

**UNEP GEF PIR Fiscal Year
(1 July 2009 to 30 June 2010)**

1. PROJECT GENERAL INFORMATION

Project Title:	Bus Rapid Transit & Pedestrian Improvements Project in Jakarta		
Executing Agency:	Institute for Transportation and Development Policy (ITDP)		
Project partners:	<ul style="list-style-type: none"> - Government of DKI Jakarta - Government of Pekanbaru City - The Indonesian Institute for Transportation Studies (Instran) - Yayasan Pelangi Indonesia 		
Geographical Scope:	Jakarta and its surrounding cities (Bogor, Depok, Tangerang, Bekasi), and Pekanbaru – Indonesia		
Participating Countries:	Indonesia		
GEF project ID:	2954	IMIS number*¹:	GFL/2328-2720-4960
Focal Area(s):	Climate Change	GEF OP #:	11
GEF Strategic Priority/Objective:	SO-6	GEF approval date*:	28 November 2006
UNEP approval date:	21 November 2006	First Disbursement*:	22 January, 2007
Actual start date²:	December 2006	Planned duration:	60 months
Intended completion date*:	November 2011	Actual or Expected completion date:	December 2011
Project Type:	FSP	GEF Allocation*:	\$5,812,000
PDF GEF cost*:	\$348,300	PDF co-financing*:	-
Expected MSP/FSP Co-financing*:	\$187,975,000	Total Cost*:	\$194,135,300
Mid-term review/eval. (planned date):	August 2009	Terminal Evaluation (actual date):	NA
Mid-term review/eval. (actual date):	April – June 2010	No. of revisions*:	1
Date of last Steering Committee meeting:	25 June 2010	Date of last Revision*:	10 September 2009
Disbursement as of 30 June 2010*:	\$3,789,239	Date of financial closure*:	
Date of Completion³:		Actual expenditures reported as of 30 June 2010⁴:	\$ 3,259,818
Total co-financing realized as of 30 June 2010⁵:	Total: \$195,649,659	Actual expenditures entered in IMIS as of 30 June 2010*:	\$3,553,589
Leveraged financing⁶:	Total: \$2,182,246		
Project summary⁷	<p>New developments in the urban transport sector in Indonesia promise to counter the trend of increasing greenhouse gas emissions in this sector. Jakarta's nascent bus rapid transit (BRT) system has begun to re-allocate scarce road space in the center of the city to efficient public transportation and has already resulted in a shift of trips from private motor vehicles. Jakarta and other Indonesia cities also have begun to improve pedestrian facilities to increase the number of walking trips, important to the development of public transport. The Institute for Transportation and Development Policy and its partners, which have thus far provided technical support for the Jakarta BRT, seek to develop a longer-term technical support system to help bring bus rapid transit and pedestrian improvements in Indonesia up to international state-of-the-art.</p> <p>The overall objective of this project is to maximize effectiveness of the Jakarta BRT and use it as a catalyst for urban transport reform in Jakarta and other key Indonesian cities. Jakarta is at a crossroads: over the next few years: the city will either construct a premier bus rapid transit system, providing large transport and environmental benefits to its populace and a beacon for other cities in the country and region, or it will</p>		

¹ Fields with an * sign (in yellow) should be filled by the Fund Management Officer

² Only if different from first disbursement date, e.g., in cases were a long time elapsed between first disbursement and recruitment of project manager.

³ If there was a "Completion Revision" please use the date of the revision.

⁴ Information to be provided by Executing Agency/Project Manager

⁵ Projects which completed mid-term reviews/evaluations or terminal evaluations should attach the completed co-financing table as per GEF format.

⁶ See above note on co-financing and Glossary (Annex 1)

⁷ As in project document

	<p>implement a system with problems and shortcomings that result in mediocre performance, ultimately cutting short its expansion or even precipitating its removal (the first corridor is, in fact, designed with easily removable lane separators, so that the road space can be given back to cars if need be). Such a failure would damage the entire concept of BRT in Asia and diminish the promise for development of other systems in the region. Thus the first eight (of nine) specific objectives in this project focus on ensuring the success of this system, through its optimized implementation and expansion from its current single corridor to a full system of 14 corridors, covering most of the city, over the next five years. Objective 9 focuses on dissemination activities, in particular assisting other Indonesian cities in establishing sustainable transport programs and transferring knowledge and other achievements gained in the Jakarta aspects of the project.</p> <p>Apart from bus rapid transit, the project will explicitly support the development of non-motorized transportation systems and infrastructure, transit oriented development and transportation demand management to reduce use of private motor vehicles. Improvements in these areas will provide critical complements to BRT development, and together form the tools to achieve a long-term, sustainable shift to less greenhouse gas emitting forms of transportation.</p>
<p>Project status FY2007⁸</p>	<p>The project was launched in December 2006 with an international launching seminar coordinated with the Better Air Quality conference of the Clean Air Initiative. The activities started with building awareness and capacity for potential stakeholders. A Project Director was hired in December 2006, and a full project team of 5 local staff were functioning by March 2007. The former Mayor of Bogotá, Enrique Penalosa, visited Jakarta in April 2007, during which the project conducted 2 nationwide BRT conferences – one with the Governor of Jakarta and one with the Indonesian Department of Transportation – plus associated media events. Throughout 2007, the project held a series of workshops and trainings on Electronic Road Pricing for Jakarta, as well as 3 study tours to Singapore. All major events included full press and media coverage. A project web site was prepared. A legal consultant was contracted to evaluate the legal basis for road pricing in Jakarta, with stakeholder involvement from both local and national government.</p> <p>The project facilitated intensive discussions and several in-house training for staffs of Jakarta government and BLU TransJakarta on managing BRT operation, technical and operational aspects, economic and financial matters, and traffic management.</p> <p>Corridors 4-7 began operation in January 2007 using 2-door or 3-door (articulated) station and bus design (during the PDF-B, the project pushed heavily to increase the number of bus doors from the original 1 door.) The articulated buses were not available for operation. Corridors 8-10 were being designed and constructed.</p> <p>Progress was made on reforming the institutional structure of TransJakarta, which has involved serious discussion with many agencies for over a year. The project pushed heavily for reform of the operator contracting, more efficient calculation of the fee per km, and implementation of competitive tender system for bus operations. Significant progress was achieved in this area when TransJakarta conducted a competitive tender for new bus operators in November. The resulting bid price resulted in a 25% cost reduction for the city per km of BRT bus operated.</p> <p>The project was able to make key initial reforms in the operation – changing the routing of corridor 4 to eliminate a transfer for passengers connecting to corridor 1, and adding new service spanning corridors 5-7, eliminating a forced transfer.</p> <p>Baseline measurements were taken of selected intersections, headway and average speed, and pedestrian conditions. The Project Steering Committee (PSC) was established; the 1st PSC meeting was conducted on 13th of July 2007.</p>
<p>Project status FY2008</p>	<p>The project supported legal assistance to BLU TransJakarta for negotiating contracts with the new bus operators. One negotiation was successfully concluded, while others receive continuing pressure from the result of the competitive tender combined with anti-corruption efforts from the government. The new contract template for bus operator is much more thorough – drawing heavily from details in the Bogotá contracts. A new Project Director was hired in March, 2008. She rehired the Deputy Director from 2007 and retained the Finance Manager. By July 2008, 3 new professional staff and 1 assistant are hired and working.</p> <p>Construction of corridors 8-10 is almost finished and targeted to be launched later in 2008. Detailed Engineering Design (DED) for corridors 11-13 had been developed while corridors 14 & 15 are under preparation. With the support of ITDP, the new Governor has decided to slow down construction of new corridors and first focus on improving busway performance</p> <p>Ten articulated buses began operation in corridor 5.</p> <p>The BRT operating subsidy rose due to inappropriate institutional arrangement of TransJakarta. Analysis of delays at intersections (traffic lights) shows they consume 10% of total BRT travel time. Plans are developing to procure dedicated underpass and busway priority signalization system.</p> <p>Busway operation is no longer strictly corridor based but there is the beginning of flexibility in operating the buses at other corridors. The direct services tested in 2007 are continuing as permanent routes. The system's operational problems – such bus bunching, scheduling, and routing are being assessed by some international experts.</p> <p>Some information materials for promoting the use of busway & Non Motorized Transport have been produced and distributed. Project web site was developed. Networking with media has been well maintained.</p>

