

Activities of Local CAI Asia Networking for South East of Asia

As at 16 June 2004

Prepared by MEB
Partnership for Clean Emission

Regard to Reducing Vehicle Emissions in Asia, a multi-sectoral group called Mitra Emisi Bersih (MEB) was set up in Jakarta, to be a focal point for broad stakeholder involvement in measures to reduce motor vehicles emissions. A draft action plan was also prepared.

Several activities were done by MEB especially in a role as local networking to encourage local and regional initiative to create the better air quality, such as:

1. Workshop “How to achieve political commitment and gain technical solution to combat air pollution?” – Best Practice “CNG City of New Delhi” was conducted on 15 September 2003 in Sahid Jaya Hotel Jakarta as cooperation among SIAM – India, US-AEP Jakarta Office and MEB. The workshop was conducted with the objective as bellow:
 - a. To share “best practice” India experience to combat air pollution, especially as input on gaseous fuels development strategy (national and local/DKI Jakarta), such as binding political commitment from relevant parties, chose CNG as alternative cleaner fuels, etc.
 - b. To implement learning and linkage program on reducing vehicle emissions between SIAM (Society of India Automobile Manufacture) and MEB (Clean Emission Partnership) as following-up MOU that was signed in Agra on 11 July 2003.
 - c. To linkage cooperation opportunity and its effects through air quality improvement between India and Indonesia.
2. Car Free Day, the annually event to promote public initiative to reduce air pollution through reduction of motor vehicle using and to conserve fuels through fuels efficiency. The event was conducted in Jakarta on 21 September 2003 and attended by 20 thousand of Jakartan. There are several activities were conducted in the event such as environmental friendly game, interactive talk show, environmental bazaar, fun bike, etc.
3. Envirotech 2003: Regional Workshop and Exhibition on Integrated Vehicle Emission Reduction Strategy. The event was conducted on 7 – 9 October 2003 and attended by 257 participants from local, national and international that were divided from local government, central government, private sector (national and international), NGO, university, donor agency, etc. The workshop was resulted a recommendation which it is used as input on policy drafting on Reducing Vehicular Emission Strategy (Integrated Vehicle Emission Reduction Strategy).
4. TA on Reducing Vehicular Emission Strategy, is the small scale technical assistance which is Part B of a much larger PPTA for Clean Vehicle Fuel for Blue Skies, an project from ADB. The TA was to assist the Government in converting the MEB action plan

into draft national policy. The output of this TA is the revised Action Plan and the draft Policy Paper, as well as information on the Public Campaign, the Project Workshop, and a few recommended areas for possible future funding.

- a. For the revision of the Action Plan it was decided to consider the topic of Air Quality Monitoring separately from Air Quality Management Governance. The other four components are Fuels, Vehicle Standards and Vehicle Technology, Inspection and Maintenance, and Transport Planning and Traffic Management.
- b. DRAFT POLICY PAPER, An important output of the TA is the draft policy paper, called Towards Better Air Quality in Indonesia: A Comprehensive Draft Policy Paper. The Paper highlights the reasons for adopting recommended policies aimed at reducing vehicle emissions, by outlining the negative environmental, health and economic consequences of the poor air quality in Indonesia. The Paper is purposely written in non-technical language.
- c. Public Campaign,
As part of the TA, the revised Action Plan and the Draft Policy have been promoted to stakeholders and the general public for further endorsement and eventual adoption. To this end a strategic communications campaign was developed, with the main activities implemented during the period November 2003 – February 2004. They consist of radio talk shows (interactive and non interactive), placement of a news article in a mainstream media, profiling, placement of an opinion article, and a press release.
- d. OTHER COMPONENTS OF THE TA

Four additional matters were required to be addressed in the TA. These are: changes required to motivate private sector investment for reducing vehicle emissions; investments needs related to improvement for air pollution sources (mobile and stationary sources); proposals for further studies to help the implementation of complementary measures to improve urban air quality; and a training program to improve air quality management through the use of cleaner fuels. In the limited time available, these matters were addressed in only a cursory way, but they did feature strongly elsewhere in the TA.

It is important that the private sector be encouraged to invest in measures to reduce vehicle emissions, but financial incentives will be required to achieve this. A demonstration project that could be implemented is the retrofitting of catalytic converters to gasoline vehicles. A proposal for that, involving a taxi company, has been developed. As indicated above, one of the specific policy instrument proposed is a Minister of Finance Decree to provide incentives for investment in infrastructure for the gas industry (including VAT reduction). Investment requirements for air quality management are considerable, not the least in the area of air quality monitoring. A proposal for improving the reliability of the on-line air quality monitoring system is discussed below.

