

Data Collection Survey on Priority Sectors and Developmental Issues Republic of Indonesia

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Abbreviation and Acronyms

Abbreviation	Indonesian	English
3R	Dikurangi, Digunakan kembali dan Diolah kembali	Reduce Reuse Recycle
ABK	Anggaran Berbasis Kinerja	Performance Based Budget
ACC		Area Control Center
ADB	Bank Pembangunan Asia	Asian Development Bank
ADF		Asian Development Fund
ADS		Automatic Dependent Surveillance
AGI		UNDP ART GOLD Indonesia
AIFDR		Australia Indonesia Facility for Disaster Reduction
AMARTA		Agribusiness Market and Support Activity
AMPL	Air Minum dan Penyehatan Lingkungan	Drinking Water and Environmental Sanitation
ANSP		Air Navigation Service Provider
AP- I / II		Auto Pilot I / II
APBD	Anggaran Pendapatan dan Belanja Daerah	Regional Government Budget
APBN	Anggaran Pendapatan Belanja Negara	National Government Budget
APP		Approach Control Office
ARI		Acute Respiratory Infection
ASEAN		Association of Southeast Asian Nations
ASSD		Advisory Service Support for Decentralization
AU		Australia
AUN-SEED-Net		ASEAN University Network/ Southeast Asia Engineering Education Development Network
AusAID		Australian Agency for International Development
BA		Basic Allocation
BAKD	Badan Administasi Keuangan Daerah	
BAKORKAMLA	Badan Koordinasi Keamanan Laut	Indonesia Maritime Security Coordinating Board
Bakornas PB	Badan Koordinasi Nasional Penanggulangan Bencana	The National Coordinating Board for the Management of Disaster
BAPPEBTI	Badan Pengawas Perdagangan Berjangka Komoditi	Commodity Futures Trade Regulatory Agency (CoFTRA)
Bappeda	Badan Perencanaan Pembangunan Daerah	Development Planning Agency at Sub-National Level
BAPPENAS	Badan Perencanaan Pembangunan Nasional	National Development and Planning Board
BASICS		Better Approaches to Service Provision through Increased Capacities in Sulawesi
BAWASDA	Badan Pengawasan Daerah	Regional Controlling Board
BEST	Bina Ekonomi Sosial Terpadu	
BKN	Badan Kepegawaian Negara	State Employee Board
BKPM	Bandan Koodinasi Penanaman Modal	Investment Coordinating Agency

Abbreviation	Indonesian	English
BLUD		Special Service Agency
BMKG	Badan Meteorologi Klimatologi Dan Geofisika	Agency of Meteorology, Climatology, and Geophysics
BNPB	Badan Nasional Penanggulangan Bencana	National Agency for Disaster Management
BOD5	Penentuan Selama 5 hari	Biological Oxygen Demand 5
BOS	Bantuan Operational Sekolah	School Operational Assistance Program
BP POM	Badan Pengawasan Obat dan Makanan (BPOM)	National center for Food and Drug Testing
BPBD(s)	Badan Penanggulangan Bencana Daerah	Local Disaster Management Agencies
BPHTB	Bea Perolehan Hak atas Tanah dan Bangunan	Land and Building Transfer Fees, Property Tax
BPJT	Badan Pengatur Jalan Toll	Indonesia Toll Road Authority
BPK	Badan Pemeriksa Keuangan	State Audit Agency
BPKD	Badan Pemeriksa Keuangan Daerah	Regional Financial Auditing Board
BPKP	Badan Pemeriksa Keuangan dan Pembangunan	Financial and Development Audit Board
BPN	Badan Pertanahan Nasional	National Land Agency
BPS	Badan Pusat Statistik	Central Bureau of Statistics
BRT		Bus Rapid Transit
BYTRA	Bina Rakyat Sejahtera	
C/P		Counterpart
CASR		Civil Aviation Safety Regulations
CB Kaltim		Capacity Building in East Kalimantan
CCTV		Closed-Circuit Television
CD		Capacity Development
CDM		Clean Development Mechanism
CEWS	Sistem Peringatan Dini Iklim	Climate Early Warning System
CFC		Chlorofluorocarbon
CG		Central Government
CH4		Methane gas
CIDA		Canadian International Development Agency
CNS/ATM		Communication, Navigation, Surveillance and Air Traffic Management
CO2		Carbon Dioxide
COBP		Country Strategy Program
COREMAP		Coral Reef Rehabilitation and Management Program
CPI		Corruption Perception Index
CRED		Centre for Research on the Epidemiology of Disasters
CSP	Program Strategi Negara	Country Strategy and Program

Abbreviation	Indonesian	English
CTI		Coral Triangle Initiative
D/LG		Decentralization / Local Governance
DAK	Dana Alokasi Khusus	Specific Allocation Fund
DAU	Dana Alokasi Umum	General Allocation Fund
DEN	Dewan Energi Nasional	National energy Board
DEPKEU	Departemen Keuangan	Ministry of Finance
DFID		Department for International Development
DG		Directorate General
DGAC	Direktorat Jenderal Perhubungan Udara	Directorate General of Air Communications
DGCA		Directorate General of Civil Aviation
DGST	Direktorat Jenderal Perhubungan Laut	Directorate General of Sea Transportation
DIBI	Data and Informasi Bencana Indonesia	Indonesian Disaster Data and Information
Dispenda	Dinas Pendapatan Daerah	Local Revenue Offices
DIY	Daerah Istimewa Yogyakarta	
DLAJR	Dinas Lalu Lintas, Angkutan dan Jalan Raya	Road Traffic and Transportation Department
DM	-	Disaster Management
DME		Distance Measuring Equipment
DNPI		the National Council on Climate Change
DP		Development Partner
DPD	Dewan Perwakilan Daerah	Regional Representatives Council
DPOD	Dewan Pertimbangan Otonomi Daerah	Regional Autonomy Advisory Council
DPR	Dewan Perwakilan Rakyat	House of Representatives or Parliament
DPRD	Dewan Perwakilan Rakyat Daerah	Regional House of Representatives
DRPHLN-JM	Daftar Rencana Pinjaman Hibah Luar Negeri - Jangka Menengah	List of Medium-Term Planned External Loans and Grants
DRR		Disaster Risk Reduction
DSF		Decentralization Support Facility
DTP3		Immunization against Diphtheria, Tetanus, and Whooping
EBT	Energi Baru Terbarukan	New Renewable Energy
e-CIS		electronic Citizen Information Service
EFA		Education for All
EM-7		Emerging Market 7
EN		Expenditure Needs
ENSO		El Nino Southern Oscillation
EOC		Emergency Operation Center
ERC		Emission Reduction Company
ESM		Environmentally Sound Management
ETC		Electronic Toll Collection
EU	Uni Eropa	European Union
FC		Fiscal Capacity
FCS		Finance and Cooperative Sectors

Abbreviation	Indonesian	English
FDI	Investasi Asing langsung	Foreign Direct Investment
FFWS		Flood Forecasting and Warning System
FG		Fiscal Gap
FIDS		Flight Information Display system
FIR		Flight Information Region
FMIS		Financial management information system
FY	Tahun Fiskal	Fiscal Year
G-20		Group of Twenty
G-7	Kelompok Tujuh Negara Maju	Group of Seven
GCI	Indeks Persaingan Global	Global Competitiveness Index
GDP	Produk Domestik Bruto	Gross Domestic Product
GFDRR		Global Facility for Disaster Reduction and Recovery
GHG	Gas Rumah Kaca	Greenhouse Gas
GLG		Good Local Governance
GMDSS		Global Maritime Distress and Safety System
GNRHL	Gerakan Rehabilitasi Hutan dan Lahan	National Movement on Forest and Land Rehabilitation
GOI	Pemerintah Indonesia	Government of Indonesia
GR		Government Regulation
GRS II		Governance Reform Support II
GTZ	Badan Kerjasama Teknik Jepang	Gesellschaft Fuer Technische Zusammenarbeit (German Technical Cooperation)
GWh	Giga Watt-Jam	Gigawatt-hour
HDI	Indeks Pembangunan Manusia	Human Development Index
HDR	Laporan Pembangunan Manusia	Human Development Report
HF	Frekwensi Tinggi	High Frequency
HFA		Hyogo Framework of Action
HR	Sumber Daya Manusia	Human Resources
ICAO	Organisasi Penerbangan Sipil Internasional	International Civil Aviation Organization
ICCSR		Indonesia Climate Change Sectoral Roadmap
ICOR		Incremental Capital Output Ratio
ICT	informasi dan komunikasi teknologi	Information and Communication Technology
IDA		International Development Association
IDR		Indonesian Rupiah
IFC		International Finance Corporation
ILS		Instrument Landing System
IMF		International Monetary Fund
InaTEWS	Sistem Peringatan Dini Tsunami di Indonesia	Indonesia National Tsunami Early Warning System
Inpres	Instruksi Presiden	Presidential Instruction
IPAL	Instalasi Pengolah Air Limbah	Waste Water Treatment Plants

