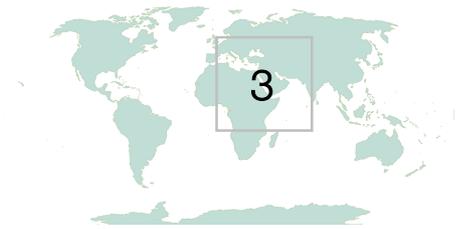


IN-Between Metropolitan Strategies Programme
Interview #3 | Jakarta, Indonesia



Within the context of the activities of the Community of Competence on Metropolisation¹, INTA and Deltametropool Association joined forces to design the programme In-between Metropolitan Strategies pursuing earlier discussions and exchanges on metropolitan strategies ongoing in a worldwide spectrum.

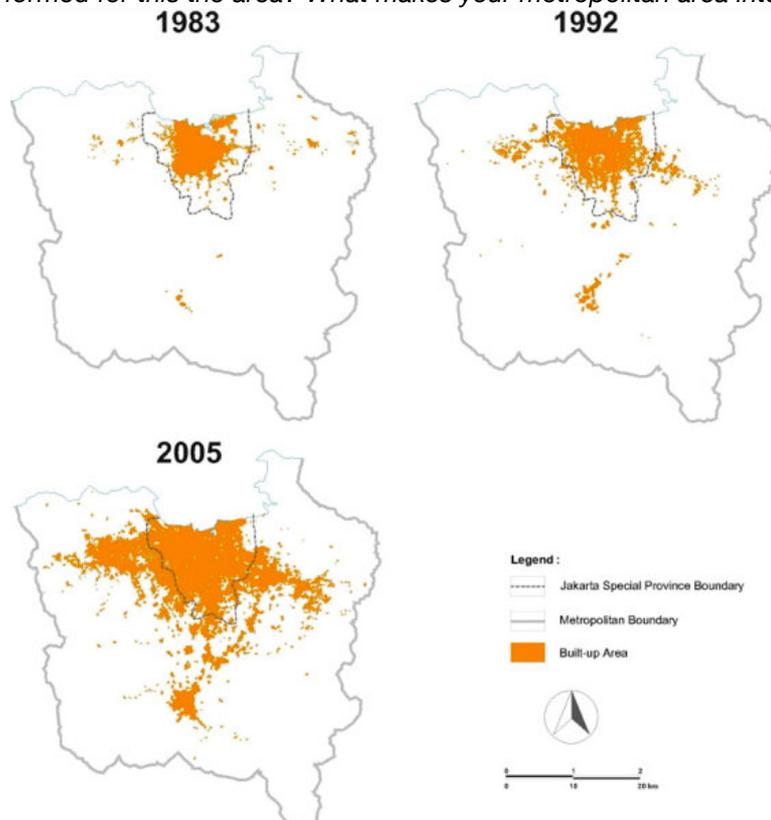
During the first phase, a series of interviews have been realised to several metropolitan cases covering various themes: the scale of the metropolitan area, the governance and cooperation, new forms of urbanity and metropolitan environments, the innovative economical sectors within the metropolitan area and how to develop the metropolis sustainability.

Jakarta, Indonesia

Interview with Mr. Pingki Elka Pangestu, Director PT Loka Mampang Indah Realty Jakarta, Indonesia

1. The metropolitan area

How extensive is the metropolitan area and how are the metropolitan values and identity formed for this the area? What makes your metropolitan area internationally attractive?



¹ <http://www.inta-aivn.org/en/communities-of-competence/metropolisation/metropolisation-home>



The Greater Jakarta Metropolitan Area (Jabodetabek – Jakarta Bogor Depok Bekasi) consists of 3 regencies and 5 cities with a population of over 12 million people. The Jakarta Capital City Region (DKO Jakarta) is the main metropolitan area with the 5 other cities (Bogor, Bekasi, Tangerang, South Tangerang and Depok) forming satellites. The regencies of Bogor, Bekasi and Tangerang host New Towns development, agricultural sector and industrial sites together with the major utilities.

The whole territory is a conurbation with a huge natural and human resources base. It is also a major economic hub and an intense market place.

Besides having a strategic geographic location and thus being a major international hub, it is the major foreign-investment destination in Indonesia. In the South of Jakarta there is an important water reservoir submitted to land preservation and in the North side there is the bay. This is the reason why the development is mainly East-West oriented.

2. Governance and Cooperation

Is there a form of metropolitan strategy in place and what fields of policy does it entail? Which stakeholders are involved and what is their role and responsibility in this metropolitan strategy? How are the different territorial levels associated to the metropolitan governance? And how is the cooperation of different territorial levels maintained in the planning process that is increasingly subject to a rapid changing economic, social and technological environment?

