

# AMBITIOUS CITY PROMISES

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## JAKARTA: ASSESSMENT OF EXISTING CLIMATE POLICIES

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## KEY MESSAGES

- The Special Capital Region (DKI) Jakarta emitted 38.03 million tCO<sub>2</sub>e in 2010. This value is projected to increase up to 106.60 million tCO<sub>2</sub>e in 2030. This rapid increase needs to be encountered by interventions in the three main sectors energy, transportation and waste.
- The purpose of this rapid assessment is to provide an overview on commitments, current policies, plans and actions that have been done to develop an inclusive, participatory and more ambitious City Promise. In order to realize this plan, public consultations and focus group discussions have been conducted through the Ambitious City Promises project by involving stakeholder groups which consist of citizens, businesses, cross-sectoral departments in local and national governments.
- Although the DKI Jakarta already has a local climate action plan, the Local Action Plan for Greenhouse Gas Emission Reduction (RAD-GRK), in place, there exist a set of challenges that could impede the achievement of the GHG emissions reduction target. The major challenge identified is the lack of mechanisms to generate synergies and collaboration among the variety of different stakeholders. Moreover, concrete climate action oftentimes is in need of a clear integration/prioritization in the development plan.

This is accompanied by fragmented community actions that by themselves lack the power to directly support low carbon emission development efficiently and which could benefit from national mainstreaming.

- To overcome these challenges, local governments must increase collaboration with various stakeholders and create tangible climate action plans, which can be measurable through the inclusion of Key Performance Indicators (KPIs).



## BACKGROUND INFORMATION

Indonesia was one of the world's largest emitter of greenhouse gas (GHG), largely due to emissions from deforestation and peatland megafires, as well as the burning of fossil fuels for energy.

As Indonesia's political and economic center, the capital city of Jakarta is committed to reducing its GHG emissions by 30% in 2030, as stated in the Governor Regulation No. 131, Year 2012, on Local Action Plan for Greenhouse Gas Emission Reduction (RAD-GRK) in DKI Jakarta. According to the Environment Agency of DKI Jakarta, as of 2018, the city recorded a decrease of 9.34 million tCO<sub>2</sub>e in its GHG emissions from its total target reduction of 32.28 million tCO<sub>2</sub>e by 2030.

An assessment was carried out to understand the current status of climate change policies and plans in Jakarta. The assessment's findings are meant to strengthen the local climate action plan to support the city achieve its climate target and further support the achievement of Indonesia's Nationally Determined Contribution (NDC).

Current conditions and gaps in existing policies and plans were identified, analyzed, and later supplemented with focus group discussions, exploring what kind of challenges different stakeholders face and possible ways to address them.

This process showed the importance of inclusive measures for gathering valuable information on the stakeholders' aspirations and needs – something which is crucial for the development of equitable solutions. An important step in inclusivity is listening to the needs of different stakeholder groups and how they envision possible mechanisms to reduce GHG emissions.

The main challenge for the implementation of the climate change action plan is the lack of collaboration between and among stakeholders in government, business and community. This includes unsynchronized policies between local and national levels on mitigation action such as provision of diesel-fueled buses to support public transportation in DKI Jakarta by national government, while DKI Jakarta already used gas-fueled bus for public transportation as one of the mitigation actions stated in Governor Regulation No. 131/2012.

Multi-sectoral collaboration is needed as a base in order to be able to address this challenge, which begins with the conduct of stakeholder mappings to identify which players are currently, and which should be, involved in climate change actions. The following step is to enable meaningful discussions among stakeholders to ensure cross-sectoral participation in the review, enhancement and active implementation of the climate action plan.



## PROBLEM DEFINITION

Lacking collaboration among different stakeholders is the main challenge in implementing climate actions in Jakarta. The review of existing local climate action plans showed that the local government, DKI Jakarta, takes up the leading role in the planning and implementation process while the business sector only has a small part to play in financing and implementing some of the actions.

The role of citizens, however, is even more limited than the one of the businesses. By contrast, climate action activities have been carried out by many citizens and a small share of the business actors. Such activities, therefore, have not been acknowledgment and/or reported consistently in the

Monitoring, Reporting, and Verification (MRV) system and have not received recognition from both national and local governments.

