



**giz** Deutsche Gesellschaft  
für Internationale  
Zusammenarbeit (GIZ) GmbH

**NAMA** Facility



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



Department for  
Business, Energy  
& Industrial Strategy



Schweizerische Eidgenossenschaft  
Confédération suisse  
Confederazione Svizzera  
Confederaziun svizra

Federal Department of Economic Affairs,  
Education and Research EAER  
**State Secretariat for Economic Affairs SECO**

Swiss Confederation



**SUSTAINABLE  
URBAN**



**TRANSPORT**

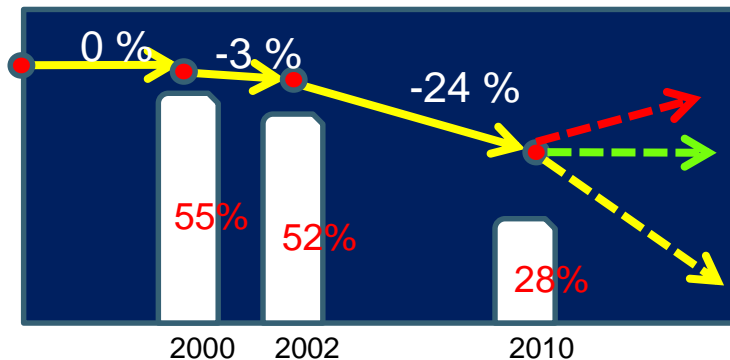
**INDONESIA**

**NAMA**





## MODAL SHARE URBAN AREA 2010



### Problem:

- Congestion increases in urban area, motorcycle dominates, public transport decreases
- PT share is low, only Jakarta with dedicated lane BRT, other 16 cities are mixed traffic BRT,
- Support from government for BRT development is minimum
- Limited funding options for development and operation and maintenance of BRT → **urgently need new funding mechanisms**

Type of City	Number of City	% Car	% Bus	% Motorcycle
► Metropolitan	11	19,8	27,2	53,0
► Large	15	20,0	7,0	73,0
► Medium	60	15,3	4,7	79,6
► Small	214	-	-	-
<b>TOTAL</b>	<b>300</b>			

### Target 2015-2019:

- Public Transport Share from 23% to 32%.

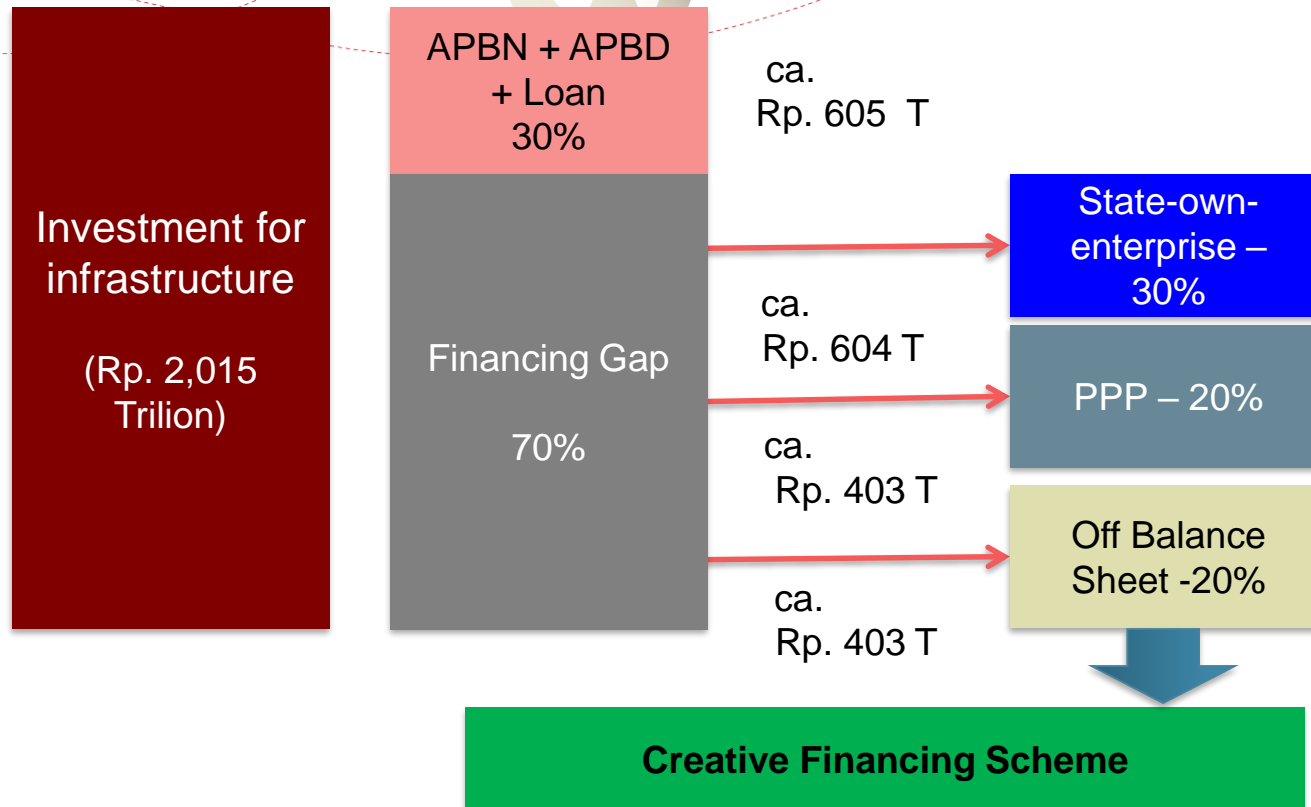
### Policy:

