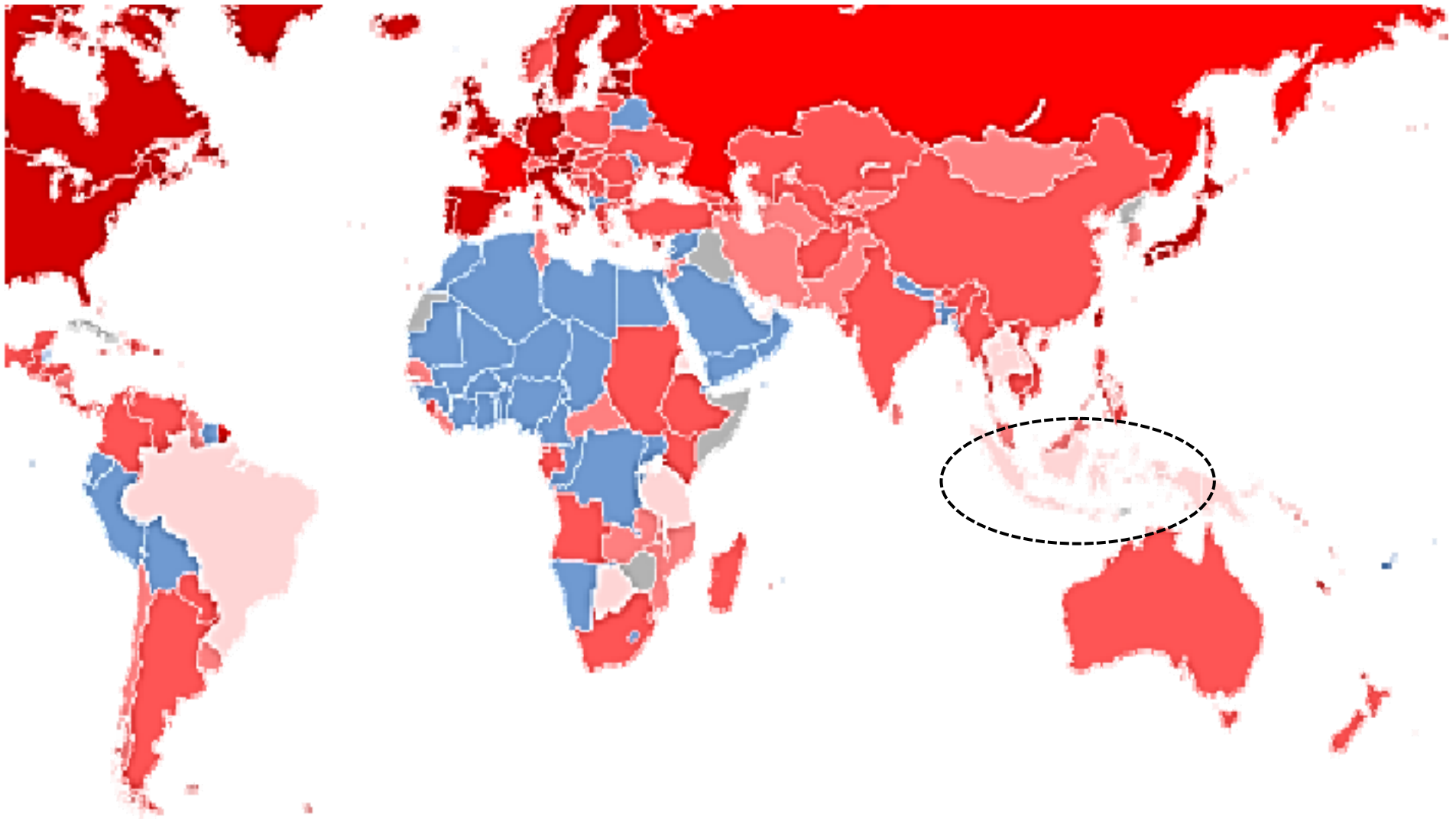




**INTEGRATED REGIONAL DEVELOPMENT
PLANNING |
INDONESIA'S EXPERIENCE
(The Case of Surabaya Madura Region)**

**Andreas Suhono
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MINISTRY OF PUBLIC WORKS
REPUBLIC OF INDONESIA**



I. OVERVIEW OF INDONESIA EXPERIENCE IN RDP

BACKGROUND

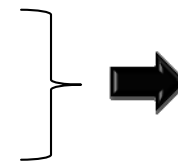
a. Demography, geography and social

- Archipelagic country (\pm 17.000 islands)
- Diversity on culture
- Unbalance distribution of population (60% in Java with only 7% of total area)



b. Regional problems

- Unbalance economic production
- Income inequality
- Inequal opportunity among islands



**People welfare
and National
unity? or
Fraqmentation**



Regional Development is important for Indonesian Development

EXPERIENCES

Period 1945 – 1966

- ★ Promote development in selective potential area to exploitation of natural resources

Period 1967 – 1998

- ★ Promote development area through transmigration and infrastructure development
- ★ Enhancing regional development by establishing spatial law (1992)

* National spatial plan

* Provincial spatial plan

* Regency/ City spatial plan



(Note: central government had significant role for regional development)

★ Under centralistic role of central government, Indonesia had opportunity to develop an integrated development planning and program in small scale and city scale such as Kampong Improvement Program (KIP).

★ This KIP program was aimed to reduce poverty with community empowerment and to improve healthiness of slum areas started from Jakarta.

★ From the success of KIP, the government then started to work on urban projects assisted by multilateral and bilateral agencies with more components involved under integrated development approaches (Hendropranoto, 1985).

EXPERIENCES

Period 2000 – until now

★ Continuing the previous approach in the climate of decentralization

* Law no. 25/2004 on National development planning system

* Law no. 17/2004 on Finance

* Law no. 26/2008 on National spatial planning



Local government (Prov, Regency, city free to allocate budget development



The key aspects of regional development strongly depends on the interaction of rational planning and politic, and leadership

NATIONAL SPATIAL PLANNING

- ★ The Grand strategy of the national and regional development planning → (1) The spatial structure strategy and (2) spatial system strategy to guide the way of national development objectives to be achieved in comprehensive, holistic and integrated approach.
- ★ The Spatial structure strategy includes the development of national urban system, transportation, energy, telecommunication, and water resources infrastructure network system (Infrastructure networking)
- ★ The Spatial system strategy includes the need to preserve and protect conservation areas, and to develop the productive regions such as potential and prospective areas with prospective and economic potential sectors, and to recognize the national strategic regions or areas.
- ★ There are about 76 strategic regions or areas have been identified across the nation. Among others are Jabodetabek region (Greater Jakarta), Gerbangkerto Susila Region (Greater Surabaya), Kedungsepur region (Greater Semarang), and many others.
- ★ Strategic regions function as a growth center to distribute economic activities within national territory

VISION OF 2025

NATIONAL MEDIUM TERM PLAN 2010-2014

Economic Growth	Average 6,3 – 6,8 percent/annum Before 2014 grew 7 persen, in 2014 around 7- 7,7 persen.
Inflation	Average 4 - 6 percent/annum
Unemployment rate	5 – 6 percent end of 2014
Poverty rate	8 – 10 percent end of 2014

2011

GDP~ US\$ 850 billion
Income/capita:
US\$ 3,543

2014

GDP: US\$ ~ 1,2 trillion
Income/capita:
US\$ ~ 4.800-5.000

2025

GDP: US\$ 3,8 – 4,5 trillion
Income/capita
US\$ ~ 13.000 – 16.100
(high income country)

Accelerating Indonesia to become:
1) One of the high income countries in the world;
2) Top ten (10) largest economics in 2025, and top six (6) largest economics in 2050.

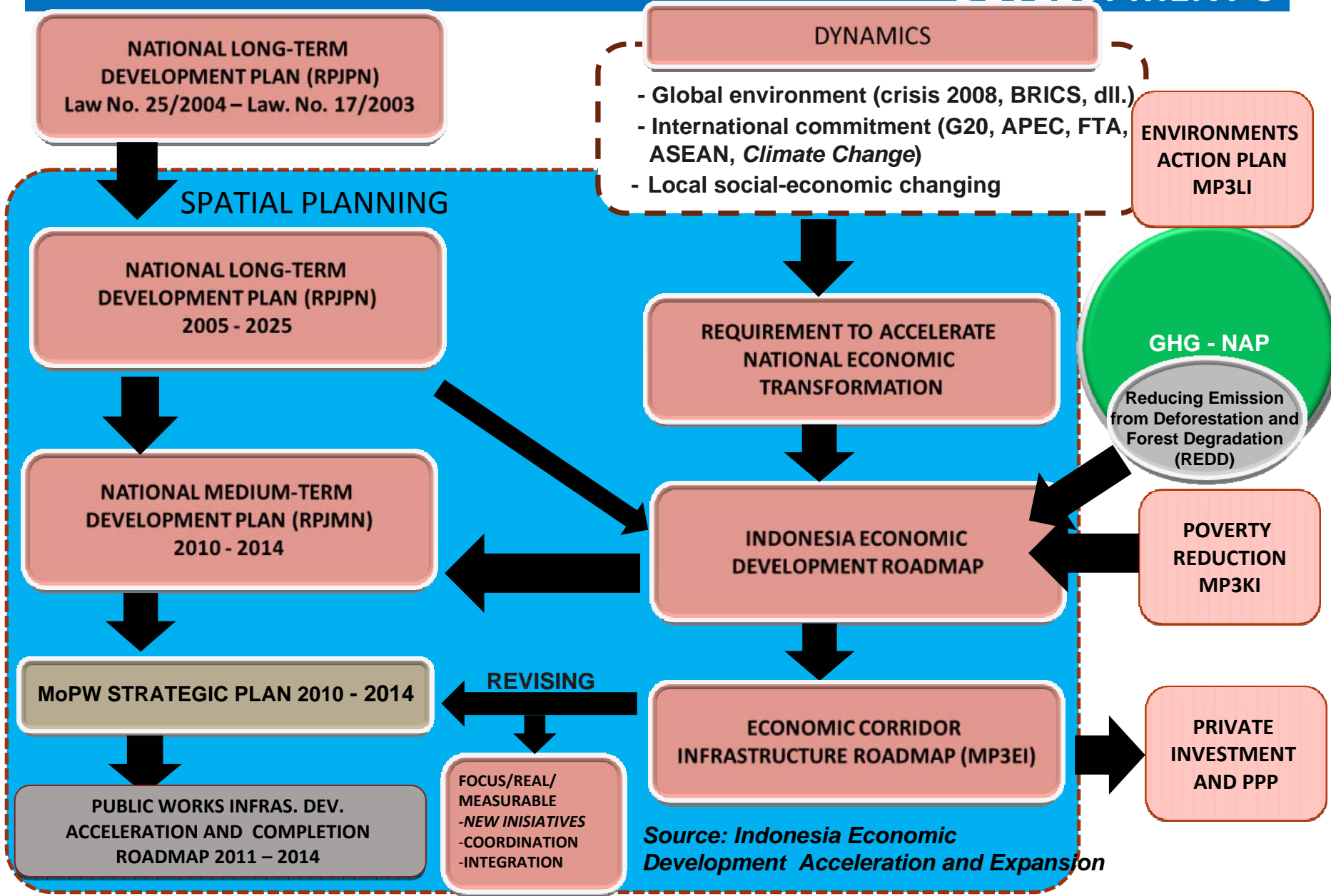
INDONESIAN MIDTERM DEVELOPMENT OBJECTIVES

2010-2014

INDICATOR	2005	2006	2007	2008	2009
ECONOMIC GROWTH	5,7%	5,5%	6,3%	6,0%	4,6%
UNEMPLOYMENT	11,24%	10,28%	9,11%	8,39%	7,87%
POVERTY	15,97%	17,75%	16,58%	15,42%	14,15%

INDICATOR	2010	2011	APBN-P 2012	Projection 2013	Projection 2014
ECONOMIC GROWTH	6,2%	6,5%	6,5%	6,7%-7,4%	7,0%-7,7%
UNEMPLOYMENT	7,1%	6,5%	6,4%-6,6%	6,0%-6,6%	5%-6%
POVERTY	13,3%	12,4%	10,5%- 11,5%	9,5%-10,5%	8%-10%

MP3EI AS PART OF INDONESIAN NATIONAL DEVELOPMENT'S



Source: Indonesia Economic Development Acceleration and Expansion

MP3EI MAIN STRATEGIES



MAIN STRATEGY

STRATEGIC INISIATIVES

“Main Strategy Operationalized within Strategic Inisiatives”

- Potential development through economic corridor
- Strengthen National Connectivity
- Accelerate ability of national human resources and technology

Encourage Enterprise Investment, National Private Sector, and FDI in large scale within 22 main economic activity

(encourage investment realization through accelerating problem solving)

Sincronize National Action Plan & Revitalization of Real Sectors Performance

(determination schedule of completion of national regulation and national main infrastructure)

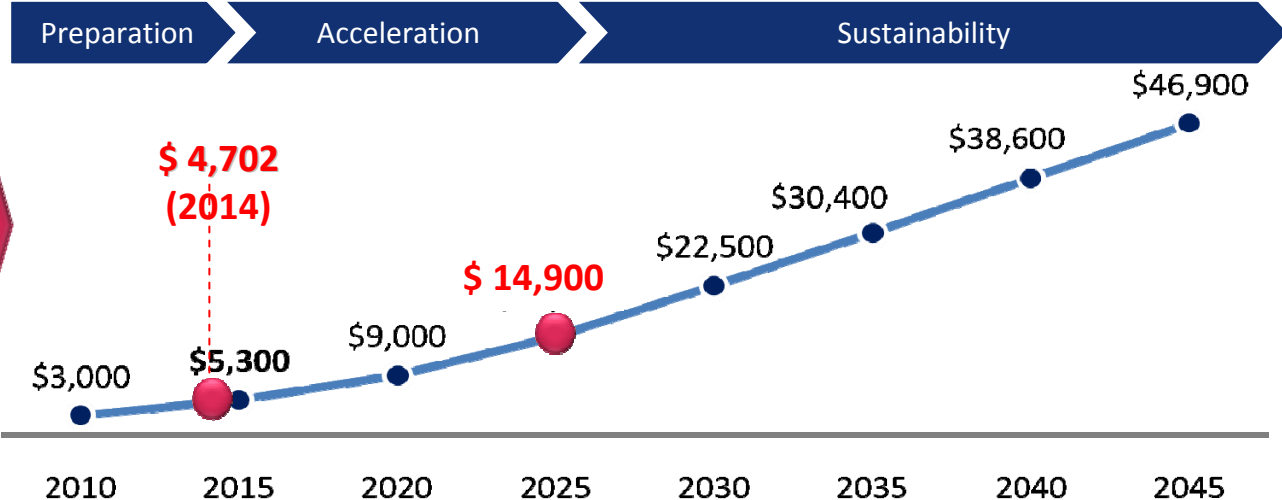
Development of Center of Excellence within each economic corridor

(encourage human resources and technology development for strengthen competitiveness)

MP3EI TARGET: QUALIFIED AND INCLUSIVE GROWTH



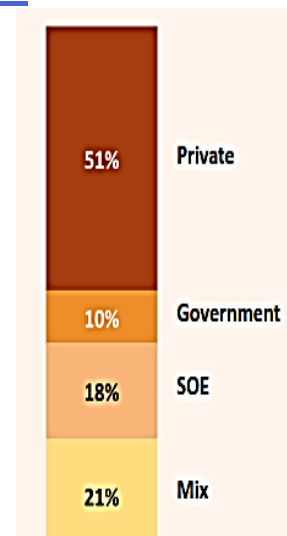
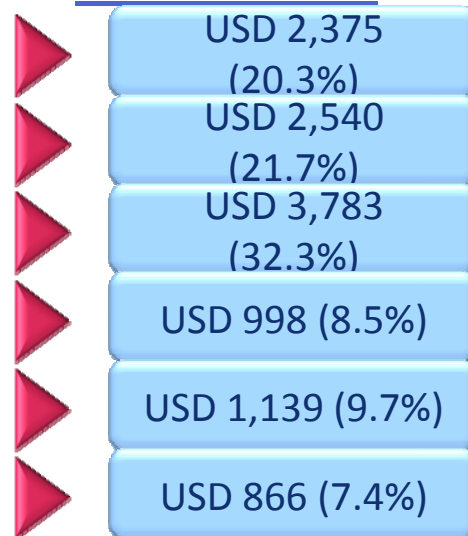
INDICATOR
INCOME/CAPITA OF COMMUNITY IN THE CORRIDORS
 (PROJECTION OF MP3EI)
 → **INCLUSIVE!!**



Income/capita (2010)

Income/capita (2014)

- E.C. Sumatera
- E. C. Jawa
- E. C. Kalimantan
- E. C. Sulawesi
- E. C. Bali-NT
- E. C. Papua-Kep. Maluku



EIGHT MAIN PROGRAMS AND 22 MAIN ECONOMIC ACTIVITIES IN MP3EI



EIGHT MAIN PROGRAMS IN MP3EI:

