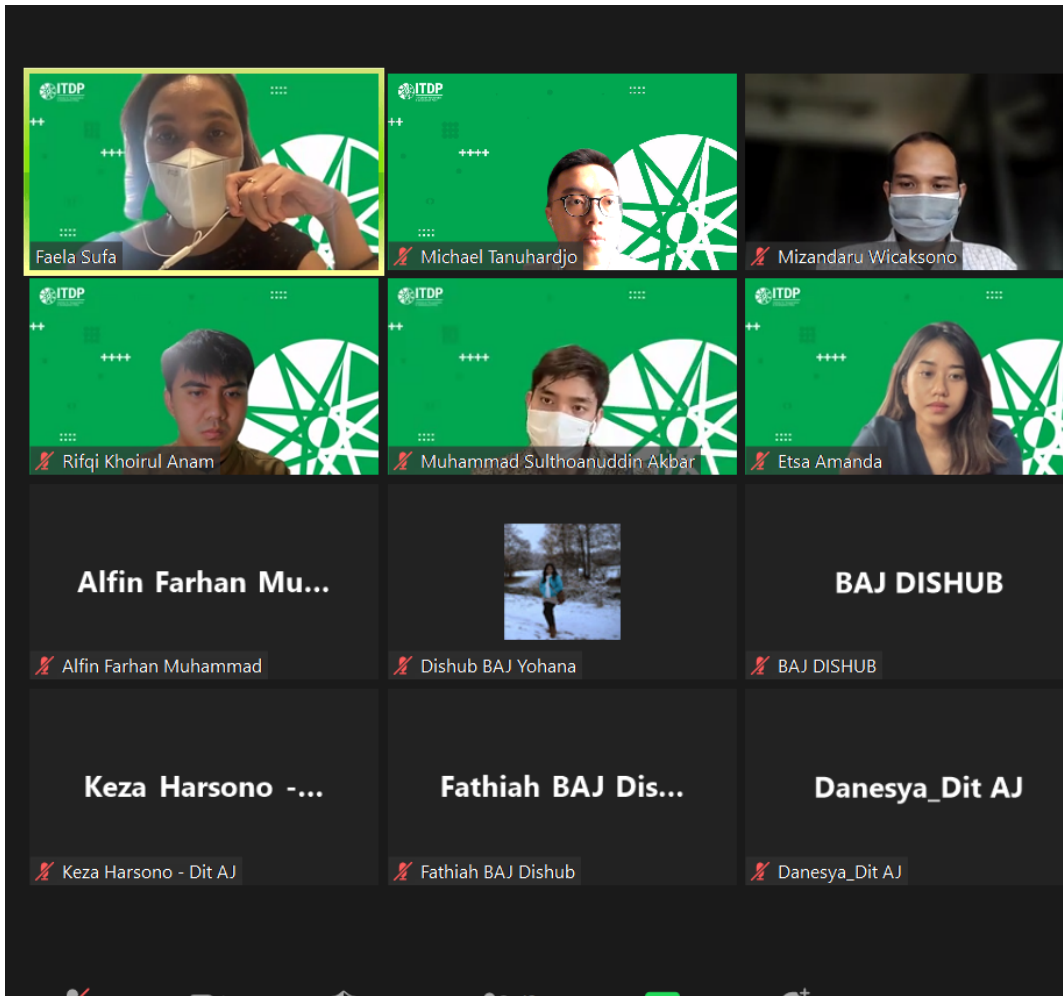


Minutes of Meeting

Stakeholder Consultation Event: Ministry of Transportation and Jakarta Transport Agency