Government Autonomy lies with the regencies (Bogor, Bekasi in West Java and Tangerang in Banten) while Jakarta with its 5 municipalities has a Special Capital City Status and has a Governor as the head of the autonomous region. The other cities (City of Bogor, Tangerang, South Tangerang, Bekasi and Depok) have mayors as head of the autonomous cities. These regencies and cities lie within the territory of three Provinces DKI Jakarta, West Java and Banten.

In Jakarta Special Capital Region, mayors and regents are chosen by the Governor.

There is a national island-wide metropolitan level as well as an urban spatial and strategic planning regime complying with the existing spatial law. The spatial and local plans nominally go along with the hierarchy of plans but still there are many areas where remains a **lack of continuity between planning, implementation and supervision of these plans mainly due to the very dynamic nature of the economic and political development.**

The BKSP Jabodetabek (Jabodetabek Metropolitan Coordination Board) **is responsible for the coordination of inter-territorial matters like rivers, water distribution, transportation,** etc. and the governors take turns as head of BKSP. Inter-territorial matters are autonomously coordinated at the provincial level.

The primacy of Jakarta has meant that BKSP has made coordination more symbolic than actual/effective in relation to each territory: the common metropolitan policies being interpreted and adapted to the local political-economic reality. This may change with the new governor in Jakarta who has opened direct dialogue with his two colleagues to help tackle Jakarta's chronic water supply, flooding and transportation problems (all "upstream" thus inter-territorial problems).

3. New Forms of Urbanity and Metropolitan Environments

What are the key development projects (flagships, major infrastructure, social or cultural equipment, etc.) and programs (information, incentives, investments), of your metropolitan strategy? How is the dialogue carried between the specific ambitions of local key projects and the ambition of the metropolitan territory?

The JABODETABEK long term masterplan outlines major E-W axis development with limited N-S development (Northern coastline and southern marsh and water-dominated). Thus the major metropolitan-form determinants include:

- (1) infrastructural arteries (tol-road, rail and public transport) follow this pattern (that in turn connects to the national grid) augmented by three ring feeder axis Public transport corridors (bus-ways, commuter train, monorail (2014) and MRT (2018))
- (2) Airports and harbours (West and East)
- (3) Dams (South) and improvement treatment of rivers (including sanitation) for water supply
- (4) Flood control canals (East and West) augmenting the natural watershed areas

These metropolitan-scale infrastructural projects are funded at the national level which tend to override local differences. Inter-territorial fiscal-transfer can also be applied to alleviate imbalances.

The worsening of liveability's conditions across the board in the metropolitan urban areas (traffic gridlocks, flooding & landslides, air pollution, sanitation & health problems, poverty etc), mainly due to rapid development, are pushing the electorate to demand improved public-service from the administration (recent election of a governor who improved service delivery as mayor in a smaller city in Java).

The disconnection between territories still exist especially in the periphery but the recent dynamics mostly driven by new economic opportunities for urban renewal, suburban development and rural development have gradually improved the urban fabric across the board in Jabodetabek.

4. Innovative Economical Sectors

Is the regional level competitive enough in a globalized economic and innovation-led system clusters and does it remove the obstacle of the vertical organisation of public policy?

The most visible phenomena of the most recent urban development initiatives is the leadership took by the private sector in developing new economic clusters (new housing, new-towns, industrial estates, leisure, commercial, health & institutional facilities) as well as infrastructure (toll-road, public-transport, water & sanitation) and even urban services. There

is a booming of young and a more consumptive middle-class that has a voracious appetite for international-standard urban goods, services and lifestyles.

This trend has meant that governments have to adopt a new role and thus be able to change their habits which means better service-delivery abilities and optimizing infrastructure to create better business climates.

The increasing competition for private investments has meant that public goods management has to be more effective. A very recent trend is that a more democratic urban electorate is demanding change moving from an old vertical political hierarchy towards an innovative and accountable governance.

A remarkable improvement is appreciable in new malls, office parks, industrial parks, leisure destinations and even public green. Innovative urban design, green marks even experimental solutions have become more acceptable.

5. Sustainable Development

On which central themes and key policies is your metropolitan strategy set upon? How do these themes and policies overcome the short-term instability of any long-term vision and deliver a performing and resilient territorial development?

Environmental sustainability, social inclusion and cultural relevance that were generally tokenism are now becoming mainstream to public and even private sector initiatives. There is a better sustainable accountability in development approvals and there are now even financial (and social) sanctions applied to inner city developments. There is however still a gap between new affluent clusters and traditional agriculture communities in the peripheral areas that will merge since territorial integration becomes inevitable. Poverty and access to urban amenities is still a prevalent problem for marginalized people who form a big portion of the urban communities.

More pro-poor policies are currently being tested to address the economic gap and the governor is consciously allocating and optimizing city budgets to alleviate the chronic problems of transportation, sanitation and flooding that mostly hit the slums and urban-village (kampung) communities.

Environmental sustainability issues have recently come to the fore with a new green building code being passed by the local parliament but the building industry has still a long way to go to make green products universally available.