⁸ Please include additional lines to keep prior year implementation status (if any)

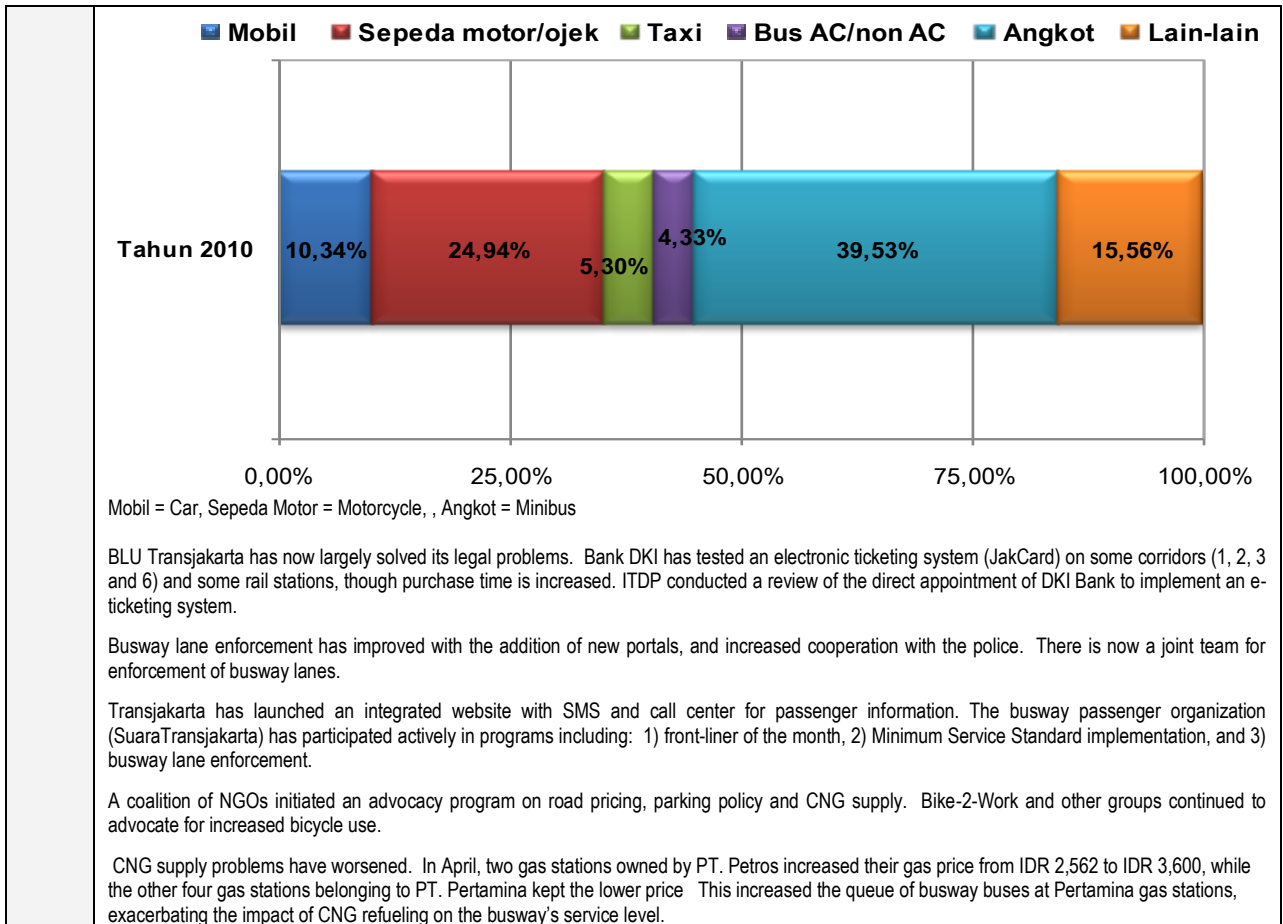
	<p>The Jakarta transportation agency developed a study regarding rationalization of non-BRT routes that will be completed this year with a study on operations of non-BRT buses.</p> <p>DKI Jakarta is utilizing the ERP Legal framework developed in 2007 and has begun the detailed engineering design. Following a project-sponsored conference in June, road pricing will be accommodated as part of a new Fuel Savings Policy in the revision of a National Government Act (Law) about Local Government Tax and Retribution.</p> <p>Sidewalks, pavement treatments and traffic calming in Kota Tua have enhanced the pedestrian-appeal of the area. DED for 12 bike parking areas near Busway corridors is completed. The President of Indonesia has issued a 'President Instruction' which encourages the management of government buildings to provide facilities for bikers.</p> <p>Outreach to other cities in Indonesia has been extensive, primarily led by the National Transportation Department. The cities of Surabaya, Bogor, Surakarta, Yogyakarta, Malang, Pekanbaru, Makassar, and Batam have signed BRT development cooperative MOUs with the Directorate General Land Transportation. Semarang and Pontianak are preparing to sign an MoU.</p> <p>The current number of passenger shift (210,000 per day) from non-BRT vehicles to busway indicated the reduction of CO2 is around 40,000 ton/year. The project is actively working to better estimate this reduction through detailed measurements and surveys.</p> <p>The Project Steering Committee (PSC) was re-established with the new administration (beginning in October 2007). A PSC meeting was held on 22 May 2008. PSC members consist of Government institutions, private sector, universities and NGOs. An official letter certifying the committee members and role of the committee was issued by DKI.</p> <p>Because of the political risks facing the BRT in Jakarta, we are intensifying our public relations effort. Two new communications staff persons are being hired in July 2008.</p>
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<p>Project status FY2009⁹</p>	<p>The Governor committed to reform the institutional of TransJakarta to be a local government enterprise (BUMD), required documents are being made.</p> <p>Approaches made to institutions to seek collaboration on improving ticketing system.</p> <p>Fact findings on legal problems of busway operation showed that the overall legal situation was worse than expected, but some issues have been addressed.</p> <p>More demand responsive busway operation has been implemented. A feeder system has been studied. Corridor 8 began operation. Work contract for bus operators has been improved. Public transport model for Jakarta has been updated.</p> <p>Pedestrian and NMT use continues to be promoted. Master Plan and basic design of NMT are being prepared. Part of Kota Tua area has been fully closed from motorized vehicles.</p> <p>Survey showed that 7.1% and 15.4% of busway passengers used to drive private car and motorcycle respectively. ITDP leverages its campaign efforts with private sector involvement. Campaign materials produced and distributed regularly. Regular training for Front Line Staff Services of Transjakarta is being continued by the Transjakarta agency. Communications with media, busway passengers' community and members of parliament had been maintained.</p> <p>Road pricing has now been specifically accommodated in drafting of the Local Tax and Retribution Act. A civil society coalition was established which will draft a Local Regulation regarding Transport Demand Management (TDM).</p> <p>The Ministry of Transport and Government of Tangerang initiated a BRT project which is expansion of busway corridor 3 (Kalideres-Tangerang).</p> <p>Pelangi Indonesia has begun conducting the greenhouse gas and other emissions reductions benefits for the busway. PT. TTA completed survey on fuel consumption measurement of busway buses.</p>
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<p>Project status FY 10¹⁰</p>	<p>Transjakarta's institutional status was upgraded to a Full BLU (public service agency). As a Full BLU, Transjakarta prepared financial and management changes that will facilitate its transformation to a BUMD (government-owned private company). The Minimum Services Standard has been partially implemented, for the activities under Transjakarta's responsibility.</p> <p>The number of motor vehicle trips being displaced by the busway is increasing, with over 40% of passengers stating they would use a car, motorcycle or taxi if the busway was not available.</p>
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⁹ Progress made during current reporting period (one paragraph stating key changes since previous reporting period)