- 1 Agriculture
- 2 Mining
- 3 Energy
- 4 Industrial
- 5 Marine
- 6 Tourism
- 7 Telecommunication
- 8 Strategic Area

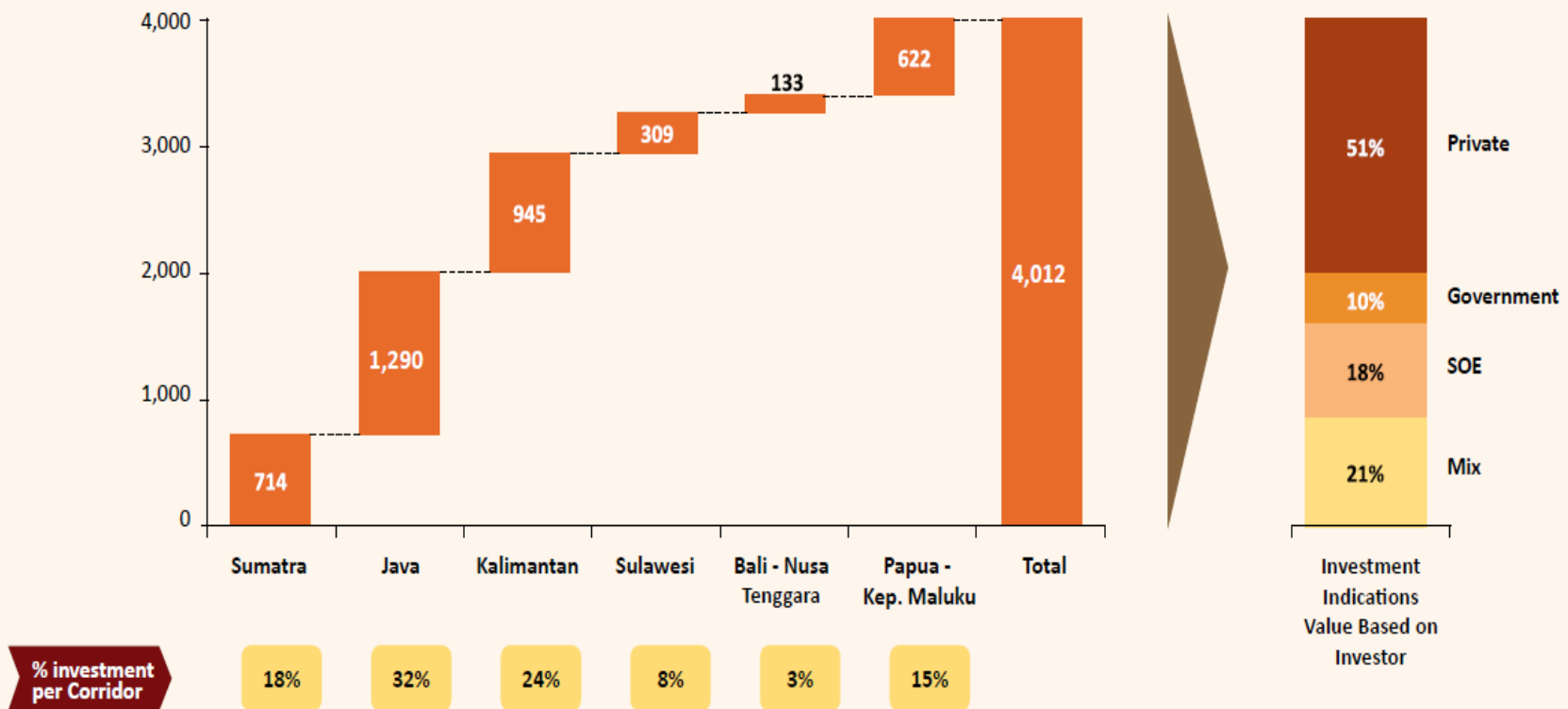


Source: MP3EI

TOTAL INVESTMENT (REAL SECTOR AND INFRASTRUCTURE) PROJECTION IN MP3EI 2010-2014

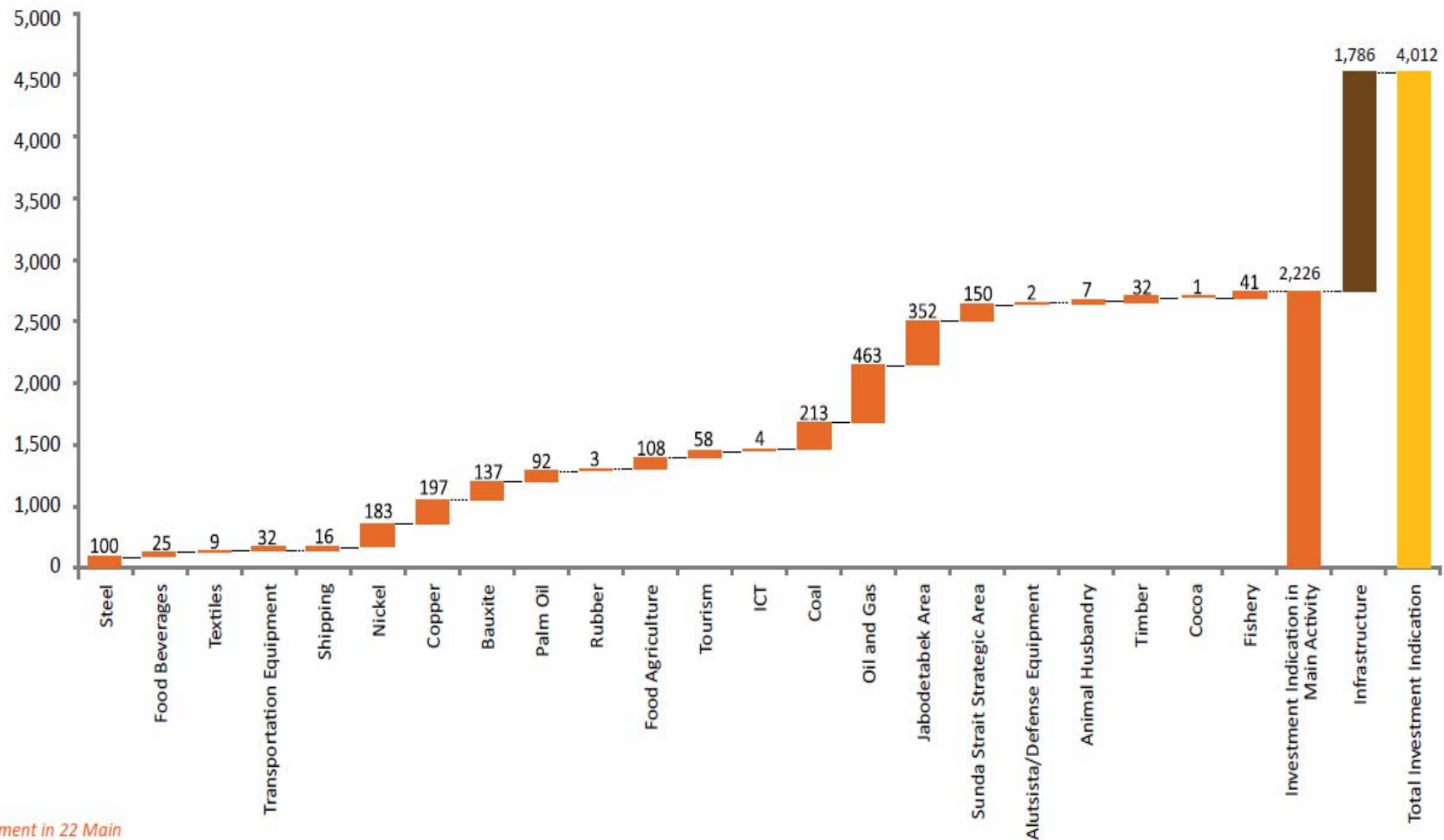


Indications of Investment in 6 Economic Corridors
IDR Tn



REAL SECTOR INVESTMENT PROJECTION IN MP3EI 2010-2014

Indications of Investment in Main Economic Activities
(IDR Tn)



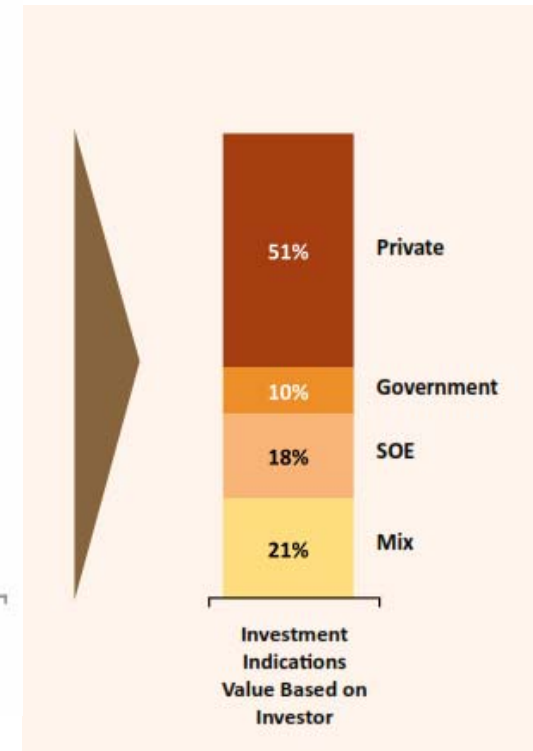
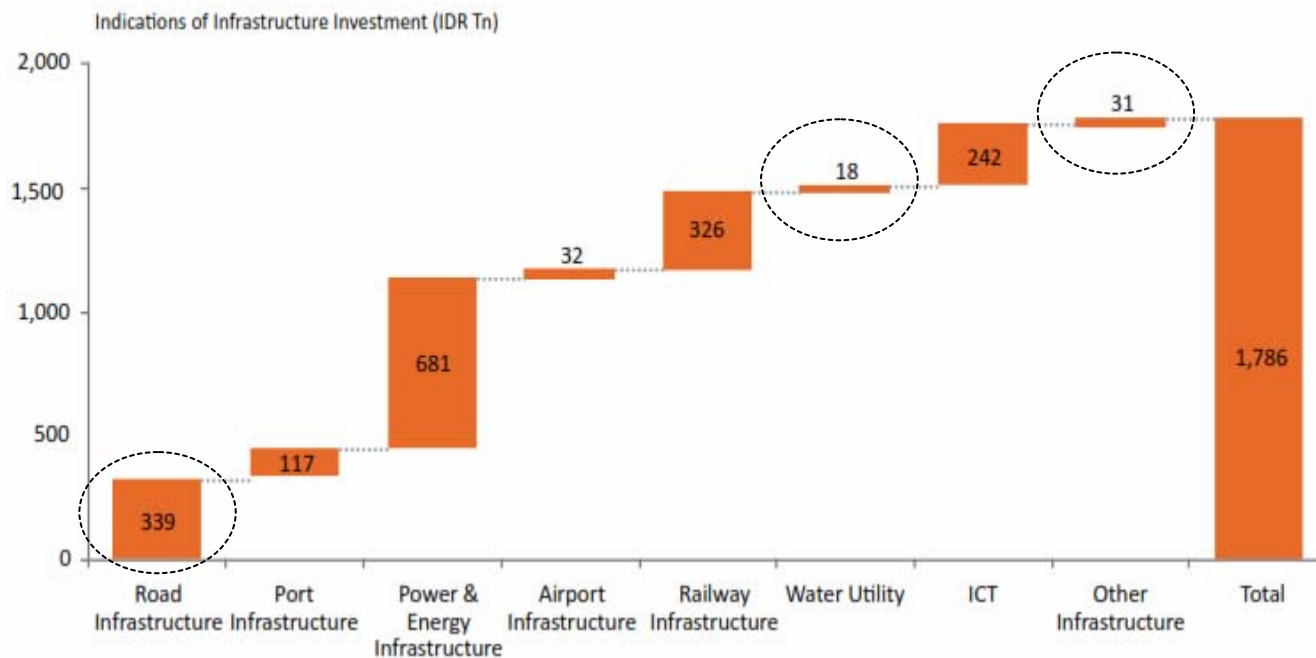
Investment in 22 Main

Source: MP3EI

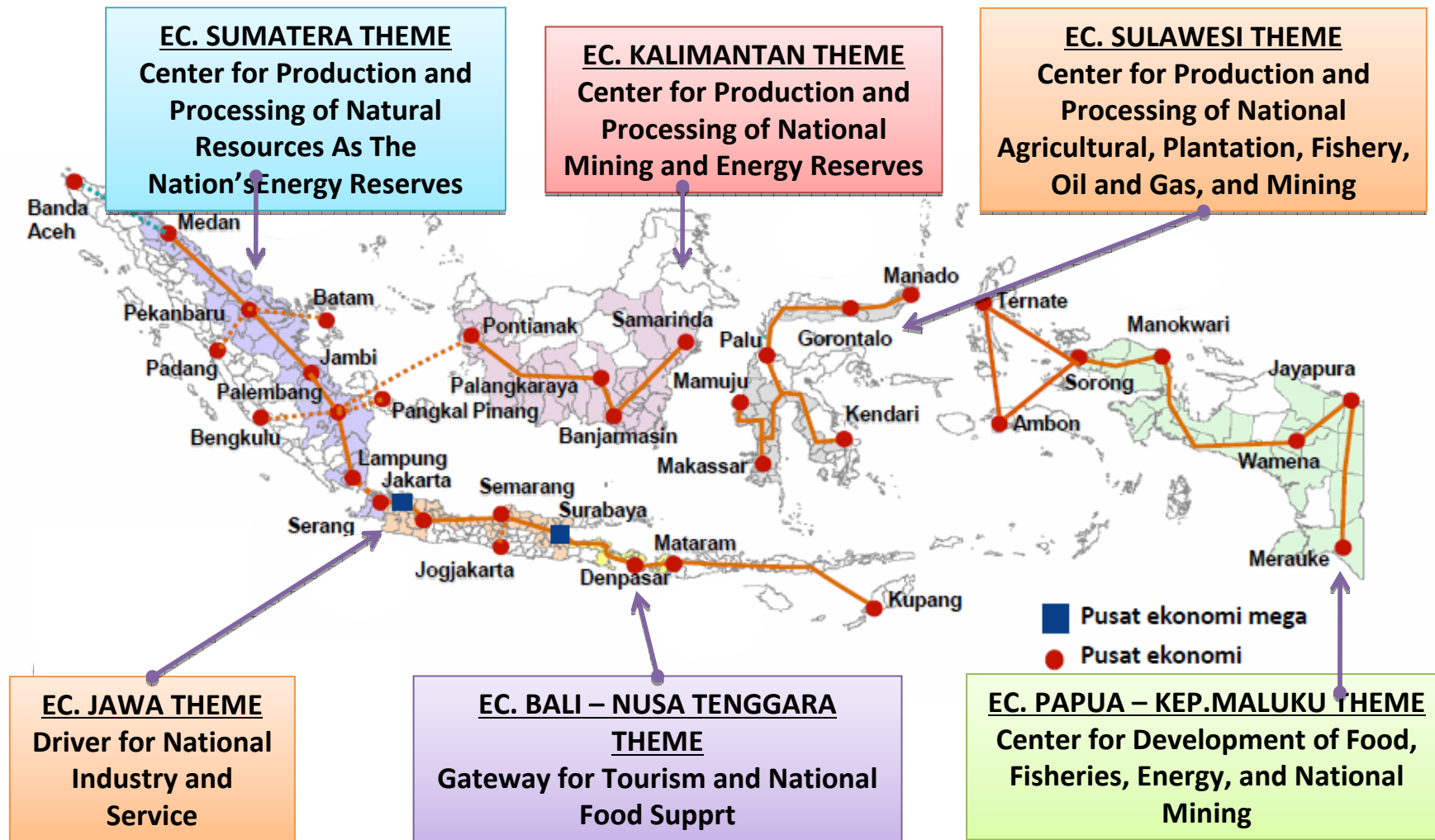
INFRASTRUCTURE INVESTMENT PROJECTION IN MP3EI 2010-2014



- Total amount of investment for all infrastructure projects 2010-2014 period in the MP3EI indicated 1,786 trillion IDR.
- Within 2012-2014 period, total projects that will be developed are 805 projects.

