

Gender Equality and Social Inclusion (GESI) Integration in Electric Bus Implementation

Webinar Report

March 2021

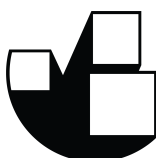


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1 Background

Electric mobility (e-mobility) is now part of emerging technologies in the world to limit the emission produced in the transport sector. Indonesia aims to take part in the e-mobility landscape and to accelerate the implementation of e-mobility through Presidential Regulation 55/2019. Jakarta as the capital of Indonesia has introduced several steps providing initial actions for e-mobility deployment, including the introduction of the electric bus (e-bus).

The initial implementation of e-bus in Jakarta will be provided by Transjakarta, the regional-owned company operating the biggest bus rapid transit (BRT) system in the world. Transjakarta expects to have a pilot project of e-buses in 2021 and later implement fully electric bus fleets in 2030 as stated in their long-term plan. Institute for Transportation and Development Policy (ITDP) has led the Supporting Jakarta's Transition to E-mobility project to help the implementation of electric buses in Transjakarta.

In the development of e-bus implementation in Jakarta, there is a critical urgency to incorporate the Gender Equality and Social Inclusion (GESI) aspect into the e-bus implementation. While most of GESI aspects are still overlooked in the broader transportation landscape in Indonesia, it is essential to bring safe, inclusive, and accessible electric buses for the general public and vulnerable groups, especially in the pilot and initiation period in Jakarta.

Several issues need to be addressed in the deployment of electric buses, such as the lack of GESI issues included in the current policy including Presidential Regulation 55/2019 and no GESI provision in the policy related to charging infrastructures. As an impact, it means that the implementation of electric buses in Jakarta should consider GESI issues included in the planning, operation, maintenance, management, monitoring, and evaluation process.

2 Objectives

Based on the terms of references in the program and the CTCN Gender Mainstreaming tools, the webinar has several objectives as follows.

1. To elaborate current policy and policy gaps of GESI issues in the e-mobility development, especially for electric buses deployment in Jakarta;
2. To disseminate the policy recommendation to improve the incorporation of GESI aspects in the deployment of electric buses; and
3. To raise awareness from the related stakeholders (government) regarding GESI issues in the context of e-mobility and e-buses development

3 Expected Outcomes

The outcomes from the workshop are as follows.

1. Support from key stakeholders and policymakers to incorporate GESI issues in the specific regulations and/or policies related to electric bus deployment.
2. Incorporate GESI issues into the development and implementation of electric buses deployment in Jakarta.
3. Constructive inputs and responses from essential GESI communities to answer the future challenges in terms of development in electric buses deployment in Jakarta.

4 Webinar Format and Attendees

The webinar is conducted using online video conferencing. It is arranged in the format where speakers share their findings to the attendee and panel discussion is conducted. The webinar uses Indonesian as the main language and the sign language interpreters are also available. Presentations in English are translated using close captions.

There are three types of attendees in the webinar: speakers, panelists, and audiences. The speakers come from the Supporting Jakarta's Transition to E-mobility project team members and other projects, such as the C40 Cities Finance Facility project in Transjakarta electric bus deployment. The panelists consist of key stakeholders, such as ministries, local government, operators, international organization, and communities. The webinar is open for the general audience using video sharing websites. Among the audience, the webinar also invites key stakeholders in electric bus deployment, such as ministries, recognized international organizations and non-government organizations. The full list of attendees is available on the Appendix.

5 Webinar Findings

Based on the presentation and the panel discussion, there are a number of findings concluded from the webinar. These findings are categorized by the theme of discussion. The findings are as follows.

Gender Budgeting

- The recommendation from the findings of the projects has suggested a dedicated budget in provision of gender mainstreaming in all stakeholders related to electric bus implementation, such as the Ministry of Transport and Transjakarta
- There is an annual process of gender budgeting in the current budgetary program consisting of four main drivers for national and regional government using the gender analysis pathway.
- Few ministries in the national government has incorporated gender budgeting program in their budget to balance the scope of work both for men and for women
- Krisna, a mobile app based on the Ministry of Finance, is an effort to monitor the budget implementation progress evaluated by the Ministry of Women Empowerment and Child Protection.