¹⁰ Progress made during current reporting period (one paragraph stating key changes since previous reporting period)



Planned contribution to strategic priorities/targets¹¹
Based on the scope and objectives of the project, progress is provided below on the achievement of the following indicators outlined in the Climate Change Tracking tools:

Climate Change Performance Indicators – GEF-4 SP5: Promoting Sustainable Transport

Indicator 1: Adoption/Creation/Enactment/ of Sustainable Transport Policy
 No policy outcomes are specified in the project; the stated outcome of the project is implementation of sustainable transport measures including bus rapid transit, non-motorized transport, and transportation demand management.

Step-function indicators:
 0= No implementation —may have been discussed;
 1= Implementation has been discussed and formally proposed;
 2= Detailed designs have been completed, but not funded;
 3= Designs completed, funding approved, but not implemented;
 4= Full implementation

Step Function Ratings:

Outcome	Rating
Bus rapid transit	4
Non-motorized transport	4
Transport demand management	0

Indicator 2: Number of Annual Person-trips taken on Sustainable Transport Options Promoted Under Project.

Bus Rapid Transit Trips: 76,500,000
 Non-motorized Trips: 7,000,000
 (methodology under review)

¹¹ For Full Size Projects this information is found in the front page of the project Executive Summary; for Medium-Sized Projects the information appears in the MSP brief cover page.

2. PROJECT OBJECTIVE

State the global environmental objective(s) of the project¹²

Reduce greenhouse gas emissions from urban transportation by improving a bus rapid transit system and its related facilities.

Please provide a narrative of progress made towards meeting the project objective(s). Describe any **significant** environmental or other changes attributable to project implementation. Also, please discuss any major challenges to meet the **objectives** or specific project **outcomes** (not more than 300 words)

The institutional problems hindering the Transjakarta busway agency have now improved significantly with a more solid institutional basis established in April 2010, and the direction set to become a government-owned private company. In addition, the legal issues with contractors and corruption allegations have now largely been resolved. Due to the extensive time and effort required to bring this about, project objectives 1-4 regarding BRT improvement are now delayed, some past the project end-date.

Major challenges remain in getting the government to now make the personnel changes necessary to realize strong performance from the institutional changes, and to approve and implement the minimum service standards set for Transjakarta.

Progress is being made for the enforcement of the BRT exclusive lanes. Portal-gates are increasingly in use, and police have reached an agreement with the DKI Jakarta government regarding enforcement.

CNG supply remains a critical and seriously worsening situation. A fundamental disagreement and lack of policy on the price of CNG has led to a sharp reduction in an already strained filling capacity for the busway, with a serious impact on busway service levels. Strong efforts are being made to address this.

Public relations work continues with increased involvement of NGO groups including the Indonesian Consumer Association, Transjakarta users association, bike-2-work and a coalition of transport NGOs. Media training and advocacy continued.

Please provide a narrative of progress towards the stated GEF Strategic Priorities and Targets if identified in project document ¹³(not more than 200 words)

Greenhouse gas reductions are occurring through busway riders who previously drove private motor vehicles or rode taxis and less-efficient buses.

Measurements of energy consumption of the busway's buses under actual load and drive cycle conditions on the busway corridors are multiplied by actual bus km per Transjakarta's records. Results of CNG consumption merit further investigation as they do not match international experience, and inaccuracies of fuel volume calculation in Indonesia may exist.

A conservative analysis, using local estimates for private vehicle fuel consumption, and passenger statements as to alternate mode that would be used, shows the annual direct reduction in GHG emissions is 56,000 metric tonnes. This calculation:

- 1) is only for the busway passengers, no other project aspects;
- 2) does not include any GHG emissions from vehicle manufacture/disposal or energy supply, only direct energy consumption (tank-to-wheel);
- 3) uses CNG fuel consumption measurements as indicated by Indonesian national government meters, which appear to overestimate CNG quantity by 20% or more;
- 4) only considers modal switch from motorized private modes to busway; ignoring over 50% of passengers who switch from other public transport.

¹² Or immediate project objective

¹³ Projects that did not include these in original design are encouraged to the extent possible to retrofit specific targets.

3. RATING PROJECT PERFORMANCE AND RISK

Based on inputs by the Project Manager, the **UNEP Task Manager**¹⁴ will make an overall assessment and provide ratings of:

- (i) Progress towards achieving the project objective(s)- see section 3.1
- (ii) Implementation progress – see section 3.2

Section 3.3 on Risk should be first completed by the Project Manager. The UNEP Task Manager will subsequently enter his/her own ratings in the appropriate column.

3.1 Progress towards achieving the project objective (s)

Project objective and Outcomes	Description of indicator ^[1]	Baseline level ^[2]	Mid-term target ^[3]	End-of-project target	Level at 30 June 2010	Progress rating
Objective 1: Develop BRT Corridors 4-14	-		-			-
	Number of corridors operating	3	9	14	8	MU
	km of busway	44	130	250	123,55	
Outcome: BRT implemented on corridors 4-14 with routes optimized	BRT system ridership (daily - averaged for most recent month)	114,000	300.000	714,000	255,000 (all objectives combined)	MU
	Passenger-km on BRT (daily)	593,000	2.400.000	7.140,000	3.085,000	MS
	average passenger trip length (km)	4.4	8	10	12.1	S
	Liters of fuel consumed per BRT passenger km	0.24 (estimated)	0.22	0.16	Diesel = 0.15 CNG = 0.46 CNG Articulated = 0.19	MS
	bus fuel usage - liters/km	0.71 (estimated)	0.70	0.66	Diesel = 0.55 CNG = 0.93 CNG articulated = 1.37	MS
	passengers per bus km	3	3.2	4	2.57 (12m bus = 2.37 (Articulated = 7.05)	MS
Objective 2: Optimize Fare System For Corridors 1-14						
Outcome 2-1: Integrated fare system with controls stops fare leakage.	Passenger-km (additional to Objective 1)	593,000 (unable to calculate additional per objective)	2.700,000	7.245,000	Not applicable	n.a

¹⁴ For joint projects and where applicable ratings should also be discussed with the Task Manager of co-implementing agency.