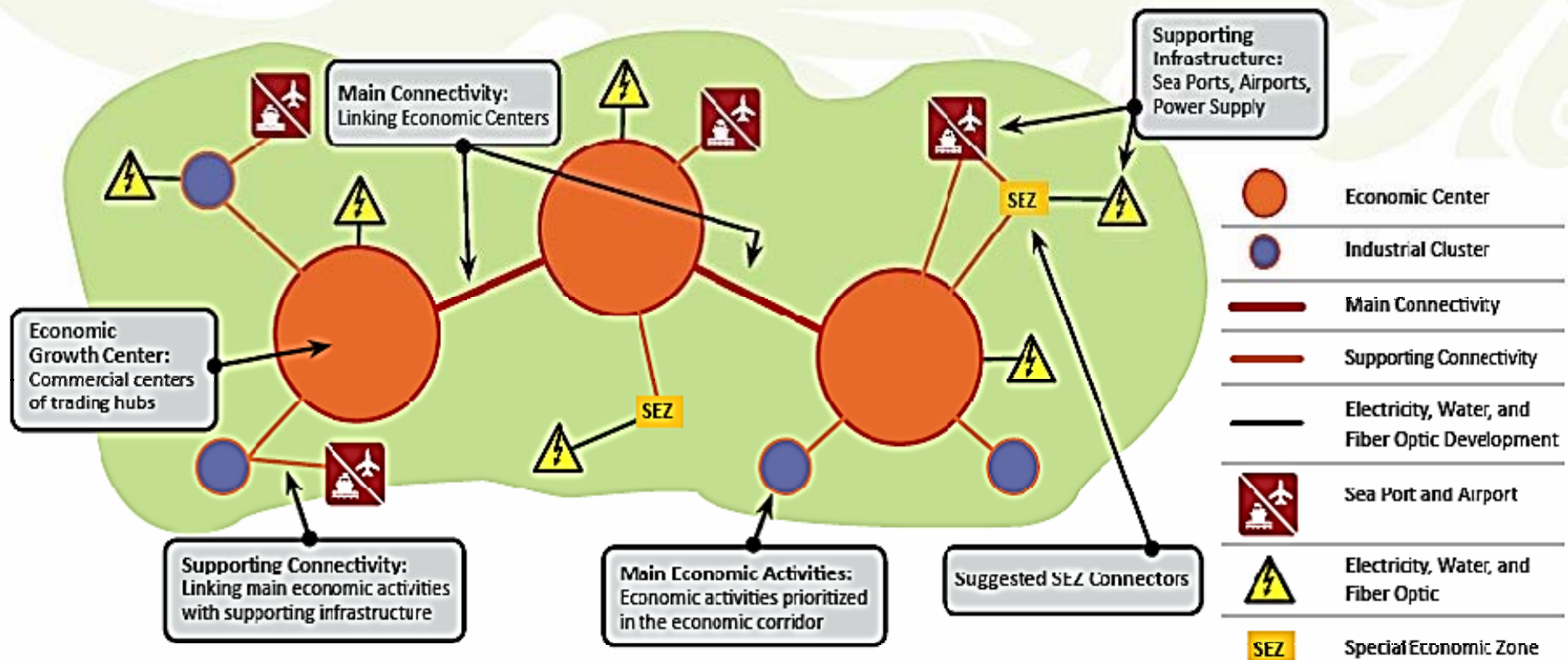


THE DEVELOPMENT OF ECONOMIC CORRIDOR Based On Sectoral And Regional Capacity



STRENGTHENING NATIONAL AND REGIONAL CONNECTIVITY

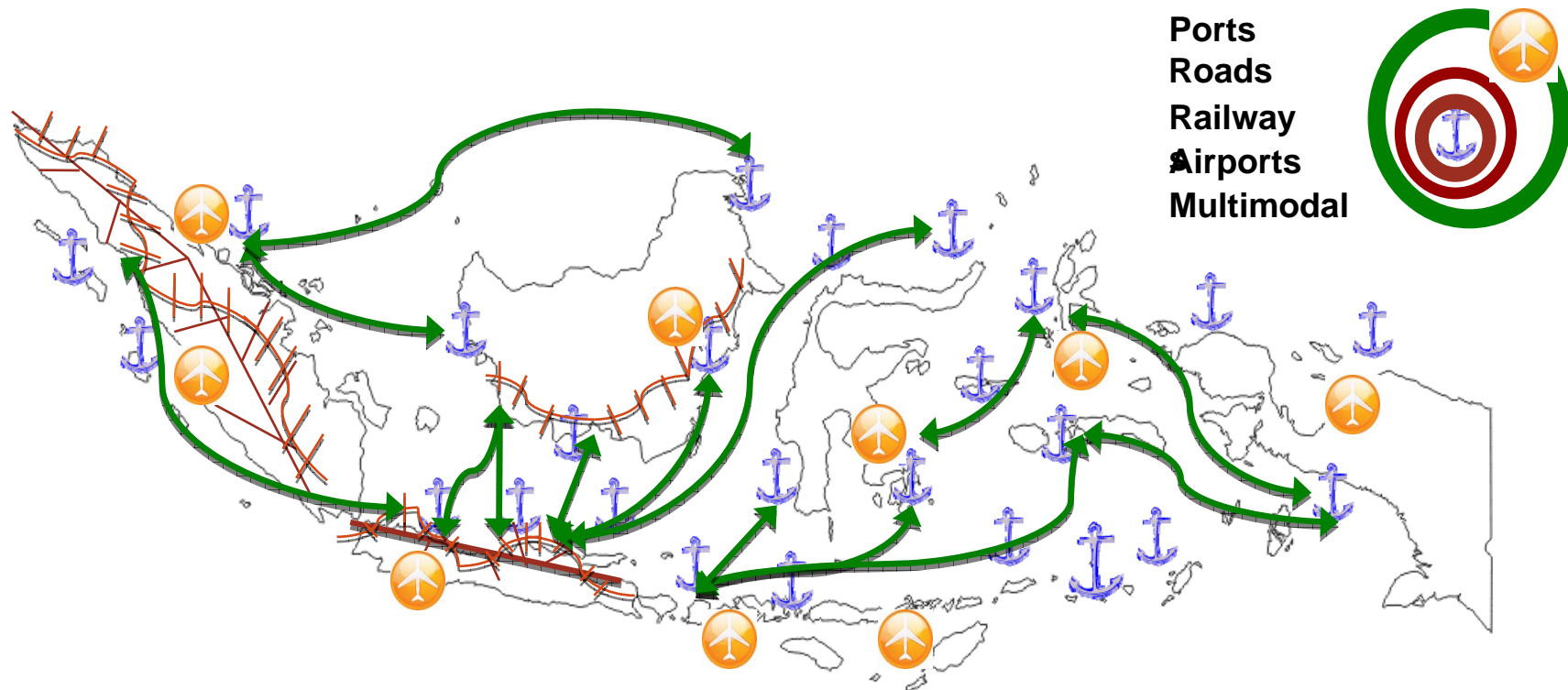
Indonesia's Economic Corridor Development. The development of main economic activities in the centers of economic growth accompanied by strengthening the connectivity between economic centers, the location of the main economic activities and supporting facilities



NATIONAL CONNECTIVITY SYSTEM



The integration of National Logistic System, National Transportation System (multi mode transportation; ports, airports, roads, railways master plan) and local development plan.

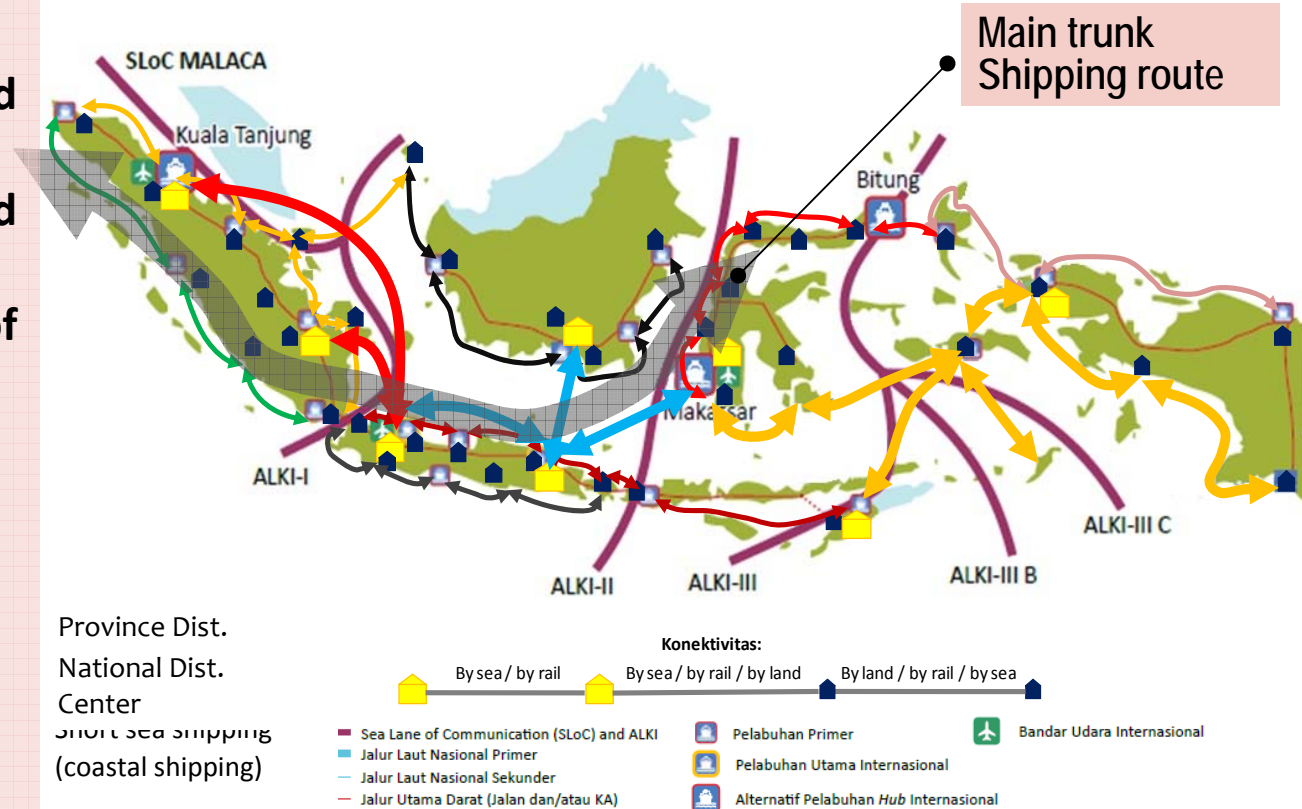


This framework considers island, geography, economy, and demography condition.

NATIONAL LOGISTIC CONNECTIVITY SYSTEM 2025

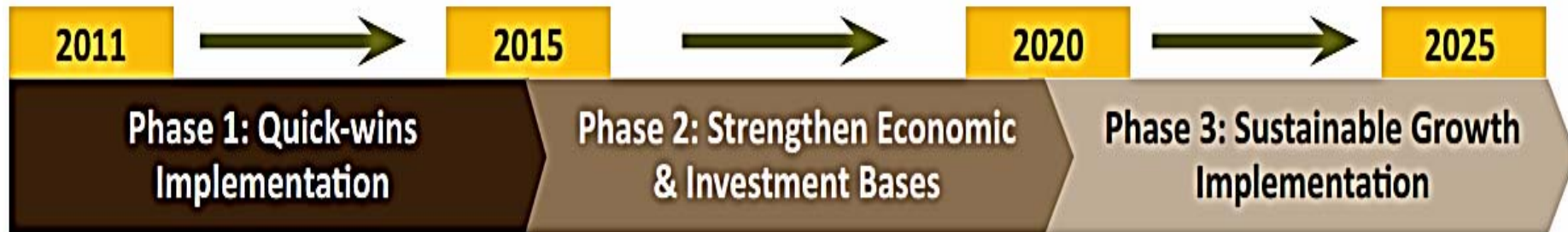


Development of Int. Hub Port. (Kuala Tanjung and Bitung) and Int. Hub Airport (Hasanuddin and Kualanamu) will encourage the growth of community economy within the region outside Jawa Economic Corridor; reduce ecological stress of Java Island, develop logistic independency, and create Indonesia as a maritime country



“..... Locally integrated and globally connected”

MP3EI IMPLEMENTATION STAGES



- To establish and function MP3EI committee
- Preparing Action Plans regarding regulations, debottlenecking, permits, incentives, infrastructure development and implementation of investment commitments (quick-wins)
- The establishment of International hubs: seaports and airports
- Strengthening research and development institutions in every corridor
- Human resource development for the corridor's main economic activities

- Accelerate the development of long-term infrastructure projects
- Strengthen the innovation ability to increase competitiveness of main economic activities
- Improve economic governance in various fields
- Expand the development of industries creating added value

- Maintaining sustainable national competitiveness
- Expanding high-technology adaptation for future sustainable development

1

ECONOMIC CORRIDOR OF SUMATERA



“Center for Production and Processing of Natural Resources As The Nation’s Energy Reserves”

Main Commodity

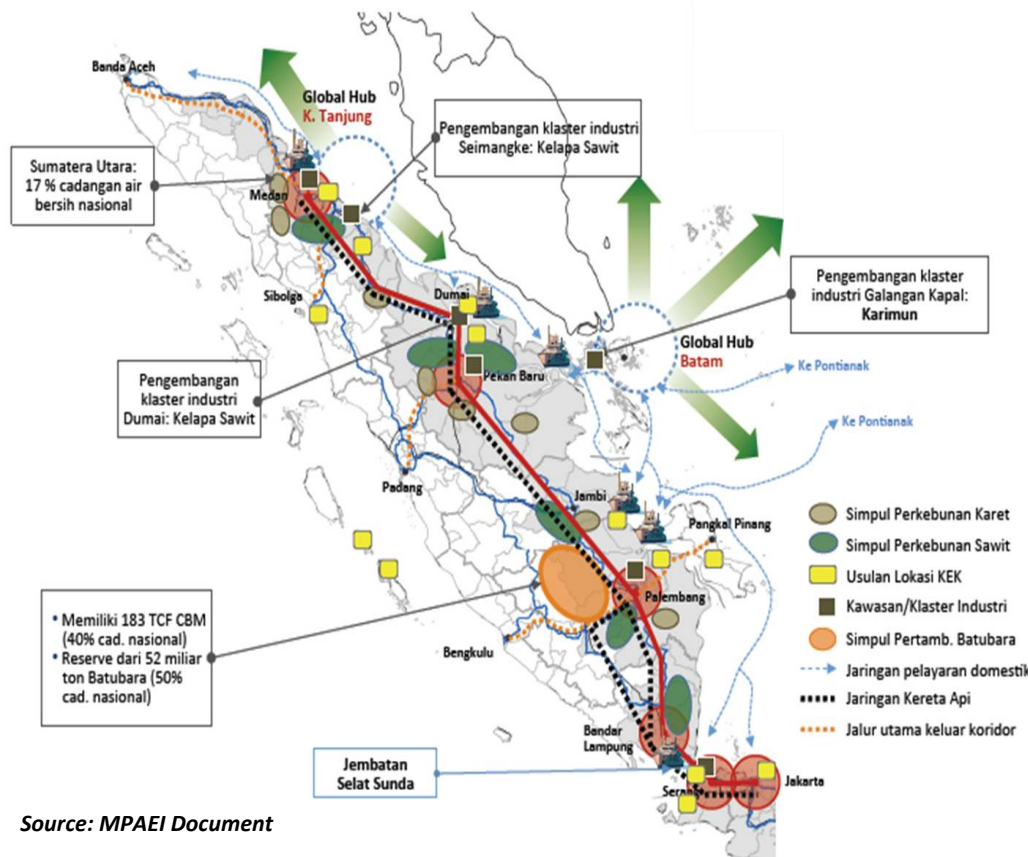
- Palm Oil → Focus on upstream industry through harvest enhancement and mature plantation conversion
- Rubber→Harvest enhancement and downstream industry expansion
- Coal→Enhancement mining production

Economic Activity Center and Port

- Mebidangro Metropolitan → Kuala Tanjung Port
- Palembang Metropolitan → Tanjung Api-Api Port
- Dumai → Dumai dan Kuala Enok Port