Abbreviation	Indonesian	English
IPK Indonesia	Indeks Persepsi Korupsi Indonesia	Indonesia Corruption Perception Index
IPLT	Instalasi Pengolah Limbah Tinja	Fecal Treatment Plants
IRSDP		Infrastructure Reform Sector Development Program
ISCG	Penjaga Laut dan Pantai Indonesia	Indonesian Sea and Coast Guard
ISDR		International Strategy for Disaster Reduction
ISO	Organisasi Standarisasi Internasional	International Organization for Standardization
JABODETABEK	Jakarta-Bogor-Depok-Tangerang-Bekasi	term given to the metropolitan area surrounding Jakarta,
JICA	Badan Kerjasama Internasional Jepang	Japan International Cooperation Agency
JICT	Terminal Internasional Petikemas Jakarta	Jakarta International Container Terminal
JOCV		Japan Overseas Cooperation Volunteers
JORR	Jalan Lingkar Luar Jakarta	Jakarta Outer Ring Road
JP		Japan
KADIN	Kamar Dagang dan Industri	The Indonesian Chamber of Commerce and Industry * Indonesian Chamber of Trade
<i>Kecamatan</i>		Sub-District
KEK	Kawasan Ekonomi Khusus	
<i>Kelurahan</i>		Village
Keppres	Keputusan Presiden	Presidential Decree
KKK	Korupsi, Kolusi dan Nepotisme	Corruption, Collusion and Nepotism
Kota		Urban District
KPH		Forest Management Unit
KPK	Komisi Pemberantasan Korupsi	Corruption Eradication Commission
KPLP	Kesatuan Penjaga Laut dan Pantai	Indonesian Coast and Sea Guard Unit
KPPN	Kantor Pelayanan Perbendaharaan Negara	State Treasury Offices
KPPOD	Komite Pemantauan Pelaksanaan Otonomi Daerah	Monitoring Committee for Regional Autonomy Implementation
KPPOD	Komite Pemantauan Pelaksanaan Otonomi Daerah	Regional Autonomy Watch
kVA	Kilo-Volt-Ampere	Kilo-volt-ampere
LAN	Lembaga Administrasi Negara	Institute for State Administration
LCC		Low Cost Carriers
LG		Local Government (International Term for Sub-national Government)
LGFR II		Local Government Finance and Governance Reform Program
LGSP		Local Governance Support Project – USAID
LH	Lingkungan Hidup	Life Environment
LHKPN	Pegawai Negeri Sipil	Wealth Report
LK	Lembaga Keuangan	Financial Division

Abbreviation	Indonesian	English
LPG	Elpiji	Liquefied Petroleum Gas
LTN	Jaringan Transmisi Rendah	Low Transmission Network
LTNDP	Rencana Pembangunan Nasional -Jangka Panjang	Long Term National Development Plan
LUCF		Land Use Change and Forestry
MCSME	Kementrian Koperasi dan Usaha Kecil Menengah	Ministry of Cooperative and Small Medium Enterprise
MDG		Millennium Development Goals
MENA	kementrian Energi dan Sumber Daya Alam	Ministry of Energy and Natural Resources
MenPAN	Kementerian Negara Pendayagunaan Aparatur Negara	State Ministry for the Empowerment of State Apparatus
MEWS	Sistem Peringatan Dini Cuaca	Meteorology Early Warning System
MfPW		Coordinating Ministry for People's Welfare
MLHR	Kementrian Hukum dan Hak Azasi Manusia	Ministry of Law and Human Rights
MMAF	Kementrian Kelautan dan Perikanan	Ministry of Marine Affair and Fisheries
MMPT	Kementrian Tenaga Kerja dan Transmigrasi	Ministry of Manpower and Transmigration
MOA	Departemen Pertanian	Ministry of Agriculture
MOE	Kementrian Lingkungan Hidup	Ministry of Environment
MoENR	kementrian Energi dan Sumber Daya Alam	Ministry of Energy and Natural Resources
MOF	Kementrian Keuangan	Ministry of Finance
MoFR		Ministry of Forest
MOHA	Kementrian Dalam Negeri	Ministry of Home Affairs
MOI	Kementrian Perindustrian	Ministry of Industry
MONE	Kementrian Pendidikan Nasional	Ministry of National Education
MOT	Kementrian Perdagangan	Ministry of Trade
MSS	Standart Minimum Pelayanan	Minimum Service Standards
MSSR		Monopoles Secondary Surveillance Radar
MTDP		Medium Term Development Plan
MTEF		Medium Term Expenditure Framework
MTN	Jaringan Transmisi Sedang	Middle Transmission Network
MTNDP	Rencana Pembangunan Nasional Jangka Menengah	Medium Term National Development Plan
MTR	Kementrian Riset dan Teknologi	Ministry of Technology and Research
MUSRENBANG	Musyawarah Perencanaan Pembangunan	Development Planning Deliberation
MVA	Mega-Volt-Ampere	Mega-volt-ampere
MW	Megawatt	Megawatt
NADP		National Disaster Management Plan
NAP-DRR		National Action Plan for Disaster Risk Reduction

Abbreviation	Indonesian	English
NAPFD		National Action Plan for Fiscal Decentralization
NARBO		Network of Asian River Basin Organizations
NBD		National Business Development
NCCC		National Climate Change Council
NCDFD		National Capacity Development Framework for Decentralization
NDB		Non-Direction Beacon
NDMP		The National Disaster Management Plan
NGO		Non Governmental Organizations
NSA	Badan Standarisasi Nasional	National Standardization Agency
NSCE	Strategi Nasional dan Rencana Aksi Pemberantasan Korupsi	National Strategies on Corruption Eradication
NTB	Nusa Tenggara Barat	West Nusa Tenggara
NTP		National TB Program
NTT	Nusa Tenggara Timur	East Nusa Tenggara
OCSP		Orangutan Conservation Services Program
ODSs		Ozone-Depleting Substances
OFDA		Office of U.S. Foreign Disaster Assistance
OPT	Organisme Pengganggu Tanaman	Plant Disturber Organism
OSS	Pelayanan Terpadu Satu Pintu	One Stop Service
PAD	Pendapatan Asli Daerah	Regional Own Revenue
PAN	Kementerian Penertiban Aparatur Negara (MPAN)	Ministry of Administrative Reform
PAPSDA	Pengelolaan Agraria dan Pengelolaan Sumber Daya Alam	Agrarian and Natural Resources Management
Pb		lead
PBB	Pajak Bumi dan Bangunan	Land and Building Tax
PC		Per capita
PDAM	Perusahaan Daerah Air Minum	Local Water Supply Utility
PDP		Participatory Peaceful Development
PDRB	Produk Domestic Regional Bruto	Gross Regional Domestic Product
PEACH		Public Expenditure Analysis and Capacity Enhancement program
PEFA		Public Expenditure and Financial Accountability
PEFM		Public Expenditure and Financial Management
PEUDAP	Program Pembangunan Perdamaian yang Partisipatif	Participatory Peaceful Development
PGSP		Provincial Governance Strengthening Programme
PKPM		Community Empowerment Program with Civil Society in Indonesia
PLN	Perusahaan Listrik Negara	State Electricity Company
PLTA	Pembangkit Listrik Tenaga Air	
PLTD	Pembangkit Listrik Tenaga Diesel	

