

The 11th Plenary Meeting of the ANMC 21

**BALANCING ECONOMIC GROWTH
AND ENVIRONMENTAL
SUSTAINABILITY**

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OUTLINE



1. Current Circumstances and Challenges in Jakarta
2. Core Principles of Jakarta's Development Policy
3. Strategies on Implementing Jakarta's Medium Term Development Plan

A.

Current Circumstances and Challenges in Jakarta

JAKARTA AS A MEGACITY

Globalization and Urbanization



Population : 9,6 million

Population Density: 13.000 – 15.000/ sq. km².
Certain areas reaches 20.000 – 30.000 in
habitants/sq. km²

Population Growth: 1,39% per year

Total population of the Jabodetabek (Greater Jakarta) Megapolitan Area : 28 million (the fourth largest in the world)

- **Population increase → Growth in the surrounding areas.**
- **Jakarta as part of Jabodetabekjur (Greater Jakarta) should be able to develop itself to meet the demands of society and the challenges of globalization**

CHALLENGES

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The high urbanization rate is not complemented by an influx of more skilled workforce, which results in challenges in the following fields:

- 1. Transportation (i. e. traffic jam)**
- 2. Water Resources Management (i. e. flooding)**
- 3. Waste Management**
- 4. Health Services**
- 5. Education**
- 6. Employment Opportunity**
- 7. Welfare (i. e. poverty)**

Flooding and traffic congestion is Jakarta's most complicated issue to date

B.

Principles of Development Policy in Jakarta

DEVELOPMENT POLICY IN JAKARTA

- Jakarta's 2030 Spatial Plan is derived from the Presidential Regulation No. 54 of 2008 on "Spatial planning in the Jabodetabekjur (Greater Jakarta) Megapolitan Area."
- This regulation is basically a **Long Term Development Plan**, which is further elaborated in the **Medium Term Development Plan for the year 2007-2012**

1. DEVELOPMENT OF AN INTEGRATED TRANSPORTATION SYSTEM

STRATEGY

- Build **MASS TRANSPORTATION SYSTEM** as the backbone for transportation.
- **DEVELOP INFRASTRUCTURE SYSTEM**
 - Target **ROAD RATIO 10%**
- **RESTRICT THE USE OF PERSONAL TRANSPORTATION** → Using LL Management, Congestion Pricing, Intelligent Transport System, etc.
- **DEVELOPING THE AREA** around terminal, bus stop, shelter, and mass public transit station in according with **TOD CONCEPT**

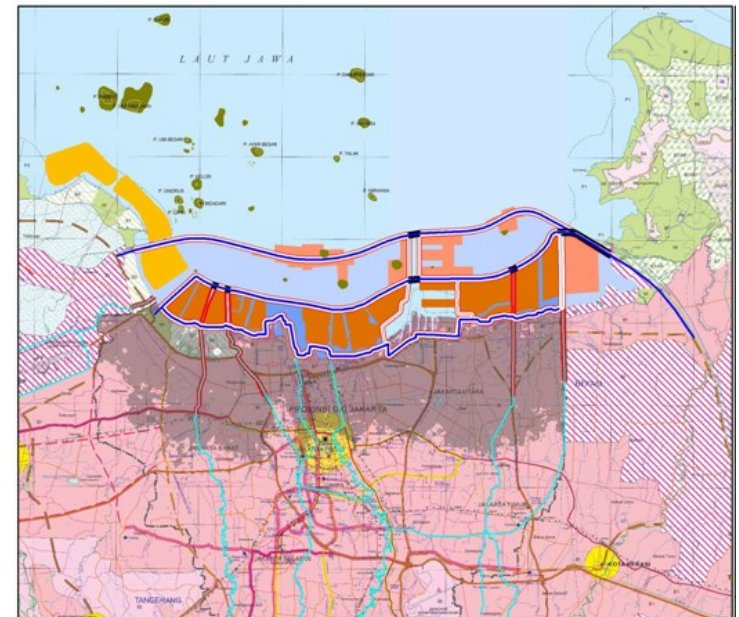


Illustration of Sudirman Area TOD in the heart of Jakarta

2. INTEGRATED FLOOD CONTROL SYSTEM

STRATEGY

- Optimizing the function of the **RIVER / MAIN CHANNEL**
- Controlling the flow from the upstream through the recovery and development **SITU** and **RESERVOIRS** and **NORMALIZATION OF THE RIVERSIDE ENVIRONMENT**
- Improving and enhancing the **DRAINAGE SYSTEMS**
- Constructing **DIKES** to anticipate the rising of the sea level.
- Increasing the supply of the **BLUE OPEN SPACE** to **5%**



