: The actual number of injuries and fatalities is believed to be significantly higher because many accidents are not reported. Accident rates could increase further as rapid economic growth leads to more vehicles many of them unprotected motorcycles carrying up to four people and road improvements allow for faster vehicle speeds.

Concern about environmental quality, social equity, economic vitality and the threat of climate change have converged to produce a growing interest on sustainable transportation

In Timor-Leste as we are facing huge issues as part of our development process and our people demand, we are focusing on the priorities below:

- Facilitating condition and regulation for vehicle importation. Especially allowing the importation of new and second hand car produced in the last 5 (five) years.
- Significant allocation of state budget for road rehabilitation and road construction;
- Engaging private sector participation in transportation sector both for urban and rural people, including the freight system for importation and exportation;
- Design urban road with green belt system and safety condition for pedestrian;
- Inception process for transportation carbon emission control, specially on assessment, training to staff on carbon emission measures;

Strategy to overcome state challenges on transportation sector and to promote sustainable development in Timor-Leste, such as:

- Improving of **Airport** and **Port** is also priority for transportation sector, in order to achieve sustainable transportation. The target is by 2015, the actual runway will be extend to 1500 km and improving other safety standar;
- A new and pioneering study is also exploring the introduction and implementation of **bioengineering to protect against landslides, using plants** to fill engineering functions. Looking forward, an improved and more resilient road will give more people in some of the poorest parts of the country better access to markets to sell their produce.
- Urban road will be improve with safety standard and planting more tree and vegetation (green belt);
- After ratifying the UNFCCC, the Kyoto Protocol, the Montreal Protocol on Substances that Deplete the Ozone Layer and the Vienna Convention for the Protection of the Ozone Layer, the GoTL is ready to start implementing the activities under the Strategic and Action Plans that have been produced, specially on infrastructure and transportation sector (e.g. NAPA).
- Promote private sector investment in urban transportation.

A pair of hands, one light-skinned and one dark-skinned, are shown holding a small, realistic globe of the Earth. The globe is centered on the Atlantic Ocean, with North and South America visible on the left and Europe and Africa on the right. The hands are positioned at the bottom and sides of the globe, with fingers gently gripping it. The background is a dark, solid color, making the globe and hands stand out. The text is overlaid on the globe in a bold, red, serif font.

**Thank You So Much
or
Obrigadu Barak**