Outcome 2-2: Competitive contracting implemented for BRT bus operation, reducing costs	Amount paid (Rupiah/km) to BRT operators (non-articulated bus)	12,855	11,500	9500	12m bus = 11,947 rp Articulated = 20,081 rp (Weighted average; excludes PT Jet buses owned by government)	S
Objective 3: Improve Intersection Performance for BRT.						
Outcome 3-1: Intersection conflicts reduced to acceptable levels. BRT average speed increases to 25km/hr	BRT average speed (km/h)	19	22	25	22,9	MS
Outcome 3-2: Improved political support for BRT by reducing impacts on mixed traffic	BRT passengers/day (additional to previous objectives)	114,000 (unable to calculate additional per objective)	300,000	832,000	Not applicable	n.a
Objective 4: Optimize busway operation.						
Outcome 4-1: Increased average speed of BRT	BRT average speed (km/h)	19	23	28	22.9	MU
	BRT passengers/day (additional to previous objectives)	114,000	300,000	965,000	(unable to measure additional per objective)	n.a
Outcome 4-2: 5% reduction of fleet downtime, reduced operating costs	Proportion of buses reserved by operators for downtime *	6.8%	6%	5%	10%	MU
Outcome 4-3: 8% reduction in fuel consumption	Fuel consumption of buses (liters/km)	0.71	0.70	0.66	Diesel = 0.55 CNG = 0.93 CNG articulated = 1.37	S
Objective 5: Improve public perception of BRT						
Outcome 5-1: Public understanding of BRT and optimal use of public road space increased.	BRT passengers/day (additional to previous objectives)	114,000	340,000	1,061,000	(unable to measure additional per objective)	n.a
Outcome 5-2: Web and SMS based routing information system available to potential passengers	Information system deployed.	no information system for routing		Web based + printing material of routing information system	website www.itdp-indonesia.org and www.transjakartabusway.com	S
Objective 6: Rationalize Non-BRT Bus Routes.						
Outcome 6-1: Increase of passenger from bus feeder system from 5% to 50% of BRT passengers; of which 32 % are new passengers and 32 % shifted from PMV feeder	BRT passengers using bus feeder	9.1%	10.0%	50%	44%	S

Outcome 6-2: reducing PMV feeder trips and increasing total BRT passengers	BRT passengers using PMV feeder	7.5%	7.5%	3.8%	34% (4% car & 30% motorcycle)	HS
	Km of PMV feeder trips	Unable to measure by interview survey; new survey planned	= baseline	50% reduction in PMV feeder trips totaling 250,000 PMV km/day	Not yet measured	n.a
Objective 7: Evaluate and Implement Transport Demand Management Measures to Reduce Private Motor Vehicle Use						
Outcome: TDM measure implemented so that cost of PMV use is greater than BRT fare	TDM charge for operating PMV on congested portions of BRT corridors	3-in-1 policy on corridor 1	Improved public and political acceptance for electronic road pricing	ERP implemented on busway corridor roads	20% complete along corridor 1 – increasing public and government support	MU
	BRT passengers/day (additional to previous objectives)	114,000	340,000	1,781,000	Not applicable	
	Number of Daily BRT passengers whose previous mode was PMV	22,800	23,000	890,000	102,000	MU
Objective 8: Improve Pedestrian, NMT Facilities and Land Use in Center and Along Corridors						
Outcome 8-1: Convenient NMT and pedestrian trips increases BRT trips.	BRT passengers with walking or bicycle connecting trips	31%	35%	50%	53% (47% walk 6% bicycle)	S
	Amount of PMV kms as feeder and short-distance trips	no measurement	5% reduction from baseline	25% reduction in total PMV feeder km from baseline	survey pending	n.a
Objective 9: Dissemination and Outreach to Other Cities.						
Outcome: Full BRT implemented in 1 of target cities; BRT draws some passengers from private motor vehicles. Or increased number of students walking and biking to school increased use of bicycle for short trips	BRT established	Planning of BRT in other cities	BRT planning in progress	1 BRT established in Indonesian city	Pekanbaru is operating a partial BRT since June 2009; have agreed to take steps to move toward full BRT.	S

Overall rating of project progress towards meeting project objective(s) *(To be provided by UNEP GEF Task Manager. Please include columns to reflect all prior year ratings)*

FY2009 rating	FY2010 rating	Comments/narrative justifying the current FY rating and explaining reasons for change (positive or negative) since previous reporting periods
MU	MU	Progress in general remained rather stagnant over the last year mostly due to City Government's slow activity. MTE completed; recommendations are accepted by City Government. Renewed vigor and commitment plus progress on the Legal / institutional aspects indicate major progress to be achieved in next months

Action plan to address MS, MU, U and HU rating (*To be completed by UNEP GEF Task Manager in consultation with Project Manager*)

Action(s) to be taken	By whom?	By when?
Based on mid term evaluation and agreed course of actions (by City Government) a final work plan (including milestones) will be developed for the remainder of the project duration plus possible (no cost) project extension for 6 months. Revised work plan leads to budget revision	ITDP and City Government	September, 2010
Develop analyses on key project objectives, soliciting the supervision of the Deputy Governor for Transport & Infrastructure so that the results meet his expectations. These strategies will likely include: Fare structures and electronic fare collection system (also in cooperation from MRT); Control center operation technology comparison (GPS, RFID, etc); Alternative solutions for busway flow bottlenecks; Improvement of peak capacity to reduce passenger queuing	ITDP staff, local consultants and international experts	Beginning November 2009 and continuing
Invite a longstanding operator from a Latin American BRT system to come to Jakarta to explain their operation of BRT and relation to the government. Follow-up to build dialogue with receptive operators	ITDP and TransJakarta	January 2010
Identify key members of new Jakarta parliament and provide them with information & study tours to identify heroes to innovate busway improvements	ITDP Indonesia staff and cooperating NGO partners	November 2009
Develop and implement additional monitoring criteria on dwell time, passenger wait times, implementation of ITS technology for vehicle monitoring and passenger information	ITDP staff and TransJakarta	October 2009

This section should be completed if project progress towards meeting **objectives** was rated MS, MU, U or HU during the previous Project Implementation Review (PIR) or by the Mid-term Review/Evaluation (*To be completed by Project Manager*).

Problem(s) identified in previous PIR	Action(s) taken	By whom	When
Behind on objectives likely due to lack of sufficient political will.	More aggressive public relations	ITDP Indonesia staff	Since August 2008 and continuing
	Legal and institutional support	Contracted consultants	September 2008 – Jan 2010

3.2 Project implementation progress

Outputs ¹⁵	Expected completion date ¹⁶	Implementation status as of 30 June 2010 (%)	Comments if variance ¹⁷ . Describe any problems in delivering outputs	Progress rating ¹⁸
Output 1: BRT implemented on corridors 4-14 with routes optimized				
Activity 1: Open corridors 4-7	Dec 2007	Completed		S

¹⁵ Outputs and activities as described in the project logframe or in any updated project revision.