3. INTEGRATED WASTE TREATMENT SYSTEM

STRATEGY

- Encourage an efficient and environmentally friendly **TECHNOLOGY-BASED WASTE MANAGEMENT SYSTEM**
- Improve waste management system
- Build additional Intermediate Treatment Facility
- Minimizing the volume of waste in landfills by utilizing the **3R Principle (Reduce, Reuse, Recycle)**



4. PUBLIC FACILITIES AND SERVICES WHICH MEET INTERNATIONAL STANDARD

STRATEGY

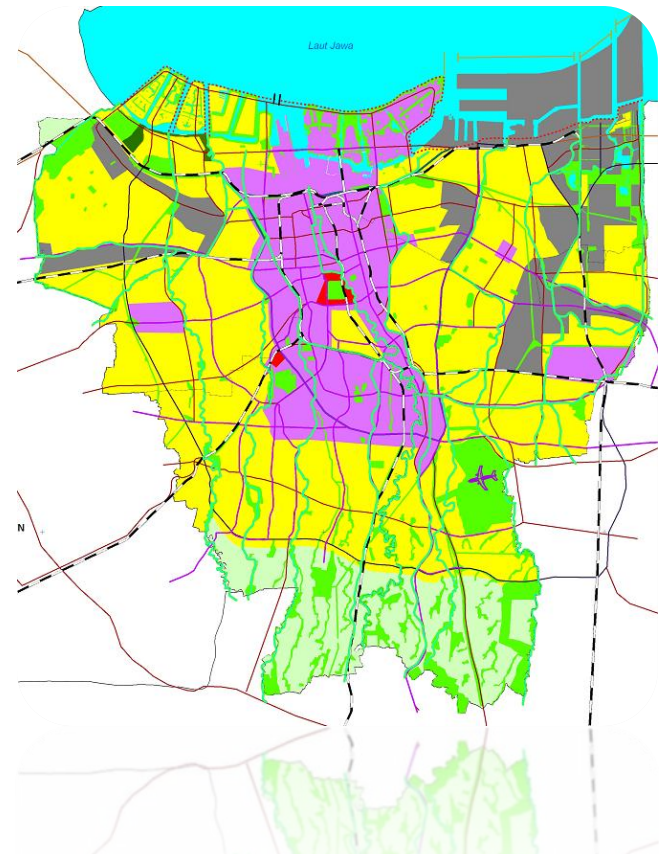
- Providing means for affordable and quality education for the community
- Developing distribution system in an optimal trading means attention to hierarchy and scale of service areas
- Providing traditional markets which are clean, safe, and convenient for public
- Providing means for social services which meet the eligibility standards of the Capital of the Republic of Indonesia

5. PROVISION OF HOUSING FACILITES

Creating a policy which gradually directs **ONE DECENT HOUSING UNIT FOR EVERY FAMILY**

Achieved by urban renewal which encourages **VERTICAL BUILDING, COMPACTNESS, and DIRECT CONNECTION TO THE MASS TRANSPORTATION NETWORK** in accordance the characteristic of the region

At the relatively densely populated district area, such policies are implemented using the **INTEGRATED KAMPUNG IMPROVEMENT PROGRAM**



6. INCREASING SUPPORT RESOURCES FOR ENVIRONMENT AND NATURAL RESOURCES

STRATEGY

- **IMPROVING THE QUALITY OF URBAN ENVIRONMENT**
- Developing and optimizing **THE GREEN OPEN SPACE** → gradually freeing SPACES owned by the community
- Applying innovative ways in **PROVIDING GREEN OPEN SPACES** such as the construction of **ROOF PARKS**, and **WALL GREEN** etc.
- Involving and improving **ROLES AND PARTICIPATION BY THE COMMUNITY AND PRIVATE SECTORS** → including by providing **INCENTIVES** to maintain and enhance the **GREEN OPEN SPACE** and **WATERSHEDS AREA**
- **DISASTER MANAGEMENT**