Abbreviation	Indonesian	English
PLTG	Pembangkit Listrik Tenaga Gas	
PLTGU	Pembangkit Listrik Tenaga Gas & Uap	
PLTP	Pembangkit Listrik Tenaga Panas Bumi	
PLTU	Pembangkit Listrik Tenaga Uap	
PNBP	Pendapatan Negara Bukan Pajak	Non-Tax Revenue
PNPM Mandiri	Program Nasional Pemberdayaan Masyarakat	Program National Pemberdayaan Masyarakat (National Program for People's Empowerment)
PNS	Pegawai Negeri Sipil	Civil Servant/Public Official
PPATK	Pusat Pelaporan dan Analisis Transaksi Keuangan	Indonesia Financial Transaction Report and Analysis Center
PPh	Pajak Penghasilan	Income Tax
PRB		Indonesian National Platform for Disaster Risk Reduction
PREDICT		Project on Research and Education Development on Information Communication Technology in ITS
PRIMA-Pendidikan		Integrated Plan for Junior Secondary Education Improvement in South Sulawesi Province in the Republic of Indonesia
PSR		Primary Surveillance Radar
PU	Pekerjaan Umum	Ministry of Public Works
RANPI		National Action Plan on Climate Change
RAN-PRB	Rencana Aksi Pengurangan Risiko Bencana	
RBO(s)		River Basin Organization
RDA		Regional Development Account
RDMP		Regional Disaster Management Plan
RDR		Radar
REDD		Reduced Emissions through avoided Deforestation and Degradation
REDIP		Regional Education Development and Improvement Program
REDO		Reducing Emissions from Deforestation and Forest Degradation
RENAS PB	Rencana Nasional Penanggulangan Bencana	
RENSTRA	Rencana Strategis	Mid-term sector development plan
RJMN	Rencana Jangka Menengah Nasional	
Rp.	Rupiah	Rupiah
RPJM		Rencana Pembangunan Jangka Menengah (Medium Term Development Plan)
RPJMN	Rencana Pembangunan Jangka Menengah Nasional	National Mid-term Development Plan
RPJPN	Rencana Pembangunan Jangka	National Long-term Development Plan

Abbreviation	Indonesian	English
	Panjang Nasional	
RUEN	Rencana Umum Energi Nasional	General Palm of National Energy
S1		Bachelor degree
S2		Master degree
SAGA-2		Training Course on developing Education Content for Mobile Learning
SAI		State Audit Institutions
SAKIP	Sistem Akuntabilitas Kinerja Instansi Pemerintah	Accountability Performance System for Government Agency
SAR		Synthetic Aperture Radar
Satkorlak PB	Satuan Koordinasi Pelaksana Penanggulangan Bencana	The Provincial Coordinating Unit for Disaster Management
Satlak PB	Satuan Pelaksana Penanggulangan Bencana	The District Unit for Disaster Management
SCDRR		Safer Community through Disaster Risk Reduction
SDA	Sumber Daya Alam	Shared National Resource Revenue
SDO	Subsidi Daerah Otonom	Subsidy for Autonomous Regions
SIKD	Sistem Informasi Keuangan Daerah	Regional Financial Information System
SISTTEMS		In-Service Teacher Training in Mathematics and Science for Junior Secondary Level
SLA		Subsidiary Loan Agreement
SLR		See Level Rise
SMB	Setara Barel Minyak	Barrel Oil Equivalent
SME	Usaha Kecil Menengah	Small & Medium Enterprise
SMS		Short Messaging System
SNI	Standar Nasional Indonesia	Indonesian National Standard
SOEs	Badan Usaha Milik Negara (BUMN)	State Owned Enterprise
SOP		Standard Operating Procedures
SPADA		Support for Poor and Disadvantaged Areas Project
SPIP	Sosialisasi Sistem Pengendalian Intern Pemerintah	Internal Control System
SRC-PB	Satuan Reaksi Cepat Penanggulangan Bencana	Rapid Reaction Unit/Rapid Response Team on Disaster Management
SRS		Ship Reporting System
SSR		Secondary Surveillance Radar
STX		Shared Tax Revenue
SUPM	Sekolah Usaha Perikanan Menengah	Senior High School of Fisheries
TASPEN	PT. Taspen	TASPEN
TB		Tuberculosis
TEU		Twenty-foot equivalent units
TEWS		Tsunami Early Warning System
TI		Transparency International
TII		Transparency International Indonesia

Abbreviation	Indonesian	English
TPA	Tempat Pembuangan Akhir	Final Dump Site
TPS	Tempat Pembuangan Sementara	Temporary Dump Site
TWR		Aerodrome Control Tower
UNCAC		United Nations Convention Against Corruption
UNCTAD		United Nations Conference on Trade and Development
UNDP		United Nations Development Program
UNESCO		United Nations Educational, Scientific and Cultural Organization
UNFCCC		United Nations Framework Convention on Climate Change
UNISDR		United Nations International Strategy for Disaster Reduction
USA	Amerika Serikat	United States of America
USAID		United States Agency for International Development
USDAID		United States Agency for International Development
VHF		Very High Frequency
VOR		VHF Omni directional Range
VTIS		Vessel Traffic Information Services
WB	Bank Dunia	World Bank
WBG	Grup Bank Devisa	World Bank Group
WHO		World Health Organization
WJEMP		Western Java Environmental Management Project
WP3K		Strategic Plan of Coastal Zone and Small Islands
WTMD		Walk Through Metal Detector
WTO	Organisasi Perdagangan Dunia	World Trade Organization

I. Project Overview

1. Project Background

Indonesia has showing its growing step up in democracy and economic growth continues steadily in the past few years without suffering a major impact from the recent global recession. While the Government of Japan is expected to continue its further cooperation for economic and social development, Indonesia has been steadily progressed toward a graduation as a recipient country of foreign aids. Under such environment, Japan International Cooperation Agency (JICA) has conducted a data collection survey on priority sectors and developmental issues in Indonesia for reviewing assisting sectors in the future and seeking more effective mechanism in the cooperation to Indonesia in loan, grant and technical assistance. The study is aimed to 1) review current issues in Indonesia, 2) collect information about development plans, such as national and sectoral development plans, and 3) compare economic and social indicators with neighboring countries.

2. Project Objectives

There are 11 target sectors, and the study is to obtain the latest information and data, developmental issues, government policies and initiatives, aid donors' assistance trends, in order to be the base information for a long-term assisting framework to Indonesia. The 11 sectors covered in the study are as following:

- 1) Governance and Anticorruption
- 2) Electricity and Energy
- 3) Food Supply
- 4) Transport Infrastructure (Road, Rail, Airport and Port)
- 5) Private Sector (Investment Climate, SME, Trade and Logistics)
- 6) Climate Change (mainly forest)
- 7) Urban Environment (Solid Waste and Sewerage)
- 8) Health
- 9) Education
- 10) Disaster Management
- 11) Decentralization

The expected output in this survey can be summarized in the following four points.

1. Review current situations, and latest developmental issues are identified
2. Review the efforts of the respective governmental agencies in Indonesia to resolve such developmental issues in the past, and from the viewpoint of the assistance

from the government of Japan

3. Identified policies and approaches of the government of Indonesia and aid donors toward latest developmental issues
4. Review priority areas for the long-term assisting framework of the government of Japan to Indonesia, priority region, and available resources

1. Governance and Anticorruption

1.1. Overview

1.1.1. National Development Plan (Long-term and Mid-term)

Governance is one of the cross-sectoral issues in the governmental sectors. The Government of Indonesia has identified “good governance” and “anticorruption” as pillars of improving accountability, transparency and public services to the public.