¹⁶ As per latest workplan (latest project revision)

¹⁷ Variance refers to the difference between the expected and actual progress at the time of reporting.

¹⁸ To be provided by the UNEP Task Manager

Outputs ¹⁵	Expected completion date ¹⁶	Implementation status as of 30 June 2010 (%)	Comments if variance ¹⁷ . Describe any problems in delivering outputs	Progress rating ¹⁸
Activity 2: Open corridors 8-11	Dec 2008	50% complete; Physical infrastructure is complete, Corridor 8-10 open bus purchase is tendered and operator tender is in process	Expected to begin operation on Corridors 8-10 in early 2011	MU
Activity 3: Open corridors 12-15	Dec 2009	Planning begun for corridors 12-15; construction delayed	Corridor 11-15 will be delayed 2-3 years to address quality concerns on whole system	U
Output 2: Optimize Fare System for Corridors 1-14				
Activity 4: TransJakarta become legal entity able to control fare revenue	Mar 2008	80% complete. Governor decreed TransJakarta as Full BLU in April 2010.	Inconsistency in regulatory framework for Full BLU makes private company status desirable; targeted for early 2011.	MS
Activity 5: Fare system control mechanisms implemented	Mar 2009	30% complete	Improvement of physical infrastructure for fare collection delayed by Governor's desire to use DKI Bank	MU
Activity 6: Competitive tender for fare system and bus operations implemented	Jun 2010	First competitive tender for bus operation implemented Nov 2007	Fare system competitive tender delayed by Governor's desire to use DKI Bank.	MU
Output 3: Improve Intersection Performance for BRT				
Activity 7: Incremental intersection reforms implemented – part 1	Sep 2010	Per PSC, government will budget for improvements in 2011	Expected in 2011	MS
Activity 8: Incremental intersection reforms implemented – part 2	Sep 2011	Pending; on schedule		MS
Output 4: Optimize Busway Operation				
Activity 9: Operation reforms implemented – part 1	Jan 2008	Reforms implemented to reduce transfers; planning as system		
Activity 10: Operation reforms implemented – part 2	Jan 2009	CNG supply problems persist; Research completed and advocacy document in preparation.	CNG supply remains impeded by pricing issues with national government. Implementations of two price tiers have cut number of usable stations further. President of Indonesia solicited for support.	U
Activity 11: Operation reforms implemented – part 3	Jan 2010	All contracting issues with operators are now resolved allowing TransJakarta to implement routes to reduce passenger transfers and improve service. 21 routes now in operation on 8 corridors.		S
Activity 12: Operation reforms implemented – part 4	Jan 2011	Pending; on schedule		
Output 5: Improve public perception of BRT				
Activity 13: Public transit routing information system implemented	Dec 2010	Website, SMS, and call-center implemented for passenger information. Proceeding with station signage demonstration project.		MS
Output 6: Rationalize Non-BRT Bus Routes				
Activity 14: New, rationalized, bus routes established in Jakarta	Dec 2011	In process of tendering major		

Outputs ¹⁵	Expected completion date ¹⁶	Implementation status as of 30 June 2010 (%)	Comments if variance ¹⁷ . Describe any problems in delivering outputs	Progress rating ¹⁸
		study to value existing bus route licenses and prepare model for reform		MS
Output 7: Evaluate and Implement Transport Demand Management Measures to Reduce Private Motor Vehicle Use				
Activity 15: Road pricing scheme implemented in Jakarta	Dec 2011	National government and NGO forum promoting issue. MRT project driving consideration.	Implementation not likely until approximately 2013-2016. Advocacy also includes parking reform.	U
Output 8: Improve Pedestrian, NMT Facilities and Land Use in Center and Along Corridors				
Activity 16: Plaza Fatahillah pedestrian area implemented near Jakarta "Kota" BRT station	Jun 2008	Plaza Fatahillah fully pedestrianized and attracting substantial crowds on weekends.		S
Activity 17: Secure bike parking areas established at 4 BRT stations	Jun 2009	80% - agreed to budgeting for construction in 2011. Private sector has implemented parking in malls near some stations.	No apparent obstacle to completion; expected in 2011.	MS
Activity 18: Redevelopment plans agreed to for Plaza Fatahillah as transit oriented development	Jun 2010	Plaza lacks easy connection to transport facilities.	Development is improving, but transit aspect requires more focus.	MS
Activity 19: Pedestrian improvements achieved within 200 meters of all BRT stations	Jun 2011	In process of conducting survey on sidewalk conditions to assess DKI claims	Initial surveys show poor condition on 1/3 of corridor 1, and much of corridor 2.	MS
Output 9: Dissemination and Outreach to Other Cities				
Activity 21: BRT system, pedestrian zone, or NMT improvement planned in 2 other cities	Jun 2010	Cooperative agreement signed with Pekanbaru. City has agreed to change to median-lane for buses and implement other reforms.	Median-lane implementation expected in 2011, with reforms continuing afterwards.	MS

Overall project implementation progress ¹⁹ (To be completed by UNEP GEF Task Manager. Please include columns to reflect prior years' ratings):

FY2009 rating	FY 2010 rating	Comments/narrative justifying the rating for this FY and any changes (positive or negative) in the rating since the previous reporting period
MU	MU	Mid term evaluation completed, provides ample recommendation for institutional / legal strengthening of the Busway. Substantial Technical advice provided. Combined with renewed commitment of City government 1.5years of project execution should lead for a satisfactory result.

Action plan to address MS, MU, U and HU rating. (To be completed by UNEP Task Manager in consultation with Project Manager²⁰)

Action(s) to be taken	By whom?	By when?
More intensive monitoring of newly defined work plan for remaining	ITDP	Remaining project execution.

¹⁹ Use GEF Secretariat required six-point scale system: Highly Satisfactory (HS), Satisfactory (S), Marginally Satisfactory (MS), Marginally Unsatisfactory (MU), Unsatisfactory (U), and Highly Unsatisfactory (HU)

²⁰ UNEP Fund Management Officer should also be consulted as appropriate.

Action(s) to be taken	By whom?	By when?
project period. Except for short project extension there will be no opportunity to catch up. Intense follow up with DKI – Jakarta.		

This section should be completed if project **progress** was rated MS, MU, U or HU during the previous Project Implementation Review (PIR) or by the Mid-term Review/Evaluation (*To be completed by Project Manager*).

Problem(s) identified in previous PIR	Action(s) taken	By whom	When
Inadequate institutional structure	Increase effort to improve institutional structure of TransJakarta	ITDP Indonesia staff working with DKI Jakarta government leadership	Ongoing with elevation to Full BLU by December 2009; BUMD by June 2010 – Status: On track - required documents including new financial model and business plan in preparation.
Need for better public support for project goals	Public relations effort to increase political support for technical improvements that will lead to increased ridership	ITDP Indonesia staff	Extensive public relations with multiple groups; political support for improvements - Status: multiple PR efforts to improve image of busway completed & ongoing

3.3. Risk

There are two tables to assess and address risk: the first “risk factor table” to describe and rate risk factors; the second “top risk mitigation plan” should indicate what measures/action will be taken with respect to risks rated **Substantial** or **High** and who is responsible to for it.

