

# CITY VISIONING PROFILE

BANJARMASIN, KALIMANTAN



**Cities Alliance**  
Cities Without Slums

**UN HABITAT**  
FOR A BETTER URBAN FUTURE



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# **CITY VISIONING PROFILE**

## **BANJARMASIN, KALIMANTAN**

**August 2012**

The following City Visioning Profile draws from site visits, workshops and inputs from the Cities Development Strategies (CDS) process conducted in 2011 and 2012. Three participatory visioning workshops were held in Banjarmasin with the assistance of the P5 team to help the city government agree upon an integrated development vision for the city.

The intention of these workshops was to provide an opportunity for the mayor and city officials to discuss and articulate together their vision for the city, as well as define the strategies and programs that would allow them to reach their goals. The City Visioning Profile and strategy components is the culmination of results from these workshops and the CDS process.

Prepared under "Cities Development Strategies: Making Urban Investment Work" (CDS) with technical and financial assistance of UN-HABITAT Regional Office for Asia and the Pacific, and financial assistance provided by Cities Alliance Trust Fund.

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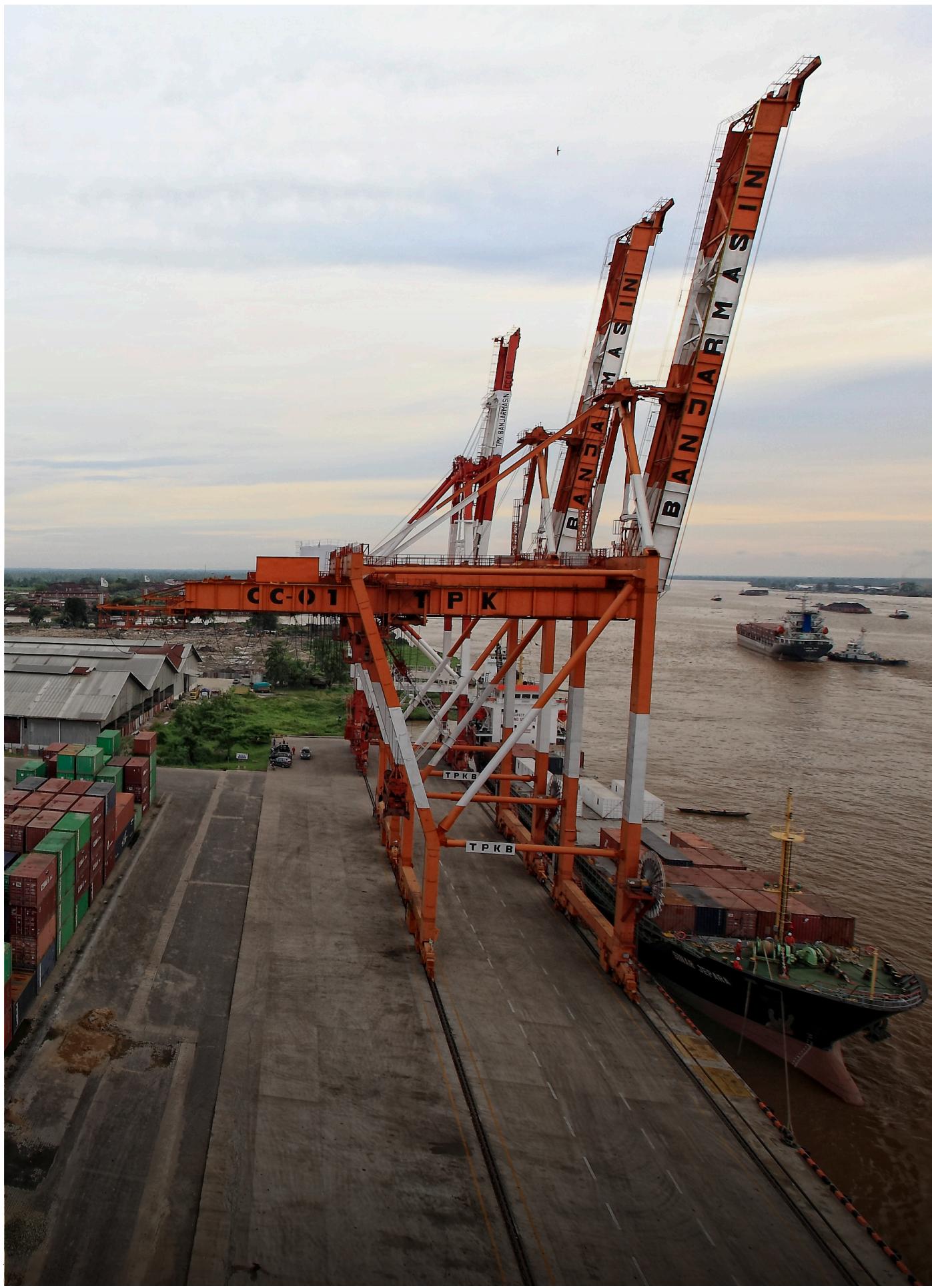
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# WHAT IS CDS?

## CDS LINKS LOCAL GOVERNMENT TO THE NATIONAL LEVEL TO IMPLEMENT URBAN DEVELOPMENT PLANS.

"Making Urban Investment Planning Work" is an initiative supported by the Cities Alliance. This initiative is implemented by UN HABITAT Indonesia in partnership with the Directorate General of Human Settlements (DGHS) of the Ministry of Public Works. It builds on the City Development Strategies (CDS) approach, a tool that helps local city governments develop comprehensive strategies for urban development, in order to link public funding with local amenity investments. By learning from successful local governments, "Making Urban Investment Planning Work" aims to better link local governments with national government funding resources for the implementation of strategically prioritized projects.

Between 2011 and 2012, this CDS program is working in three Indonesian cities: Banjarmasin, Pekalongan and Solo. These three cities were chosen to pilot the initiative since they have been widely recognized as having good governance, strong local leadership, inclusive policies that target the poor, and dynamic ideas to foster growth. As "champion" cities they can serve as good examples for Indonesia's nearly 500 cities, demonstrating how strong leadership and vision are essential to fostering comprehensive, inclusive, and credible strategies. These are the key elements required by central government in order to support the implementation of the national urban investment programme: the "Mid-Term Investment Programme" (Rencana Program Investasi Jangka Menengah) (RPIJM).

"Making Urban Investment Planning Work" focuses on medium-term investments. Medium-term investments are doable, but also "change-making" projects that can have an impact on the city as a whole and serve as building blocks that lead to the realization of the city's larger development vision. These projects are not too small that they have little impact beyond the

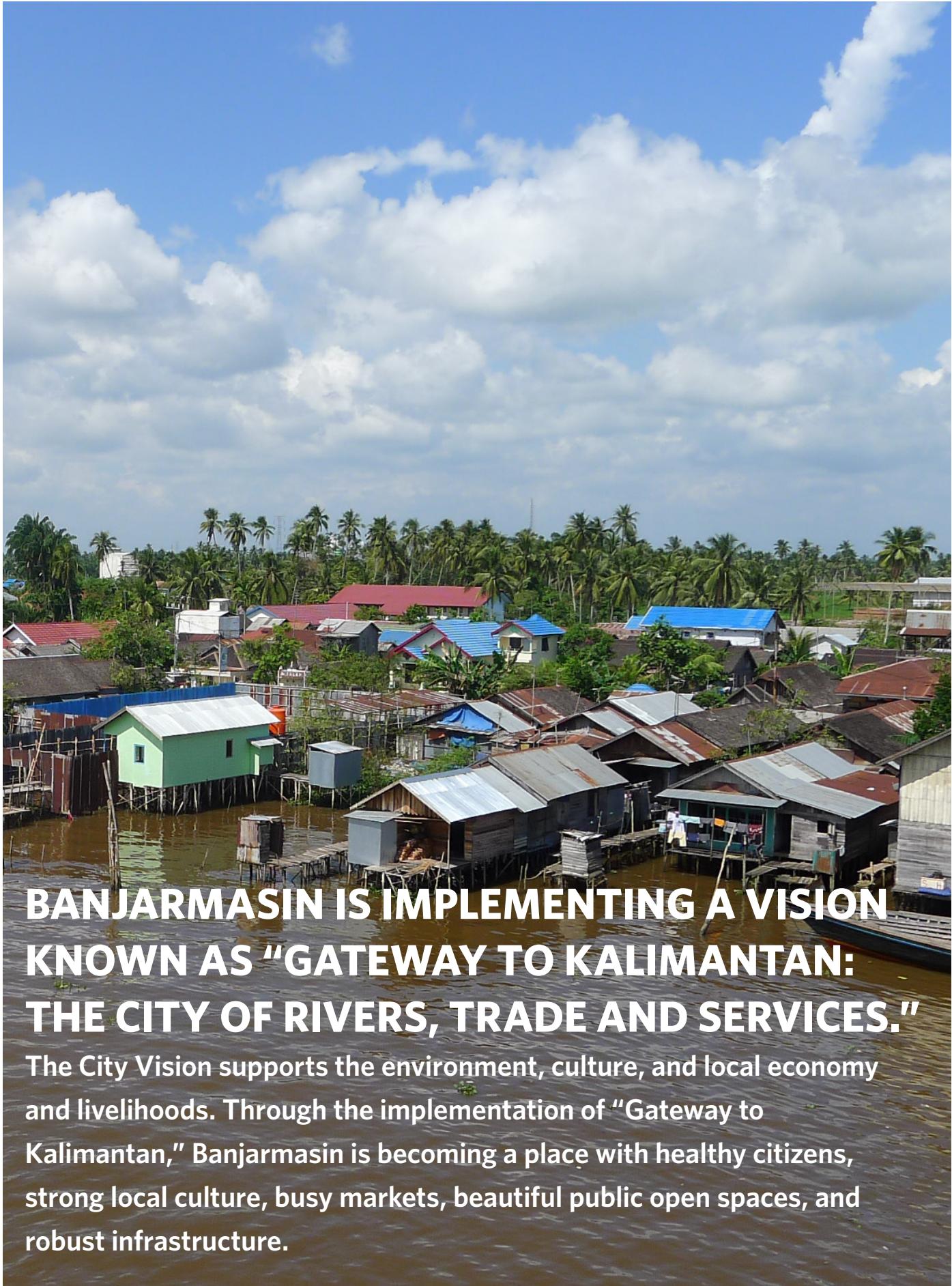
neighborhood level, nor too big that they may take many years to implement. By linking these kinds of projects to financing allows cities to comprehensively implement their strategies, and in doing so fully realize their goals.

