



IJEAST

INTERNATIONAL JOURNAL
OF ENGINEERING APPLIED SCIENCE
AND TECHNOLOGY



VOLUME : 7 ISSUE : 05 Print / Issue Publication Date: 06-Nov-2022



ISSN : 2455-2143



DOI : 10.33564/IJEAST.2022.v07i05.011

Indexed In



WWW.IJEAST.COM

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ROAD INFRASTRUCTURE SUPPORT FOR SADAI INDUSTRIAL AREA DEVELOPMENT

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Functional Position of Young Expert Roads and Bridges,
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Abstract— The Sadai Industrial Area in the Bangka Islands, Bangka Belitung Province has been designated as a Major Project and Priority for the Regional Development of the Bangka Belitung Islands Province based on the 2020-2024 National Medium Term Development Plan. In carrying out this mandate, sustainable and integrated development efforts are needed. Especially in terms of distribution logistics such as roads and key infrastructure needed for industrial activities. Therefore, the preparation of the provision of integrated road infrastructure with transportation facilities can create an efficient operational climate in the development of the Sadai Industrial Area in particular and the development of the Bangka Belitung Province in general. The formulation of alternative policies such as improving the status of regional roads, developing the integration of Sadai Industrial Area with the surrounding area, determining the status of national strategic roads, building alternative roads, and encouraging the construction of bridges between the islands of Sumatra - Bangka are expected to support the development of Sadai Industrial Area in the Province of the Bangka Belitung Islands.

Keywords— Industrial Area, National Medium Term Development Plan, Development, Infrastructure, Sadai.

I. INTRODUCTION

Based on the National Medium Term Development Plan 2020-2024 and Presidential Regulation No. 56 of 2018 concerning the second amendment to Presidential Regulation No. 3 of 2016 concerning the Acceleration of the Implementation of National Strategic Projects, the government has determined some industrial areas priority. In the Bangka Belitung Province, there are four main regional strategic themes for regional development to support the implementation of large projects and national priorities. The first problem is related to the economic shift from mining (tin) to tourism (services) which has not yet developed, the second problem is that the processing of tin and other innate minerals has not been maximized. This is still constrained by the mining law which has not touched the processing of other innate minerals. The third issue is the strategic issue of environmental degradation, as a result of mining and unresolved deforestation (mangroves). Then the last problem, regarding the quality of

Human Resources (HR) below the national average (median length of school 8.06 years; Life Expectancy 70.64 years; and the work force Most of the graduates of basic education) (Bangka Belitung Governor Coordination Meeting Forum).

Infrastructure development affects growth in all regions, and competition in international markets is influenced by it (Omirin, 2011). Industrial development is one of the main pillars related to improving the national economy following the principles of sustainable development and is based on aspects of economic, social, cultural, and environmental development.

Almost all industrial areas outside Java are difficult to develop, one of which is due to limited infrastructure which makes it difficult for investors to invest. Coordination and cooperation between the Central Government and Regional Governments are very much needed in the context of developing Ministry of Public Works and Public Housing and Non- Ministry of Public Works and Public Housing infrastructure to support the development of industrial areas, especially in terms of logistics distribution such as roads and main infrastructure needed for industrial activities such as the provision of raw water, electricity, and communication as well as housing provision. for workers, workers, and the general public.

Priority Industrial Area development in the 2020-2024 National Medium Term Development Plan involves various aspects, and related to the Directorate General of Bina Marga is the improvement of logistics connectivity which is reflected through the provision of integrated road infrastructure with transportation facilities to create an efficient operational climate. besides the productivity level, the industrial estate also contributes to improving the region's added value, efficiency, and economic income. in the end, all these benefactions to the manufacturing industry lead to the acceleration of industrialization (winardi et al., 2019).

Regional Development Direction of the Bangka Belitung Islands Province Based on the 2020-2024 National Medium Term Development Plan Strategic Area Development:

1. Development of sadai Industrial Area;
2. Development of the Tanjung Kelayang Special Economic Zone;
3. KPPN Belitung, East Belitung and South Bangka;
4. Revitalization of the Batu Betumpang Transmigration Area;

5. Integrated Village Development;
6. DPP Bangka Belitung; KSPN Tanjung Kelayang, KPPN Pangkal Pinang Sungai Liat, KPPN Pangkal Pinang;
7. Uran Pangkal Pinang.

Major Project

1. Development of sadai Industrial Area
2. Development of the Tanjung Kelayang Special Economic Zone;



Figure 1

Growth Corridor Layout and Equalization Corridor

Source: FGD Presentation Material Preparation of the Master Plan for Mid-Term Development and Program to strengthen Ministry of Public Works and Public Housing Infrastructure to support the Development of Economic Zones (Sadai Industrial Area, DPP Babel, etc.) in the Province of the Bangka Belitung Islands



Figure 2

Area of Influence Infrastructure Profile (Roads)

Source: FGD Presentation Material Preparation of the Master Plan for Mid-Term Development and Program to strengthen Ministry of Public Works and Public Housing Infrastructure to support the Development of Economic Zones (Sadai Industrial Area, DPP Babel, etc.) in the Province of the Bangka Belitung Islands

II. POLICY ISSUES

Based on the 2020-2024 National Medium Term Development Plan, one of the strategic areas and major project developments for the Bangka Belitung Islands Province is the development of the Sadai industrial area located in the South Bangka Regency, Bangka Belitung Province.