RISK FACTOR TABLE

Project Managers will use this table to summarize risks identified in the **Project Document** and reflect also **any new risks** identified in the course of project implementation. The **Notes** column should be used to provide additional details concerning manifestation of the risk in your specific project, **as relevant**. The “Notes” column has one section for the Project Manager (**PM**) and one for the UNEP Task Manager (**TM**). If the generic risk factors and indicators in the table are not relevant to the project rows should be added. The **UNEP Task Manager** should provide ratings in the right hand column reflecting his/her own assessment of project risks.

Risk Factor	Indicator of Low Risk	Indicator of Medium Risk	Indicator of High Risk	Project Manager Rating						Notes	Task Manager Rating						
				Low	Medium	Substantial	High	Not Applicable	To be determined		Low	Medium	Substantial	High	Not Applicable	To be determined	
INTERNAL RISK																	
Project management																	
Management structure	Stable with roles and responsibilities clearly defined and understood	Individuals understand their own role but are unsure of responsibilities of others	Unclear responsibilities or overlapping functions which lead to management problems	x						PM : team is well-established; highly rated by mid-term evaluation TM: Ok	X						

Risk Factor	Indicator of Low Risk	Indicator of Medium Risk	Indicator of High Risk	Project Manager Rating						Notes	Task Manager Rating					
				Low	Medium	Substantial	High	Not Applicable	To be determined		Low	Medium	Substantial	High	Not Applicable	To be determined
INTERNAL RISK																
Project management																
Governance structure	Steering Committee and/or other project bodies meet periodically and provide effective direction/inputs	Body(ies) meets periodically but guidance/input provided to project is inadequate. TOR unclear	Members lack commitment Committee/body does not fulfil its TOR			X				PM: Membership and leadership of PSC changes regularly with poor communication between key individuals. Outcomes will depend on personality politics, significantly increasing risk. TM: Agreed ITDP can be pro active on this one.			X			
Internal communications	Fluid and cordial	Communication process deficient although relationships between team members are good	Lack of adequate communication between team members leading to deterioration of relationships and resentment		x					PM: Internal communications occasionally suffering; have taken steps to improve. TM: Ok		X				
Work flow	Project progressing according to work plan	Some changes in project work plan but without major effect on overall timetable	Major delays or changes in work plan or method of implementation			X				PM: Despite renewed focus of Governor, unlikely to catch up with original work plan. TM: Promises on MTE recommendations now to be translated into action of various Government agencies			X			
Co-financing	Co-financing is secured and payments are received on time	Is secured but payments are slow and bureaucratic	A substantial part of pledged co-financing may not materialize	x						PM: Additional co-financing from National Government, Climate Works Foundation, and return of DKI Jakarta focus on improvements. TM: Ok	X					
Budget	Activities are progressing within planned budget	Minor budget reallocation needed	Reallocation between budget lines exceeding 30% of original budget			X				PM: Major budget reallocation needed following MTE recommendations. TM: Agreed; we shall see			X			
Financial management	Funds are correctly managed and transparently accounted for	Financial reporting slow or deficient	Serious financial reporting problems or indication of mismanagement of funds	x						PM: Accounts fully audited and discrepancies corrected. TM: Ok	X					

Risk Factor	Indicator of Low Risk	Indicator of Medium Risk	Indicator of High Risk	Project Manager Rating						Notes	Task Manager Rating					
				Low	Medium	Substantial	High	Not Applicable	To be determined		Low	Medium	Substantial	High	Not Applicable	To be determined
INTERNAL RISK																
Project management																
Reporting	Substantive reports are presented in a timely manner and are complete and accurate with a good analysis of project progress and implementation issues	Reports are complete and accurate but often delayed or lack critical analysis of progress and implementation issues	Serious concerns about quality and timeliness of project reporting		x					PM: Reports are becoming very long and experiencing minor delays in completion. TM: Understood; is partly result of MU status monthly progress reports ok.		X				
Stakeholder involvement	Stakeholder analysis done and positive feedback from critical stakeholders and partners	Consultation and participation process seems strong but misses some groups or relevant partners	Symptoms of conflict with critical stakeholders or evidence of apathy and lack of interest from partners or other stakeholders	x						PM: Extensive stakeholder involvement including improved NGO activity, cooperation of police, and involvement of national government. Staff changes at DKI Jakarta have improved communications there. TM: Ok	X					
External communications	Evidence that stakeholders, practitioners and/or the general public understand project and are regularly updated on progress	Communications efforts are taking place but not yet evidence that message is successfully transmitted	Project existence is not known beyond implementation partners or misunderstandings concerning objectives and activities evident	x						PM: Extensive media work continues. Evidence of increased awareness of key issues such as CNG supply and lane incursion. TM: Agreed	X					
Short term/long term balance	Project is addressing short term needs and achieving results with a long term perspective, particularly sustainability and replicability	Project is interested in the short term with little understanding of or interest in the long term	Longer term issues are deliberately ignored or neglected	x						PM: Addressing both; good balance. TM: Ok	X					
Science and technological issues	Project based on sound science and well established technologies	Project testing approaches, methods or technologies but based on sound analysis of options and risks	Many scientific and /or technological uncertainties	x						PM: technology for improving BRT performance, well understood. TM:CNG position paper under preparation. Global Environment Impacts needs strengthening.		X				

Risk Factor	Indicator of Low Risk	Indicator of Medium Risk	Indicator of High Risk	Project Manager Rating						Notes	Task Manager Rating					
				Low	Medium	Substantial	High	Not Applicable	To be determined		Low	Medium	Substantial	High	Not Applicable	To be determined
INTERNAL RISK																
Project management																
Political influences	Project decisions and choices are not particularly politically driven	Signs that some project decisions are politically motivated	Project is subject to a variety of political influences that may jeopardize project objectives			X				PM: Renewed commitment of Governor may overcome internal politics, but yet to be evidenced. Election in 2012 may be a factor. TM: Agreed; requires timely reminders.			X			
Other, please specify. Add rows as necessary										PM: TM:						
EXTERNAL RISK																
Project context																
Political stability	Political context is stable and safe	Political context is unstable but predictable and not a threat to project implementation	Very disruptive and volatile		x					PM: Increased work with Parliament is improving budget support for Transjakarta. TM: Ok		X				
Environmental conditions	Project area is not affected by severe weather events or major environmental stress factors	Project area is subject to more or less predictable disasters or changes	Project area has very harsh environmental conditions		x					PM: Jakarta is near sea-level and flooding occurs during heavy rainfall events combined with high-tide. TM: Agreed		X				
Social, cultural and economic factors	There are no evident social, cultural and/or economic issues that may affect project	Social or economic issues or changes pose challenges to project implementation	Project is highly sensitive to economic fluctuations, to social issues or cultural		x					PM: Fare increases are controversial. Project has involved leading consumer group in fare analysis and recommendations.		X				

Risk Factor	Indicator of Low Risk	Indicator of Medium Risk	Indicator of High Risk	Project Manager Rating						Notes	Task Manager Rating					
				Low	Medium	Substantial	High	Not Applicable	To be determined		Low	Medium	Substantial	High	Not Applicable	To be determined
EXTERNAL RISK																
Project context																
	performance and results	but mitigation strategies have been developed	barriers							TM: Ok						
Capacity issues	Sound technical and managerial capacity of institutions and other project partners	Weaknesses exist but have been identified and actions is taken to build the necessary capacity	Capacity is very low at all levels and partners require constant support and technical assistance			x				PM: Institutional reform efforts suffering greatly from staff indecision and hesitancy. TM: Hesitance / indecision in staff of government agencies			X			
Others, please specify																

