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| **Challenge**  
(Approximately 500 characters with space) | There is still a lack of awareness of e-bus technology and its benefits. As a result, there are still limited policies covering the transition to electric mobility in Indonesia. The government does not have targets for e-bus deployment. The fiscal incentives, procurement, and cost of charging infrastructure are still uncertain. Moreover, the usage of fossil fuel for vehicles is still dominant hence it causes air pollution in Jakarta. Including the e-bus plan, the transport policies and infrastructures mostly do not provide gender inclusiveness. |
| **CTCN assistance**  
(2 to 4 bullet points.  
Approximately 450 characters with space) | ● To develop an investment plan deploying a fleet of electric buses  
● To prepare the procurement documents for e-bus induction (a fleet of buses on a pilot basis) in 2020  
● To assess the supportive policy requirements and actions required by the government of Jakarta and Indonesia to facilitate the deployment of e-buses and related infrastructure.  
● To develop a feasibility study of integrating renewable energy supply to the mobility operations of use in TransJakarta, including solar roofing |
| **Anticipated impact**  
(2 to 4 bullet points.  
Approximately 250 characters with spaces. Include at least one of the core impact indicators from the Closure Report.) | ● The technical assistance will generally improve the awareness of e-bus  
● The investment and procurement plans will set bus fleet electrification targets  
● Policies and action plans will help the government provide incentives  
● The charging infrastructure study will prepare the infrastructure setup |
| **Anticipated co-benefits from the TA**  
(Instruction: Please indicate expected co-benefits as described in the response plan and in the relevant deliverables) | Electric buses have cleaner energy and can be a good replacement for diesel vehicles to reduce environmental pollutants and air pollutants including carbon emissions bringing better public health co-benefits. As one of the deliverables, the technical feasibility study of charging infrastructure will also analyze the usage of renewable energy such as solar energy considering our source of the grid in Indonesia is still using fossil fuels. |
| **Gender aspects of the TA**  
(Instruction: Please indicate if technical assistance will be supported by a gender analysis. Describe expected gender benefits as described in the) | Gender equality and social inclusion should be addressed well in this project. These issues consist of accessibility, safety, and labor provision. The future of the electric bus should consider the accessibility for women, especially pregnant women, women with children, and people with disabilities. The safety issues should include anti-sexual harassment measures, battery usage also charging infrastructure. Any job opportunities should be applicable to women and vulnerable groups. Hence, a gender |
response plan and in the relevant deliverables) assessment should be provided earlier to identify the different needs of women roles. Public consultation and training should also involve more opportunities for women.

| Anticipated contribution to NDC (2 to 4 bullet points. Approximately 350 characters with spaces.) | ● The technical assistance will help to procure 100 electric buses in 2020 and provide the road map of electric bus deployment in Jakarta.  
● The electric bus fleets will be fully implemented in Jakarta in 2030 by Transjakarta.  
● The policies and action plans will be based on the strategic approach of NDC.  
● The charging infrastructure will follow the renewable energy sources stated in the mitigation plan of NDC. |

| The narrative story (Approximately 1200 characters with spaces. Please provide a brief description of the background and context for the technical assistance. Describe the main problems and barriers for climate change mitigation and/or adaptation in terms of climate technologies that the CTCN technical assistance will address.) | Indonesia is one of the largest countries in the world with more than 200 million inhabitants. With these massive demographics, Indonesia has a huge potential to thrive in economic development. As the capital city of Indonesia, Jakarta has become one of the most populous cities on earth with more than 10 million inhabitants. Surrounding satellite cities, such as Bekasi, Tangerang, and Bogor, the population of the Jakarta metropolitan area has reached more than 30 million people. This big population not only stimulates the economy movement but also faces a lot of problems, including transport challenges. 

Since the economic boom several decades ago, the traffic in Jakarta has worsened significantly. Traffic jams have become a normal thing in Jakarta since then. More people living in the metropolitan area mean more vehicles entering the road network that creates problematic traffic congestions. Air pollution in Jakarta is worrying since the degradation of proper land use and massive transport emissions. In the past decades, Jakarta has become one of the worst cities in terms of air pollution with more than 100 of Air Quality Index (AQI) on average. This issue was majorly contributed by the lack of control in transport emissions that pollute the air condition in Jakarta. |

| Contribution to SDGs (To the extent possible, please describe contribution to approximately 3 SDGs, including SDG13) | This technical assistance will be supported by a gender specialist who has broad experiences in bringing more inclusiveness into the transport network (SDG #5 Gender Equality). The electric bus operation in Transjakarta will promote the use of the clean charging infrastructure in Jakarta (SDG #7 Affordable and Clean Energy). The upcoming electric bus operation will reduce the tail-pipe emission produced by transport sectors in Jakarta (SDG #13 Climate Action). |