7. DEVELOPMENT OF JAKARTA'S NORTHERN COASTAL AREA

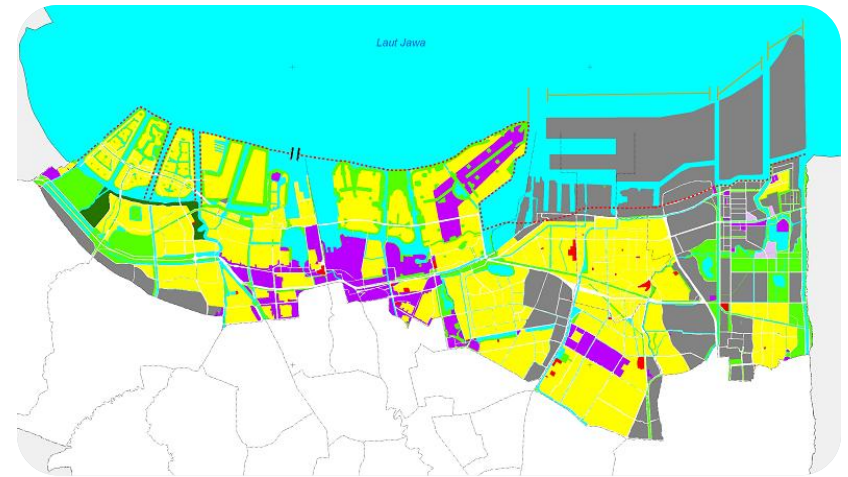
REVITALIZATION OF OLD BEACHES AND RECLAMATION AREAS AS AN INTEGRATED PROCESS → UTILIZING THE PRICIPLES OF CROSS SUBSIDY

North Coast of AKARTA (32 Km), consisting of Reclamation Area (2.700 Ha) and Revitalization Area (2.500 Ha)

Directed to be an independent city area according to the principles of ECO2 CITY in managing the urban infrastructure, such as creating water and waste management system which is integrated with the provision of energy, water management system and transportation system

Serves as Jakarta's flood control facilities, and is well integrated with the plan of Jakarta Sea Defence (Sea Embankment)

Utilizing the BEACH for PUBLIC INTEREST while at the same time keeping the livelihood of the fishermen and preserving the coastal ecosystems