According to the RPJMN (National Mid-term Development Plan: 2010-2014), accountability at the local government level has shown some improvement. The heads of cities and regencies (kota and kabupaten in Indonesian) who have shown sufficient performance has been generally reelected by the their constituency.

The Government of Indonesia has also been continuing its efforts to support democracy in the process of institutional development to all levels of governmental agencies in the country. The mechanism of “check” and “balance” has been extended to all public service providers.

One significant achievement that the government identified is this governance sector. The government addresses “good governance,” transparency, administration under the rule of law has prevailed and KKN (corruption, collusion and nepotism) has been gradually eradicated. Likewise, law enforcement, eradication of corruption, prosecution against perpetrators of corruption has been carried out indiscriminately, including law enforcement officers. Since KPK (Corruption Eradication Commission) has established in year 2003, it has successfully uncovered and investigated cases of corruption, in coordination with the police and the Attorney General’s Office.

“Tackling Corruption, Transforming Lives, 2008” published by UNDP stated that Corruption Perception Index (CPI) has shown much improvement from 2.4 in 2004 to 2.8 in 2009. On the other hand, the efforts to reform bureaucracy show sluggish progress. The improvement of work attitude, performance measurement, discipline enforcement, institutional development, and adequate remuneration system will be continuous target areas in the national mid-term development plan 2010-2014.

Eight National Development Missions

There are eight national development missions, in order to achieve four visions, being the independent, developed, fair and prosperous nation. Among eight, one mission is related to good governance. It aims to 1) realize democratic society based on the rule of law, 2) strengthen democratic institution, 3) strengthen the quality of decentralization and regional autonomy, 4) ensure freedom of speech of media and community, 5) improve legal structure, its culture and uphold the rule of law, and 6) achieve fair and non-discriminatory society.

The strategies to implement the RPJPN are described in four stages in a five-year period of the RPJM, and each stage has a scale of priorities and development strategies. The second stage aims at further consolidate reorganization of Indonesia in all fields with emphasis on quality improvement efforts, human resources development, i.e. development

of science and technology capabilities and strengthening economic competitiveness.

The government has announced the second term of the RPJM in January 2010, and according to it, governance and anticorruption sector mainly falls into “Mission 2: Strengthening the Pillars of Democracy,” and “Mission 3: Strengthen justice dimensions in all fields.” It addresses the necessity to improve political structure based on democratic grounds and eliminate potential risks for social conflict and security threats, and to further develop sense of justice, equity and community empowerment.

Development Agendas

Development agendas for realizing the vision and mission of RPJM 2010 – 2014 have five main agendas and it should be noted that four out of five agendas are directly related to the governance and democracy issues. The governance and anticorruption fall into Agenda II: Improvement of Governance, Agenda II: Foster and strengthen democracy, and Agenda IV: Law enforcement.

The government has continuously considered that “good governance” is one of the key elements for fostering private sector and for prosperous economic growth; therefore, the countries of G-20 agreed to place the governance improvement as one of the vital agendas. By accomplishing ‘good governance,” the government can enjoy, among others, decrease in corruption, improvement of public service delivery and cost effectiveness in procurements.

Although CPI has improved in the past five years, the government does not consider the achievement sufficient; but consider stricter and step forward approaches are necessary. Public administration reform, in particular, is the most needed field in all ministries and agencies, both at the central and local government levels. The public administration reform will be achieved by accelerating the establishment and expansion of on-going bureaucracy reform program combined with other action programs, like legal reform. It should be also noted that the government is well aware that the scope of improvement in governance is not only limited to the government sector, but also to state-owned enterprises. One way to achieve the mission, the government will encourage public corporations to transfer their status into private establishment. This transformation will encourage more transparent and accountability to the public.

The government comprehends that the experience in the past five years has shown both success and failure of democratic transition, so for the second stage of the RPJPN, nurturing democracy is still one of important agendas to be pursued. Likewise democracy, law enforcement is also being the focal agenda for the second stage of the RPJPN. Legal practice assurance, legal certainty, gives a sense of confidence, justice and sureness to not only to the community, but also to business society. Foreign direct investment is often disturbed because of less legal practice assurance in Indonesia, as for one of the reasons. Therefore, once law enforcement takes effect on the ground of the rule of law, in lieu of inconsistent and unequal practices favored to domestic corporations, positive effects can be foreseen to investment climate, which in turn make an encouraging impact for the economy of the country.

Agenda in law enforcement includes the legislation process, monitoring and the practices

of the rule of laws. Other areas related to law enforcement are legal structure reform, transformation of legal practice culture, reforming inconsistent and/or overlapping regulation, and the elimination of various barriers to legislation processes.

Law enforcement improvement aims at the achievement of the certainty of justice through the rule of law and the preservation of public order; therefore, the reform of the police, Attorney General's Office and court must be carried out accordingly. As for an indicator, the government sets its goal to achieve CPI 5.0 by year 2014, which is 2.8 in 2009.

Priority: Bureaucratic Reform and Governance

The government sets national priorities based on the abovementioned vision and mission 2010 – 2014 to elaborate more for operations, i.e. priority programs, in order to implement and measure the level of success smoothly. There are 11 national priorities and among them, "bureaucratic reform and governance" is the one related to this sector. The core reforms of bureaucracy and governance are summarized as followings:

- 1) Structural consolidation and capacity building: Review the functions and responsibilities of governmental agencies dealing with capacity building for public officials and consolidate the functions for more effective capacity building practices in 2010: State Ministry for the Empowerment of State Apparatus (MeNPAN), State Employee Board (BKN), and National Administration Institute (LAN). Restructure other governmental agencies, in the fields of small and medium enterprises, energy management, and marine resources at the latest of year 2014.
- 2) Regional Autonomy: Restructure and manage regional autonomy through 1) limiting the increase of city and regency independence, 2) increasing the efficiency and effectiveness of financial resources and balance budget, and 3) improving the implementation of regional election.
- 3) Human Resources: Improve human resources management, including recruitment system, education and training, placement and promotion, and restructure of public officials at the central government by no later than 2011.
- 4) Regulation: Accelerate synchronization of statute at the both central and local government levels, including the review of 12,000 local regulations by 2011.
- 5) Synergy effects of performance based public administration at central and local governments: Introduce a performance-based indicator system to both central and local governments.
- 6) Law enforcement: Improve integration and integrity of public administration at all law enforcement agencies.
- 7) Demographic Data: Construct national unified identity number systems, such as household registration, national identity number information system. The first identity card shall be issued no later than 2011.

Issues, Policy and Indicators for Good Governance

The following tables show the identified issues, policies and indicators set by the government of Indonesia in the governance sector, illustrated in the RPJMN.