## WHAT IS THE CITY VISION PROFILE?

For each of the three cities, a City Vision Profile has been developed. It is a comprehensive summary of the city's development vision and serves as an advocacy tool helping the efforts of local governments to promote their investment priorities. The City Vision Profile makes investment priorities easier to understand by decision makers at the local, provincial, and national levels by framing the development needs and priorities within the context of the city's future plans. It uses a succinct and easy-to-read format that employs maps, diagrams, and photos along with highly communicative text, so that the city vision can be made accessible to even non-technical readers. It can be a one-stop reference for feasibility assessments and funding negotiations for specific projects, whether already prioritized in the Profile or proposed at a later stage.

The City Vision Profile serves to achieve the following:

- COMMUNICATES CLEARLY THE CITY'S DEVELOPMENT STRATEGIES
- FOCUSES ON PEOPLE-ORIENTED ECONOMIC DEVELOPMENT AND GROWTH
- LISTS 'PRIORITY' PROJECTS THAT HAVE BEEN SELECTED BY THE CITY WHICH ARE READY FOR INVESTMENT
- DESCRIBES WHY THESE PROJECTS ARE NECESSARY TO MAKE THE CITY VISION A REALITY, HOW PROJECTS ARE IMPORTANT TO THE STRATEGIES, AND WHERE THEY ARE LOCATED
- SHOWS THAT CITIZENS' VOICES HAVE BEEN HEARD AND INCORPORATED INTO PLANNING DECISIONS



## **BANJARMASIN IS IMPLEMENTING A VISION KNOWN AS "GATEWAY TO KALIMANTAN: THE CITY OF RIVERS, TRADE AND SERVICES."**

The City Vision supports the environment, culture, and local economy and livelihoods. Through the implementation of "Gateway to Kalimantan," Banjarmasin is becoming a place with healthy citizens, strong local culture, busy markets, beautiful public open spaces, and robust infrastructure.

# 1.0 GATEWAY TO KALIMANTAN

## BANJARMASIN IS IMPLEMENTING A VISION KNOWN AS "GATEWAY TO KALIMANTAN: THE CITY OF RIVERS, TRADE AND SERVICES."

"Gateway to Kalimantan" is a guide for Banjarmasin to become a place with strong cultural heritage, self-sufficient local economies, high quality public spaces enhanced by a clean environment, and robust infrastructure.

The City Vision and its related strategies – which are described in this City Vision Profile – astutely position Banjarmasin's assets as drivers for growth. The City Vision is being implemented at a critical time when the city's economy is in transition and there is a need to leverage the city's assets into development growth. In

***Already, the local government has demonstrated through implemented projects that it can advance the "Gateway to Kalimantan" vision.***

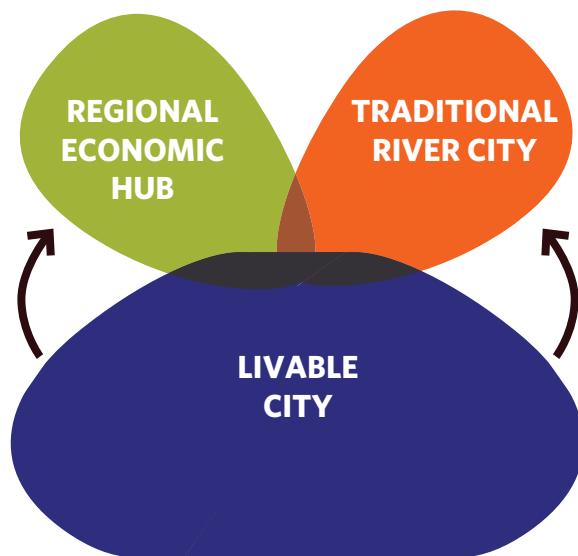
creating this City Vision, the Mayor and city officials have recognized key issues that influence Banjarmasin's development environment:

- **A CITY AT AN ECONOMIC CROSSROADS**

The City of Banjarmasin has grown and attracted economic activity due to its advantageous location as port city with access to the resource rich Kalimantan hinterland and trade routes beyond. Historically, the economy has been driven by distribution and processing activities related to resource extraction for coal, timber, and rubber. The economy is currently in transition as two of the primary industries that created jobs and sustained the local economy (rubber and timber extraction) are declining. The market facilities that are essential to attracting traders and merchants to the city, are operating at capacity and in poor condition.

### "GATEWAY TO KALIMANTAN" VISION

Banjarmasin's city development strategy focuses on three components:



Banjarmasin is seeking to maintain its regional importance as a port city by improving port facilities for coal distribution and also pursuing a strategy to pursue tourism and service sectors. The economic transition has implications for land use and development along the city's two major rivers; the Barito River, where barge facilities and a small container port are located; and the Martapura River, along which several central city markets and docks are located.

To support new service sector industries and strengthen its role as a port city, Banjarmasin will need to take on new functions and upgrade infrastructure. Market renovations and dock facility upgrades are intended to strengthen city's role as a regional trading center. The creation of a central business district will provide the necessary space to support new businesses and operations that can serve a new economy based on trade and services. To support a successful economic transition, the city will need to train workers and attract an educated workforce.

## • TRADITIONAL RIVER CITY

Banjarmasin's identity and distinctive character is closely tied to its rivers. This also presents environmental challenges. The city sits close to sea level and is located at the mouth of two large rivers. Local residents depend on the river in their daily lives, bathing in the river and using it as a primary source for household water.

As a river city, pollution of the river water is a serious threat to the city's future. The source of water pollution comes from within the city, industrial and household waste, as well as from mining operations and deforestation further upstream. Sedimentation, the disposal of waste in the river, and construction of informal housing along small tributaries contribute to the silting and closure of smaller rivers. The city's vulnerability to climate change and flooding is also present. While this was not identified as a major issue by residents, who have long adapted to the river's changing conditions, it does present a threat to sustainability of a city whose daily life lives so close to the river.

In recent years, the city government has begun to embrace the river as an asset. The city is seeking to develop a new public realm along the river in order to improve the image

## CITY STRUCTURE

*Major structuring characteristics of Banjarmasin include the river and port to the west, two ring roads that surround the city center and a major highway that bisects the city .*



## BANJARMASIN FACTS



### LAND

Total Land Area	<b>9,846 ha</b>
# of Districts	<b>5</b>
# of Neighborhoods	<b>52</b>
% Residential	<b>55%</b>
Population Density	<b>64 people / ha</b>
% Open Space	<b>20%</b>
Open Space per 1,000 persons	<b>3.03 ha</b>

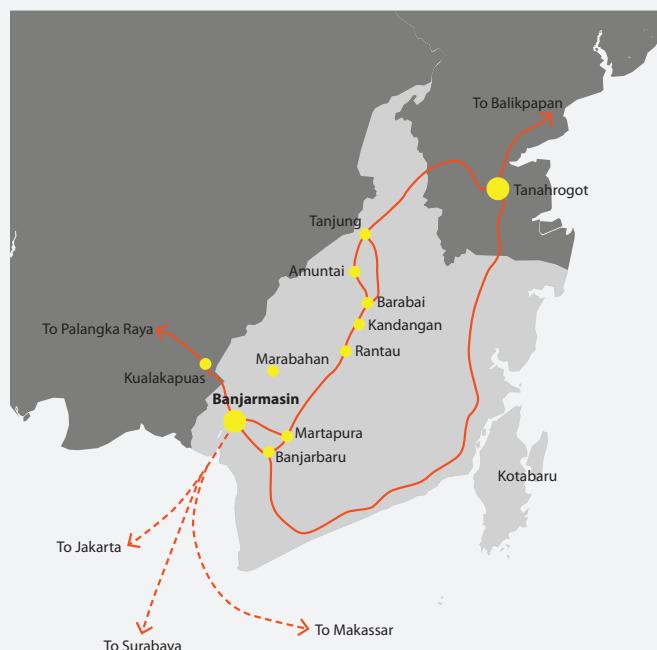
### ECONOMY

Economic Sectors (% of GDP in 2010)