Training in air quality management through the use of cleaner fuels was achieved indirectly through wide stakeholder consultation, including with Pertamina. Cleaner fuels were a feature of the publicity campaign. On the question of training requirements, there is a need to translate reference material (such as the

GTZ Sustainable Transport sourcebook and the CAI-Asia guidebooks) into Bahasa Indonesia.

e. Workshop

A successful Project Workshop was held on 26-27 February 2004. The primary purpose of the Workshop was to launch the draft policy, and also to obtain views on the policy from all stakeholders (especially those government agencies who will need to take a lead role in the implementation of the policy). Not unexpectedly though, the (sometimes lively) inputs from participants were often more free-ranging than that, and on occasions they lapsed back into matters long resolved. Although a national focus was intended, this proved too difficult for presentations (one unplanned) on Jakarta's transport issues.

More than 120 participants attended the Workshop - politicians, senior officials, and representatives of the other stakeholder groups. The Workshop was opened by Deputy Minister IV for EIA of the MoE (Isa Karmisa), on behalf of the State Minister of Environment. Because of subtle differences in language, the Bahasa Indonesia version of the policy needs revision.

The next steps are for these MEB documents to be accepted by the MoE, and then for the MoE to go through the official processes to obtain Government endorsement of the policy. These matters were outlined to the participants at the Workshop. The expected timeframe for MoE to complete the Government endorsement is estimated by them to be within three months. Because it will involve senior officials of relevant Government agencies, the forthcoming political elections are not expected to cause any delays.

f. Proposal for Possible Future Funding,

A major area of weakness in the existing air quality management in Indonesia is the reliability of the principal ambient air monitoring programme – the 10-city, 33-station 10-city on-line monitoring system for particulate matter (PM10), carbon monoxide, sulphur dioxide, nitrogen oxides, and photochemical ozone. There are also 9 mobile monitoring facilities. It is evident that the system is rapidly deteriorating, and so improvements (by way of adequate spare parts, a more efficient data transmittal system, etc) are required.

Also prepared, and attached, are proposals in various other areas of air quality management. They were identified as priorities for attention during the stakeholder consultations, and they are:

- Retrofitting Catalytic Converters to a Taxi Fleet in Jakarta
- Air Quality Implications of the Jakarta Busway

5. Local CAI Asia Networking, MEB has tried to do its role as local CAI Asia networking on initiative to reduce vehicular emission by conducting consultation meeting among CAI for Asian Cities members in Indonesia. The first meeting is conducted on 26 January 2004. The main points discussed during the meeting were:
- a. On membership
Efforts will be made in 2004 to sign up Jakarta as a member of CAI-Asia. Efforts will also be taken to sign up the Ministry of Transport and the Ministry of Energy as members of CAI-Asia.
 - b. On knowledge management
The MEB Secretariat will take on the role of local editor of the CAI-Asia network. The Ministry of Environment will make available data from the regional air quality management network.
 - c. On capacity building
The MEB will explore the possibilities to deliver the Urban Air Quality Management Distant Learning course in Indonesia. MEB, together with other organizations is following-up on the CAI-Asia Fuel Quality Strategy Training Program in which Indonesia participated in October 2003 in Sydney, Australia.
 - d. On integrated air quality management strategies
ADB has agreed to provide support to Surabaya in 2004 (in the coordination and consultation with MEB) to:
 1. conduct a review of air quality monitoring and management in Surabaya;
 2. to formulate and partially implement an awareness raising strategy on air quality issues; and
 3. draft a short- and medium-term air quality management strategy for Surabaya.

MEB, will in 2004, together with its members work to complete a national action plan, which focuses primarily on the reduction of vehicle emissions. Upon completion of the plan, MEB will undertake extensive consultation and lobbying activities with the aim of getting the plan adopted as a national policy.

Second meeting is conducted on 18 May 2004 in MEB Secretariat. The agenda of discussion is: (i) clean air initiative program consultation, (ii) establishment of candidate (city) of host BAQ 2005. The result will be discussed in Executive Council of CAI Asia that will be held in Bangkok, 17 June 2004. There are 2 candidates (of city), are Surabaya (East Java) and Yogyakarta (DI Yogyakarta), were the meeting agreed to brought the 2 candidates to the meeting of Executive Council of CAI Asia, 17 June 2004 in Bangkok.

MEB as Local CAI Asia Networking has tried to do its responsibility on encouraging local initiative on air quality improvement. Now, MEB would like to increase its role in regional (South East Asia Region), while MEB are increasing

it role in local/national. But, for these efforts, MEB needs supporting such as facilities and other overhead cost which it is needed to implement MEBs role as Local CAI Asia Networking.

Jakarta, 16 June 2004

F Soeseno

Chairman of MEB

Executive Council of CAI for Asian Cities South East Asia Region