Another challenge is the insufficient coordination among local government agencies, with most agencies understanding climate change only as an environmental issue, overseeing its contribution to the development of the city. Thus, there is an assumption that only the DKI Jakarta Environment Agency should be responsible for climate change issues. The lack of coordination among agencies in implementing local climate action is likely to hamper the achievement of the GHG emissions reduction target.



## KEY FINDINGS

The main contributing sectors for GHG emissions in DKI Jakarta are the energy (building and residential), transportation and wastes (solid wastes and wastewater) sectors. These sectors also become priority areas which directly engage citizens in emissions reduction. All these sectors are already covered in the current RAD-GRK. However, there is need for improvements to accelerate the achievement of the GHG emissions reduction target.

- In the energy sector, the government needs to broaden its planning and implementation regarding solar photovoltaic systems.
- For the transportation sector, technical assistance for calculating the shift from private vehicle to public transport, modelling methods to calculate emissions, and developing strategies for pedestrian walkways and bike-sharing systems is needed.

- For the waste sector, there is lack of incentives for the commercial sector to reduce its waste and a need to increase citizens' engagement to reduce, reuse and recycle.

Based on the rapid assessment, it is found that the current RAD GRK already sets an ambitious GHG emissions reduction target with a GHG reduction of up to 30% by 2030. However, the process of achieving this target is slow due to the lack of a supporting policy to implement some climate actions and difficulties in obtaining data that measures the emissions reduction. Likewise, participation from stakeholders such as civil society and business groups in implementing RAD-GRK has not been clearly stated and defined. In addition, even though climate change has been mainstreamed into development plans, it is not well translated into local government agencies' work plans.

## POLICY RECOMMENDATIONS

### At the National Government Level:

- Identify which programs and policies are already in place, how they contribute to the overall agenda and where potential synergies can be used. This will help to achieve a coherent country response and inform on how individual efforts can best be scaled up.
- Enhance the coordination and synchronization between national and local governments by conducting meetings to coordinate the development and implementation of the climate action plan in order to be able to achieve the reduction target of a 30% decrease of GHG emissions by 2030.

### At the Local Government Level:

- Local governments have to integrate climate change issues into development plans to ensure climate change action becomes one of the priorities in the development of the city. This ensures that local governments can allocate sufficient resources (budget and personnel) to support the implementation of climate change action.
- Local governments have to strengthen the collaboration with citizens and businesses; as well as the coordination among the local government agencies in the implementation of the climate change action plan. One possible tool is the establishment of an online platform for citizen engagement wherein residents can actively participate in climate actions. Moreover, local governments can establish a climate change working group as a forum for all stakeholders, such as related agencies, communities, businesses, non-governmental organizations and the academe to improve coordination among agencies, citizens and businesses.



## CONCLUSIONS

DKI Jakarta has a strong basis to promote urban low emission development, such as the Governor Decree on RAD GRK, based on their target of reducing GHG emissions by 30% by 2030. Some citizens already take an active part in the implementation of climate action measures. However, the current progress of emission reduction in Jakarta is still far from ideal, with a lack of effective coordination and collaboration among different stakeholders being the main constraint in achieving the climate target.

Policies and facilities provided by the government will not be impactful in climate action if citizens do not participate, and vice versa. Therefore, a citizen engagement platform is needed to ensure that citizens can participate in the development and implementation of the climate action plan. Moreover, there is a need to establish a climate change working group which has the capacity and commitment to improving coordination among agencies.



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*The purpose of the policy brief series under the IKI Ambitious City Promises project is to support more informed evidence-based decision-making on the priority areas within the project cities or their respective national governments. It is targeted at the policy-makers and the government officials who are involved in developing and/or executing the climate action plan.*

*The Ambitious City Promises project supports nine city local governments in Indonesia, the Philippines, and Vietnam in developing and implementing low emission development strategies. Through the project, local governments in Southeast Asia adapt this model of inclusive, ambitious climate action, mainstreaming low emission development strategies and creating new climate leaders. The project is implemented by ICLEI – Local Governments for Sustainability and funded by the German Federal Ministry for the Environment, Nature Conservation and Nuclear Safety (BMU) through the International Climate Initiative (IKI).*