Public Work Infrastructure

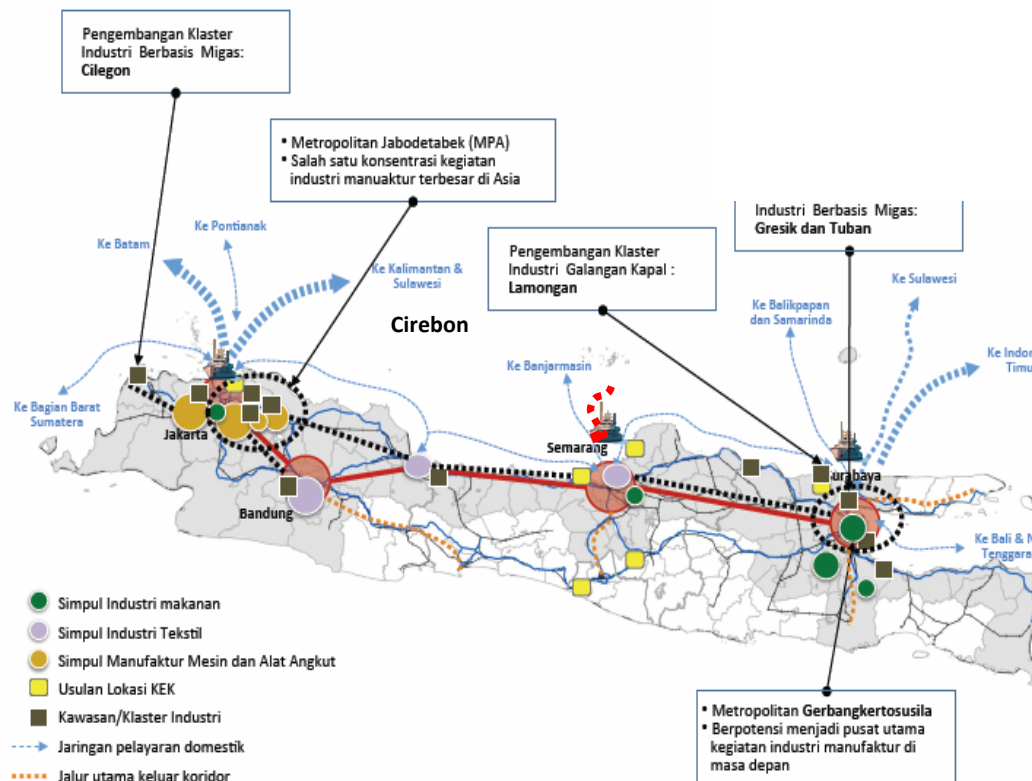
- Medan-Kualanamu-Tb.Tinggi Toll Street (60 km), Palembang – Indralaya Toll Street (22 km), Medan – Binjai Toll Street (15,8 km), Pekanbaru – Dumai Toll Street (135 km), and Bakauheuni-Terbanggi Besar Toll Street (100 km)
- Sp.Inalum – Kuala Tanjung Street (17 km), Kws. Sei Mangke-Sp.Mayang Street (3 km), Dumai Port Access (76 km), Belawan Access (8 km), Kualanamu Access (8 km), Jambi Ringroad (23,6 km), Muaraenim-Palembang Street (174,9 km), and other segment for EasternTrans Sumatera
- SPAM Bandar Lampung 500 I/s (IPA+Pipa), SPAM Limapuluh city 50 I/s, dan SPAM Industrial Area Dumai-Tj.Buton-Kuala Enok 30 I/s
- Karian DAM 10.000 I/s



Source: MPAEI Document



“Driver for National Industry and Service”



Source: MPAEI Document

Main Commodity

- Food Product → Focus on solving the problem for capitalization domestic demand.
- Textile → Capture domestic market from import and strengthen as chosen production source country
- Transportation Equipment Industry → Develop capability for higher value added
- Telematics, Shipyard, Defense Equipment, dan Petrochemical

Main Economic Activity and

- Jabodetabek Metropolitan → Tj. Priok Port
- Semarang Metropolitan → Tj. Emas Port
- Gerbangkertosusila Metropolitan → Tj. Perak Port
- Bandung Raya Metropolitan
- Kawasan Pantura lainnya

Public Works Infrastructure

- Trans Jawa Toll Road (617 km) dan Non-Trans Jawa Toll Road (745,95 km) dan Jabodetabek Toll Road (271,82 km)
- Umbulan Water Conveyance 4.000 I/s
- IPA Jatiluhur 5.000 I/s
- Kanal Tarum Barat Rehabilitation (+ 5.000 I/s)
- Jatibarang Dam 1.050 I/s
- SPAM Bekasi City 300 I/s dan Kab. Bekasi 450 I/s
- SPAM Semarang 1.050 I/s
- SPAM Tangerang (IPA Sepatan) 900 I/s



“Center for Production and Processing of National Mining and Energy Reserves”

Main Commodity

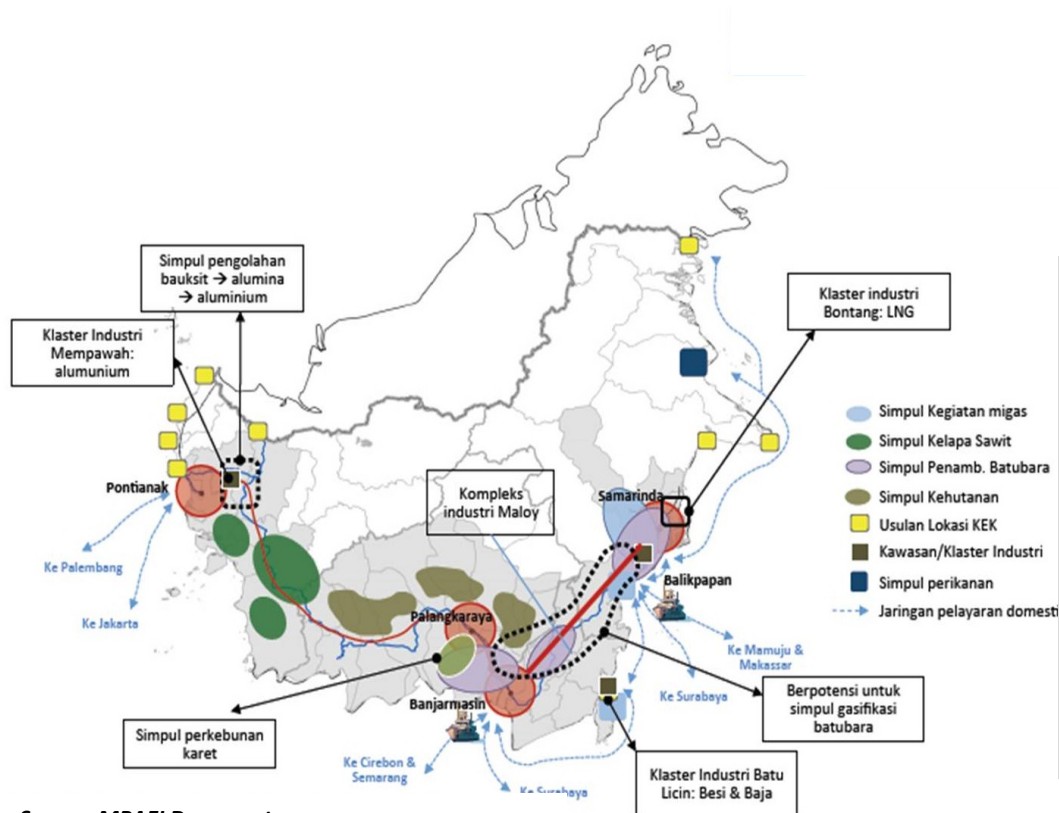
- Oil and Gas→ Exploration to reach stabilization of production growth
- Palm Oil→Increase harvest production, and shifting to higher value added product
- Coal→Increase production by developing infrastructure that support mining activity

Main Economic Activity and Port

- Pontianak-Samarinda→ Port
- Tayan-Mempawah-Pontianak
- Batulicin-Kotabaru
- Maloy, Sampit-Bagendang, Pangkalan Bun-Kumai

Public Works Infrastructure

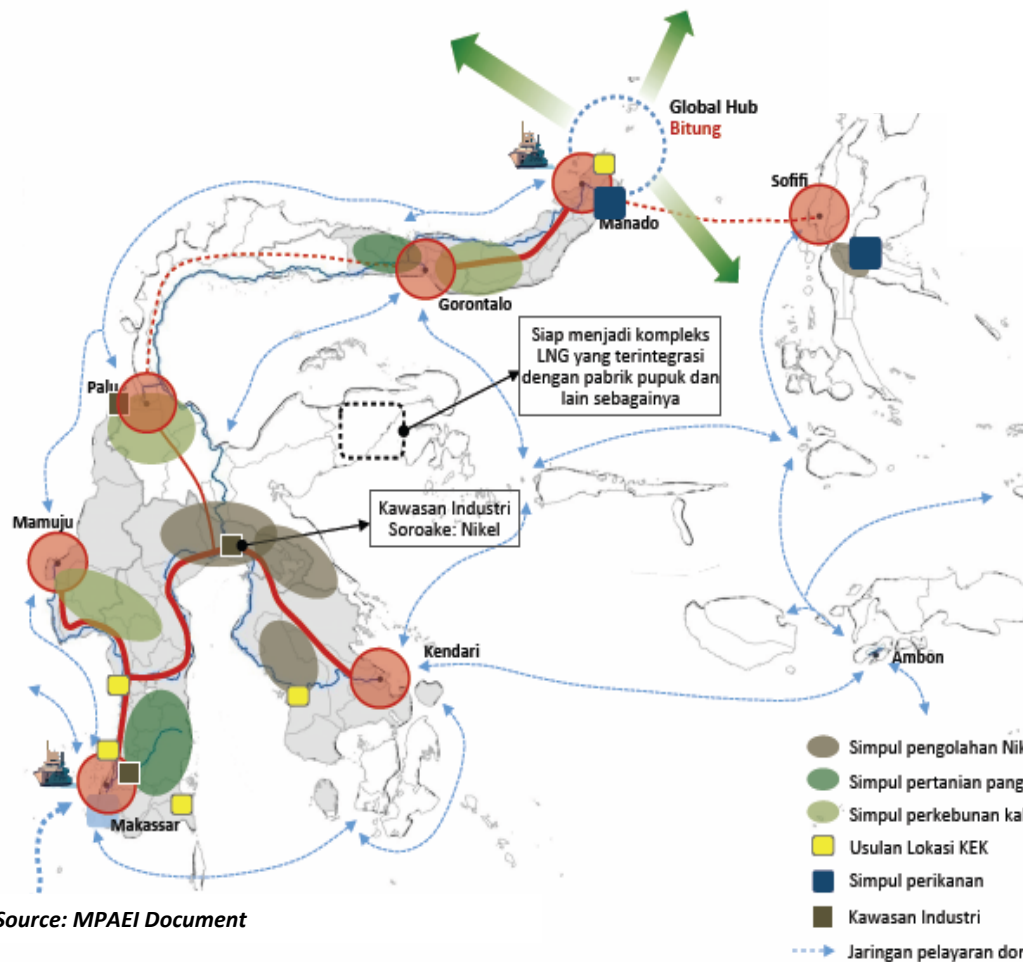
- Balikpapan-Samarinda toll road (99 km)
- Sei Pinyuh-Sei Duri road, (98,5 km), Tayan-Pontianak road, (263,8 km), Samarinda-Bontang-Sangatta-Maloy road (304,5 km), dan Sampit-Sp.Runtu-Pangkalan Bun-Kumai road (277,6 km)
- Tayan dan Pulau Balang Bridge
- Intake dan Palingkau Raw Water Transmision 220 I/s (Kalteng)
- SPAM Eastern Pontianak (300 I/s)
- Increase Capacity Banjarmasin Water Clean Instalation 1000 I/s



Source: MPAEI Document



“Center of Production and Processing of National Agricultural, Plantation, Fishery, Oil and Gas. and Mining”



Source: MP AEI Document

Main Commodity

- Foodstuffs (Paddy dan Corn) → Enhance productivity and guarantee national food security
- Plantation (Cocoa) → Shifting to higher value added product
- Fishery → Reduce the capture of marine fisheries, dan develop akuakultur production
- Nickel Mining → Enhance semi-finished nickel export

Main Economic Activity and Port

- Makassar → Makassar Port
- Mamuju → Belang-Belang Port
- Manado-Bitung → Bitung Port
- Kendari

Public Works Infrastructure

- Manado-Bitung Toll Road (30,86 km)
- Kendari – Asera Road (125,4 km), Siwa-Pare-Pare-Barru-Maros-Makassar Road (312,9 km), Parigi-Poso-Tentena-Tindantana Road (293,2 km), Kolaka-Lasusua Road (279,8 km), Majene-Tapalang-Mamuju Road (143,1 km), dan Atinggola-Maelang-Kaiya Road (121,5 km)
- SPAM Bitung City 40 I/s, SPAM Makassar City dan SPAM Makassar Industry 1.000 I/s,

ECONOMIC CORRIDOR OF BALI-NUSA TENGGARA

5



“Gateway for Tourism and National Food Support”

Main Commodity

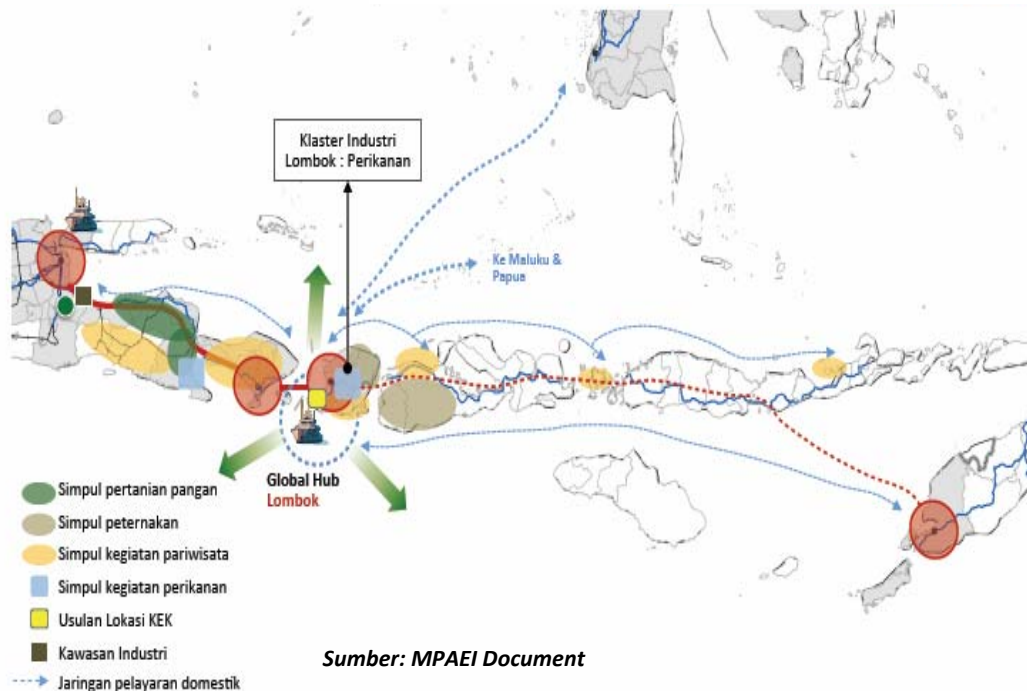
- Tourism→Enhance tourism visit and expenditure. Utilize Bali a gateway to promote visit to other tourism location.
- Agriculture and Livestock→Enhance land productivity and develop product activity until downstream

Main Economic Activity and Port

- Sarbaitaku Metropolitan →Tj.Benoa, Gilimanuk, dan Padang Bai Port
- Lombok→ Lembar Port
- Kupang → Tenau Port
- Labuan Bajo → Labuan Bajo Port

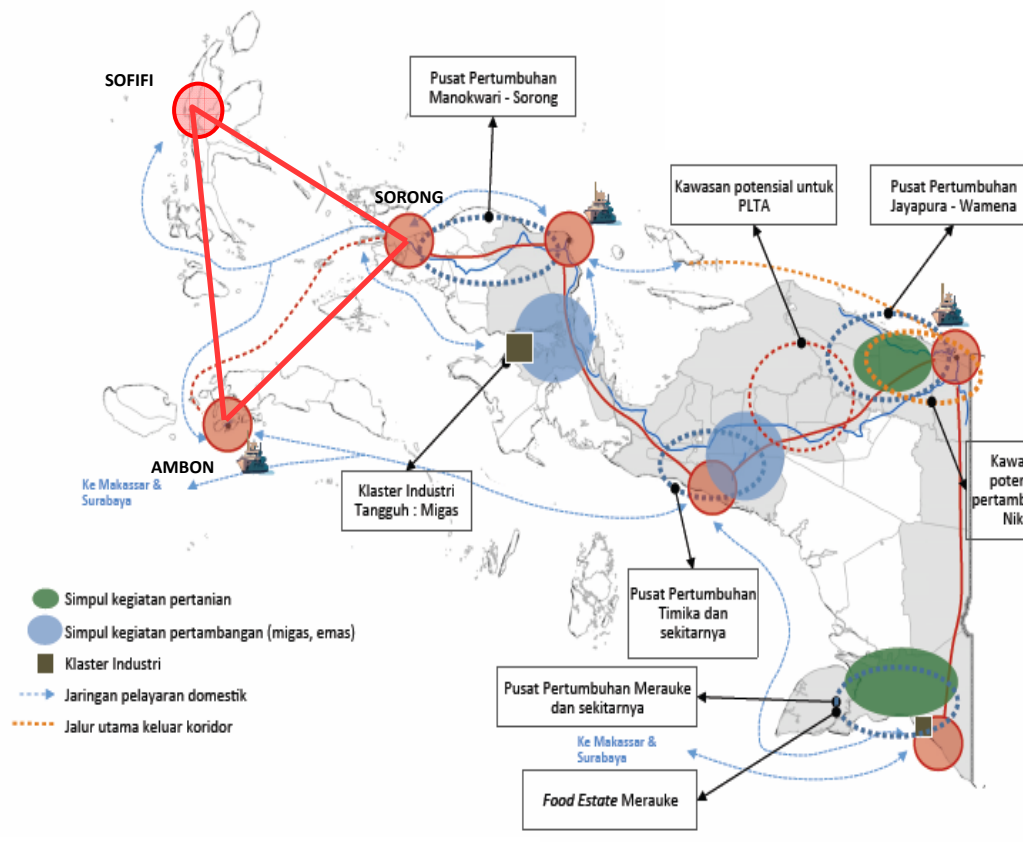
Public Works Infrastructure

- Nusa Dua-Ngurah Rai-Benoa Toll Road (10 km)
- Benete-Sp. Negara Road (72,1 km-Bali), Tohpati-Kosamba, Road (11,8 km-Bali), Lombok International Airport Access Road (NTB), Ende-Maumere-Magepanda Road (172,6 km-NTT), Bolok-Kupang-Oesapa Road (59,4 km-P.Timor), dan Dompur-Raba-Lb.Bajo Road (159,2 km-NTB)
- Titab DAM (359 l/s-Buleleng) dan Pandanduri DAM (27 juta m³-Lombok)
- IPA Petanu 300 l/s dan IPA Kupang Regency 100 l/s





