



Stakeholder Dialogue on Improving Motor Vehicle Inspection and Maintenance Systems in Indonesia

Workshop, 7 March 2013 (Thursday), 12:00nn-5:30pm
Venue: Hotel Sari Pan Pacific - Jakarta

Introduction

The need of tackle air pollution by transportation was becoming a necessary antecedent since the rapid increase of motorized transportation and its bad effects to environment and human health. In Jakarta, vehicle ownership increases 9 – 11 percent a year and many researches reveal that about 70% of Jakarta air is contaminated by automobile pollutants. Vehicle inspection and maintenance is a main tool which is using most of the countries to reduce the emission in-used vehicles since it has a strong impact in short term. Hence, an efficient and effective Vehicle Inspection and Maintenance system will pay an important role in Jakarta to reduce the emission from automobiles.

Rational

Exhaust gas emission test is mandatory for motor vehicles (Except Motor cycle and Motor Cars) with enactment of DKI Jakarta Local Act No. 02 of 2005 on Air Pollution Control. And newly at national level enacted Act No. 22/2009 which replaces Act No. 14/1992 on Traffic and Road Transportation mandated that all motor cycles operating on the road should meet exhaust emission limit. Although three years at national level, and 7 years at DKI Jakarta Province has lapsed after publishing regulation, the government has failed to implement the emission test for motor cycles. The main issue is the authority and responsibility on I&M program is being vested in several organizations, and need to set up strong stakeholder collaboration in order to implement the successful inspection and maintenance program.

The Clean Air Initiative for Asian Cities (Clean Air Asia) conducted a research survey and comparison of the various vehicle inspection and maintenance practices in Asia. This research, completed in 2012, highlighted the gaps and issues on current vehicle inspection and maintenance (I&M) schemes in Asian countries - China, India, Indonesia, Philippines, Sri Lanka, and Vietnam - and provided an initial assessment of the potential contribution of vehicle I&M schemes to improved air quality and road safety if these schemes would be implemented and enforced effectively. Some of the study findings include:

- National governments establish I&M policy framework; state and local governments should then tailor some program details within this framework to address specific conditions within regions or cities. In countries where responsibility is shared between national and local government organizations, coordination problems frequently occur in the implementation of existing I&M programs as well as in strengthening the I&M system.

- A full dialogue with all relevant ministries or departments is conducted at the early stages of program design, together with full agreement regarding specific roles and responsibilities. Government should set the policy framework and provide overall management of the I&M program while private contractors perform the actual inspections. All the actors in the I&M program must have the capacity to carry out their roles, especially among the vehicle service sector.
- Implementation of I&M programs is in a phased approach to allow learning, adaptation, and capacity building along the way. Phased approach in type of vehicles to be tested and/or emission standards can be considered to provide flexibility and capacity building. As emission standards for new vehicles are tightened, policymakers should set I&M standards for these vehicles that are appropriately stringent, reflecting newer technology and improved emissions performance.
- Policymakers exert strong oversight and institute a quality assurance program for the I&M program. Quality assurance and audit are best done by independent groups. Lack of any centrally-collected data could prohibit any remote auditing of test centers or individual employees.

The FUBI in collaboration with Clean Air Asia, MOT, MOE, and KPBB is seeking to design and facilitate the workshop to discuss the implementing issues of Vehicle I&M program, and develop strong stakeholder collaboration with key decision makers; as a meeting platform to ensure common understanding for institutional and policy design of a proper I&M system.

Objectives

The main objectives in this workshop are,

- To share and discuss current status of Vehicle I&M program
- To distinguish responsibilities and authorities of each organization and identify their role in implementing the vehicle I&M program.
- To make strong stakeholder collaboration and put up close communication with key decision makers to implement the successful program.
- To design appropriate process, and binding commitment among related key stakeholder for implementation of Vehicle I&M program.

Participants

The workshop will be held on 7th of March, 2013 in Aryaduta Hotel – Jakarta with the participation of around 40 people from related key stakeholder, cover:

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| • Ministry of Transport (MoT) | • Local Government (Cities and Provinces) |
| • Ministry of Environment (MoE) | • Auto-industry (car and motorcycle manufacturer) |
| • Ministry of Finance – Fiscal Policy Agency | • Car Workshops Association |
| • Traffic Police Department | • University |
| • Ministry of Law | • NGOs. |
| • Ministry of Domestic Affairs | |



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Provisional Agenda

- 12:00 nn LUNCH
- 1.30 pm Welcome Remarks
- Deputy Minister of Environment, HE Karliansyah
 - Vice Minister of Transportation, HE Dr Bambang Susantono
- 2.00pm Lessons Learn:
- Review of motor vehicle I&M practices in Asia, Ritchie (Chee) Anne Roño, Program Officer - Clean Air Asia Center
 - Global trends on I&M practice, Heng Che Kyui, CITA RAG AA
 - Country experiences on I&M, Klaus Burger, Private Sector Member - Clean Air Asia Partnership
 - Q/A
- COFFEE BREAK
- 3.00 pm Current Status Motor Vehicle I&M status and plans
- Land Transportation – Ministry of Transport
 - Fiscal Policy Agency – Ministry of Finance
 - Ministry of Environment
 - Environmental Agency – Province of DKI Jakarta
 - Traffic Police Department (KORLANTAS MABES POLRI)
- 4.00 pm Facilitated Dialogue (can be in Bahasa Indonesia)
- 5.30 pm Closing Remarks
Ministry of Environment

*Moderated by Ahmad Safrudin - Forum Udara Bersih Indonesia (FUBI)