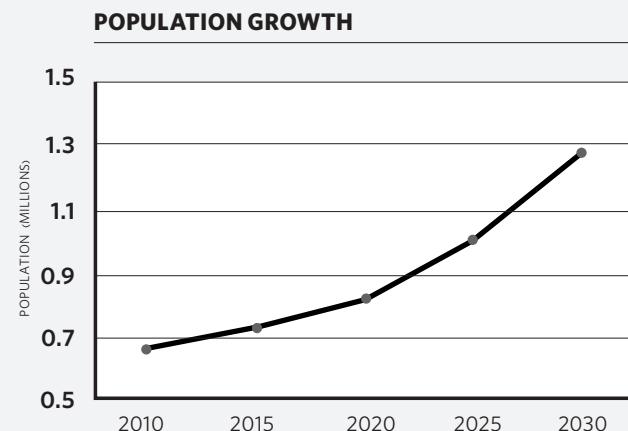
Agricultural & Mining	<b>1%</b>
Manufacturing	<b>16%</b>
Utilities	<b>1%</b>
Construction	<b>10%</b>
Trade, Hotel, Restaurant	<b>20%</b>
Transportation	<b>23%</b>
Finance & Business Services	<b>15%</b>
Other Services	<b>14%</b>

## SOUTH KALIMANTAN REGIONAL NETWORK

*Regional highways and sea routes position Banjarmasin at the crossroads of infrastructure connecting Jakarta and Makassar to the major cities of Palangka Raya and Balikpapan.*



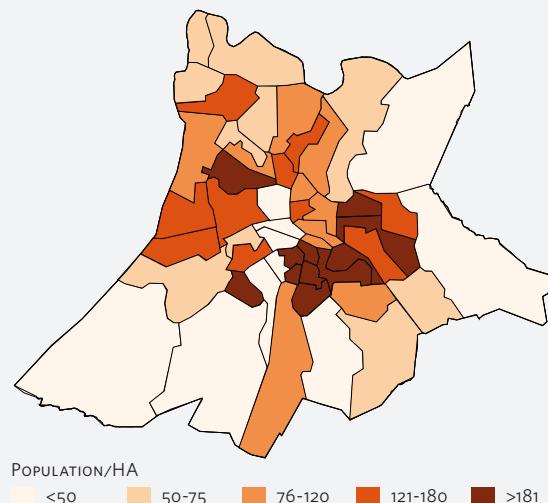
## PROJECTED POPULATION GROWTH, 2010 - 2030



*Projections estimate that the population of Banjarmasin will nearly double over the next 20 years, from 652,000 in 2010 to 1.27 million in 2030.*

(SOURCE: Bappeda Banjarmasin)

### POPULATION DENSITY



of the city and create tourism infrastructure. Additionally, the city is seeking to improve the quality of river water and reduce the use of river water for household needs by relocating informal settlements and upgrading waterfront neighborhoods.

As a result, the city government hopes that its strategies can successfully integrate the river into an expanded public realm, improve the image of the city as a destination for tourism, and the health and environment of the city as a whole.

#### ■ COPING WITH GROWTH AND DEVELOPMENT

At Banjarmasin's current rate of growth the city is set to double in population over the next 20 years. Attracting skilled workers and accomodating a growing population means that strategies are required to continuously upgrade and expand basic services and provide housing. Currently, the city's provision of clean water is the highest in Indonesia at 98% of registered inhabitants. As the city continues to grow one challenge will be keeping basic services such as water delivery high.

City officials highlight managing density and sprawl as planning goals for the city. The Barito River to the east and wetlands in the west are physical barriers for continued growth in central Banjarmasin. The local government is developing a strategy called "Banjarmasin Metropolitan," which would direct growth to new satellite cities north of Banjarmasin and outside of the municipal boundaries.

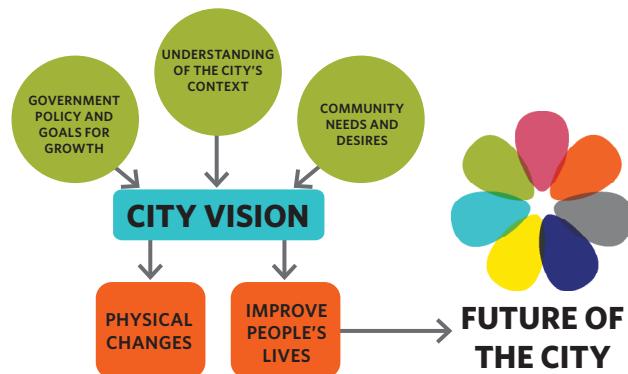
Congestion from traffic is also a challenge due to increasing vehicles (estimated at an additional 11% every year) as well as inadequate roads, and under-maintained

infrastructure. Of the city's 400 bridges, the 70% that are wood construction are over 15 years old and need upgrading. Providing better transportation options that integrate the river increase mobility and support the local economy.

The city government is seeking to improve living conditions for inhabitants. The density of the city is due in large part to the physical boundaries caused by wetlands and the rivers, and growth has historically occurred on the riverbanks. The city has identified 12 informal settlement areas that have minimal levels of public services and high densities and is looking to improve them.

## FROM STRATEGIC CONTEXT TO VISION

*The vision is created with inputs from different groups and based on different types of information, including: policy and decision making by the government to meet city-wide goals; a study of the city's existing context – what is currently going on in the city and how it fits into the region and nation; and community input about local needs.*



# CITY VISION COMPONENTS

The components of “Gateway to Kalimantan” support long-term development in Banjarmasin by building on the city's existing assets and strategic opportunities:

## 1. THE ECONOMIC GATEWAY TO KALIMANTAN

**VISION:** Stimulate the economic sector as a trade and services city.

### STRATEGIES:

- Improve and expand port facilities in the industrial area.
- Revitalize the central and secondary markets.
- Create a Central Business District to provide office space and

## ACHIEVEMENT PROJECTS TIMELINE

	 EXPANSION OF BASIRIH HARBOR			
MARTAPURA RIV PROMENADE		CENDRAWASI GREEN VILLAGE		JL PEMURUS DALAM RIV NORM.
PUBLIC HOUSING		RIVER DREDGING		DEV. OF INNER RING ROAD
PDAM WATER		SUNGAI ANDAI IPAL		
KAWASAN ZAFRI ZAM ZAM PROMENADE				2011
2007	2008	2009	2010	

services.

#### POLICY GOAL:

- Trisakti Port should become a national port and one of the largest in SE Asia. [MP3EI, 2011]
- Creation of Strategic Economic Zone in the port area. [RTRW, 2011-2031]

## 2. A TRADITIONAL RIVER CITY AND GLOBAL ATTRACTION

**VISION:** Banjarmasin is an attractive traditional River City that is a national and international tourist destination.

#### STRATEGIES:

- Leverage existing cultural assets, such as the river market, and the city's unique river culture, to develop and promote tourism.
- Normalization of the river, which includes strengthening

### PIPELINE PROJECTS TIMELINE

EXTEND DRAINAGE TO PORT	SUNGAI JINGAH UPGRADING	PORT ACCESS ROAD IMPROVEMENTS	UJUNG MURUNG UPGRADING
			
MARTAPURA RIVER NORMALIZATION			
			
MALKON TEMON IPAL	BASIRIH PORT WATER ACCESS		
			
JL BELITUNG RIVER NORM.	PEKAPURAN RAYA BRIDGE		
			
BUS TERMINAL KM6			
			
2012	2013	2014	2015
			2016

riverbanks, dredging and improving management of the river.

- Create a waterfront to allow for improved access to public spaces and the improved structuring of the riverbanks.
- Raise awareness about the river and promoting programs to clean up the river in order to reduce pollution.

#### POLICY GOAL:

- Creation of Strategic Tourism Zone for the Martapura River and the Floating Market. [RTRW, 2010]
- Maintenance of the river as an ecological system. [RTRW, 2010-2030]

### 3. BANJARMASIN: A LIVABLE CITY

**VISION:** Banjarmasin is a desireable place to live and work, offering high levels of basic services, good infrastructure and mobility, and improved conditions for the urban poor.

#### STRATEGIES:

- Upgrade slums in the city in order to provide better services and civic spaces and to prevent the pollution of the river. [RTRW]
- Provide improved public services for the city's residents, such as ensuring high levels of clean water, health services and education.
- Improve mobility by integrating ground transportation with river transportation so that congestion can be reduced.