“Center for Development of Food, Fisheries, Energy, and National Mining”



Source: MPAEI Document

Main Commodity

- Mining (Copper and Gold) → Encourage the location of mining exploration with infrastructure support. Encourage *forward integration* through downstream production activity
- Agriculture and Plantation → Enhance production through MIFEE and creating higher value added product

Main Activity Economic and Port

- Merauke → Merauke Port dan MIFEE Port (Wanam)
- Jayapura → Jayapura Port
- Morotai → Morotai Port
- Sorong → Sorong Port
- Timika → Pomako Port

Public Works Infrastructure

- Merauke-Muting Road (511,4 km), Merauke-Okaba-Buraka-Wanam-Bian-Wogikel Road (152 km-MIFEE), Maruni-Bintuni Road (217,1 km), Manokwari-Kebar-Sorong Road (606,2 km), Daruba-Wayabula Road (52 km), Daeo-Bere-Bere Road (55,7 km), Timika-Nabire, Road (427,7 km), dan Fak-fak-Bomberay Road (139,9 km)
- Development of Morotai clean water instalation 13 l/s
- Intake dan Teluk Umar (Nabire) Raw Water Transmision 150 l/s
- SPAM Timika City 200 l/s
- Rehabilitation irrigation transmision of Pulau Buru dan Seram

MP3EI PROJECTS GROUNDBREAKING IN YEAR 2011



PLANNED OF MP3EI PROJECTS GROUNDBREAKING IN YEAR 2011

Indonesia Economic Corridor	Number of Projects		Investment Value (IDR Billion)		Total	
	Infrastructur	Real Sector	Infrastructur	Real Sector	Number of Projects	Investment Value (IDR Billion)
Sumatera	15	14	26,856.40	63,089.12	29	89,945.52
Java	22	22	99,945.50	40,660.26	44	140,605.76
Kalimantan	6	13	11,433.33	15,120.95	19	26,554.28
Sulawesi	6	9	1,094.02	64,105.70	15	65,199.72
Bali-NT	11	2	10,534.00	30,052.00	13	40,586.00
Papua-Maluku Islands	13	5	8,165.50	81,209.20	18	89,374.70
Total	73	65	158,028.75	294,237.23	138	452,265.98

REALIZATION OF MP3EI PROJECTS GROUNDBREAKING IN YEAR 2011

Indonesia Economic Corridor	Number of Projects		Investment Value (IDR Billion)		Total	
	Infrastructur	Real Sector	Infrastructur	Real Sector	Number of Projects	Investment Value (IDR Billion)
Sumatera	15	14	26,856.40	63,089.12	29	89,945.52
Java	22	20	99,945.50	37,610.26	42	137,555.76
Kalimantan	6	11	11,433.33	13,754.95	17	25,188.28
Sulawesi	6	5	1,094.02	11,527.70	11	12,621.72
Bali-NT	11	2	10,534.00	30,052.00	13	40,586.00
Papua-Maluku Islands	13	5	8,165.50	81,209.20	18	89,374.70
Total	73	57	158,028.75	237,243.23	130	395,271.98

MP3EI PROJECTS GROUNDBREAKING IN YEAR 2012



PLANNED OF MP3EI PROJECTS GROUNDBREAKING YEAR

2012

Indonesia Economic Corridor	Number of Projects		(IDR Billion)		Total	
	Infrastructur	Real Sector	Infrastructur	Real Sector	Number of Projects	Investment Value (IDR Billion)
Sumatera	6	10	11,390.00	12,841.57	16	24,231.57
Jawa	18	9	63,834.00	10,635.00	27	74,469.00
Kalimantan	14	13	6,792.58	91,031.46	27	97,824.04
Sulawesi	7	1	11,353.00	4,138.80	8	15,491.80
Bali-NT	3	2	2,971.00	1,540.00	5	4,511.00
Papua-Kep.Maluku	3	2	3,984.00	45,460.00	5	49,444.00
Total	51	37	100,324.58	165,646.83	88	265,971.41

REALIZATION OF MP3EI PROJECTS GROUNDBREAKING YEAR

2012

Indonesia Economic Corridor	Number of Projects		(IDR Billion)		Total	
	Infrastructur	Real Sector	Infrastructur	Real Sector	Number of Projects	Investment Value (IDR Billion)
Sumatera	4	8	10,720.00	6,144.54	12	16,864.54
Jawa	17	8	61,934.00	9,953.00	25	71,887.00
Kalimantan	14	13	6,792.58	91,031.46	27	97,824.04
Sulawesi	7	1	11,353.00	4,138.80	8	15,491.80
Bali-NT	2	2	202.00	1,540.00	4	1,742.00
Papua-Kep.Maluku	3	0	3,984.00	-	3	3,984.00
Total	47	32	94,985.58	112,807.80	79	207,793.38

PLAN OF MP3EI PROJECTS GROUNDBREAKING IN YEAR 2013



Koridor Ekonomi	Number of Project		Nilai Investasi (Rp. Milyar)		Total	
	Infrastruktur	Sektor Riil	Infrastruktur	Sektor Riil	Proyek	Nilai Investasi (Rp. Milyar)
Sumatera	14	5	47,251.16	20,781.03	19	68,032.19
Jawa	17	14	193,475.00	20,853.00	31	214,328.00
Kalimantan	6	9	31,021.00	84,210.65	15	115,231.65
Sulawesi	13	9	8,099.44	15,436.00	22	23,535.44
Bali-NT	4	5	12,488.00	66,888.00	9	79,376.00
Papua-Kep.Maluku	1	5	3,500.00	202,480.00	6	205,980.00
Total	55	47	295,834.60	410,648.68	102	706,483.28

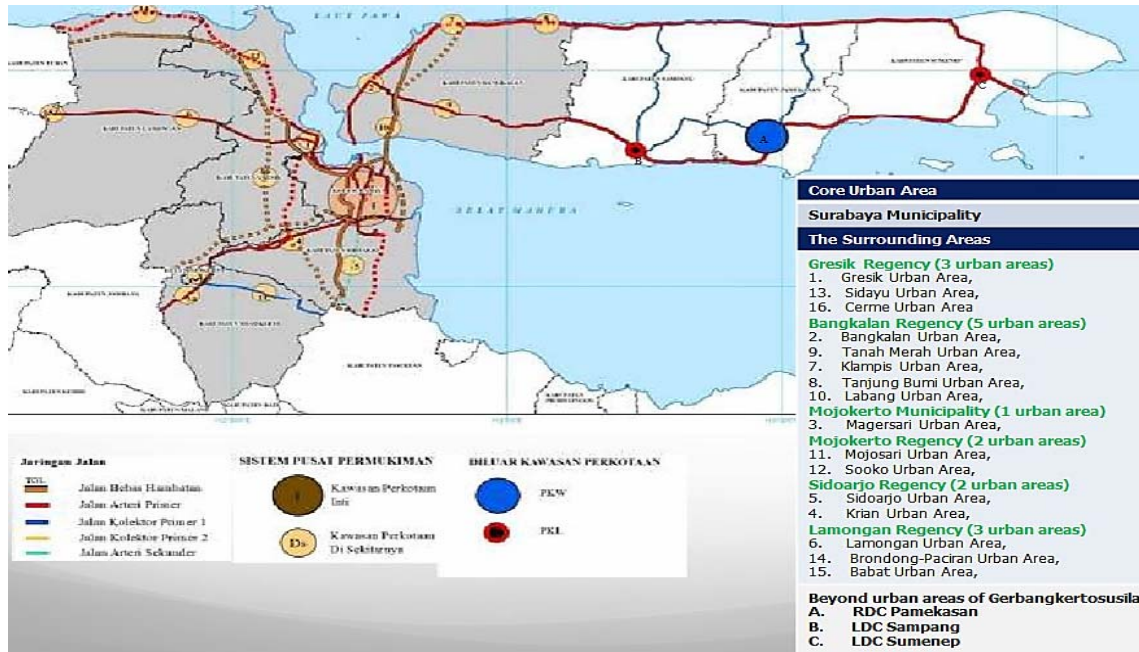
Note:

MP3EI Team is still doing some efforts to realize the MP3EI projects year 2013

II. SURAMADU INTEGRATED REGIONAL DEVELOPMENT



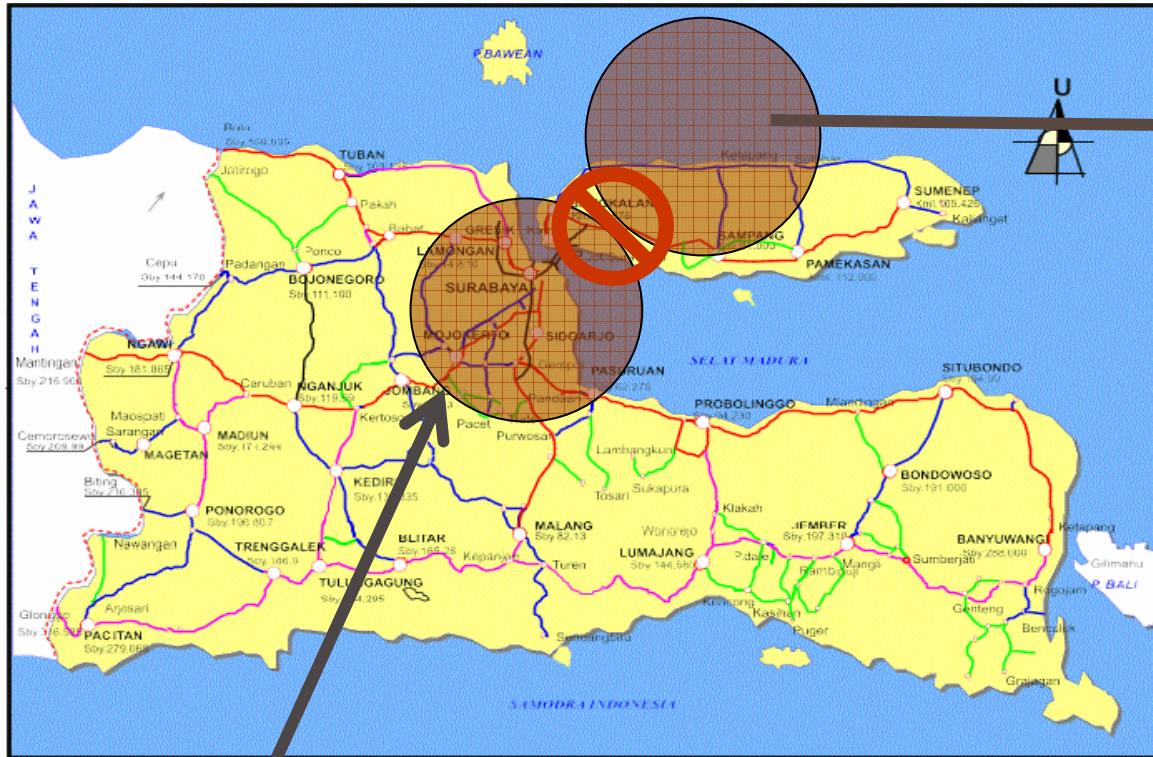
THE RATIONAL



- Based on the Government Regulation No 26/2008 on the National Spatial Plan, this Surabaya Madura Region is part of National Strategic Region (NSR) Gerbangkertosusila (GKS),
- Surabaya and Madura are considered as an example of two sub-regions with imbalance of development. .

- There is a complexity in the economic development, sosio cultural and environment dealing with the nature people of Madura under the political behaviour of east Java.
- Madura sub region is considered poor compared to Surabaya sub region. Even though both are located in the same province (East Java Province), Madura Island is a less developed region in the East Java province, while Surabaya has relatively more industrialized and modernized
- The dream is by connecting these two areas, the government can accelerate East Java Province's development to boost up economic growth as well as to make spatial distribution of welfare becoming better started by building the Suramadu Bridge (Finished in 2009)

THE RATIONAL



Madura Island is relatively less developed region in East Java

- Potency: vacant land, man power, oil and gas.

Lack accessibility to GKS

Suramadu Bridge Development

- GKS second largest metropolitan in Indonesia
- GKS center of industry (34% of national industrial estate), technical education center
- Second largest sea port

Spill over industrial activities to Madura Island

Madura Island Development needs to be accelerated

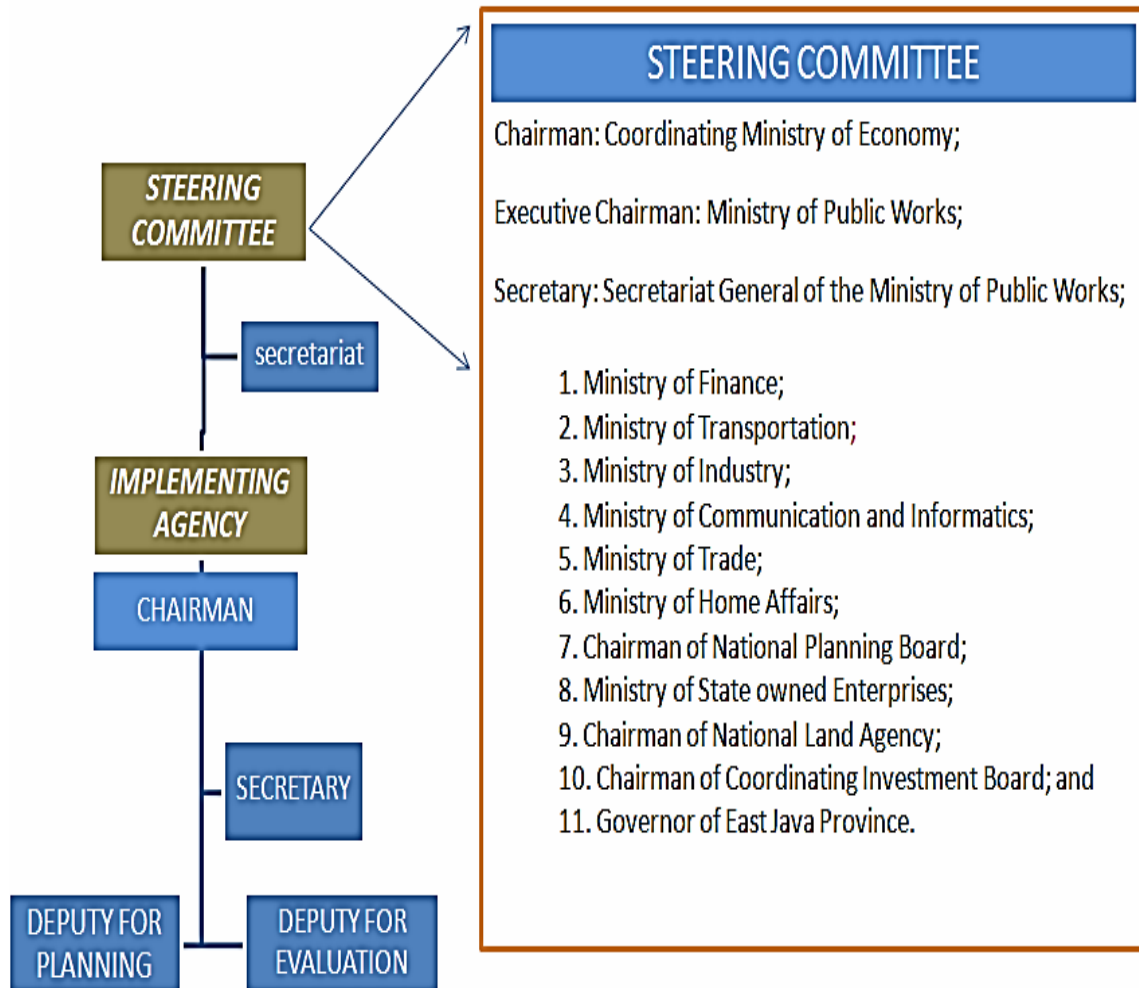
THE RATIONAL



★ This bridge of 5.4 km length is the longest bridge in Indonesia. Having the bridge, Madura Island is no longer separated physically from the East Java Province, and travelling time from Madura to Surabaya decrease significantly from 1.5 hours (by ferry) to become 15 minutes (by bridge).