Table 1.1.1 Issues, Policy and Indicators for Good Governance

No.	Issues/National Policy	Institution's Policy	Each institution's indicator	Target up to 2014
1. Improving Transparency and Eradicate KKN				
1.1	Enforce discipline of civil servants in all governmental agencies	Enforce the rules of civil servants (PNS) discipline	- Existing enforcement of civil servant code is effective - % of civil servant code violator is sanction	100%
1.2	Implementation of integrity pacts for government officials	Implementation of integrity pacts for officials of Echelon I, II, and III	- % Officials have signed and implement integrity pact	100%
1.3	Compliance Report submission Wealth of State Officials (LHKPN)	Requiring officials to report LHKPN	- % Officials have reported LHKPN	100%
1.4	Anticorruption policy	Require reporting of graft	- Graft reporting system availability	100%
1.5	Organization of the Government Internal Control System (SPIP)	Implementation of the internal control system effectively	- Available and the implementation of internal control systems are effective	100%
1.6	Development of e-Procurement System in National level	Implementation e-procurement in the procurement of goods and services	- % Procurement using e-procurement - % of findings are followed up	100%
1.7	Results of BPK	Improved follow-up inspection findings	- % Findings are followed up	100%
1.8	State financial management accountability	Increased accountability of budget management and reporting	- The Audit Board '(BPK) opinions on financial division (LK) of ministries and agencies	-
1.9	Complaints from community	Responses to complaints	- Availability of public complaints systems are effective - % Settlement of follow-up of a complaint submitted society	100%
2. Improvement of the quality of public services				
2.1	Implementation Standard Service on Public Service Unit Organizer	Standard Implementation of Public Service for all units of public service providers	- % Units of public service providers are already applying the Standard Service	100%
2.2	Notice of Implementation Services on public service unit	Applying service announcement for the public service units	- % Of public service units that have been implemented service announcement	100%
2.3	Implementation of Integrated Services for One Door to the main services and investment	Implementation of Integrated Services for One Door	- Local Government implement One Door Integrated Services (OSS)	100%
2.4	Complaints Management Implementation	Implementation of effective complaint management in the public service provider unit	- % Units of public services that implement an effective complaint management	100%
2.5	Accelerating the improvement of	Acceleration of plans to	- Made plans to increase the quality of	100%

	public services	improve the quality of public services and implement appropriate time limit set by the Minister in charge in the field of public service	public services in units of public service providers - Implementation of plans to increase the quality of public services according to a set time limit	
2.6	Implementation of evaluation and assessment of the performance of public services	Implement monitoring, evaluation, and performance assessment to the unit of public service providers	- Availability of the performance evaluation system of public service - % Public Service Unit Organizer gets good ratings	100%
3. Increased capacity and performance accountability of bureaucracy				
3.1	Institutional structuring of government agencies	Restructure its organization and work for the agency based on rightsizing the vision, mission, strategy and objective analysis.	- % Structured institutional structure (organization and work) are proportional, effective, efficient	100%
3.2	Restructuring of management of government agencies	Simplification of business processes and the preparation of the main Standard Operating Procedures (SOP)	- % Main SOP has been structured in accordance with business processes more simple	100%
3.3	Strengthening the quality of human resource management	Implementation of quality human resource management (transparent and based on merit / competence)	- The availability of a transparent system of recruitment - Availability of performance appraisal system which measured - Promotion system and the availability of mutations that open and transparent - Availability of merit-based system of training and competence - Availability of a code of ethics enforcement system is effective, along with the application of reward and punishment	100%
3.4	Development and implementation of e-Government	Development and implementation of e-Government	- Structured plan of e-Government implementation of concrete and measurable	100%
3.5	Filing systems and ICT-based documentation	Implementation of archival management and ICT-based documentation	- Archival management and documentation was carried out with ICT-based systems	100%
3.6	Performance Accountability System Organization Apparatus	Implementation of performance accountability systems of government agencies	- % Implementation SAKIP (Renstra, performance appraisal, performance contracts, control, and others)	100%

Source: RPJMN 2010 - 2014

1.2. National Strategies and Actions on Corruption Eradication 2010-2025

Bappenas has designed a national framework for anticorruption action plan in year 2005 following the instruction based on the presidential instruction No.5 of the year 2004 regarding the Acceleration of Corruption Eradication in Indonesia, in order to expedite and endorse anticorruption movement throughout governmental institutions. However, according to the hearing from Bappenas, it was not well carried out due to various reasons, i.e. financial constraints, not suitably designed in-depth, not conclusively and mutually agreed among executing bodies and poor monitoring and evaluating scheme. Besides those, because of the ratification of United Nations Convention against Corruption (UNCAC) and Law No.7 of the year 2006¹, Bappenas has again taken an initiative and formulated “National Strategies and Action Plans on Corruption Eradication 2010 – 2025” which took place for two years to compile after immeasurable coordination and discussions among governmental agencies, civil society organizations, academician and experts.

The national strategy contains six focuses that are also the focus of the UNCAC implementation, namely prevention, law enforcement, legislation, asset recovery, international cooperation and reporting mechanism. The prevention is designed as the national priority in the strategy. Prevention means a combat against corruption by focusing mainly on repressive efforts, in line with developed paradigm that law enforcement will give deterrent effect to the perpetrators of corruption.²

National vision on corruption eradication is “the development of governance order which is free from corruption practices with the supporting capability of prevention and enforcement capacities as well as the nationally consolidated integration system.”³ The government has set six missions to achieve the vision.⁴

Table 1.2.1 Mission to Achieve Corruption Eradication

	Mission	Eradication
Mission 1	Developing and solidify the system, procedure, mechanism and capacity of integrated corruption prevention in the central and regional levels	Corruption prevention requires a series of conducive government, social, politic, and economic policies, and possesses coercion force in order to prevent the occurrence of corruption practices.
Mission 2	Consolidate and solidify the system, procedure, mechanism and capacity of law enforcement against corruption criminal offenses	Enforcement against corruption criminal offenses requires clarity and consistency of enforcement rules, reporting mechanism, cooperation among judiciary institutions of corruption criminal offenses, as well as authorization system in the even of case handling.
Mission 3	Carry out consistent reform of national and regional statutory regulations	Various statutory regulations in the central and regional levels need to be reevaluated,

¹ Law No.7 of the Year 2006 regarding the ratification of United Nations Convention against Corruption.

² Sekretariat Tim Implementasi Konvensi PBB Anti Korupsi 2003, Bappenas. National Strategies and Action Plans on Corruption Eradication 2010 – 2025. Jakarta. 2010.

³ ditto

⁴ ditto

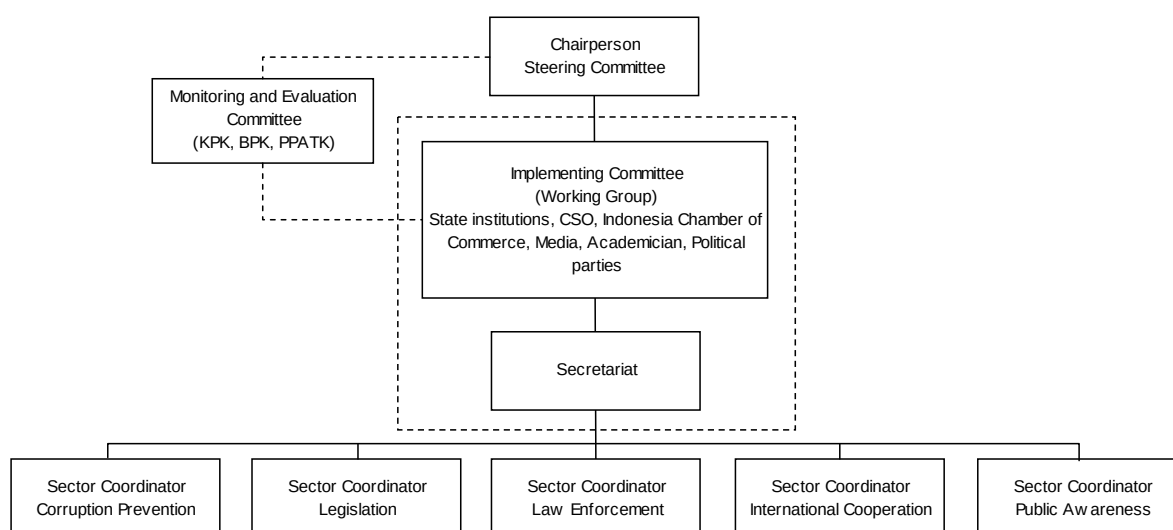
	supporting corruption prevention and repression	in order that fundamental reform can be carried out towards legal norms which have not yet been entirely supporting the corruption prevention and enforcement efforts.
Mission 4	Develop and consolidate national system and mechanism for the recovery of assts resulting from corruption	Recovery of assets resulting from corruption in the central and regional levels needs to be reevaluated and developed in order to ensure public accountability and effectiveness of control performed by the authorities after the stipulation of law.
Mission 5	Develop and carry out regional, national and international cooperation strategy in the effective corruption prevention and enforcement	Prevention and enforcement of corruption criminal offenses require continuous inter-regional, national and international cooperation.
Mission 6	Develop transparent and consolidated performance reporting system over the implementation of national strategy on corruption eradication at the central and regional levels	All executors from government domain, civilian community and private sector need and will be obliged to provide information regarding programs being planned and performed in relation to the implementation of National Strategy on Corruption Eradication. They also need to convey to the public regarding the sectoral and cross-sectoral review and reporting mechanism. Several important aspects in the optimization of reporting of National Strategy on Corruption Eradication may cover two main subjects, which are; (i) consolidation of regional and national reporting system, both for each sector and cross-sectoral; and (ii) main variables which are necessary to be covered in the report.