Date & Time	2 February 2022, 14.00 - 16.00
Venue	<p>Zoom Meeting</p> 

	<table><tr><th>No</th><th>Nama</th><th>Jenis Kelamin</th><th>Instansi</th></tr><tr><td>1</td><td>Hadi Setyabudi Pramono</td><td>Laki-Laki</td><td>Kementerian Perhubungan</td></tr><tr><td>2</td><td>Keza Harsono</td><td>Laki-Laki</td><td>Kementerian Perhubungan</td></tr><tr><td>3</td><td>Danesya</td><td>Perempuan</td><td>Kementerian Perhubungan</td></tr><tr><td>4</td><td>Ellena</td><td>Perempuan</td><td>Kementerian Perhubungan</td></tr><tr><td>5</td><td>Yayat Sudrajat</td><td>Laki-Laki</td><td>Dinas Perhubungan DKI Jakarta</td></tr><tr><td>6</td><td>Yohana</td><td>Perempuan</td><td>Dinas Perhubungan DKI Jakarta</td></tr><tr><td>7</td><td>Fathiah</td><td>Perempuan</td><td>Dinas Perhubungan DKI Jakarta</td></tr><tr><td>8</td><td>Ekhi</td><td>Laki-Laki</td><td>Dinas Perhubungan DKI Jakarta</td></tr><tr><td>9</td><td>Faela Sufa</td><td>Perempuan</td><td>ITDP</td></tr><tr><td>10</td><td>Etsa Amanda</td><td>Perempuan</td><td>ITDP</td></tr><tr><td>11</td><td>Muhammad Sulthoanuddin Akbar</td><td>Laki-Laki</td><td>ITDP</td></tr><tr><td>12</td><td>Rifqi Khoirul Anam</td><td>Laki-Laki</td><td>ITDP</td></tr><tr><td>13</td><td>Michael Tanuhardjo</td><td>Laki-Laki</td><td>ITDP</td></tr><tr><td>14</td><td>Mizandaru Wicaksono</td><td>Laki-Laki</td><td>ITDP</td></tr><tr><td>15</td><td>Alfin Farhan Muhammad</td><td>Laki-Laki</td><td>ITDP</td></tr></table>	No	Nama	Jenis Kelamin	Instansi	1	Hadi Setyabudi Pramono	Laki-Laki	Kementerian Perhubungan	2	Keza Harsono	Laki-Laki	Kementerian Perhubungan	3	Danesya	Perempuan	Kementerian Perhubungan	4	Ellena	Perempuan	Kementerian Perhubungan	5	Yayat Sudrajat	Laki-Laki	Dinas Perhubungan DKI Jakarta	6	Yohana	Perempuan	Dinas Perhubungan DKI Jakarta	7	Fathiah	Perempuan	Dinas Perhubungan DKI Jakarta	8	Ekhi	Laki-Laki	Dinas Perhubungan DKI Jakarta	9	Faela Sufa	Perempuan	ITDP	10	Etsa Amanda	Perempuan	ITDP	11	Muhammad Sulthoanuddin Akbar	Laki-Laki	ITDP	12	Rifqi Khoirul Anam	Laki-Laki	ITDP	13	Michael Tanuhardjo	Laki-Laki	ITDP	14	Mizandaru Wicaksono	Laki-Laki	ITDP	15	Alfin Farhan Muhammad	Laki-Laki	ITDP
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ITDP Participants	Faela Sufa Mizandaru Wicaksono Rifqi Khoirul Michael Tanuhardjo Etsa Amanda Sulthoanuddin Akbar Alfin																																																																
External Participants	Ministry of Transportation: Keza Harsono, Danesya, Hadi SP, Ellena Jakarta Transport Agency: Yayat Sudrajat, Yohana, Fatiah, Ekhi, Fani																																																																
Discussion Summary	<ul style="list-style-type: none">- ITDP Introduction by FS- Opening by FS- Recommendation Presentation by MW- Discussion- Closing by FS																																																																
Discussion Details	<p>Opening by FS: In this meeting, we would like to present the policy recommendations from our study to have more information, input, and verification.</p> <p>MW presented the UK PACT EUM 124 and EUM 125 Project</p> <p>1a. Legal Umbrella Targets Electric Vehicle Adoption</p> <ul style="list-style-type: none">- MW: What is the Ministry of Transportation's response to this? What are the barriers or challenges in setting these targets?- Hadi SP: The Ministry of Transportation has submitted a proposed roadmap to The Coordinating Ministry of Maritime Affairs, but has not received feedback from them, and does not yet have a solid legal basis as well. Step by step, BTS will be the forerunner of electrification.- FS: Is it possible to have technical assistance?- Hadi SP: it is very much needed, we are still waiting for the legal basis, there can be a parallel between the TA and the legal basis. Priorities can be discussed with ITDP.- FS: for this, we will follow up further.- RK: Confirm whether the roadmap has been submitted to The Coordinating Ministry of Maritime Affairs? Is it in the form of a regulation or document that has often been described regarding BTS? Are there any obstacles?																																																																