- National support to BRT development with matching fund from local government.
- Technical Assistance on BRT

### Funding Need:

- BRT in 20 kota including 6 kota metropolitan, total 525 bus/year needs Rp.2,87 Trillion and Elevated Loop Line Rp. 3,0 Triliun.

# Funding transport



- Infrastructure bond (Infrastruktur Project)
- SOE assignment
- Private finance Initiative (PFI) – Multi year contract 15 until 30 years
- Performance-Based Annuity Scheme (PBAS) or Availability payment
- Electronic Road Pricing (ERP)
- Private Infrastructure

# Summary: Sustainable Urban Transport Programme



	SUTRI NAMA	INDOBUS
Timeframe	2017 – 2022	
Total Funding – Grant	21 Million Euro (± IDR 290 Billion*)	
Technical Assistance	5.5 Mio Euro (± IDR 77 Bn)	7.1 Mio Euro (± IDR 98 Bn)
Financial Component	8.5 Mio Euro (± IDR 119 Bn)	-
Matching Fund	17 Mio Euro (± IDR 238 Bn)	-
Source of Fund	NAMA Facility: BMUB DE and BEIS UK (formerly DECC UK)	SECO (Swiss)
Implementing Partner	Ministry of Transportation Secretary General (cq. Centre for Sustainable Transport Management)	Ministry of Transportation Director General Land Transport (cq. Directorate Transportation and Multi- modes)
Objective	Transforming urban transport in Indonesia with a mix of <b>investment measures</b> and <b>capacity-building</b> provided through a national sustainable urban transport program	Selected Indonesian Cities include in their urban transport structures <b>BRT as mass rapid transit backbone</b> and base for <b>integrated urban transport systems</b> contributing to an improvement of the cities' liveability and reduction of traffic congestion

\*1 Euro = RP 14.000

# Scope: Sustainable Urban Transport Programme



## SUTRI NAMA

## INDOBUS

### Overarching Objective

SUTRI NAMA aims at cities in Indonesia to contribute to climate change mitigation through sustainable transport policies and infrastructure projects supported by a national urban transport program with a mix of **investment measures** and **capacity-building**

### National Level

- Establish *Steering Committee* (chaired by Kemenhub)
- Establish integrated Multimode Transport Policy
- Establish single and integrated Public Transport (BRT) Authority

- Establish *Technical Support Unit* (TSU)
- Develop Funding Mechanism
- Develop *Monitoring, Reporting and Verification* (MRV) system