Note: Full citation from National Strategies and Action Plans on Corruption Eradication 2010 – 2025.

Source: National Strategies and Action Plans on Corruption Eradication 2010 – 2025

The national strategies on corruption eradication are defined in vision and missions as mentioned above and then being formulated into six strategies shown from the following pages.

The government is going to set up a structure as it shown in the figure to carry out the national strategies and action plans. Steering Committee, which members are unknown at the time of preparing this report, will decide national agenda and target and provide guidance to Implementing Committee to achieve National Strategies on Corruption Eradication (NSCE) goals. Monitoring and Evaluation Committee, consisting of KPK as coordinator and State Audit Board (BPK), Indonesia Financial Transaction Report and Analysis Center (PPATK) as member will coordinate monitoring and evaluation of NSCE action plans and conduct regular monitoring and evaluation. Implementing Committee will define agenda and target in national level and for each governmental agency at the national level.



Source: Bappenas. National Strategies and Action Plans on Corruption Eradication 2010 – 2025

Figure 1.2.1 Organizational Structure of NSCE Institution

The NSCE is divided into six groups of action plans, namely action plan on prevention, action plan on law enforcement, action plan on legislation, action plan on asset recovery, action plan on international cooperation and action plan on reporting mechanism. Within each group, action plans are arranged by issue and each action plan has output indicator, result indicator, time of implementation and implementation agency. The following table shows the sample of action plans from prevention strategy category.

Table 1.2.2 Sample of Action Plans

Issue	Action Plan	Output Indicator	Result Indicator	Time of Implementation					Implementing Agency
				Y1	Y2	Y3	Y4	Y5	
Issue 1: Effectiveness of Policy and Institutional Affairs in the Framework of Corruption Prevention									
Perfection of public services	Improve business licensing mechanism in investment and capital investment sector	Prompt, non-discriminative, transparent and accountable licensing mechanism as well as with affordable price, in the form of regulation of the chairman of the Capital Investment Coordinating Board	The society and business community will be easier in obtaining licenses without being burdened by extra costs/ extortion	X	X				Deputy of Capital Investment Service and Facilities division, Capital Investment Coordinating Board
		Empowerment of Presidential Decree NO.29 of the Year 2004 regarding the Administration of Foreign Capital Investment and Domestic Capital Investment through One Roof Service System	Costs for running business in Indonesia can be kept down; therefore, it will attract investment and be competitive to be noticed by prospective foreign investors.	X	X				Deputy of Apparatus Management division, State Ministry of State Apparatus Utilization
								Deputy of Industry and Trade Coordinating division, Ministry of Economic Coordination	
	Promote the improvement of integrated one-roof licensing service	Establishment of facilities, units, and/or office for integrated one-roof licensing service	The creation of One Roof Service System which is conducive for investment climate in Indonesia	X	X				Secretary General of Organizational bureau, Ministry of Home Affairs
									Deputy of Capital Investment Service and Facilities division, Capital Investment Coordinating Board
(and so on...)									

Source: Bappenas. National Strategies and Action Plans on Corruption Eradication 2010 – 2025

Table 1.2.3 National Strategies for Corruption Eradication

Encountered Problems	Problem Solving Efforts	Expected Outcome
Strategy 1: Carry out prevention efforts		
- Corruption prevention efforts were not effective enough thoroughly to decrease corruptive practices and behavior. - Persistent unresolved comprehensive Bureaucracy Reform, in particular, the issues regarding rightsizing, business process and human resources. - Insufficient mechanism for reward and punishment for public officials. - Lack of integrity, carrier system and payment of salary, which is not based on performance.	- Improvement of policy and institutional effectiveness in the framework of corruption prevention by means of National Identification Number (NIN) and citizen integrated database policy. - Implementation of transparency over public administration, effectiveness of reporting obligation to the public, and improvement of public access. - Acceleration of state financial management and goods and service procurement reforms. Complete legislations of development planning and budgeting system reform. - Improvement of effectiveness of bureaucracy reform at the central and regional levels through the Settlement of Bureaucracy Reform Agenda, and Human Resources Management and Improvement of Disciplinary Rules for Civil Servants. - Reinforcement of anticorruption commitment through consolidation and collaboration among public, legislative, judiciary, private sectors, civil society organizations and other related parties.	- Improvement in performance in governance sector - The public enjoy the easiness in daily public administration transactions. - Trust from the public will improve with the presence of transparency and accountability of government administration.
Strategy 2: Carry out strategic steps in enforcement sector		
- Many corruption offenses were prevailing in the past five years, involving government officials, members of national and regional parliaments and legal community. - Ministry of Home Affairs states that there are approximately seven governors, three deputy governors, and 62 regents and mayors are involved in corruption cases up to year 2007. - Lack of trust from the public will eventually drive the public not entrusting law as a facility for conflict settlement and they tend to settle the conflicts and problems in their own way, i.e. outside of legal process.	- Accelerating court proceedings on corruption case and strengthening coordination among law enforcement institutions. - Strengthening institutional capacity through effective supervision, transparency and accountability on performance of the institutions related to prosecution and judicial functions and tasks. - Strengthening law enforcement regulatory framework through reevaluating statutory regulations, which impede or being problems in law enforcement process. - Construct a corruption case reporting and complaint mechanism and a witness protection system/program.	Transparent and accountable manner through coordination mechanism among law enforcement public officers, which simultaneously can assure legal protection for the public.

- Weak law enforcement will provide an environment conducive Court Mafia to destruct the legal certainty and public sense of justice, so that dissatisfaction and sense of injustice against law institutions and legal officers become an obstacle when the improvement efforts in the framework of law enforcement is taken into place in Indonesia. - Law enforcement effort is also not apart from the overlapping statutory regulations; therefore, it has increased its inconsistency. - Weak internal and external supervision of law enforcement institutions, public officers and other profession related to law enforcement has worsened the inconsistency of statutory regulations. - Protection assurance for informer and witness has not been appropriately demonstrated. - Public complaint mechanism is not yet established.		
Strategy 3: Carry out harmonization and composition of statutory regulations in corruption eradication sector		
Existing laws and regulations do not meet the requirements of the UNCAC, in terms of bribery to diplomats, international organizations' officials, illegal wealth accumulation, corruption in private sector, and so on.	- Reevaluate existing statutory regulations and reform them within the framework of the UNCAC. - Enact the Corruption Eradication Law, which is under discussion at the House of Representatives. (March 2010). The bill contains various provisions required by the UNCAC 2003.	Review inconsistent statutory regulations and provide sufficient legal basis to corruption eradication efforts.
Strategy 4: Carry out recovery of assts resulting from corruption offenses		
- Indonesia does not have a regulation for recovery of property through international cooperation in confiscation. - Cooperation in investigation, prosecution, court proceeding and information sharing for corruption offenses with international community is not yet stipulated by law in Indonesia.	- Carry out efforts for property recovery through preventive activity by enhancing a monitoring mechanism of government's accounts overseas and improving the capacity of public officers who engage such monitoring. - Development of legal systems to retrieve property obtained from corruption. - Carry out training under the framework of property recovery in the UNCAC	- Recover state property derived from corruption. - Prevent the devaluation of the value of asset obtained from corruption. - Confiscate state property located abroad for public welfare.