- ★ The Madura population is about 3.64 million with the area nearly 5.300 sqkm with a quite of potential economy such as fishery, salt production, husbandry such as cow and goat, and tobacco plantation.
- ★ Madura is inhabited with maduranese with their own culture that is strongly rooted in Islamic values. Within maduranese, it is known three pillars of leadership: Bapa and Ebu (father and mother), Kyai (religious teacher), and rato (government).
- ★ The Maduranese demands that the decision making in the development process should involve these three pillars. On the otherhand, Eastern Java inhabited by Javanese which is industrialized and modernized
- ★ The challenge is that character and condition of Surabaya Municipality and Madura Island are relatively differentt . If the approach of integration of regional development is succeed, then the government will have been more confidence in developing the other regions accross the nation.




INSTITUTIONAL SUPPORT: THE BOARD OF SURAMADU REGIONAL DEVELOPMENT



- ★ Government established Suramadu Regional Development Board (SRDB) through Presiden Regulation No. 27/2008
- ★ The Objective of development is to accelerate Suramadu Regional Development becoming one of economic growth center in East Java

INSTITUTIONAL SUPPORT: THE BOARD OF SURAMADU REGIONAL DEVELOPMENT



-  three development areas
-  Facilitating regional infrastructure development
-  Managing the operationalization of toll road

TASK OF THE SRDB

- ★ To prepare master plan of regional infrastructure development;
- ★ To manage the operationalization of the Suramadu Bridge as toll road and the toll road of Outer Eastern Ring Road of Surabaya connecting Juanda airport in Surabaya and Tanjung Perak harbor;
- ★ To manage the operationalisation of the container port in northern part of Bangkalan in Madura;
- ★ To develop and manage Three development areas: i). Development area of 600 ha adjacent to the bridge on the Surabaya side, ii). Development area of 600 ha adjacent to the bridge on the Madura side, and iii). Development area of 600 ha on the northern part as united with the container port;
- ★ To facilitate one roof system of licensing; To facilitate regional infrastructures, utilities and promote skilled manpower in order to prepare industrilisation in Madura Island.

THE PLAN AND STRATEGY

Vission & Mission

Vission: Becomes one of the economic growth center of East Java and a node of national transportation by sustaining local culture value

Mission:

- ★ Accelerating the HRD resources of the region including Maduranese; facilitate the development of infrastructure network, urban and growth centers, also potential area development through integrated programs (inter sectors), and program development assistances in the region.
- ★ Accelerating strategic and potential developments, supporting the management of infrastructure and bussiness, the development management of strategic areas with the local authority and supporting related infrastructures as necessary to push the regional economy, sosial, and conserve the regional environment.
- ★ Capacity bulding of organization, development of competency and profesionalism of human resources..
- ★ Masterplan of Suramadu Regional Development consists: Integrated of sectoral activities on development areas, regional infrastructure and social & HRD development.; at regional level → coordination tool for regional infrastructure development; at area level (3 development areas) → coordination tool for area development . The MP is function as a tool for coordination among sectoral agency related to accelerate Suramadu Regional Development at local and central government

THE PLAN AND STRATEGY

Plan Formulation

Connectivity of area development, cities and inlet – outlet gate Establishment

- ★ Identification potential area as area development (through analysis of: carrying capacity, existing regencies spatial plan)
- ★ Identification of strategic key sector within potential area
- ★ Identification infrastructure network system to support area development

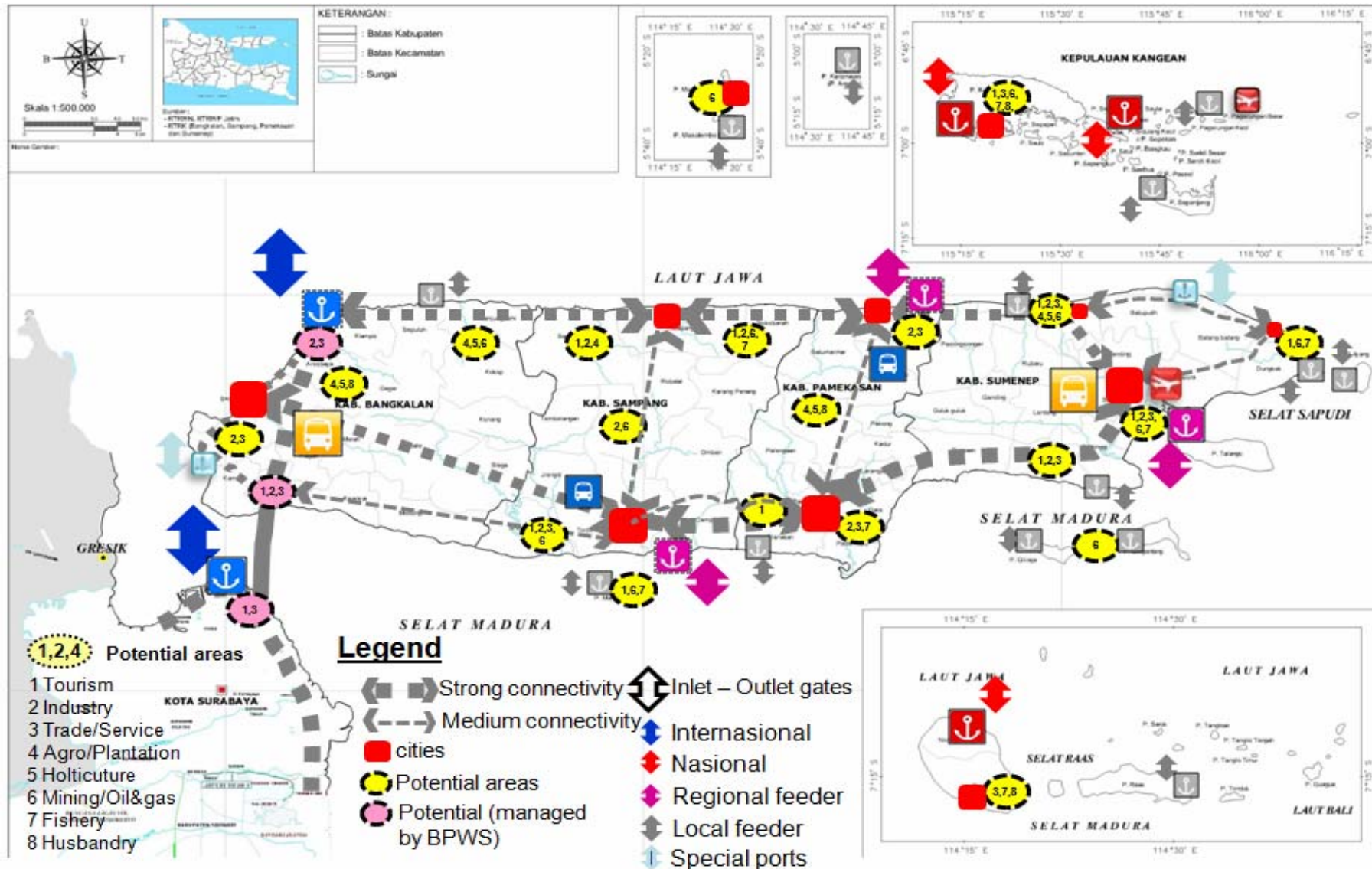
The need for regional infrastructure development and Investment of social and environments

Identification the need for regional infrastructure development

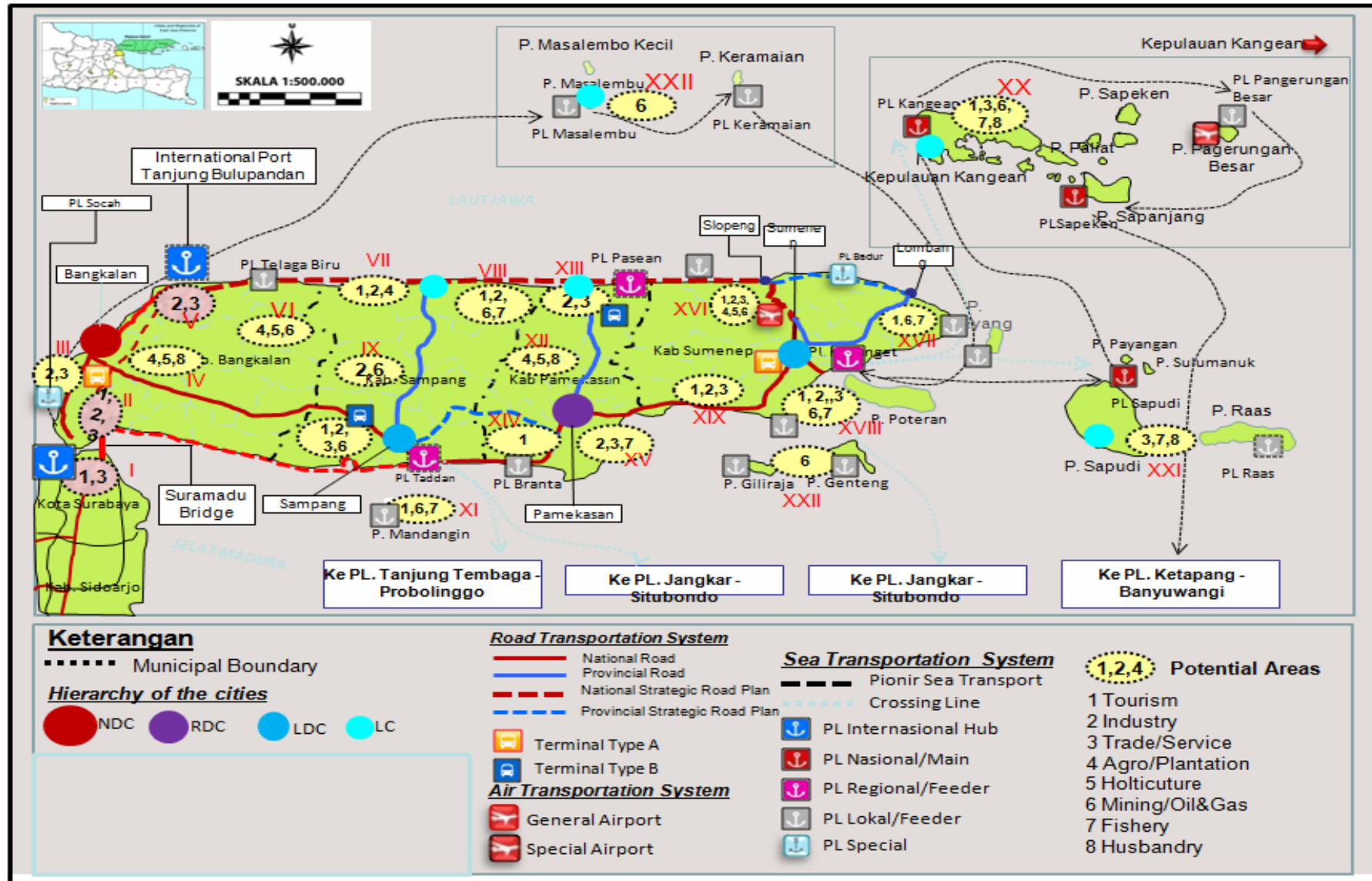
- ★ Comparing connectivity and regional infrastructure existing □ need of regional infrastructure
- ★ Formulation the regional infrastructure (roads, ports, water drinking, water resources, power for Madura island and power for small islands) and manpower;
- ★ Formulation of real sectors investment development and
- ★ Formulation of program for Social Cultural and HRD
- ★ Formulation of program for environments

By analysing the development of areas and regional infrastructure needs, social-culture behaviour and the need of environmental conservation, the investment program of development can be formulated including the formulation of regional and local infrastructure needs, social cultural and environment infrastructures.

CONNECTIVITY OF DEVELOPMENT AREA, CITIES AND INLET – OUTLET GATES



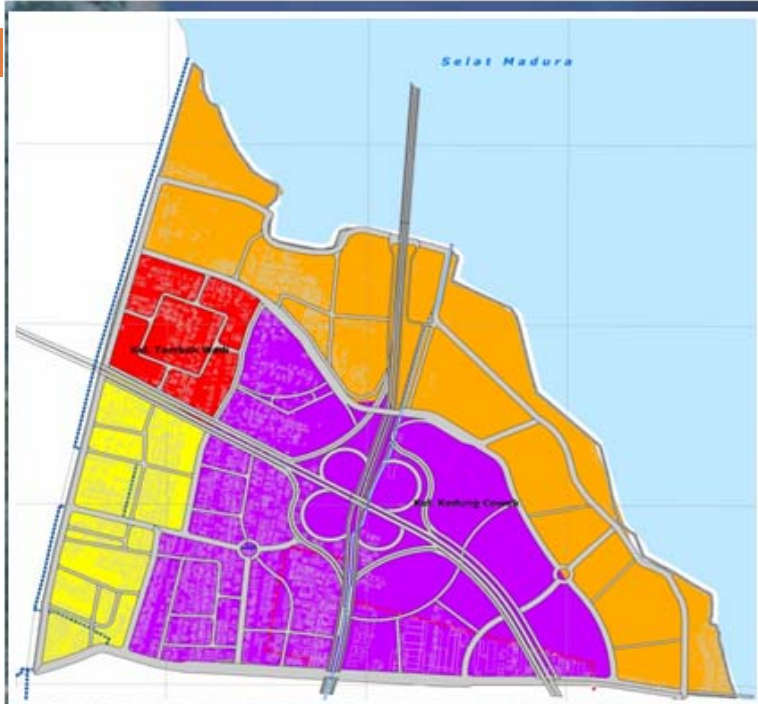
THE SURAMADU REGIONAL DEVELOPMENT PLAN



THE SURAMADU REGIONAL DEVELOPMENT PLAN

- ★ The plan is used as a tool for coordination among sectoral agencies related to the acceleration development of Suramadu region at local, provincial and central government.
- ★ The masterplan is outlining the frameworks of integrated development in the region. The masterplan provides the key information of the region, the economic potency and condition, social culture and environment conditions; the policy and regulation; and the program agenda of development.
- ★ From the economic side, the plan consists of sectoral and regional infrastructure development program activities and development area that integrate and enforce one with another functionally considering the social cultures empowerment, and environmental carrying capacity.
- ★ The strategy of development iplan of Suromadu region was adopting the policy of national, provincial and local to promote economic and social factors of potential areas in the region and to conserve tenvironments by adopting local development strategy.
- ★ The strategy to support key sectors, the supporting utilities and local infrastructure, and skilled labor.
- ★ The integration of local area development is created through functionally and spatially connecting the locations of key sectors and local infrastructure and utilities.
- ★ Synchronizing the spatial arrangement of these elements into llocal spatial plan and ocal development plan

Bridge Area Development in Surabaya Side (spatial plan)