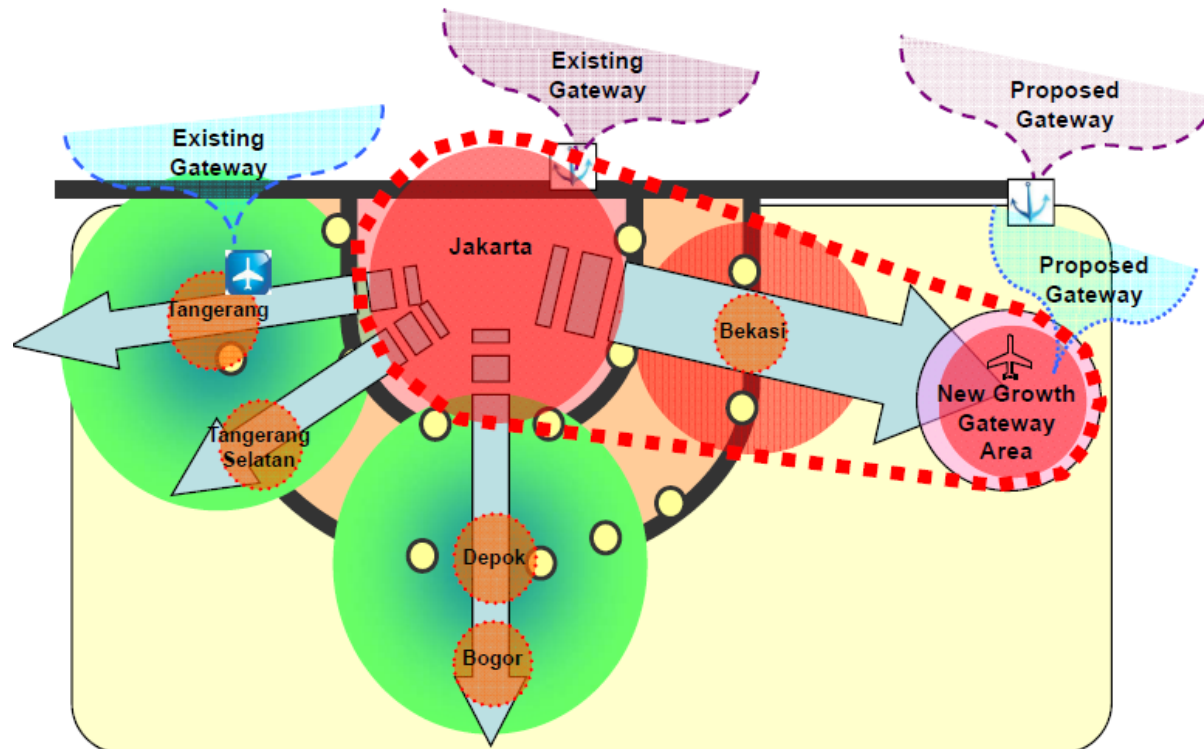


C.

Strategies on Implementing Jakarta's Medium Term Development Plan

Jabotabek Metropolitan Priority Area (MPA Program)

The MPA Program is expected to be an entrance point of for investment and industrial growth.



Source: MPA Joint Study Team

MPA Program

1. Construction of rail-based Urban Transport System (MRT) and increasing the number of Commuter line Rail Transport
2. Development of roads inside the city and around the city limits (regular and highway)
3. Redevelopment of the city center to improve the environmental harmony of the city



MPA Program

4. Improving water supply and waste water treatment system
5. Improving waste management
6. Improving Flood Control
7. Developing a new growth sub-corridor for Jabodetabek MPA
8. Developing Research Center
9. Construction of road/railway to support the new growth sub-corridor for Jabodetabek MPA