- Develop framework for BRT system

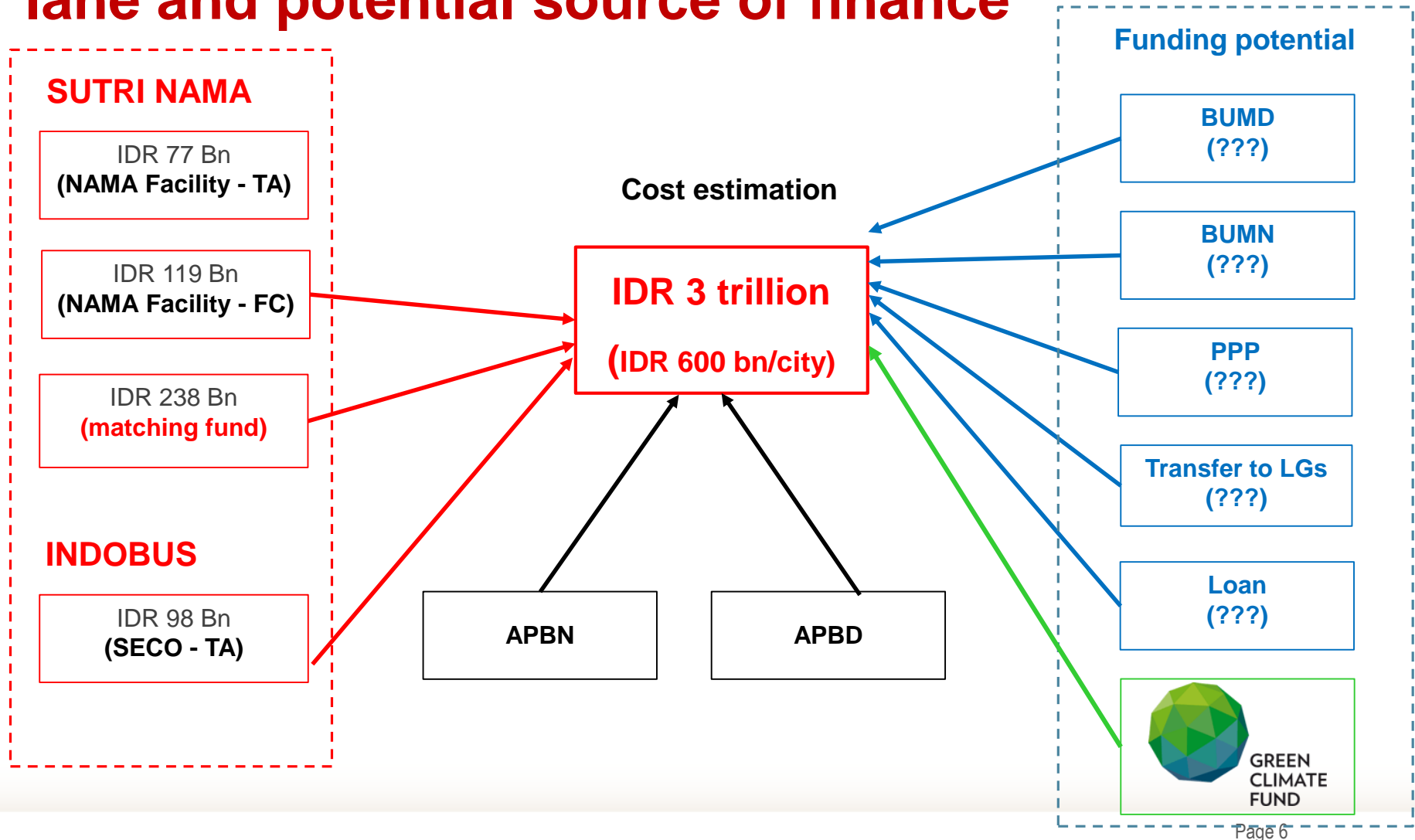
### Sub National Level

- Implement pilot MRV
- Implement funding mechanism
- Support the development of transportation pipeline in cities ( $\pm$  20 programs)

- Develop concept and dedicated lane for BRT in 5 cities, estimated investment cost is IDR 3 Trillion
- Provide social engineering



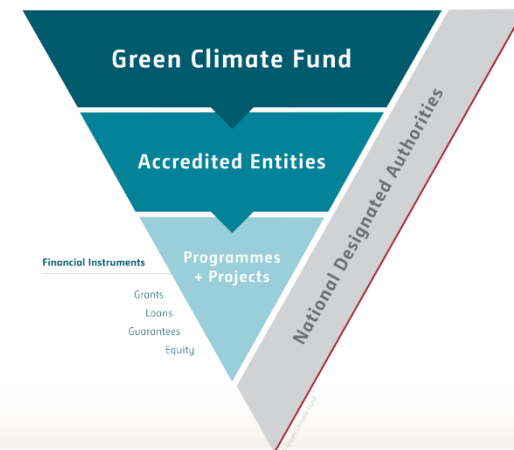
# Investment cost estimation for BRT with dedicated lane and potential source of finance





- The Green Climate Fund (GCF) is a new global fund set up by the 194 countries who are parties to the United Nations Framework Convention on Climate Change (UNFCCC) in 2010
- GCF launched its initial resource mobilization in 2014, and rapidly gathered pledges worth USD 10.3 billion
- Source of funds mainly from developed countries, but also from some developing countries, regions, and one city (Paris)
- Project size:
  - Micro : USD 0-10 million
  - Small : USD 10-50 million
  - Medium : USD 50 – 250 million
  - Large : USD > 250 million

## GCF Architecture





- BKF (Fiscal Policy Agency), MoF is focal point/National Designated Authority (NDA) for GCF, while PT. SMI is Direct Access Accredited Entities to receive GCF Fund
- GIZ and PT. SMI agreed to team up on funding BRT project in Semarang preparing Project Preparation Facility (PPF) using GCF fund up to \$ 1.5 million (in kind GIZ Eur 300 k)
- Scope of PPF:
  - Pre-feasibility and feasibility studies, as well as project design;
  - Environmental, social and gender studies;
  - Risk assessments;
  - Identification of programme/project-level indicators;
  - Pre-contract services, including the revision of tender documents;
  - Advisory services and/or other services to financially structure a proposed activity;
  - Other project preparation activities, where necessary, provided that sufficient justification is available





Sumber: SUTP, 2017



**Udo Beran**

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