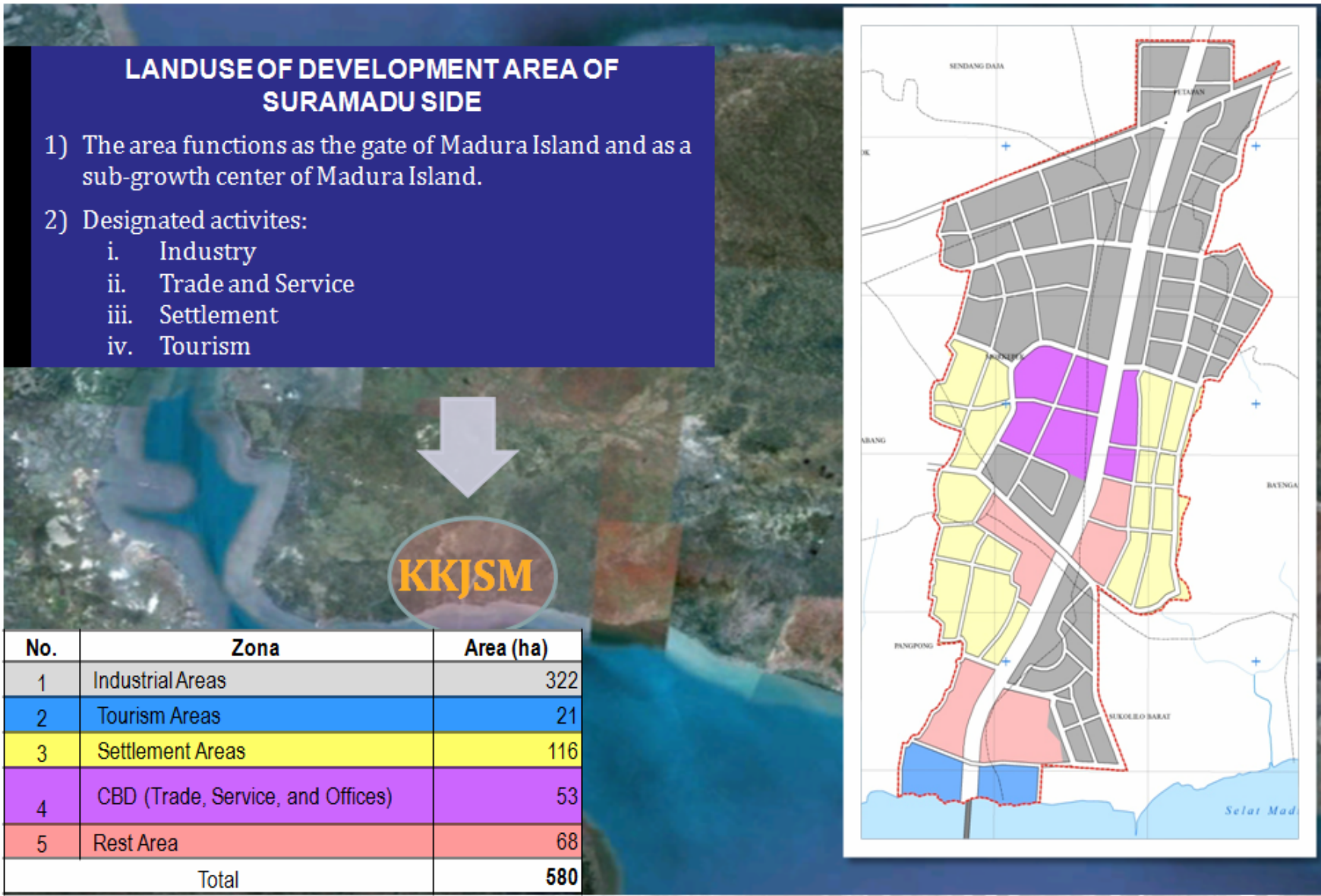


LAND USE OF DEVELOPMENT AREA OF SURABAYA SIDE

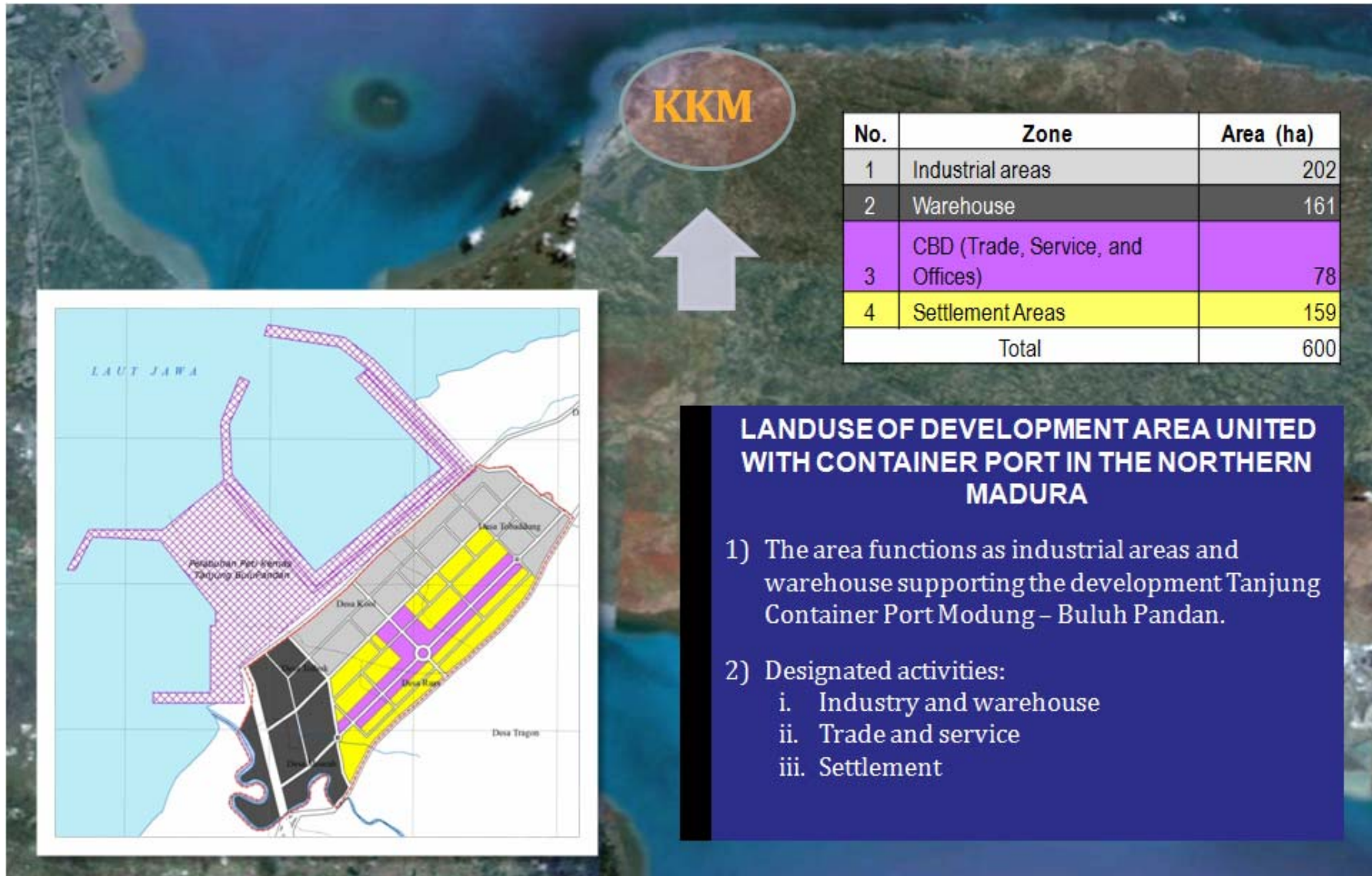
- 1) The main function of the area is as a node connecting regional infrastructure in Madura and Surabaya.
- 2) Designated activities:
 - i. Trade and service
 - ii. Tourism with the theme “waterfront city”
 - iii. Settlements
 - iv. Government offices

No.	Zone	Area (ha)
1	Trade and service area/CBD	115.84
2	Office areas	17.59
3	Tourism area (waterfront city)	85.70
4	Settlement area	28.26
Total		247.39

Bridge Area Development in Surabaya Side (spatial plan)



Special Areas United with Container Port in the Northern Madura (spatial plan)



THE SURAMADU REGIONAL DEVELOPMENT PLAN

Total Investment

Investment	Trillion Rupiah (Billion USD)			
	the 1st 5 years	the 2nd 5 years	the 3rd 5 years	15 years (2024)
Government	7.503 (0.7503)	15.163 (1.5163)	6.365 (0.6365)	29.031 (2.9031)
Private sectors	15.715 (1.5715)	82.936 (8.2936)	95.059 (9.5059)	193.710 (19.3710)
Total	23.218 (2.3218)	98.099 (9.8099)	101.424 (10.1424)	222.741 (22.2741)

- ✪ By implementing the plan and investment combining with other public investment, the regional economic growth during 15 years (2011-2024) will be accelerated.
- ✪ It is predicted that economic growth would increase from 5.3 % in 2010 become 8% in 2024.

STRATEGY OF INTEGRATION

- ✪ The plan of regional development of Suromadu shows the efforts to integrate the main sector of economy, social and environment.
- ✪ The plan shows that some conservation's areas should not be touched and need to be preserved for sustainability such as water resources, cacthment areas, rivers, ground water, embung (ponds), and the forest in the middle of island
- ✪ The social culture should be empowered and educated to reduce conflict between the local people (such as sunni against syiah). The economic potency of Madura and Greater Surabaya need to be push up by opening more investor and creating a bussiness like environment and increasing connectivity of urban and growth centers to the provincial urban center
- ✪ the elaboration across the sectors and institutions in the national level, provincial dan local during implementation. The institution involved which responsible to related sectors at national level is Ministry of Transportation, Industry, Trade, Stated own enterprise, National Land Agency, Public Works, Home Affair, Finance, National Planning Board. At Provincial level, is the Governoor of East Java, Mayor of Surabaya and all bupati in Madura.

KEY FEATURES

- ★ The Leadership of related local government of Suramadu and commitment on the regional development objectives, and the implementation
- ★ To build good cooperation among the government and related stakeholders
- ★ To have understanding with the ulama (Spiritual Leaders) and the society for the acceleration of the development.
- ★ Participatory planning and community involvement in the planning process and the process during implementation to ensure the society that the development of infrastructure and industrial zone will not harm the religious life of the Maduraness.
- ★ Communication and understanding with the local people to make sure that the plan and activities are in line with the local priorities and the bigger picture of National Development
- ★ Understanding and acceptance of local government bureaucracy to the plan prepared together.
- ★ The creation of a conducive climate for investment by synchronizing regulations and easing permits related to business development.
- ★ The Policy of incentive for the investment in public infrastructure and utilities and real sectors investment.
- ★ Institutionalization environmental principles in local governance in Madura and Surabaya whether in planning and implementation process

CURRENT CHALLENGE

- ✪ In the case of Suromadu the main challenges of implementing the IRDP is making clear communications and transparant policies. Maduranese is very sensitive people and may be not very tolerant in anything. They are only follow the three pillars as mentioned before.
- ✪ Elected Bupati or Mayor under the decentralization policy feel that they are having full autonomy not appointed by the Governoor (the head of the province). The coordination of implementation chaired by the Governoor seem not very effective. Each local learder especially Bangkalan and Surabaya consider that the plan does not accomodate his or her political interests which is against the previous concensus. The decision process become stagnant for a while and couse delay.
- ✪ Local leaders especially Bangkalan and Mayor of Surabaya were not very cooperatif in the implementation process. There is a fear of that Integrated planning might reduce their ultimate power of control althoug the public is now waiting the result of development.
- ✪ Agreement of role sharing between local governments and implementing agency on how permits for development is conducted in Suramadu.
- ✪ The value of land for infrastructure and development areas for industrial and business activities are rising quickly may become another constraint

III. CLOSING REMARKS

CLOSSING REMARKS

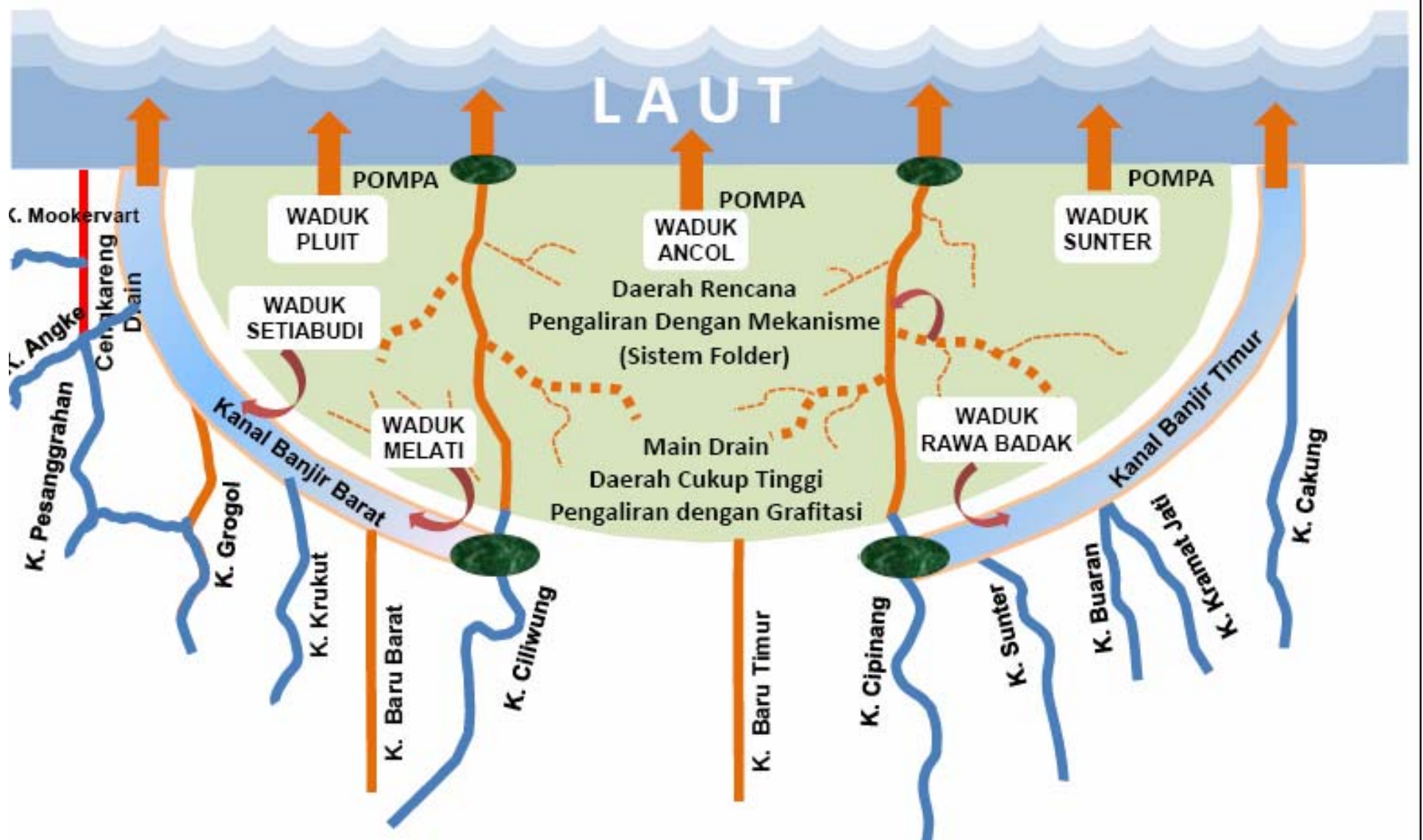
- ★ Under Rio+20, it is understood by many of us that Integrated regional development planning (IRDP) is the key approach in balancing the development and achieving sustainable development toward “the future we want”.
- ★ In realistic world, we always have a Master Plan, but unfortunately sometime we don't have a Master Control. It is a challenge how you could formulated master control rationally in democratic and decentralized environments
- ★ Without proper power to control, implementation always is always facing difficulties. A good planning in any way needs to gain support from politicians and leaders. If planners cannot gain supports from politicians, they should become politicians (Alonso, 1963)
- ★ The governments in the future should become a trusted institution (Good Governance). When the people feel neglected by the governments, it will be difficult to create any program especilly related with Integrated Regional Development)
- ★ The Government of Indonesia so far still optimistic with the decentralization polcy as regulated by the Law no 32/2004, although some of the detail policy need to be improved to ensure that we have a good governace system and to enhance the current democratic political system.

CLOSING REMARKS

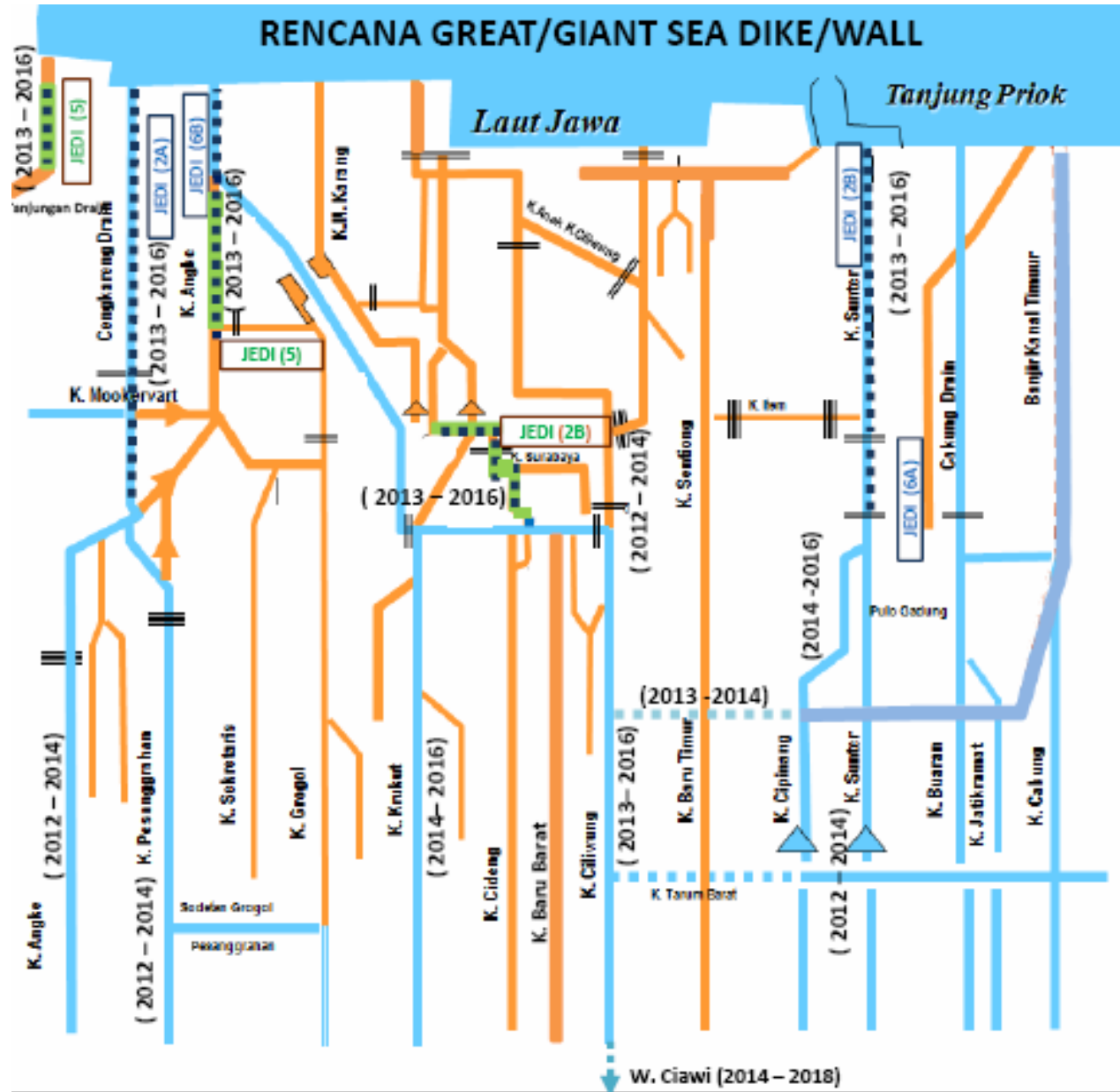
- ✪ To day, the role of local government becomes stronger and important. With a good leader, there is a hope of people to trust that the government will lead the way of having a better satisfaction or even happiness
- ✪ This kind of phenomena now is still possible. The new governoor of Jakarta (Mr. Jokowi) is one example that pople giving trust. We need a leader that willing honestly to serve the people, the city citizen. The people respect to the leader who respect the people (Jokowi, 2013). This fenomena is giving new hopes that differences can be united
- ✪ If we belive to the goal (the shared goal) and safety journey together to go there (a better place). The integrated regional approach shows the lessen learned that conflict shoud be managed transparantly, so people will know what is happening. People do not like a corruption when many people live in poverty.