#### POLICY GOAL:

- PDAM seeks to maintain high level of water provision. [RPJIM, 2010-2014]

## WHY "GATEWAY TO KALIMANTAN"?

A common framework throughout this City Vision profile to evaluate project effectiveness uses three basic criteria: appropriateness, desirability, and feasibility. This model is employed throughout this City Vision profile to describe in greater depth "pipeline projects." Yet the model also applies to the City Vision as a whole.

- "GATEWAY TO KALIMANTAN" IS **APPROPRIATE** BECAUSE THE CITY VISION BUILDS ON ADVANTAGES OF EXISTING PUBLIC ASSETS AND PLANNED INFRASTRUCTURE IMPROVEMENTS.
- "GATEWAY TO KALIMANTAN" IS **DESIRABLE** BECAUSE IT IS FOCUSED ON THE ECONOMIC, SOCIAL AND ENVIRONMENTAL

## STRATEGIC EVALUATION FRAMEWORK



FUTURE OF THE CITY, ACCOMMODATING ANTICIPATED GROWTH WHILE IMPROVING LIVING AND WORKING CONDITIONS.

- "GATEWAY TO KALIMANTAN" IS **FEASIBLE** BECAUSE BANJARMASIN HAS DEMONSTRATED SUCCESSES IN IMPLEMENTING MULTIPLE INFRASTRUCTURE AND PUBLIC SPACE IMPROVEMENT PROJECTS OF SIMILAR SCALE.

## MOVING AHEAD

The following profile describes in more detail the strategies and pipeline projects for each of the four City Vision components. These projects do not stand alone, but rather relate to and reinforce each other by achieving a "sweet spot" among goals and priorities. The profile includes:

- RECENT PROJECT ACHIEVEMENTS
- PIPELINE PROJECTS
- INITIATIVES TO REDUCE POVERTY AND VULNERABILITY
- PRINCIPLES FOR PROJECT IMPLEMENTATION AND COMMUNITY PARTICIPATION

As local and national governments work together in Banjarmasin, this City Vision Profile can be considered primarily as a reference tool for evaluating whether and how new projects will comprehensively and inclusively address development issues and needs.

## 2.1

# ECONOMIC GATEWAY

## ACCELERATE THE ECONOMIC DEVELOPMENT OF BANJARMASIN AS A GATEWAY CITY OF SERVICES AND TRADE.

Banjarmasin is the gateway to Kalimantan. Its key asset is the port that positions the city as the center of the regional economy. As such, the city government is taking steps to develop a sustainable economy around the port that is supported by adequate infrastructure.

Banjarmasin's economy was previously based on the extraction of raw materials, but is now transitioning to become a city of services and trade. Market renovations

and improved port facilities are intended to strengthen Banjarmasin's role as a regional trading center, serving towns and cities in the hinterland and offering improved economic opportunities for the city's residents.

The city is also supporting increased economic activity on rivers with improved loading areas near Pasar Baru and intermodal docks to facilitate transfers from boats to public buses and minibuses, known as 'angkots.'

### ACHIEVEMENTS: EXPANSION OF THE BASIRIH HARBOR



**Description:** The expansion of the harbor has enabled the port to receive larger ships. The goods can then be transferred to smaller boats and efficiently transported by land to the markets, thereby facilitating trade.

**Date:** 2008-2009

**Budget:** information not available

**Implementing Agency:** DISHUB

### ECONOMIC GATEWAY STRATEGY SUMMARY

Problem	Action	Outcome
Port facilities are limited and the city lacks revenues	<ul style="list-style-type: none"><li>Improve port facilities</li><li>Attract business activities that support the port</li></ul>	<ul style="list-style-type: none"><li>More revenue generated for the city</li><li>Increased employment opportunities</li></ul>
Need to increase accessibility to improve the city's position	<ul style="list-style-type: none"><li>Improve the bus stations, roads, and bridges for transportation of goods (such as extensions to the ring road)</li></ul>	<ul style="list-style-type: none"><li>Improved access for trade</li><li>Improved circulation of goods</li></ul>
Market facilities are in poor condition	<ul style="list-style-type: none"><li>Upgrade the market</li><li>Revitalize of central city markets</li></ul>	<ul style="list-style-type: none"><li>Improved access for merchants and shoppers</li><li>Improved public realm and environment around the market</li><li>Increased revenue for the city</li></ul>
Need to provide higher quality services	<ul style="list-style-type: none"><li>Create a central office district</li></ul>	<ul style="list-style-type: none"><li>Businesses are attracted to locate in the city center in order to support regional industries</li></ul>

## ACHIEVEMENT: WIDENING OF PORT ACCESS ROAD AND DEVELOPMENT OF INNER RING ROAD



### WIDENING PORT ACCESS ROAD

**Date:** 2011

**Budget:** 18.2 billion Rp.

**Implementing Agency:** PU Bina Marga Provinsi Kalimantan Selatan

**Description:** Widening of the port access road facilitates the efficient flow of goods between the ships and the city. The improved port access road strengthens the city's role as the "Gateway to Kalimantan".



### DEVELOPMENT OF INNER RING ROAD

**Date:** 2012

**Budget:** 16.5 billion Rp.

**Implementing Agency:** PU Bina Marga Provinsi Kalimantan Selatan

**Description:** The development of the inner ring road aims to increase accessibility to the port area, improve roadway connections to the city center and relieve congestion.

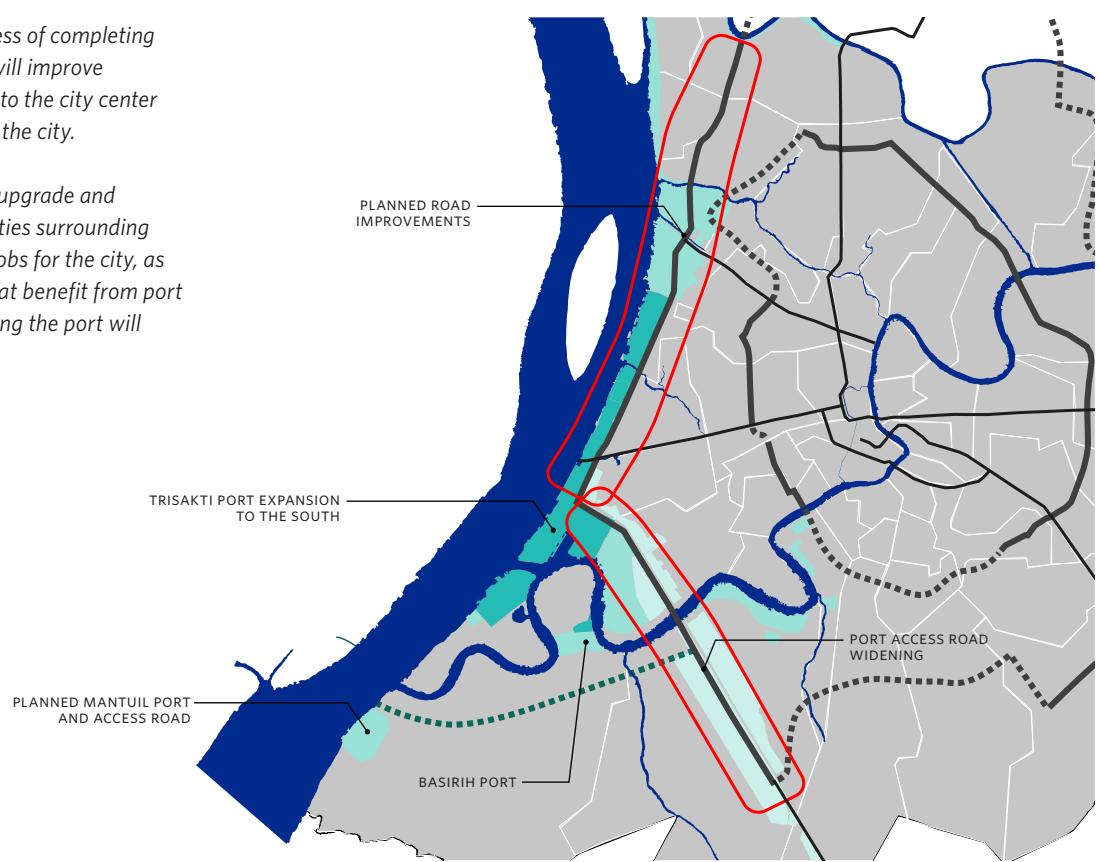
## DEVELOPMENT OF INFRASTRUCTURE, WAREHOUSING AND INDUSTRY IN THE PORT DISTRICT

The city government is in the process of completing inner and outer ring roads, which will improve connections for commercial traffic to the city center and reduce congestion throughout the city.

The city government also seeks to upgrade and expand industrial and service facilities surrounding the port. This will generate more jobs for the city, as well as stimulate new industries that benefit from port activities. Expanding and diversifying the port will spur economic growth.