- **Hadi:** It is necessary to ensure a parallel priority scale by waiting for the The Coordinating Ministry of Maritime Affairs' turn to review.

1b. Roadmap Phase-out' Legal Protection and its roll-out.

- **Yayat:** I agree, there must be incentives and disincentives related to this regulation so that it can run. I see that there has been quite a lot of investment if people switch to electric vehicles. There must be a strategy issued by the government.
- **Yayat:** First it can be started with official vehicles of the governments to switch to electric vehicles. So far, there are no regulations or technical guidelines.
- **MW:** Does that mean there are no conventional vehicles' phasing out for Jakarta's Greater Area?
- **Yayat:** There aren't any for private vehicles yet, but the public transportation has been adjusted from Transjakarta
- **MW:** Who are the other stakeholders whom we need to discuss disincentives, roadmaps, etc. with?
- **Yayat:** Another SKPD that can be invited to cooperate is the BKPR Office, there is already a local government policy of 0% PNBB, the problem is that vehicle investment is very expensive and the cost of borrowing from the bank is very difficult, the bank still considers this electric vehicle as an experiment. For private vehicles, we also have to think about how to get people to switch to electric vehicles.

2. Strengthen inter-ministerial coordination in Commitment Making

- **MW:** Maybe you can explain how the work system/role of the Ministry of Transportation in the coordination team for the acceleration of battery-based electric vehicles?
- **Hadi:** We (directorate of public transportation) are users. We hope for support from other ministries, for example charging stations are easy to obtain, electricity prices for charging stations, and incentive prices. Based on our capacity as supervisors of road transport, we are preparing for conversion from conventional to electric vehicles.
- **MW:** Does the current data on the use of electric vehicles go to the Ministry of Transportation as well?
- **Hadi:** We have the type test data, but the overall data in circulation is not complete yet. If there is already one, it will be from public transportation. The most appropriate is the vehicle registration from the Police.
- **MW:** Regarding the electrification database, the Ministry of Transportation can support public transportation or electric buses that are used. But for other vehicles, it is more accurate if it comes from the Police.

3. Accelerate the Procurement of Charging Infrastructure for Electric Motorcycles

- **MW:** What is the current role of the Transportation Agency in encouraging/developing a charging network in Jakarta, both for private and public vehicles?
- **Yayat :** For private vehicles, the Provincial Government has waived the Sales Tax on Luxury Good's fee (0%), one of the DKI Provincial Government's efforts to encourage electric vehicle users. In addition, it is given specificity in the Even-Odd policy and cheap parking rates. There is a discourse that PLN will cooperate with Pertamina, to reallocate existing gas stations to become charging stations, in collaboration with malls in Jakarta. There are several

locations where KLU can be filled, one of which is at the terminal.