ABOUT JAKARTA FLOODING



RENCANA GREAT/GIANT SEA DIKE/WALL



SKEMA SISTEM PENGENDALIAN BANJIR DKI JAKARTA DENGAN PEMBAGIAN KEWENANGAN

KEWENANGAN PEMERINTAH PUSAT

(DITJEN SDA): Kali Angke, Kali Pesanggrahan, Kali Krukut, Kali Ciliwung, Kali Cipinang, Kali Sunter, Kali Buaran, Kali Jati Kramat, Kali Cakung.

PEKERJAAN JUFMP/JEDI (DITJEN SDA)

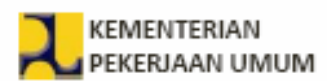
1. Cengkareng Floodway (2A)
2. Lower Sunter Floodway (2B)
3. Upper Sunter Floodway (6A)
4. West Banjir Canal (6B)

PEKERJAAN JUFMP/JEDI (DITJEN. CIPTA KARYA)

1. Cideng Thamrin Drain (2B)
2. Lower Angke Drain (5)
3. Tanjungan Drain (5)

KEWENANGAN PEMERINTAH DAERAH

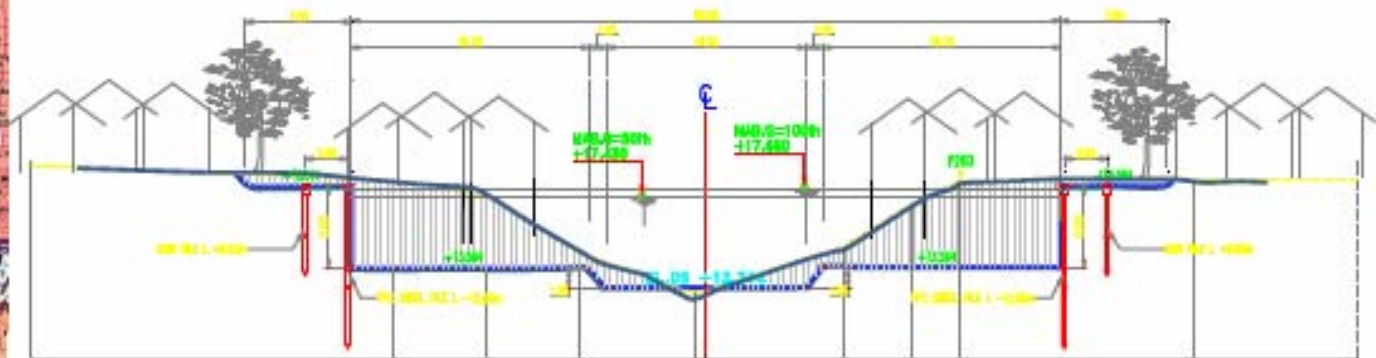
DKI JAKARTA : Kali Sekretaris, Kali Grogol, Kali Cideng, Kali Baru Timur.



PENATAAN KAWASAN DAN PENGENDALIAN BANJIR KALI CILIWUNG RUAS PINTU AIR MANGGARAI – JEMB. TB. SIMATUPANG



RENCANA PEKERJAAN

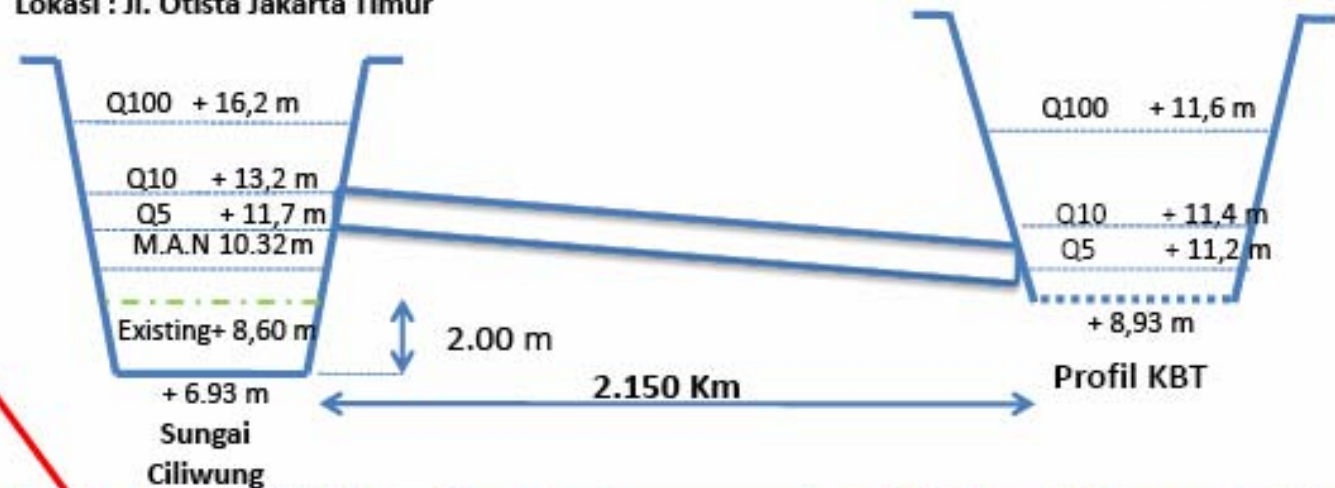


RENCANA PROFIL SUDETAN / FLOOD WAY SUNGAI CILIWUNG



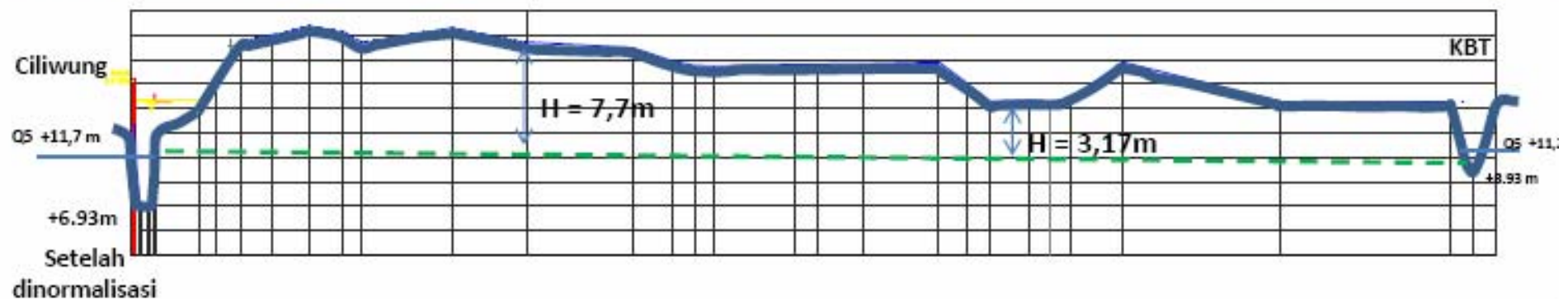
Lokasi : Jl. Otista Jakarta Timur

Lokasi : DPS 1 KBT

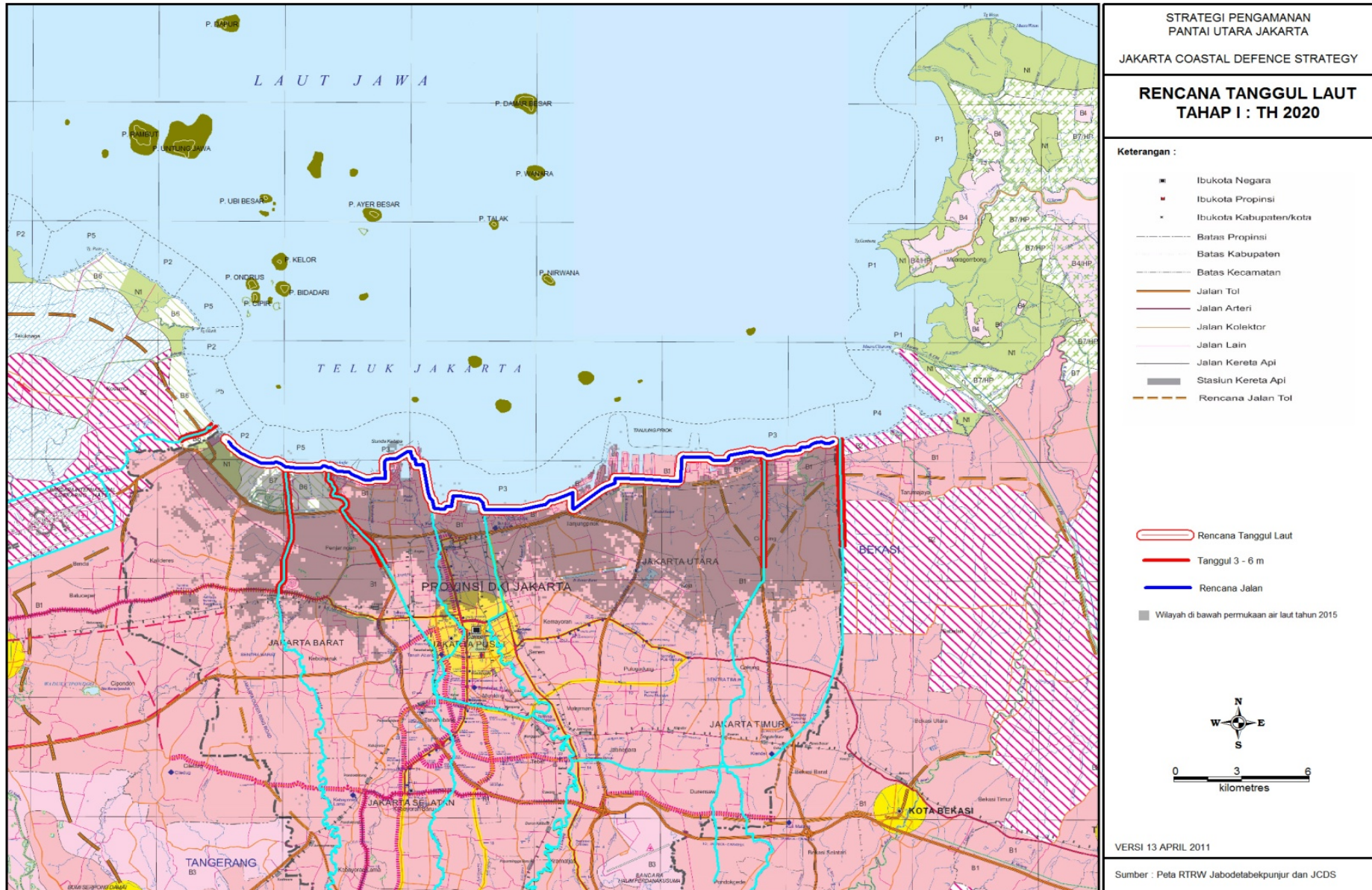


DENAH / PETA LOKASI FLOOD WAY

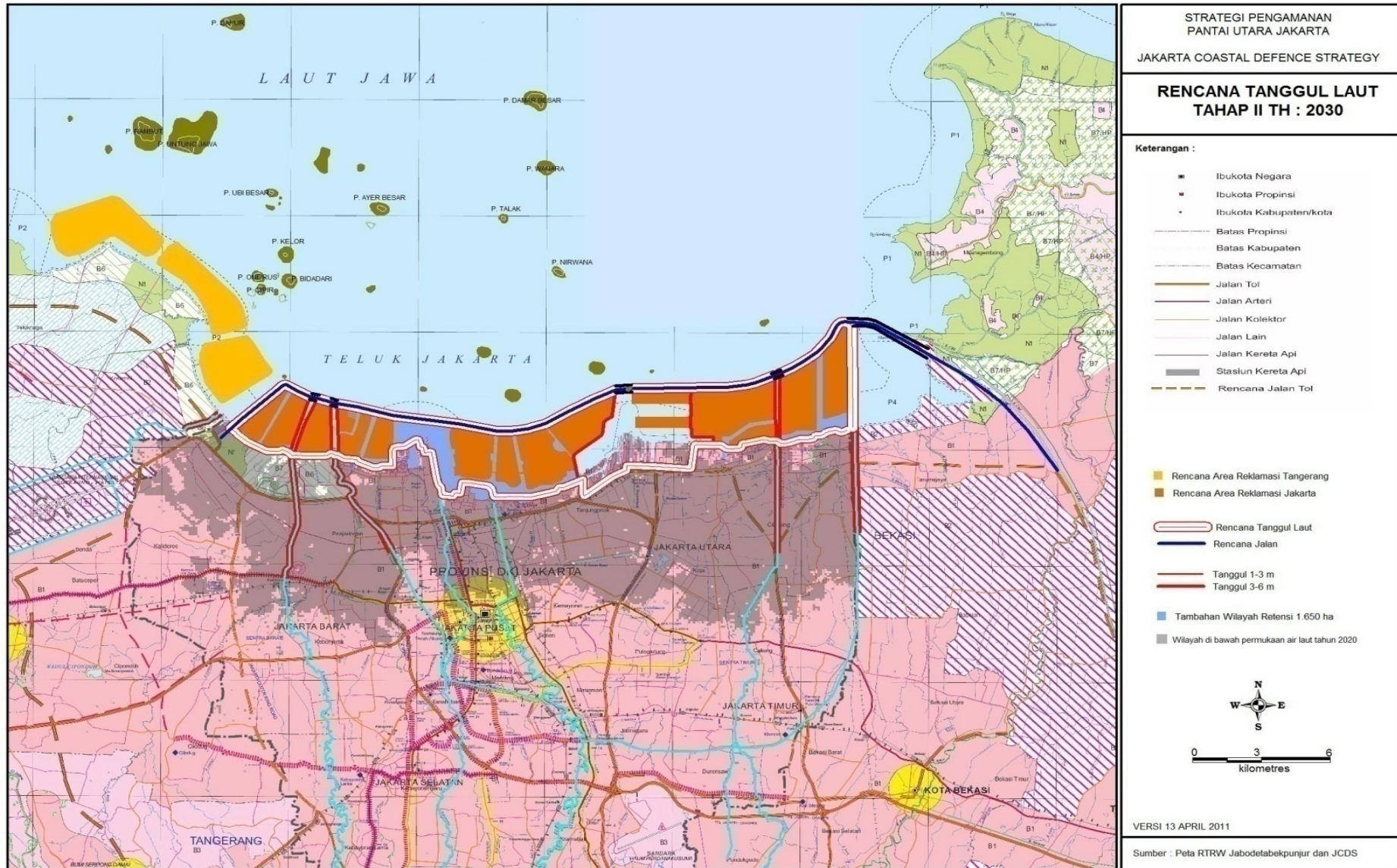
TAMPAK UDARA RENCANA PROFIL SUDETAN / FLOOD WAY SUNGAI CILIWUNG KE KBT



Stage1 (protection to 2020)



Stage 2 (protection to 2030)



Stage 3 (protection after 2030)