### KEY

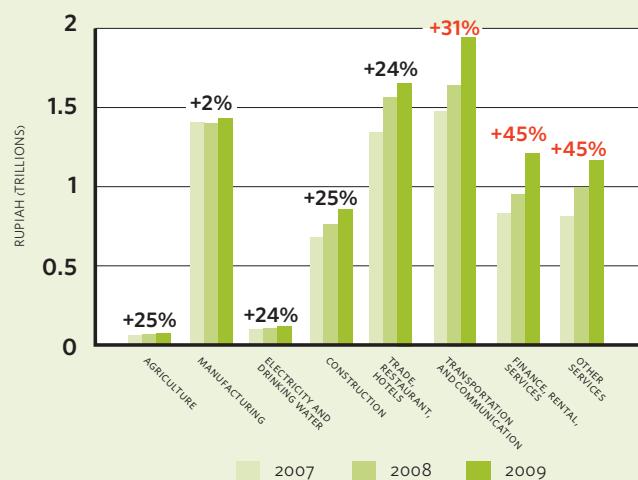
- RING ROAD (COMPLETE)
- RING ROAD (PLANNED)
- NATIONAL HIGHWAY
- PORT / TERMINALS
- INDUSTRIAL
- WAREHOUSING
- RIVERS AND CANALS
- CITY BOUNDARY



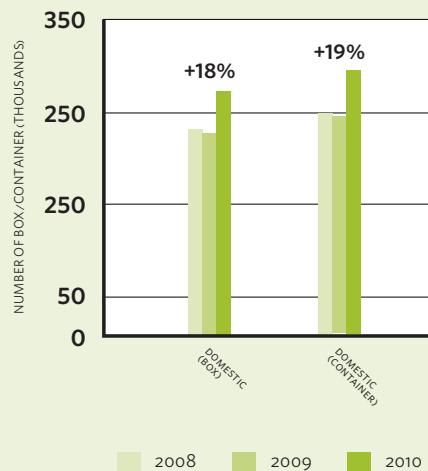
(SOURCE: RTRW 2010 - 2030, BAPPEDA GIS)

## GROWTH IN WATER-RELATED SERVICE SECTORS

### ECONOMIC SECTORS



### PORT CONTAINER FLOWS



While manufacturing accounts for a significant portion of Banjarmasin's economy, it has grown at a very low rate. Meanwhile, economic sectors such as transportation, finance, and services that are supported by water-related activities have expanded rapidly. These sectors make up over 50% of economic activity in Banjarmasin. Domestic shipment of goods through Trisakti Port increased substantially between 2008 and 2010.

(SOURCE: Banjarmasin dalam Angka 2010 and Pelindo III)

### Intermodal Transportation of Goods

Transportation of goods is crucial to the economy of Banjarmasin, as trade relies on the ability to receive materials from other provinces, and from within the interior and coastal Kalimantan. Intermodal transportation hubs linking land and water routes are key. The city has started construction of minor docks along the riverbank of the Martapura River to facilitate the transfer of goods. These docks will serve to relieve congestion at long established trading locations and allow closer launching points to destinations within and outside the city.

### Revitalization and Development of the Markets

Banjarmasin is a trading city, attracting many buyers and sellers of goods from the region to the city's markets. The physical condition of the markets are in disrepair

and require upgrades so they can continue to effectively serve the trading industry. The areas surrounding the markets are also poorly organized, causing congestion and delays. By upgrading the markets, the city hopes to retain its position as an important trading hub for the province.

### Support Development of the Port, Warehousing and Industrial Zones

Banjarmasin is focused on development that will support the port, warehousing and industrial areas by concentrating uses such as hotels, offices, trade and services near the Trisakti port. Clustering business activities together enhances productivity and spurs economic growth, known as the "multiplier effect."

### GUSBINUS

MANAGER MULTIPURPOSES PELINDO III

#### How can the Economic Gateway strategy be achieved ?

"Banjarmasin will be a potential gateway for Kalimantan if all parties have the same goals and a willingness to cooperate in an integrated development. We have to put it all together, the port, industry, tourism, and infrastructure to make a better Banjarmasin."



## REVITALIZATION AND DEVELOPMENT OF MARKETS

Banjarmasin is a trading city which attracts many buyers and sellers of goods from the region to the city's markets. The physical condition of the markets are in disrepair and require upgrades in order to effectively serve the trading industry. The areas surrounding the markets are also poorly organized, causing congestion and delays. Upgrading the markets will help the city retain its position as an important trading hub of the province.

### KEY

- █ COMMERCIAL
- █ CENTRAL MARKETS
- █ NEIGHBORHOOD MARKETS
- RIVER TRANSPORT DOCKS (PLANNED)
- ▨ MARTAPURA PROMENADE
- RIVERS AND CANALS
- CITY BOUNDARY



## PIPELINE PROJECTS TIMELINE



### EXTEND DRAINAGE TO PORT FACILITIES

Date: 2012

Budget: 310 million Rp.

Implementing Agency: Dept. of Water Resources and Drainage

Description: The provision of drainage to the port area will improve the facilities overall and provide additional revenue for the city.

2012



### IMPROVE WATER ACCESS TO BASIRIH PORT

Date: 2013

Budget: 40 billion Rp.

Implementing Agency: PDAM Bandarmasih

Description: With the aim of achieving 100% water service coverage, PDAM will build a reservoir in Jalan Gerilya to improve water access to Basirih Port.

2013



### UPGRADE UJUNG MURUNG MARKET

Date: 2016

Budget: 16.3 billion Rp.

Implementing Agency: PU

Description: Planned market upgrades include parking, management of vendors, and renovations to the market buildings.

2016

## 2.2

# TRADITIONAL RIVER CITY

## BANJARMASIN'S RIVER CITY CULTURE IS EMPOWERED AND BECOMES A NATIONAL AND INTERNATIONAL TOURIST DESTINATION.

The rivers in Banjarmasin connect the city to the Kalimantan region and are central to the identity of the city. The city government is seeking to fully realize the potential of water assets through a comprehensive approach to support culture and tourism, economic activity and public health.

In order to improve its image, the city is re-orienting itself towards its rivers. By integrating the rivers into development plans, the city government aims to create a new public realm, improve water quality and develop tourism infrastructure. Key to this strategy is improving

the environmental quality of the river and public spaces, and embracing the river as an asset. Programs to revive the Floating Market, highlight the city's traditional river culture and link the river to other cultural assets will strengthen Banjarmasin's image.

The new Martapura Promenade in front of the city's main mosque has become an important gathering space and tourist destination, making the river a symbol of Banjarmasin. Several other riverbank "normalization" projects are planned that will increase public access to the water's edge and control erosion.

### ACHIEVEMENT: MARTAPURA RIVER PROMENADE



**Description:** A new pedestrian promenade and boat landing was constructed on the Martapura riverbanks in front of the City Mosque, which has created a major public space for residents and tourists in the city center. The city plan to further extend the promenade along the river.

**Date:** 2006

**Budget:** 17 billion Rp.

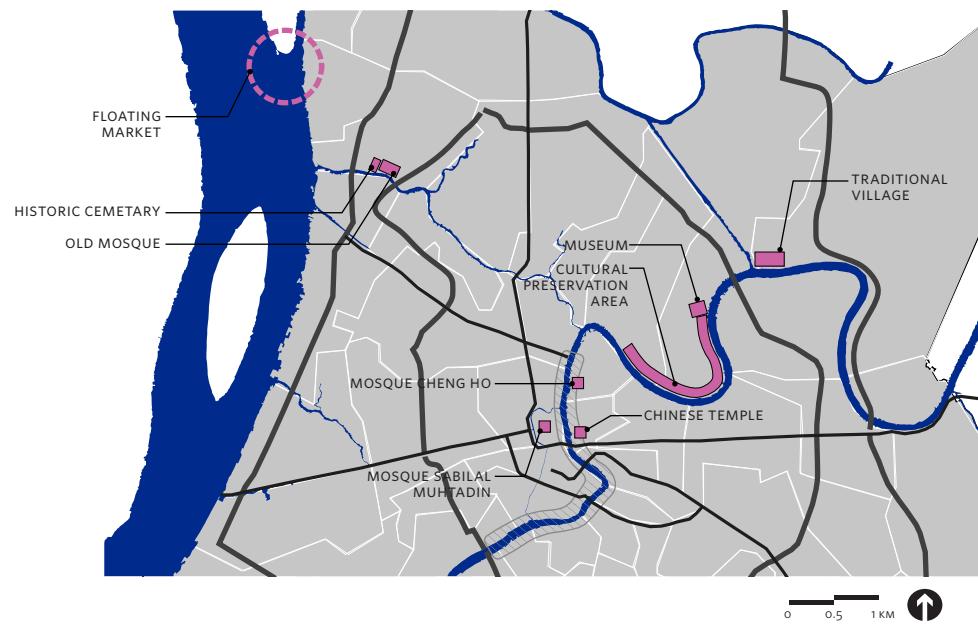
**Implementing Agency:** PU

## WATERFRONT ACTIVITIES AND DEVELOPMENT OF RIVER TOURISM

Banjarmasin seeks to leverage its unique and attractive river culture to attract tourism and support the local economy. The city is developing a new public realm for its citizens and visitors by constructing promenades and improving access to the river.