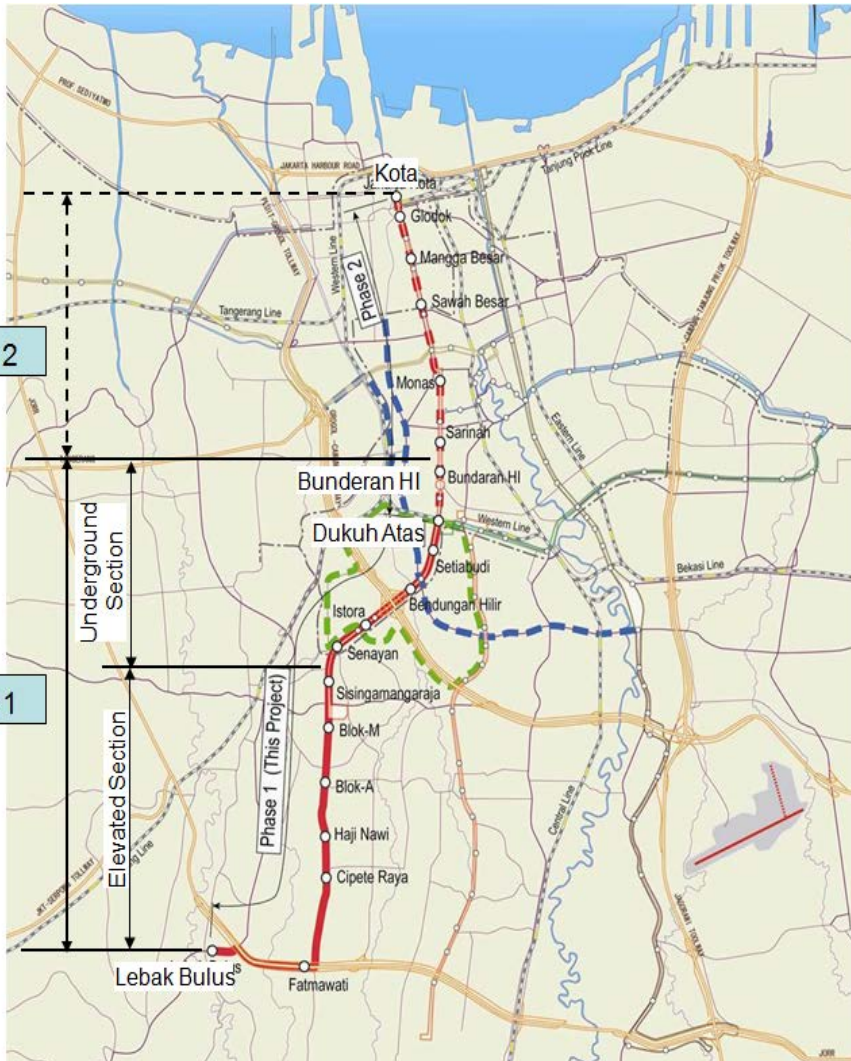


MPA Program

10. Development of Cilamaya Seaport
11. Improving the Tanjung Priok Seaport
12. Improving the Sukarno Hatta Airport
13. Developing an environmentally friendly power plant
14. Development of *Smart Grid System*



MRT Development as One of the Most Important part of the MPA Program



Southern Corridor – North: 23.3 Km
(Lebak Bulus –Kampung Bandan)

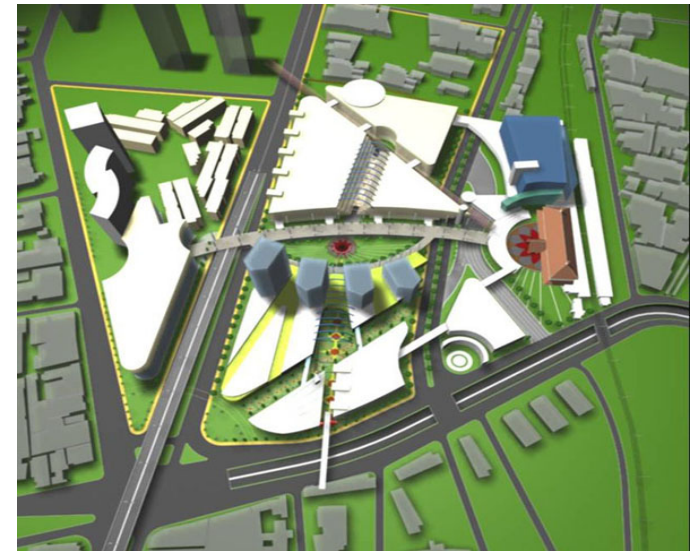
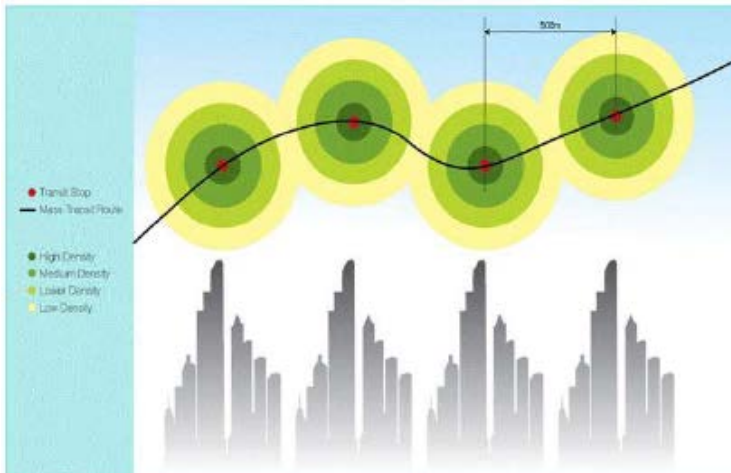
- ✓ Phase I : Lebak Bulus-Bundaran HI
 - Estimated Cost : JPY 153,56 billion
 - **Operation Target : 2016**
- ✓ Phase II : Bundaran HI–Kampung Bandan
 - Estimated Cost :JPY 131,07 Billion
 - **Operation Target: 2018**