If there is a significant (over 50% of risk factors) discrepancy between Project Manager and Task Manager rating, an explanation by the **Task Manager** should be provided below

N/A

TOP RISK MITIGATION PLAN
Rank – importance of risk Risk Statement – potential problem (condition and consequence) Action to take – action planned/taken to handle the risk Who – person(s) responsible for the action Date – date by which action needs to be or was completed

Rank	Risk Statement ²¹		Action to Take	Who	Date
	Condition	Consequence			
1	Capacity Issues	Institutional reform poorly implemented	Promote DKI Jakarta to establish Transjakarta as unit of existing publicly-owned private company	Milatia Kusuma (ITDP)	August 2010
2	Governance Structure	Lack of implementation of PSC	Work directly with Governor and DKI Parliament to	Milatia Kusuma (ITDP)	Ongoing for

²¹ Only for Substantial to High risk.

Rank	Risk Statement ²¹		Action to Take	Who	Date
	Condition	Consequence			
		recommendations	promote PSC recommendations		remainder of project
3	Political Influences	Implementation of MTE recommended changes is subject to internal politics in year prior to election.	Increase communication with DKI Jakarta parliament to better understand project needs and budget requirements	Ratna Yunita (ITDP)	August 2010-January 2011
4	Work Flow	Major delays in planned implementation of BRT improvements	Revision of project objectives, milestones and indicators as recommended in MTE	John Ernst (ITDP)	10 August 2010
5	Budget	Budget does not match new objectives	Budget reallocation	John Ernst (ITDP)	10 August 2010

Project overall risk rating (Low, Medium, Substantial or High) (*Please include PIR risk ratings for all prior periods, add columns as necessary*):

FY2009 rating	FY2010 rating	Comments/narrative justifying the current FY rating and any changes (positive or negative) in the rating since the previous reporting period
M	M	ITDP has show capability in implementing these projects and the TM expects they will be able to address all these risks.
		If a risk mitigation plan had been presented for a previous period or as a result of the Mid-Term Review/Evaluation please report on progress or results of its implementation
		MTE completed, recommendations now internalized by project office and city government agencies. Find work plan, final budget revision.

4. RATING MONITORING AND EVALUATION

Based on the answers provided to the questions in 4.1, 4.2 and 4.3 below, the **UNEP Task Manager** will provide ratings for the following aspects of project monitoring and evaluation:

- (i) Overall **quality** of the Monitoring & Evaluation plan
(ii) Performance in the **implementation** of the M&E plan

4.1. Does the project M&E plan contain the following:

- Baseline information for each outcome-level indicator Yes X No
- SMART indicators to track project outcomes Yes X Yes X No
- A clear distribution of responsibilities for monitoring project progress. Yes X No

4.2. Has the project budgeted for the following M&E activities:

- Mid-term review/evaluation Yes X No
- Terminal evaluation Yes X Yes X No
- Any costs associated with collecting and analysing indicators' related information Yes X Yes X No

Please rate the **quality** of the project M&E plan (use HS, S, MS, MU, U, HU): S

4.3 Has the project:

- Utilized the indicators identified in the M&E plan to track progress in meeting the project objectives; Yes X No
- Fulfilled the specified reporting requirements (financial, including on co-financing and auditing, and substantive reports) Yes X No
- Completed any scheduled MTR or MTE before or at project implementation mid-point; Yes X Yes X No
- Applied adaptive management in response to M&E activities Yes X No

- Implemented any existing risk mitigation plan (see previous section) Yes No

Please rate the performance in **implementing** the M&E plan (use HS, S, MS, MU, U, HU): S

4.4. Please describe activities for monitoring and evaluation carried out during the reporting period²²

Field Surveys

Updated data has been collected in according to the indicators established in June 2007 as follows:

- BRT km of corridors open
 - Number of bus km operating
 - Number of passengers carried (provided by TransJakarta ticket sales data)
 - Average speed of busway buses
 - Average speed of mixed traffic
 - Intersection delays for BRT buses at selected locations
 - Headway of BRT buses on system
 - Passenger queuing time at stations
 - Pedestrian connection times at transfer stations
 - Conditions of pedestrian facilities near BRT system at key locations
 - BRT user satisfaction
 - BRT user ability-to-pay and willingness-to-pay survey
 - BRT trip origin and destination by interview survey, used to calculate average passenger trip length in km
 - Connecting trip mode by interview survey of BRT passengers
 - Alternate mode would use if not BRT by interview survey of BRT passengers
- [note: this list is being checked by staff for any missing items]

Mid-Term Evaluation

A mid-term evaluation was conducted during the reporting period. Draft results had been presented to all parties. Final MTE is in preparation.

Steering Committee

Three steering committee meetings were held during the reporting period: 29 August 2009, 22 April 2010, and 25 June 2010. The last meeting focused on review of the mid-term evaluation and development of an action plan for implementing recommendations.

Expert Review

Review of staff recommendations by ITDP internal and external international experts occurs continually throughout project execution. During the reporting period, this included:

- Review of financial model developed by Ernst & Young / Logit Consultants by Walter Hook
 - Review of national pedestrian and bicycle design guidelines by Nelson Nygaard Consultants
 - Review of operator contracting concept of DKI Jakarta by E.E.Sandoval
 - Review of previously-made electronic ticketing system recommendations by F. Gordillo
- Many additional reviews of technical, legal, and institutional aspects were conducted by in-country experts.

4.5. Provide information on the quality of baseline information and any effects (positive or negative) on the selection of indicators and the design of other project monitoring activities

- Incorrect bus average speed estimate from 2007 was corrected using an average speed estimate of international experts conducting during the project preparation phase in 2006.

²² Do not include routine project reporting. Examples of M&E activities include stakeholder surveys, field surveys, steering committee meetings to assess project progress, peer review of documentation to ensure quality, etc.

- Delays in conduct of a complete origin-destination survey for Jakarta have prevented collecting feeder-trip km
- Measurements of CNG fuel consumption of buses rely on government meters which have not been independently verified. CNG bus fuel consumption measured in Jakarta is significantly higher than expected.
- Note that indicators will be revised based on input from MTE

4.6. Provide comments on the usefulness and relevance of selected indicators and experiences in the application of the same.

Using additional busway passenger-km for each objective is ineffective as a management tool because only total passenger-km is known and it is impossible to segregate these into the various objectives.

4.7. Describe any challenges in obtaining data relevant to the selected indicators; has the project experienced problems to cover costs associated with the tracking of indicators?

Much improved interview surveys were obtained this year by a cooperative working agreement with the Indonesian Consumers' Association (YLKI). This improved the questioning regarding connecting mode, and alternate mode. However, this type of survey could not estimate the km of connecting mode trips. No cost problems with conducting surveys.