### KEY

- TOURISM/CULTURAL HERITAGE SITES
- FLOWING MARKET
- RING ROAD
- NATIONAL HIGHWAY
- RIVERS AND CANALS
- CITY BOUNDARY



### Preserve the Floating Market as the Icon of the City

The Floating Market is Banjarmasin's most famous icon. It holds enormous potential as a tourist attraction for the city, already drawing visitors from around Indonesia and abroad. It is one of the most famous river markets in the region and a unique cultural asset for the city. Government policies to preserve the Floating Market, support local merchants and promote the market to visitors should be introduced.

### Promote Cultural Activities and River Tourism

Few cities have such an intimate connection to its rivers as Banjarmasin does, making it a unique attraction to visitors. Local government supports the positioning of the city as a destination by promoting cultural activities, such as the Floating Market and river festivals, constructing quality public spaces along the riverbanks, and building infrastructure that will allow for hotels and other services to locate near the river.

### Restore Historical Assets on the Riverbanks

To further spur tourism, the city is reviving cultural activities along the river such as the traditional Jukung and Tanglong Festivals. There are also plans to build traditional food courts along the river to create additional facilities for visitors to enjoy the waterfront. The city has a number of valuable historical assets located along the river, such as the Sultan Surian Syah Mosque and the Sungai Jingah historical neighborhood. Tourists will be able to travel the river and stop at these points of interest to learn more about the city's history and unique culture.



**PAK MURYANTA**

HEAD OF DEPARTMENT OF WATER RESOURCES AND DRAINAGE

#### What is the Department of Water Resource and Drainage doing to support this strategy?

*"There are five major management and drainage programs: the revitalization of the floodplain, the maintenance of rivers and dams, and the construction and maintenance of drainage systems. Currently, we are also focusing on increasing public awareness of the river and turning the floating market into the main icon of Banjarmasin."*

## TRADITIONAL RIVER CITY STRATEGY SUMMARY

Problem	Action	Outcome
Water pollution adversely affects people that depend on the river for their daily life	<ul style="list-style-type: none"> <li>Develop decentralized sewage management system (IPAL)</li> </ul>	<ul style="list-style-type: none"> <li>Reduced number of people that discharge sewage into to the river</li> <li>Decreased level of pollution</li> <li>Decreased public health risks</li> </ul>
Erosion of riverbanks (upstream) causing sedimentation	<ul style="list-style-type: none"> <li>Reinforce of riverbanks and normalization of river (dredging and retaining wall)</li> </ul>	<ul style="list-style-type: none"> <li>Improved access to open space along river banks</li> <li>Decreased vulnerability</li> </ul>
Lack of awareness for environmental preservation	<ul style="list-style-type: none"> <li>Campaign through formation of POKJA for public awareness</li> <li>Promote the involvement of citizens in preserving the river ecology</li> </ul>	<ul style="list-style-type: none"> <li>Decreased number of people throwing garbage into the river;</li> <li>Community members engaged in environmental conservation</li> <li>Improved awareness about preserving the river ecology</li> </ul>
Need to support cultural activities on the river as a way of life/culture (such as river market)	<ul style="list-style-type: none"> <li>Normalization of river with pedestrian promenade and boat landings</li> </ul>	<ul style="list-style-type: none"> <li>Increased access to river banks</li> <li>Improved riverfront public spaces</li> <li>Increased access for water transportation</li> </ul>

## ACHIEVEMENTS: RIVER IMPROVEMENTS AND WATER MANAGEMENT INFRASTRUCTURE



**JL. PEMURUS DALAM RIVER NORMALIZATION**

**Date:** 2010

**Budget:** 238.2 million Rp.

**Implementing Agency:** APBD Kota Banjarmasin

**Description:** The retaining wall along Jl. Pemurus Dalan has channeled the river and strengthened the banks to enable houses to be built safely on either side of the river.



**RIVER DREDGING**

**Date:** 2010 - 2011

**Budget:** 2.4 billion Rp. annually

**Implementing Agency:** Dept. of Water Resources and Drainage

**Description:** River dredging is necessary to maintain proper access to ports and docks. Dredging is done annually on both large and small rivers.

## IMPROVING THE ENVIRONMENTAL QUALITY OF THE RIVER

### Environmental Management and Normalization of the River

The river's water quality will be improved by effectively managing the city's waterways as a natural resource. Activities will include the construction of retaining walls in areas of vulnerability, regular dredging of the channel, and expanding the coverage of the city's sewage treatment, thereby reducing the pollutants that enter the river.

### Promote Environmental Awareness and Programs to Preserve and Restore the River

The city of Banjarmasin is raising awareness about issues that the river is facing with campaigns that address pollution and poor water quality. The campaigns focus on changing behaviors and habits, educating residents about their responsibility to keep the river clean and not throw trash or discharge household waste into the river.

## PIPELINE PROJECTS TIMELINE



**MARTAPURA RIVER  
NORMALIZATION**



**Date:** 2012 - 2015  
**Budget:** 115 billion Rp.  
**Implementing Agency:** Dept. of Water Resources and Drainage

**Description:** Construction of a 5 km long retaining wall on Martapura River to prevent erosion and improve water access.



**UPGRADING SUNGAI  
JINGAH**



**Date:** 2013  
**Budget:** 870 million Rp.  
**Implementing Agency:** PU

**Description:** Preservation and conservation of traditional buildings and development of Keraton Banjar in the Sungai Jingah heritage area.



**NORMALIZATION OF  
JL. BELITUNG RIVER**



**Date:** 2012  
**Budget:** 3.2 billion Rp.  
**Implementing Agency:** Dept. of Water Resources and Drainage

**Description:** Dredging and construction of retaining wall along 2 km of riverbanks.

**2012 - 2015**

**2013**

**2012**

## 2.3 A LIVABLE CITY

### BANJARMASIN WILL DEVELOP THEIR PUBLIC SERVICES AND INFRASTRUCTURE TO INTEGRATE THE RIVER WITH THE CITY

Banjarmasin is a city that seeks to continue to provide a high quality of life for its residents as the city grows. Under the program 'BUNGAS' (Bersih: clean, Unggul: superior, Nyaman: comfortable, Gagah: resilient, Aman: safe, Serasi: harmonious), the city plans to improve basic services, such as the provision of clean water, increase mobility and improve the quality of life for the urban poor.

Economic growth in service and trade sectors is pushing the limits of Banjarmasin's transportation infrastructure and congestion in the city center has increased significantly in the past few years. New inner- and outer-ring roads will improve access to the city center. The new Mantuil and Andai Bridges have already helped to relieve congestion, however, over 400 bridges across the city are still in need of upgrade. A new city bus terminal is also planned that will provide a single hub for

local public transportation.

The city government is addressing local health and sanitation issues related to the river. Installation of new IPAL filtration systems reduces contaminants from local sewage before it reaches the rivers, which improves conditions for people who wash and cook with river water. IPAL and other related strategies for the rivers support neighborhood, city and regional development.

***The City has already achieved a high level of water service provision, with 98% of registered household receiving PDAM water.***

#### ACHIEVEMENTS: HIGHEST COVERAGE OF CLEAN WATER PROVISION IN THE COUNTRY



**PDAM WATER**

**Description:** PDAM has successfully implemented a program to provide clean water to the entire city, which now reaches 98% of the registered population. This is the highest coverage of PDAM in Indonesia and represents a significant achievement. While maintaining these high levels will be a challenge in the future, there are plans to expand the water treatment plants. Additionally, options for alternative sources of water are being considered.