Figure 3

Sadai Industrial Area Road Network

Source: BPJN Bangka Belitung

Road network connectivity Sadai industrial area is currently only accommodated by national roads, namely the Airbara - Toboali section along 54.90 Km and Toboali - Sadai along 38.89. The unconnected roads within Sadai Industrial Area with the national road and the lack of development of alternative road accessibility to Sadai Industrial Area from Toboali along the south coast, South Bangka Regency has become a strategic issue in road infrastructure support for the development of the Sadai Industrial Area area which if not done immediately will slow down development. and the growth of the Sadai Industrial Area.

III. REVIEW POLICY

Based on the Presidential Regulation of the Republic of Indonesia Number 122 of 2020 concerning the Update of the 2021 Government Work Plan, Regional development in 2021 will accelerate the recovery of the socio-economic conditions of the community, encourage accelerated growth, and strengthen the role of regions outside Java-Bali, while maintaining the prospects for the Java-Bali region and creating an environment, and increase the distribution of development between the regions.

The Bangka Belitung Islands conducted road management policies with the provision of road infrastructure contained in Law no. 02 of 2022 concerning roads, classifies road status based on authority to become national roads, provincial roads, and district/city roads, and mentions the criteria for national strategic roads that serve national interests, as well as the 2020-2024 Bina Marga Strategic Plan to increase connectivity

of the national road network with a travel time of 1.90 (Hours/100 Km).

The COVID-19 pandemic has had an impact on the main tourism industry in Bangka Belitung, in particular the decline in tourist visits to Bangka Belitung. The Provincial Government of the Bangka Belitung Islands has made several changes to the 2020 Regional Government Work Plan as follows: Changes in themes, macro development goals, and revenues from both the General Distribution Fund and regional initial income, as well as changes to regional spending and funding policies.

To realize this goals, regional development is conducted using a regional socio-economic growth or change strategy and an equity strategy, which enhanced by disaster risk reduction and risk reduction. Socio-economic changes in the regions are driven by the acceleration of regional economic growth supported by key sectors, improving the quality of human data sources, increasing productivity, increasing connectivity between regions, and increasing trade between regions. Based on the 2020-2024 National Medium Term Development Plan, the focus of accelerating the growth of the Bangka Belitung Province is the development of the Sadai Industrial Area. The existence of a policy to increase the accessibility and connectivity of the road network will facilitate the flow of logistics to support Industrial Area.

Core Region Profile

Focus Industry

Based on the Manager of PT Ration Bangka Abadi (RBA)

- Tin Downstream Industry,
- Ship Building Industry
- Seafood Processing Industry
- Western Region Logistics Terminal

Industrial Plan

Based on Masterplan

- Plantation product processing industry
- Shipbuilding and logistics industry
- Seafood processing industry
- Cold storage



Figure 4

Sadai Industrial Area Masterplan

Source: FGD Presentation Material Preparation of the Master Plan for Mid-Term Development and Program to strengthen Ministry of Public Works and Public Housing Infrastructure to support the Development of Economic Zones (Sadai Industrial Area, DPP Babel, etc.) in the Province of the Bangka Belitung Islands

Compatibility with RTRW (Spatial Plans)

Based on Local Regulation 6/2014 concerning the RTRW of South Bangka Regency, the location of Sadai Industrial Area is by the following policies;

- 1) Article 31 paragraph (2); Sadai Industrial Area with an area of approximately 3,086 Ha.
- 2) Article 35 letter C; Integrated Industrial Area of Tukak Sadai Port which is a strategic area from the point of view of economic importance.
- 3) Map of Spatial Pattern Plan located in Industrial Area,

IV.CONCLUSION

From the results of the analysis and review of policies and considering the conditions of the Sadai Industrial Area, it can be concluded that the policy alternatives are as follows:

- a. Improving the status of regional roads located in the corridors of the core area, the influence, and buffer of the Industrial Area;
- b. Increasing the development of the integration of the Sadai Industrial Area area with the surrounding area, through the priority program of widening the Airbara - Toboali - Sadai national road which is crossed by the Sadai Industrial Area;
- c. Establishing the status of national strategic roads in areas that have national-scale interests;



- d. Construction of alternative accessibility roads to Sadai Industrial Area along the southern coast of South Bangka Regency;
 - e. Encouraging the construction of bridges between the islands of Sumatra - Bangka to facilitate the flow of logistics to support Industrial Area.
- As a follow-up to the policy alternatives, a policy action plan is prepared as follows:
- a. Implementing a cross-agency Group Discussion (FGD) Forum (Local Government with related Ministries). This can be initiated by the Ministry of PUPR through the Regional Development Agency (BPIW).
 - b. The budget refocusing policy by the Ministry of Ministry of Public Works and Public Housing and the Regional Government is carried out optimally, where the handling strategy prioritizes road and bridge preservation work packages to maintain the stability of national and regional road conditions that cross Industrial Areas.
 - c. The use of SBSN funds and PPP financing schemes (Government and Business Entity Cooperation) as financing innovations are also utilized to fund the improvement of the stability and capacity of national roads as well as the construction of alternative access roads connecting the Regions.
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