4.8. Describe any changes in the indicators or in the project intervention logic, including an explanation of whether key assumptions²³ are still valid

Indicators will be revised per recommendation of MTE to reflect institutional reform effort as central part of project effort. Logic of project intervention and key assumptions are still valid

4.9. Describe how potential social or environmental negative effects are monitored

Social: The project has had ongoing media monitoring, summarizing the statements of government and key political figures in relation to the project objectives. The project's independent advisor has extensive contacts within non-government organizations and civil society, as well as government sources. An NGO forum with strong ties to a broad array of social and environmental NGOs has been formed to assist project work particularly on demand management and CNG supply issues.

Environmental: An ITDP staff person is responsible for monitoring environmental effects, DKI Jakarta government now conducts environmental impact analyses on planned busway corridors. Significant effort is being placed on estimating and publicizing the beneficial environmental and social impacts of the BRT's use of CNG fuel.

4.10. Please provide any other experiences or lessons relevant to the design and implementation of project monitoring and evaluation plans.

- As noted in 4.5, measurement of CNG fuel consumption rates are surprisingly high and do not match international experience. ITDP recommends against publicizing these fuel consumption figures until the CNG measuring device used can be verified as accurate.
- Project during final year will conduct intensive review of evaluation methodology for GHG impacts, utilizing cofinancing from ADB GEF project directed at this subject.

5. PROJECT IMPLEMENTATION EXPERIENCES AND LESSONS

5.1. Please summarize any experiences and/or lessons related to project design and implementation. Please select relevant areas from the list below:

Special request from GEF Sec for FY10 is to highlight Best Practices and Lessons learned from the following categories:

- i. CLO1²⁴: Enhancing social impacts through the improved understanding of the causal relationships between environmental management and local community welfare.
- ii. CLO2: Enhancing the catalytic effect of GEF financing with the aim of: identifying, scaling up and replicating best practices, improving the science evidence base to develop projects, strategies and policies, and capturing learning from demonstrations across all focal areas.

²³ Assumptions refer to elements of the "theory of change" or "intervention logic" (*i.e., the problem is a result of A, therefore, if we change B, this will lead to C*) and not to pre-conditions for project implementation. It is a common mistake to include statements such as "political will" as an assumption. This is rather a necessary condition to implement the project.

²⁴ CLO: Corporate Learning Objective of GEF Sec.

iii. CLO3: Enhancing the impact of capacity development support provided across focal areas.

iv. CLO4 : Improving performance monitoring at project and portfolio level

If the Lessons Learned from this project does not fit the above CLO categories, please provide them in the relevant categories below:

- Conditions necessary to achieve global environmental benefits such as (i) institutional, social and financial sustainability; (ii) country ownership; and (iii) stakeholder involvement, including gender issues.
- Institutional arrangements, including project governance;
- Engagement of the private sector;
- Capacity building;
- Scientific and technological issues;
- Interpretation and application of GEF guidelines;
- Factors that improve likelihood of outcome sustainability;
- Factors that encourage replication, including outreach and communications strategies;
- Financial management and co-financing.

The implementation of this project is entirely dependent on a government, or government leaders, with the political interest, will and understanding to alter the dominant paradigm of transportation system development in cities. The BRT concept reallocates limited road space (if it is not in short supply, there is little need for BRT) away from private vehicles and toward a highly efficient and low cost public transport system. Since the most influential citizens driving automobiles are negatively impacted by this reallocation, political will is a prerequisite for success. This project started under one leader with sufficient will and transferred, at the end of year one, to a new leader. After two-years focusing on other priorities, i.e., widespread flooding in Jakarta, the new government has now turned its focus to transportation.

What has been learned is that the legal and institutional basis of the busway was dramatically weaker than expected. This administration continues to spend most of their effort in fixing the highly-questionable arrangements of the previous one. A shocking level of negligence occurred and now must be repaired.

Social sustainability is improved by BRT systems, which not only provide effective public transit at a much lower cost than alternatives (even alternative bus systems and paratransit have higher cost due to time lost in congestion and in slower boarding/alighting times). The BRT has a secondary benefit of drawing attention to pedestrian facilities near to BRT stations. This leads to review and improvement of these facilities – which are also used by the poorest members of society who depend only on walking.

Financial sustainability is inherent in the Bogotá model of BRT design, although it is important to note that the unsubsidized design of Bogotá's system means managers must pursue the maximum tolerable ratio of passengers/bus-km. The subsidy of the Jakarta system is not particularly contentious, but is mostly an issue to allow increased independence of the agency, which is needed to increase system quality. Thus, significant improvements in quality have become stuck behind the legal/institutional problems encountered. However, the government is now indicating a willingness to push for infrastructure improvements as well.

Greenhouse gas impacts from this project can be expected from 2 areas: 1) modal shift, and 2) land use changes.

Some analysts would also look at improvements to overall traffic flow as a GHG reduction, but in a city like Jakarta with suppressed demand for private motor vehicle trips (people are not taking trips because congestion is too high), it is false to estimate GHG reduction from improved traffic flow. Any improvements there will result in increased private motor vehicle trips over time until congestion levels return; negating any initial decrease in GHG emissions. The solution to reducing GHG emissions without congestion is through transportation demand management measures, which are a part of this project but have not yet reached implementation stage.

Regarding modal shift and land use impacts, we are estimating only modal shift at this point because the BRT does not provide sufficient quality of public transport to impact land use decisions favourably yet, i.e., developers are not locating new apartments near to BRT stations, etc. The project initiated some outreach in this area in 2010 by conducting an international event including an imagined redesign of a key transport hub, Manggarai, in Jakarta. However, little developer or government interest ensued. Even if/when this happens, the methodology to estimate impacts is not well developed. There is no approved CDM methodology for this.

There is a large area of potential modal shift GHG impacts which we are not yet measuring as part of our analysis: savings from switching from buses caught in traffic to BRT buses. This could increase the calculation of GHG emission reductions substantially, since it is the majority of the BRT passengers. However, we do not have good data on the fuel consumption of these older, generally smaller, congested buses and paratransit. Plus, progress to rationalize their routes is slow at best, so many are still operating with fewer passengers. During 2011, this factor will be analyzed in detail as part of the review of GHG methodology for transportation.

The lack of cooperation between the national and city government is profound, and has now resulted in a worsening of the CNG supply situation for the BRT buses. A price increase by the 2 privately operated stations in April 2010 now causes all buses to refuel at the 4 remaining government (Pertamina) stations. The lower-pressure, and hence longer fuelling time, at the government stations makes the impact on BRT operations considerably worse. This will deteriorate even further when over 100 additional CNG buses will be added to the system in early 2011. Drawing public and government focus on this issue has now become a project top priority.

Legal issues with bus operators are now largely resolved, allowing operation of the BRT as a system with 21 routes no operating on 8 corridors.

6. Climate Change Tracking Tool

Project contribution to Climate Change Strategic Priorities & Programs							
<i>Transport</i>							
Project Title	GEF Project ID	GEF Grant million US\$	Direct GHG Reductions to Date (Mt CO2)	Indirect GHG Reductions to Date (Mt CO2)	GEF-4 SP5: Indicator 1: Adoption/Creation/Enactment/of Sustainable Transport Policy	GEF-4 SP5: Indicator 2: No. of Annual Person-trips Taken on Sustainable Transport to Date	
Bus Rapid Transit & Pedestrian Improvements Project in Jakarta	GF/ 4010 – 06 – 06	5.8	560 T	60- 6000 T	Bus rapid transit = 4 Non-motorized transport = 4 Transport demand management = 0	76,500,000	