- **Fathiah:** The Transportation Agency has collaborated with JUP for the construction of the SPKLU, currently it has surveyed the location, some are at the terminal and at stations.
- **Yohana:** The charging infrastructure is part of KSD, one of which has been built on Jl. Perintis Kemerdekaan, as shared with SPBG. As it was built by a subsidiary of Jakpro, JUP has not yet been licensed by the Central and Provincial Governments. It has not been ratified because it is not in accordance with the RDTR regional regulation. Once it is operated, it can meet the needs of 30 Transjakarta electric buses. 2022, where its target is at Grogol Terminal for private vehicles and buses (since the demand is big) and Pulo Gebang, do not let the Grogol terminal function be disrupted because of the SPKLU. The plan will be built in JIS as well. Several businessmen for recharging electricity have gone to The Transportation Agency for presentations on their investments, as Research Agency has come related to investment. There must be an MoU between the governor and the party that will build the SPKLU. The recommended location is in the terminal because it is part of the regional assets.
- **MW:** Because terminals are part of regional assets, the choice of location will be more directed towards terminals such as Grogol and Pulo Gebang terminals, as well as JIS.
- **MW:** Can Dishub provide recommendations for road sections in Jakarta with the highest volume of electric vehicles/vehicles, as input to PLN for potential SPKLU?
- **Yohana:** The Research Agency has had an audience with the Transportation Agency, the results of the study have not yet been given to us. They have made roadmaps for several regions, including what brands have been released. It will be followed up on whether they have issued the final draft of the study.
- **MW:** What is this Research Agency under?
- **Yohana:** From the central government.
- **MT:** Regarding the placement of charging infrastructure, the potential demand is electric online motorcycle taxis. Has there been any discussion regarding this matter, especially online two-wheeled motorcycle taxis?
- **Fathiah:** they can only refill at the Grab Lebak Bulus office. There is no battery charging at home yet. The amount has not been informed by Grab or Gojek.
- **RK:** Until now, SPKLU has not operated to serve the 30 electric buses. Is this already integrated?
- **Yohana:** There is no permit to accommodate the bus. But Transjakarta has placed it in the South Jakarta area. However, they prefer mobile ones to be carried in vehicles. In Mayasari, they already have their own electric bus. They will contract with TJ and have prepared from their pool. Because the investors have gone to the Transportation Agency for information from Mayasari.

4. Assist in analyzing PKB and BBN-KB revisions for reducing vehicle ownership transfer taxes

- **MW:** Are there any further plans besides exemption from the transfer of title tax to lower the price of electric motorcycles?
- **Yayat:** Regarding motorcycles, it is not the domain of Jakarta's government. What is included is only the domain of local taxes, so its role is to zero the tax. However, further input related to financing schemes, for example, the government could also provide incentives with a rental system, as did GRAB for its partners. So they only pay rent per day. And the charge is quite cheap. This means that it does not have to be owned by grab partners.

- **MW:** So it is important to explore financing schemes, not only for vehicle ownership but also for the ones you rent as well

5. Disincentive gasoline-fueled vehicles with prohibition regulations and strict fuel economy standards

- **MW:** Is there any plan to reduce the use of gasoline for vehicles, so that they can switch to electric vehicles?
- **Danesya:** Two-wheeled vehicles are not under our jurisdiction, because this is the authority of the LLAJ directorate. The "Buy The Service" program still uses conventional fuel for now but later there are plans to use electricity.
- **MW:** There is a policy regarding luxury goods tax exemption for four-wheeled electric vehicles, but this has not yet been applied to two-wheeled vehicles. Is there any plan from the ministry of transportation to regulate the tax from the emission level or from the planned LEZ determination?
- **Danesya:** From AJ, there has been no discourse on luxury goods tax exemption for two-wheelers.
- **MW:** Is there any disincentive plan for conventional motorized vehicles, for example, based on emissions?
- **Yayat:** it's not there yet, especially with the current situation (COVID), it's likely to be there in the future once we reach the end of the pandemic. We at The Transportation Agency will encourage like what Grab did, which provides two-wheeled electric vehicles, while its partners do the rental of electric vehicles.
- **MW:** Are the obstacles in this condition also limiting to the implementation of LEZ?
- **Yayat:** In the future, more areas will be designated as LEZ. However, to increase the value of taxes, many will protest against the government.
- **MW:** Can you describe the LEZ expansion plan that will be carried out?
- **Yayat:** a study has been carried out by colleagues in the field of traffic, there will be an additional LEZ area, the location of which I have not been informed.
- **MW:** Is there a policy regarding higher parking rates for gasoline-fueled vehicles, and will there be a different tariff scheme between electric and conventional vehicles for ERP?
- **Yayat:** One of the local government's strategies is to increase the maximum tariff for conventional vehicles. Several FGDs have been held, especially in certain areas. Regarding this disincentive, the government will also implement it in 1 corridor first related to ERP.