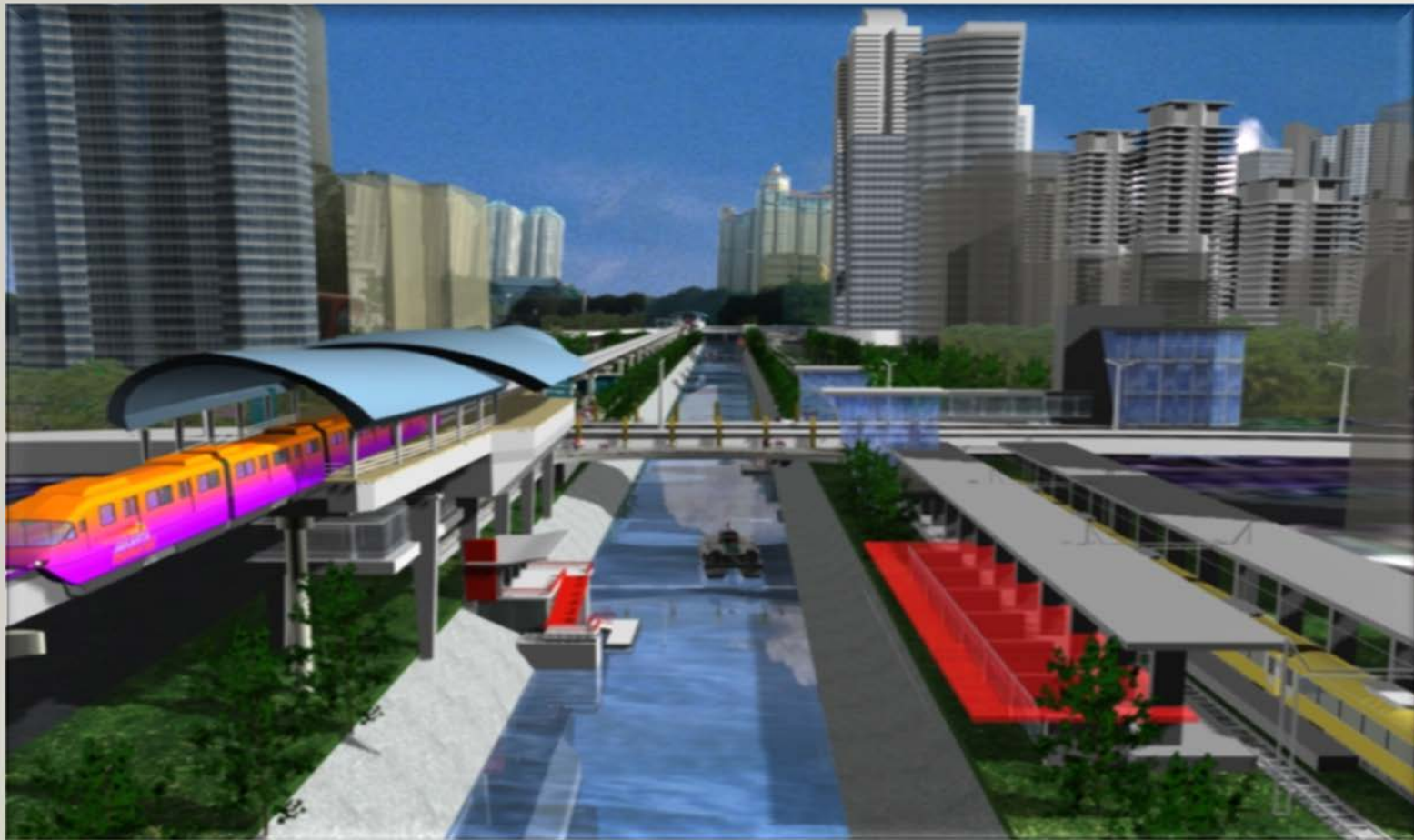
Cost Sharing (Kep Menko Ekonomi No 57/2005):

- National Government : 42% (in NPPH)
- Local Government (Jakarta): 58% (in NPPP)

Development of the TOD AREA along with the MRT Corridor

1. **DEVELOPING AREA** around the terminal, bus stop, shelter, and mass public transit station in accordance with **TOD CONCEPT**
2. MRT Station Locations : Lebak Bulus, Fatmawati, Cipete Raya, Haji Nawir, Blok A, Blok M, Sisingamangaraja, Bund Senayan, Istora, Benhil, Setiabudi, Dukuh Atas dan Bundaran HI





Thank You

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