**Date:** 2001 - 2011

**Budget:** 5.89 billion Rp. per year

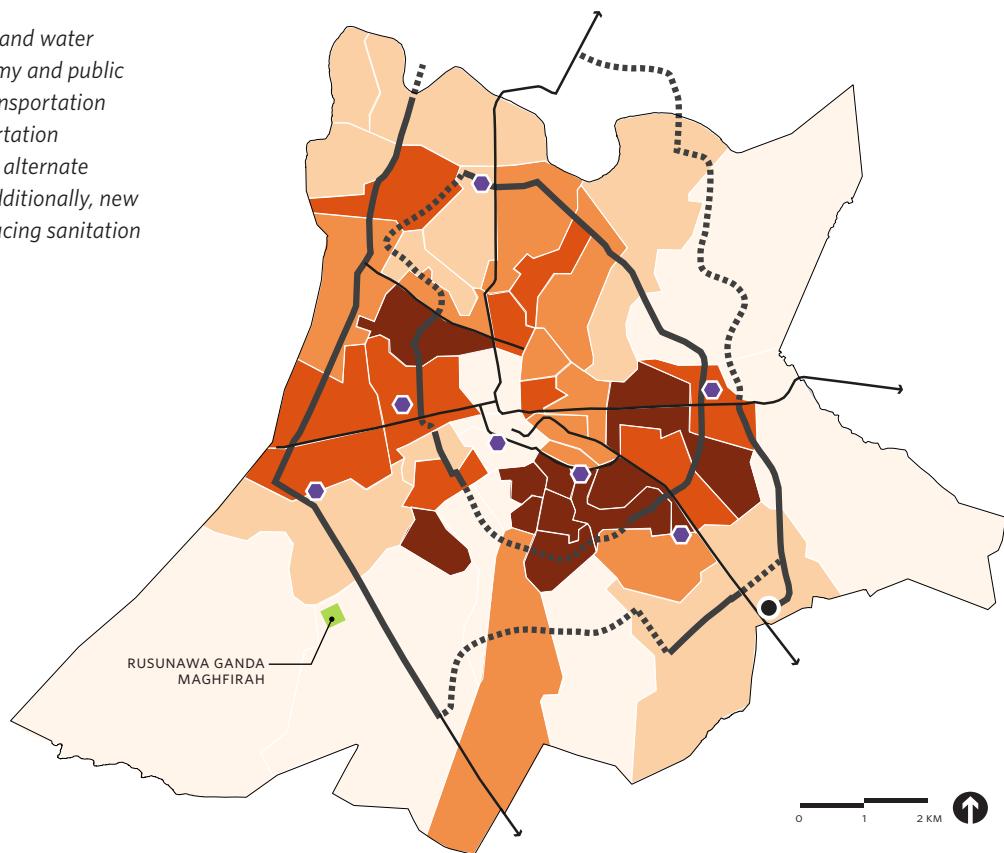
**Implementing Agency:** PDAM

## IMPROVE PUBLIC SERVICES AND UTILITIES

Comprehensive improvements to rivers and water infrastructure support both local economy and public health. Banjarmasin is upgrading its transportation infrastructure to integrate river transportation with roads, so that the river can provide alternate transportation for goods and people. Additionally, new IPAL systems in neighborhoods are reducing sanitation risks for residents.

### KEY

- IPAL
  - BUS STATION
  - RING ROAD (COMPLETED)
  - RING ROAD (PLANNED)
  - NATIONAL HIGHWAY
  - PUBLIC HOUSING PROJECT
  - RIVER AND CANALS
- POPULATION DENSITY
- LESS THAN 50 PEOPLE/HA
  - 50-75 PEOPLE/HA
  - 76-120 PEOPLE/HA
  - 121-180 PEOPLE/HA
  - MORE THAN 180 PEOPLE/HA



(SOURCE: BAPPEDA GIS)

## ACHIEVEMENTS: IMPROVED HOUSING AND SANITATION



### PUBLIC HOUSING IN KELURAHAN KELAYAN SELATAN

**Date:** 2008

**Budget:** 11.7 billion Rp.

**Implementing Agency:** DTRK, Cipta Karya, Housing

**Description:** The public housing estate has a capacity of 288 flats. It is part of a vulnerability reduction strategy to reduce the number of slum areas in the city. Banjarmasin currently has 3 public housing estates and seeks to build more.



### SUNGAI ANDAI IPAL

**Date:** 2010 - 2011

**Budget:** 150 billion Rp.

**Implementing Agency:** PDPAL

**Description:** A local sewage treatment system (IPAL) was constructed in Sungai Andai, a dense residential area. The system has a capacity of 3,000 cubic meters per day.

## ACHIEVEMENTS: INTEGRATED OPEN SPACE AND NEIGHBORHOODS



### KAWASAN ZAFRI ZAM ZAM PROMENADE

**Date:** 2008 - 2011

**Budget:** 1.36 billion Rp.

**Implementing Agency:** Dept. of Water Resources and Drainage

**Description:** The city has built a promenade and planted trees in the neighborhood. The promenade allows local residents and visitors to enjoy a variety of social and leisure activities along the riverfront.



### KAMPUNG CENDRAWASI GREEN VILLAGE

**Date:** 2008

**Budget:** 87.8 million Rp.

**Implementing Agency:** Dept. of Water Resources and Drainage

**Description:** The city is helping neighborhoods create green spaces for recreational activities such as in Kampung Cendrawasi. Residents worked with local authorities to protect green spaces, plant vegetation along paths, and keep the public spaces clean.

### Slum Upgrading

Banjarmasin is upgrading informal settlement areas by providing public services, improving circulation and relocating families to public housing. The city has identified priority slum areas targeted for upgrading. In some riverbank areas the city plans to remove informal settlements and construct public housing schemes to relocate residents. In other areas, there are plans to extend services and build new infrastructure that will improve living conditions in the slum areas.

### Improve Provision of Clean Water

With continued growth comes the need to ensure a sustainable source of water. The city is therefore

developing policies to utilize treatment plants, and better manage upstream resources. Water is being treated in decentralized plants throughout the city, with plans to upgrade and expand its current treatment plants to respond to increased demand.

### Increase Sewage Treatment Service Area

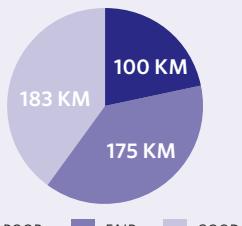
Banjarmasin currently has 4 wastewater treatment plants (IPALs) for residential sewage that cover 28% of households. Plans to expand the sewage treatment facilities include 2 IPALs currently under construction, and 8 more by 2015. The city's goal is to have all residential areas connected to adequate sanitation services, thereby reducing pollution in the rivers.

## ROAD CONDITIONS

Improvements to bridges build upon an already strong road infrastructure in Banjarmasin. Only 7% of roads in Banjarmasin are unpaved and over 80% of roads are in good or fair condition. Good roads provide a solid foundation for future transportation infrastructure projects.

(SOURCE: "Banjarmasin dalam Angka 2010")

### PAVED ROADS AND ROAD CONDITIONS



## LIVABLE CITY STRATEGY SUMMARY

Problem	Action	Outcome
The city's water source is threatened by mining and deforestation upstream.	<ul style="list-style-type: none"> <li>Water treatment</li> </ul>	<ul style="list-style-type: none"> <li>More secure and sustainable water supply</li> </ul>
Slum areas that require upgrading.	<ul style="list-style-type: none"> <li>Slum upgrading strategy</li> <li>Construction of public housing</li> </ul>	<ul style="list-style-type: none"> <li>Improved living conditions for the city's poor</li> <li>Increased levels of provision of basic services</li> </ul>
Pollution from household waste threatens the river ecology	<ul style="list-style-type: none"> <li>Construction of decentralized IPALs</li> </ul>	<ul style="list-style-type: none"> <li>Improved cleanliness of the river water</li> <li>Improved sanitary conditions</li> </ul>
Deteriorated condition and low clearance of wooden bridges hinders river circulation	<ul style="list-style-type: none"> <li>Upgrade the materials used for bridges</li> <li>Increase the height of bridges</li> </ul>	<ul style="list-style-type: none"> <li>Improved circulation and reduced congestion on both roads and water</li> </ul>
No city terminal for angkot and mini-buses	<ul style="list-style-type: none"> <li>Development of a new city bus terminal</li> </ul>	<ul style="list-style-type: none"> <li>Improved regulation for angkot and mini-bus transit</li> <li>Improved public transit for residents, especially the urban poor</li> </ul>



**PAK FAJAR DESIRA**

HEAD OF BAPPEDA KOTA BANJARMASIN

### What are the goals for clean water service?

"Now, Banjarmasin water services cover 98% of the city, including the area alongside the river. Today, the focus of clean water service is improving the quality of water and improving the quantity of water services from 98% to 100% by cooperating with Kabupaten Banjar (Waduk Riam Kanan) in the raw water supply."

## PIPELINE PROJECTS TIMELINE



**BUS TERMINAL KM6**

**Date:** 2012 - 2013

**Budget:** 60 billion Rp.

**Implementing Agency:** DISHUB

**Description:** The new terminal will provide service infrastructure for both public buses and angkots, which currently lack an organized transit facility. The terminal will also include supporting commercial development.



**PEKAPURAN RAYA BRIDGE**

**Date:** 2013

**Budget:** 6.5 billion Rp.

**Implementing Agency:** BINA MARGA

**Description:** The new bridge will connect the inner ring road with the arterial road, Pangeran Antasari, and provide a link between economic areas in central and peripheral Banjarmasin.



**MALKON TEMON IPAL**

**Date:** 2012-2015

**Budget:** 150 billion Rp.

**Implementing Agency:** PDPAL

**Description:** The neighborhood sewage system will service a densely populated residential area, with the capacity to treat 2,000 cubic meters of sewage per day.



**2012 - 2013**

**2013**

**2012 - 2015**

## 3.0 POVERTY AND

# VULNERABILITY REDUCTION

### POVERTY REDUCTION AND MITIGATING VULNERABILITY TO DISASTER AND CLIMATE CHANGE ARE CRITICAL FOR REALIZING THE CITY VISION.