6a. Regulating Operation Permits to Third parties for Fleet

- **RK:** Since the goal is to reduce the upfront cost of the public transport fleet, we propose a business model such as leasing, so that APM (electric vehicle manufacturer) has an electric vehicle license. Second, the technical provisions for electric vehicles, the classification of buses that are already for transport fleets are based on dimensions but actually, there should be an evaluation of the maximum weight, dimensions, etc.
- **Ellena:** The progress we are currently working on is collaborating with the World Bank for a road map with the pilot cities of Bandung, Surabaya, Medan with 90% electric buses. Regarding the dimensions, the previous regulations for the classification of electric vehicles are still used.
- **RK:** It means that the bus dimension classification is still the same using Permenhub 15 2019
- **Ellena:** We are still drafting the specifications of the big bus, but for now we are still using the Ministry of Transportation's old regulation

- **RK:** As for the business model for granting operating permits, have there been any discussions from the Ministry of Transportation?
- **Ellena:** This year, some discussions have been held with RAPM, BTS will use electric buses. All are still in the process of discussion with APM.

6b. Revising the Contract Period of Transjakarta Electric Bus Operators and Regulating The Operation Permits to Third Parties for Public Transport Fleet

- **RK:** The electric bus operator contract period was originally 7 years to 10 years. However, these 10 years are not considered optimal enough to be sufficiently cost-effective. If the benchmark for other countries can reach more than 15 years, and the operating license for the TJ bus is still attached to the TJ bus operator, we recommend a lease scheme so that upfront costs can be reduced. Is there a plan & does the policy allow it?
- **Yayat:** In principle, it could be revised related to the contract period, even though there has been a new government regulation regarding the lifetime of electric vehicles. If there is a more specific study, it can be done. The 7 years to 10 years change happens because of the battery life, where the body of the vehicle is still suitable for use even though the service life ends in 7-8 years. However, it is more appropriate for Transjakarta because they are the ones who have a contract with the operator. Regarding bus ownership, I agree in principle, because the bus investment costs are very expensive, so the business scheme can be done like that
- **RK:** For contract revision to 14 years, what do you think about the authority of The Transportation Agency regarding this revision and ownership of electric buses with third parties?
- **Yayat:** The revision of the contract is more under Transjakarta's authority, while the transportation agency is more concerned with the lifetime of electric vehicles and business schemes that can be stated in the governor's regulation. In calculating the operational costs, investment can be made by leasing.
- **RK:** Is there a year limit for the operational age of electric vehicles?
- **Yayat:** if the limit has not been determined until now, only based on R&D it can reach 10 years. However, for roadworthiness operations, it still refers to government regulations, related to the implementation of public transportation. If I'm not mistaken, there is a new ministerial regulation that regulates electric buses, but it has not been read further.

9. E-Mobility Task Force as an Interdepartmental Empowered Group for the Electrification Program at the Provincial Level

- **MW:** Is there any response regarding the formation of a task force at the provincial level from the DKI Jakarta Transportation Agency?
- **Yohana:** The task force doesn't exist yet. Because the procurement is more for Transjakarta itself, later Transjakarta will be the one who will self-manage the electric buses, the rest will be paid by the operator in rupiah/km. So that the provincial government does not provide electric buses, except for electric service vehicles. However, small electric buses are being accommodated by entrepreneurs, so they enter their kWh and can participate in the auction.
- **MW:** Regarding Transjakarta's electrification, is the coordination running smoothly, and can the roadmap take place without the formation of a special unit?
- **Yohana:** In the next direction, Transjakarta only acts as a regulator and monitor, not as an operator, and they have their own subsidiary. Because we learned that the provincial government had its own bus, but now it is no longer since Transjakarta became an incorporated company. Until now, the

study has not determined a single study, but ITDP can help assess what the Pax rate is each year.