Strategy 5: Improve international cooperation in corruption eradication effort		
• International cooperation and coordination in the country for law enforcement institutions is not satisfactory. • Lack of law enforcement officers' capabilities, infrastructure, equipments and coordination among the state police, Attorney General Office, Ministry of Law and Human Rights and the Corruption Eradication Committee.	• Improvement of international cooperation effort in the framework of prevention, recovery of property and settlement of other criminal offenses. • Amendment of Extradition Law and the law on mutual legal assistance in criminal matters.	• To ease the effort of the government in implementing law enforcement for corruption eradication.
Strategy 6: Improve coordination in the framework of reporting the implementation of corruption eradication effort		
• The government does not have mechanism to provide information related to the UNCAC provisions. Internal Information Gathering Mechanism, in Indonesia	• Establish a national review and reporting mechanism, which provides information about UNCAC provisions implementation based on monitoring and evaluation systems. • The mechanism will be carried out with stakeholders, i.e. law enforcement officers, civil society organizations and related governmental agencies.	• Within the framework of the UNCAC, the government discloses information about corruption eradication efforts.

Source: Bappenas. National Strategies and Action Plans on Corruption Eradication 2010 – 2025

1.2.1. Approach of Other Donors

Cooperation with donors on corruption eradication will be coordinated based on the National Strategies and Action Plans on Corruption Eradication 2010 – 2025, according to Bappenas. Bappenas will be the sole primary contact to donor countries and international institutions except the on-going projects, according to a person in charge at Bappenas. Bappenas will try coordinating with other ministries and non-ministerial agencies to achieve optimum output combining programs and projects envisaged in the national strategies. The national strategies on corruption eradication set envisaged action plans to be conducted with international organizations, including donor countries. It identified the primary cooperation area to be “asset recover” from corruption offenses, where assets were illegitimately accumulated through bribery, embezzlement or peculation and/or misuse of power.⁵

Action Plans

- Compose legal instruments and mechanism for the recovery of assets by means of international cooperation and reciprocal request in the criminal issues.
- Reevaluation of “in absentia” in stipulations.
- Carry out intensive coordination among institutions’ processing competence in repatriating assets resulting from corruption offenses.
- Compose asset restitution strategy for corruption offenses existing overseas.
- Capacity building for public officers on law enforcement in asset restitution.
- Carry out cooperation through diplomatic and other cooperation channels in addition to the bilateral and multilateral cooperation efforts among UNCAC and its member countries to prevent and eliminate corruption offenses and recoup illegally accumulated assets from corruption offenses.
- Amend Law No.1 of the Year 1979 regarding extradition.
- Amend Law No.1 of the Year 2006 regarding mutual legal assistant in criminal matters.
- Optimize the involvement of Indonesian law enforcement apparatus abroad in performing legal efforts.

1.3. Approach and Effort taken by the Supreme Court

The Supreme Court has taken number of strategic steps for reforming its institutional capacity, access from the public and enhancing human resource capacity based on the Blueprint of Judicial Reform initiated in 2003. In 2009, the Supreme Court has engaged in a number of activities, and among those, distinguished programs conducted are 1) access to information improvement program, 2) accountable and transparent public complaint program, and 3) development of strategic plan and Blueprint for the Supreme Court Reform in 2010 – 2035 program.

In connection to anticorruption issue, the Supreme Court has established “Anticorruption Court” attached to the Central Jakarta district court based on the Law No. 30 of the Year 2002 regarding Corruption Eradication Commission. As of the end of 2009, it is the only

⁵ Sekretariat Tim Implementasi Konvensi PBB Anti Korupsi 2003, Bappenas. National Strategies and Action Plans on Corruption Eradication 2010 – 2025. (Jakarta. 2010)

anticorruption court in the country. In 2009, the court has held 91 cases, out of which, 64 cases were sent to the first instance court and 27 cases were submitted to the appellate court.⁶ Besides the special court for anticorruption in the Central Jakarta district, the Supreme Court has also carried out trials of corruption cases. There are 319 cases in 2009 and 51% of them render a verdict of one to two years imprisonment, followed by 26% for three to five years and 11% for acquittal.⁷ The table shows a recapitulation of compensations and fines collected on special crime cases at the Supreme Court in 2009.⁸ As it shows, 70% of fine was derived from corruption cases. When the compensation is taken into account, more than 85% of fine and compensation comes from corruption.

Table 1.3.1 Number of Cases filed to Court in 2009

Classification	Number of Cases	Amount of Fine (Rp. Millions)	Amount of Compensation (Rp. Millions)
Corruption	319	154,011	297,841
Narcotics	283	14,700	0
Forestry	106	3,149	0
Child Protection	298	13,288	0
Fisheries	53	12,926	0
Miscellaneous	204	25,079	0
TOTAL	1,263	223,155	297,841

Source: Supreme Court. *Annual Report 2009*. (Jakarta, Supreme Court, February 2010)

The Supreme Court also takes a step to educate judges for corruption case since 2007 by providing certified trainings for Anticorruption Court judges. This policy underlines the cases will be handled by selected judges who have participated in certified trainings. Law No.46 of the Year 2009 regarding Corruption Crime Court is also the foundation for the Supreme Court to expedite the training, since it requests the provision of judges for anticorruption courts at the provincial level throughout the country. Since 2007, 850 senior judges have participated in training and obtained the certificate. According to the Supreme Court's strategic plan for 2010 – 2015, it will continuously take utmost efforts to enhance the quality of its judges, in particular, in the field of anticorruption court.

As one of measurements of accountability and transparency, the Supreme Court publicized the result of complaint procedure and its results. The Supreme Court has received 2,302 complaints regarding first instance and appellate courts in 2009. There were also 2,140 letters addressed directly to the Supervision body, and about 300 emails were filed through Supreme Court website.

⁶ Executive Summary of the 2009 Annual Report. Supreme Court of Indonesia. February 2010.