Poverty reduction is an important component of the City Vision. Firstly, the city's strategic focus to position itself as the economic gateway to Kalimantan is aimed at creating local employment and attracting businesses, which would benefit the poor and create employment opportunities. Policies that specifically target the poor include: upgrading slum areas and relocation of select families to public housing, improving infrastructure in poor areas, and providing credit to small businesses. These policies support the first and third City Vision components, those being economic development and the provision of basic services.

#### **Slum Upgrading**

The city government has identified the most vulnerable slum areas of the city and is pursuing different approaches to improving living conditions there. In selected areas, households will be relocated to public housing, where basic services are provided. In other areas investments will be made to upgrade basic

services and improve living conditions.

#### **Support to PNPM for Neighborhood Infrastructure**

The local government has been actively supporting the national PNPM program with matching grants to upgrade urban neighborhood infrastructure. Examples of such projects include the upgrading of footpaths, and the construction of public toilets and primary schools.

#### **Micro-Credit for Small Businesses**

The city is assisting communities to develop small businesses with micro-credit loans. These small loans are designed to support entrepreneurship and alleviate poverty.

The city of Banjarmasin is committed to a vision of development in which investments in local and citywide infrastructure can help support the creation of employment opportunities and contribute to economic growth.

#### **VULNERABILITY REDUCTION STRATEGIES**



MICRO-CREDIT FOR HOME INDUSTRIES



SLUM NEIGHBORHOOD UPGRADING



## EDY SUDIONO

PNPM-KORKOT KOTA BANJARMASIN & KABUPATEN BATOLA

### What program is the government partnered with to reduce poverty?

"We are working with the Citizen Voluntary Board (BKM), a government project established in 2004, which has great potential to implement poverty reduction strategies at the neighborhood level."

## PRIORITY SLUM UPGRADING AREAS

Pro-poor investments in infrastructure have targeted poor and vulnerable areas of the city. The upgrading of riverbank slums by extending basic services and relocating some families to public housing demonstrates a focus on improving conditions for the poor.

### KEY

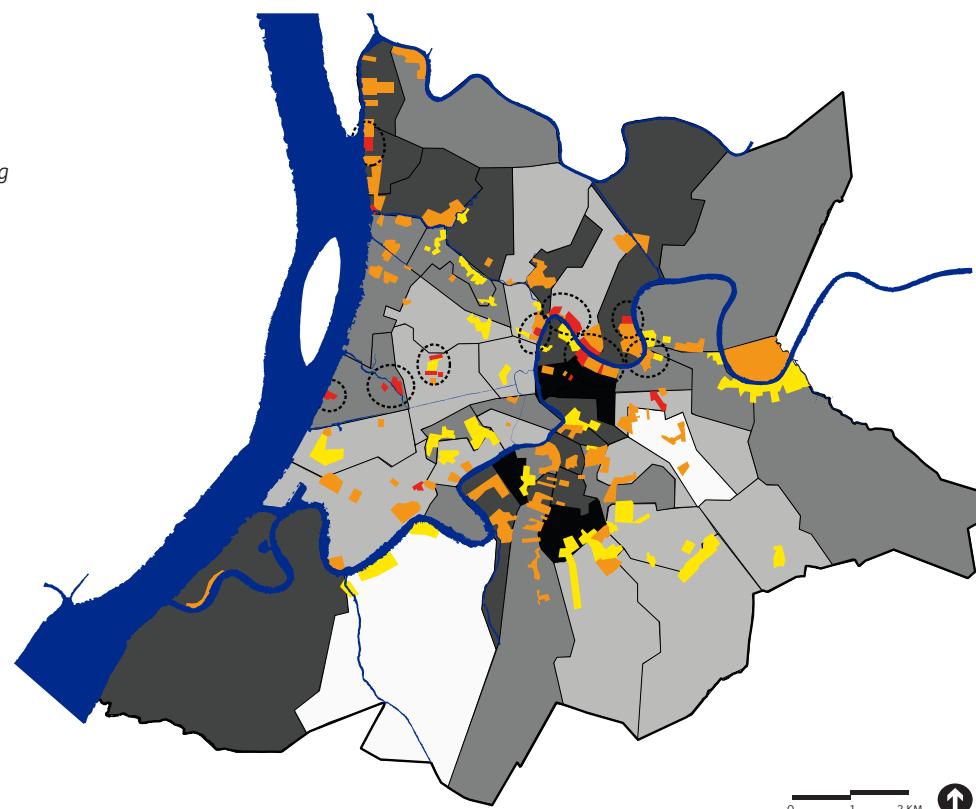
RIVERS AND CANALS

PERCENT POOR POPULATION

- LESS THAN 10%
- 10-20%
- 21-30%
- 31-40%
- GREATER THAN 40%

SLUM PRIORITY AREAS

- HIGH PRIORITY
- MEDIUM PRIORITY
- LOW PRIORITY



(SOURCE: PU Cipta Karya 2010, PNPM )

## CURRENT POVERTY REDUCTION POLICIES

Problem	Action	Outcome
Poor people are living in vulnerable area along river banks. 12 location of slum are mostly in riverbank area.	<ul style="list-style-type: none"><li>▪ Relocation to Rusunawa</li></ul>	<ul style="list-style-type: none"><li>▪ Less poor people living in riverbank</li><li>▪ More spaces for public in riverbank</li></ul>
Poor infrastructure in residential area and lack of participation on neighbourhood development	<ul style="list-style-type: none"><li>▪ Participatory neighbourhood development for infrastructure and public facilities (PNPM Mandiri)</li><li>▪ SANIMAS and PANSIMAS (participatory based sanitation program)</li></ul>	<ul style="list-style-type: none"><li>▪ Neighbourhood infrastructure upgraded (paths, school building, public toilet and drainage)</li><li>▪ Increased citizen's participation in development</li></ul>
Lack of skill and low education, poor access to employment among the poor	<ul style="list-style-type: none"><li>▪ Economic cluster program in the neighbourhood</li><li>▪ Skill and livelihood training</li></ul>	<ul style="list-style-type: none"><li>▪ Creation of neighbourhood cluster for economic activities (ie. Kampung Cendrawasih and Surgi Mufti)</li></ul>

# 4.0 PRINCIPLES

## A CHECKLIST OF IMPORTANT ACTIVITIES TO ASSURE SUCCESS OF CDS-SUPPORTED PROJECTS

The City Vision will be implemented over many years and likely will be modified and revised as conditions in Indonesian cities change. The following principles and checklist are intended as a general guide in this process as projects move from the “pipeline” and into implementation.

It is important to maintain a strong relationship between the City Vision and development projects to achieve long-term changes in the urban environment. As these principles suggest, achieving the City Vision hinges on frequent and clear communication from local government to the public.

- LIKELIHOOD OF REALIZING CITY VISION GREATLY IMPROVED IF COMMUNITY MEMBERS ARE KEPT UP TO DATE AND INFORMED ABOUT PROJECT GOALS AND IMPLEMENTATION ACTIVITIES
- PROJECT IMPLEMENTATION SHOULD BE COORDINATED WITH FREQUENT DIALOGUE BETWEEN THE MAYOR, DEPARTMENT HEADS, AND STAKEHOLDERS.
- DIALOGUE WITH STAKEHOLDERS SHOULD BEGIN AT THE CONCEPTUAL STAGE OF THE PROJECT – WHEN GOALS AND PROJECT PARAMETERS ARE BEING DEFINED – AND STAKEHOLDER INPUT SHOULD BE INCORPORATED INTO PROJECT DESIGN.
- EVALUATE PROJECTS FOR APPROPRIATENESS, DESIRABILITY, AND FEASIBILITY THROUGH EARLY AND REGULAR STAKEHOLDER

### IMPLEMENTATION CHECKLIST

- ✓ *The City Vision is communicated to the public. Projects are prioritized based on community input as well as likelihood of supporting multiple City Vision strategy goals.*
- ✓ *Projects are socialized with the community. Public workshops with community members are held before project implementation so that interests and concerns can influence the project.*
- ✓ *The City Vision profile is included with project proposal submissions to national government.*

SOCIALIZATION. THIS MODEL OFFERS A STRAIGHTFORWARD SET OF CRITERIA TO TEST WHETHER PROJECTS ARE MEETING THE CORE GOALS OF THE CITY VISION.

- PROJECTS WITH THE GREATEST IMPACT ARE THOSE THAT FIND A “SWEET SPOT” AMONG CITY VISION COMPONENTS.

In order to fulfill the City Vision, local government should identify projects that build on existing resources and recently implemented projects – most importantly “pipeline projects” should advance strategies from multiple City Vision components and create benefits for many different stakeholder groups.

# FINAL DRAFT

## BANJARMASIN CITY VISIONING PROFILE

Cities Alliance  
Cities Without Slums

**UN HABITAT**  
FOR A BETTER URBAN FUTURE



PEMKOT  
BANJARMASIN



DEPARTEMEN  
PEKERJAAN UMUM

AUGUST 2012