- **RK:** If at the national level there is a task force for the acceleration of electric vehicles, but there is no one in the provincial government yet, we cannot imagine how the working mechanism of the related SKPD services for this electrification program will be. And it was also mentioned that there is a fairly technical issue that there is a special agency that examines the implementation of electric vehicles at the provincial level. Is it necessary for this agency to regularly address technical and regulatory issues? What kind of work mechanism does the Transportation Agency recommend?
- **Yohana:** For the construction of SPKLU, this is not the domain of the Transportation Agency, according to its main task, namely the TGUPP who contacted the Transportation Agency to follow up. It is more to the domain of The Energy Agency, related to licensing to the spatial planning office, and the PTSP service, and there is Jakarta Investment. Transportation and subsidies are the new domain of the Transportation Agency. For the creation of a new team or organization, it is necessary to review the Organization and Bureaucratic Reform (OBR) service. If there is coordination regarding the regional strategic activities of PTSP, BPBJ, and the spatial planning office. However, it is related to exhaust emissions with the environmental service. The emission test from the Transportation Agency is only limited to the coordination and process for following up on vehicles that violate the law. For the establishment of an agency, it is necessary to determine and clarify whether the OBR is sufficient or not. Or directions from the governor to the Bureau of OBR.

10. Gender Equality Responsive and Inclusive Vehicle Specifications, for General Electric Motorcycles and Online Ojeks

- **MW:** From benchmarking policies of other countries, there are special permits issued for online transportation or ride-hailing. How does the Ministry of Transportation respond to the large number of motorbikes used as public transportation, while motorbikes actually do not meet these requirements? What is the approach taken by the Ministry of Transportation regarding this issue?
- **Danesya:** For motorcycles, it is more about using the first mile and last mile. And we strongly agree with the electrification of electric motorcycles.
- **MW:** In response to this, are there plans for further details such as determining vehicle operating licenses, drivers, specifications, etc.?
- **Danesya:** From the directorate of facilities, such as there is a plan.
- **MW:** In other countries, there are ride-hailing permits, and there are several regulations that must be met, such as the emission limit for vehicles. In our opinion, this is important so that the government can force online motorcycle taxis to use vehicles that are more environmentally friendly. Any views on this? Are there any obstacles you can imagine if this is implemented?
- **Ellena:** Regarding online motorcycle taxis, an approach has been taken (in the discussion stage) to use more environmentally friendly vehicles, because it supports GHG from the ministry of transportation. It is still in the process of discussing it with them.
- **MW:** Is there a target in what year it should be implemented?
- **Ellena:** Since we are following the Roadmap and GHG, we probably have not yet set a time. Because it even takes 3-7 years for the "Buy The Service" program to settle, while online motorcycle taxis are not yet defined as public

	<p>transportation.</p> <p>More questions</p> <p>2. What support does the DKI Jakarta Transportation Agency need from the Ministry of Transportation for TransJakarta electrification?</p> <ul style="list-style-type: none"> - MW: What support do the Ministry of Transportation and Transportation need regarding the electrification of TransJakarta? 		
Follow-up	-		
Made by	EA MT RK Alfin	On	2 Februari 2022

Documentation

Kementerian Perhubungan

5. Disinsentif Kendaraan Berbahan Bakar Bensin dengan Regulasi Pelarangan dan Standar Penghematan Bahan Bakar yang Ketat

- Menganalisis aspek lain dari spesifikasi kendaraan, berkaitan dengan standar efisiensi bahan bakar

- Bagaimana rencana pemerintah untuk menekan penggunaan kendaraan roda dua berbahan bakar bensin (konvensional) agar beralih menggunakan kendaraan roda dua listrik?
- Apakah ada skema disinsentif fiskal maupun non-fiskal bagi penggunaan kendaraan roda dua konvensional? Pajak kendaraan berdasarkan tingkat emisi? Perluasan zona tanpa emisi?
- Adakah rencana untuk melarang penggunaan kendaraan roda dua konvensional di Jakarta, maupun daerah lainnya?