Gender Disaggregated Data

- One of the findings in the transport sector, particularly in electric mobility implementation, is lack of gender disaggregated data in terms of operations and management both in national and in regional context.
- Women as passengers have a different travel pattern with trip chaining therefore it is important to have disaggregated data on the transport users
- Transjakarta has provided data of staffing and bus drivers based on gender which is helpful to understand the current women involvement in Transjakarta's workforce.
- Disaggregated data is one of the most important things in the gender mainstreaming process. It is not to differentiate men from women, but it is to put women and men in the same bracket.

Inclusive and Accessibility Facility

- Based on regulations of minimum services standard, there is no specific regulation for electric bus operation yet in relation to provision to vulnerable groups and accessibility issues. It still refers to existing regulations, including priority seats, women dedicated area, and women dedicated bus.

- Transjakarta has plans to revamp 40 facilities to improve accessibility for vulnerable users, such as elevators at stations.
- A government program called Pos Sahabat Perempuan dan Anak has been provided by the Government of Jakarta to oversee the security of public transport users, including women and children.

Accessible Fleets

- Low-entry types of electric buses will be prioritised to cover the accessibility for vulnerable groups using certain features, such as automated ramp and wheelchair dedicated spaces
- Low-vision communities may need a more noticeable indicator of electric bus, including more visible LED on-board sign and more vivid color to distinguish
- Lack of vehicle noise may hamper the safety and the accessibility of low-hearing communities hence there may need some adjustments in the noise of electric buses

Affordable Transport Fares

- Affordability is one of the key decisions for women to travel hence it is important to consider more accessible fares for women and vulnerable groups that depends their activities on public transport
- There is no current adjustment of fares specifically for electric buses by Transjakarta. There is indeed a health benefit captured from using the electric buses compared to the conventional buses. The high capital cost of electric buses should be compensated by the environmental and health benefit gained for the public.
- Regulation of fares for electric buses is not available yet since the fares would refer to passenger capacity instead of powertrain type. Capital cost differences between electric buses and conventional buses should be part of incentives and disincentives scheme to promote more electric bus implementation

Annexure A. Webinar Agenda

TIME	DURATION	AGENDA
08:30 - 09:00	30	Webinar Preparation
09:00 - 09:05	5	Addressing audiences and waiting for more participants
09:05 - 09:10	10	Technical brief: housekeeping, rules, features
09:10 - 09:15	5	Opening: objectives, introduction
09:15 - 09:22	7	Overview of the e-mobility project
09:22 - 09:37	15	GESI policy recommendation regarding Transjakarta e-bus deployment
09:37 - 09:47	10	C40 Cities Finance Facility Presentation for GESI Report
09:47 - 10:47	60	Question Session to Panelists
10:47 - 10:55	8	Wrapping Up and Conclusion
10:55 - 11:00	5	Closing

Annexure B. Webinar Attendees

List of Moderator, Speakers and Panelist

Name	Organization	Role in Webinar
Deliani Siregar	ITDP Indonesia	Moderator
I Made Vikannanda	ITDP Indonesia	Speaker
Insan Ridho Chairuasni	ITDP Indonesia	Speaker
Dikshya Thapa	C40 Cities Finance Facility	Speaker
Wiyarso Suwarsono	Ministry of Women Empowerment and Child Protection	Panelist
Fani Nursyamsi	Transport Agency of Jakarta	Panelist
Yoga Adiwinarto	Transjakarta	Panelist
Iriantoni Almuna	UN Women	Panelist
David Tjahjana	National General Accessibility Movement	Panelist

List of Participants

No	Name	Institution
1	Asih Radhianitya	ITDP
2	Nadia D	Transjakarta
3	Erawati	Transjakarta
4	Ekasari	JBI
5	Firman	JBI
6	Idoan Marciano	IESR
7	Adisthi Febrianty	
8	Etsa Amanda	ITDP
9	Rizki Amelgia	
10	Ayi Safira	ITDP

11	Vinensia Nanlohy	ITDP
12	Ekasari	JBI
13	Veby	
14	Siti Ruhanawati	
15	Mirza Andiani	ITDP
16	Arief Rosadi	
17	Windyo Laksono	
18	Arief	KIAT
19	Ery P	Transjakarta
20	Mugiono (TJ)	Transjakarta
21	B Nico	UNEP
22	Fathiah Dishub	Dishub
23	Hatta Latief	
24	Mulia Andreas	ITDP
25	Sintia	

Annexure C. Webinar Gallery