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Dinas Perhubungan Provinsi DKI Jakarta

5. Disinsentif Kendaraan Berbahan Bakar Bensin dengan Regulasi Pelarangan dan Standar Penghematan Bahan Bakar yang Ketat

- Melakukan analisis target pelarangan kendaraan konvensional berbahan bakar bensin melalui Peraturan Gubernur, terkhususnya untuk sepeda motor, direkomendasikan pada tahun 2035

- Bagaimana rencana pemerintah untuk menekan penggunaan kendaraan roda dua berbahan bakar bensin (konvensional) agar beralih menggunakan kendaraan roda dua listrik?
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- Adakah rencana untuk melarang penggunaan kendaraan roda dua konvensional di Jakarta?

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Recording...
View

Dinas Perhubungan Provinsi DKI Jakarta

9. E-Mobility Task Force sebagai Interdepartmental Empowered Group untuk Program Elektrifikasi di Tingkat Provinsi

- Menjadi koordinator e-mobility task force di tingkat provinsi dan merumuskan isu strategis dalam aspek teknis dan regulasi untuk secara reguler diteruskan kepada Pemprov DKI Jakarta.

- Bagaimana tanggapan mengenai usulan e-mobility task force di tingkat provinsi (dengan OPD terkait) yang dapat fokus, memahami, dan mengatasi permasalahan dalam percepatan elektrifikasi Transjakarta, dalam hal kerangka peraturan maupun teknis? OPD mana saja yang dirasa perlu masuk ke dalam e-mobility task force, yang belum tercover pada rekomendasi?
- Saat ini, bagaimana proses komunikasi dan koordinasi program elektrifikasi bus listrik di dalam lingkup pemerintah Provinsi DKI Jakarta?
- Menurut Dinas Perhubungan, bagaimana sejauh ini peran Jakarta E-Mobility Project Implementation Unit dalam mengakselerasi target elektrifikasi Transjakarta?

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Recording...
View

Kementerian Perhubungan

13. Spesifikasi Kendaraan yang Responsif Kesenjangan Gender dan Inklusif, untuk Sepeda Motor Listrik Umum dan Ojek Daring

- Penetapan sepeda motor, khususnya listrik, sebagai moda transportasi pengumpan (*feeder system*) dengan merevisi UU No. 22 tahun 2009
- Penetapan detail spesifikasi sepeda motor listrik dengan merevisi Peraturan Menteri Perhubungan No. 12 tahun 2019 atau peraturan baru, yang meliputi (Sistem pelacakan GPS, tingkat pencahayaan dan suara minimum, kemudahan manuver, bobot ringan, standar emisi, penanda visual untuk klakson, serta posisi tempat duduk yang rendah yang merupakan kebutuhan kelompok rentan atau berkebutuhan khusus)
- Prosedur uji spesifikasi kendaraan listrik untuk ojek online
- Regulasi terkait izin & pelarangan pengemudi ojek online

- Bagaimana peran pemerintah untuk memastikan kelaikan jalan kendaraan maupun pengendara ojek daring?
- Apakah ada izin operasi yang dikeluarkan bagi kendaraan maupun pengendara ojek daring?
- Apakah ada syarat spesifikasi minimum kendaraan yang ditetapkan oleh pemerintah untuk kendaraan yang akan digunakan sebagai ojek daring?
- Bagaimana prosedur pengujian kendaraan yang akan digunakan sebagai ojek daring?

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Recording...
View

Kementerian Perhubungan

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- Bagaimana prosedur pengujian kendaraan yang akan digunakan sebagai ojek daring?

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- RK Rifqi Khoirul An... (Co-host, me) 🔊 📹
 - MW Mizandaru Wicaksono (Host) 🔊 📹
 - FS Faela Sufa (Co-host) 🔊 📹
 - EA Etsa Amanda (Co-host) 🔊 📹
 - MT Michael Tanuhardjo (Co-host) 🔊 📹
 - MS Muhammad Sultho... (Co-host) 🔊 📹
 - AF Alfin Farhan Muhammad 🔊 📹
 - BD BAJ DISHUB 🔊 📹
 - DA Danesya_Dit AJ 🔊 📹
 - D Dishub BAJ Yohana 🔊 📹
 - D Dishub_Fani 🔊 📹
 - D Ellena_AP 🔊 📹
 - FB Fathiah BAJ Dishub 🔊 📹
 - KH Keza Harsono - Dit AJ 🔊 📹