⁷ ditto

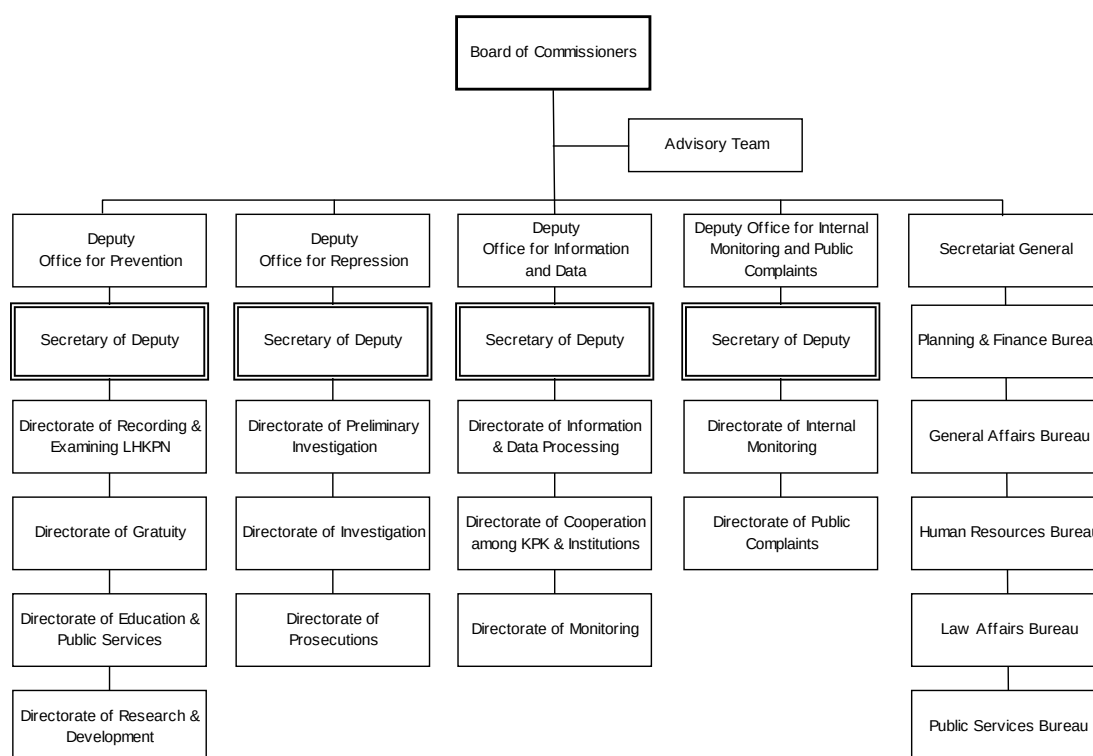
⁸ ditto

1.4. Approach and Effort taken by Corruption Eradication Commission (KPK)

1.4.1. Overview of the Corruption Eradication Commission

Corruption Eradication Commission (KPK) will focus its investigation of potential corruption in four sectors in 2010, namely health, education, forestry and mining sectors. The commission found the four sectors have many potential criminal cases of corruption last year, and has been investigating a number of allegations of corruption. One case in South Sumatra was a bribery connected to the function of protected forests, in which the commission has ensnared a number of local officials and members of the regional House of Representatives as suspects of defendants. The commission also investigates allegations of corruption on the procurement of bird flue vaccine in the Ministry of Health. For education sector, it has assumed wasteful use of special allocation funds (DAK) for education as much as Rp.2.2 trillion in 2009.⁹

The Corruption Eradication Commission was established on December 29, 2003, based on Law No.30 of the Year 2002 regarding the corruption eradication commission, as an independent institution, unlike ministries, state ministries and other governmental agencies. According to the Commissioner's Regulation No: Per-08/01/XII/2008 dated 30 December 2008 on the KPK's organizational structure, its organization is constituted as shown in the figure below.



Note: LHKPN: Wealth Report of State Officials

Source: KPK Annual Report 2008

Figure 1.4.1 Organizational Structure of Corruption Eradication Commission

⁹ www.kpk.or.id/mondule/news (Original source: Seputar Indonesia, March 2, 2010)

(1) Duty, Authority and Obligation

According to the Article 6 in the Law, the commission has five duties, authorities and obligations. (Full citation from the Annual Report 2008: Public Services Optimized).

1. Coordinate with institutions authorized to combat acts of corruption.
2. Supervise institutions authorized to combat acts of corruption.
3. Conduct preliminary investigations, investigations and prosecutions against acts of corruption.
4. Conduct corruption prevention activities.
5. Conduct monitoring of state governance.

The commission is not only authorized to conduct supervision and/or analysis of institutions, but also authorized to take over an indictment or a prosecution process against an offender of corruption, which is primary being performed by the police or the Attorney General's Office. The police or the Attorney General's Office is obliged to hand over a suspect along with the case files and other documents and evidence within 14 working days from the date on which the request from the commission was received. The process of taking over an indictment or a prosecution process by the commission, as outlined in the Article 8 in the Law, should be under the following conditions:

- A report from the public about corruption has been ignored
- A process of corruption case has been manipulated
- A case is processed by an offender of corruption
- A corruption case has been hampered by executive, legislative or judicial interference
- Any other circumstances where the police or the Attorney General's Office is unable to carry out a case adequately

The Article 11 and 12 give the commission authorities to conduct preliminary investigation, investigation and prosecution. The commission is authorized to conducts followings;

- wiretapping and recording,
- order authorized institutions to forbid an individual to travel outside the jurisdiction,
- request information from banks or other financial institutions on financial status of a suspect or convicted individual,
- order banks or other financial institutions to bloc a suspected account of a suspect, convicted individual, or related party,
- order the superior or employer of a suspect to temporarily suspend from his/her office,
- request data on the wealth and tax information of a suspect or convicted individual from the relevant institutions,
- temporarily freeze a financial transaction, trade transaction or other agreement, or temporarily revoke a permit, license or concession conducted by or held by the suspect or convicted individual,
- request the assistance of Interpol Indonesia or a law enforcement agency of a foreign country to conduct searches, arrests, and the confiscation of evidence in foreign jurisdictions, and
- request the assistance of the police or other related agencies to perform arrest, detainment, search and confiscation in the course of processing a corrupt act.

1.4.2. Public Sector Integrity 2008

The commission recognizes the necessity and effectiveness of measuring and evaluating government performance periodically to gauge the progress of anticorruption measures, and to plan further reforms.

“Service Integrity of Public Institution Survey” was designed by the Directorate of Research and Development at the KPK to achieve above objectives, and the findings from the survey will cast a realistic picture of the performance of the public sector and the potential abuses of power in the forms of corruption and/or collusion. The findings are used by the KPK to provide inputs and assistance for governmental institutions to improve their service delivery as well as to restructure public administration and bureaucracy reforms.

According to “Indonesia’s Public Sector Integrity 2008 – Facts of Corruption in the Public Sector,” the survey shows;

1. to map the integrity levels of the public services using an annual survey of the immediate users of public services,
2. to provide information on the performance of the public sector,
3. to provide information on the integrity of the public sector, and
4. to provide inputs for the improvement of the integrity of the public sector.¹⁰

Table 1.4.1 Summary of Indicators for Public Sector Integrity Survey

Integrity	Variables	Indicator	Sub-indicator
Total Integrity (6.84)	Experience of integrity (0.705) = 7.21	Corruption experience (0.748) = 8.01	Frequency of provision of graft (0.694) = 8.26
			Value or amount of graft (0.306) = 7.45
		Perception on corruption (0.252) = 4.84	Perception on graft (1.000) = 4.84
	Potential of integrity (0.295) = 5.96	Working environment (0.265) = 5.09	Offering and provision of graft ¹¹ (0.658) = 2.83
			Necessity of extra-procedural contract (0.342) = 9.44
		Administrative system (0.303) = 6.48	Ease/practicality of Standard Operating Procedure (SOP) (0.294) = 6.41
			Information openness (0.706) = 6.51
		Attitude of service officer (0.261) = 6.41	Fairness in service (0.727) = 5.77
			Expectation of graft (0.273) = 8.11
		Deterrence of corruption (0.171) = 5.72	Efforts to deter corruption (0.556) = 5.28
			Easiness of public complaint (0.444) = 6.27

Note: () = weight, numbers after “=” indicates scores

Source: Directorate of Research and Development, KPK. Indonesia’s Public Sector Integrity 2008: Fact of Corruption in the Public Sector. 2009

¹⁰ Directorate of Research and Development, the Corruption Eradication Commission (KPK). Indonesia’s Public Sector Integrity 2008: Fact of Corruption in the Public Sector. 2009

¹¹ Bribery requires intent to influence or be influenced in an official matter; graft does not. Graft involves compensation for services performed in an official matter when no compensation is due (<http://usmilitary.about.com/library/milinfo/mcm/bl134-6.htm>)

The score ranges from 0 to 10, and the higher the values, the higher its integrity is. The public integrity score is obtained from the average value of two elements, “experienced integrity,” weighting 0.705, which reflects the respondents experiences and the level of corruption encountered, and “potential integrity,” weighting 0.295, which reflects factors having potential causes of corruption based on the respondents experience and/or assessments.

The first survey was conducted in 2007 for 30 public institutions with 65 service units. The average score was 5.53 in 2007 and 6.84 in 2008; yet, the surveyed number of public institutions was 40 with 105 service units in 2008, so it cannot be simply compared by the average score. In 2008, 40 national institutions, ministries and non-ministerial agencies and 52 local governments, 22 municipalities, 29 regencies and one special capital territory of Jakarta were surveyed

Table 1.4.2 Targets of the Survey

Governmental Level	2007	2008
National Level	30 ministries and non-ministries 65 service units	40 ministries and non-ministries 105 service units
Local Level	None	52 local governments (22 cities, 29 regencies and DKI Jakarta) 4 types of service were surveyed • Trade business permit (SIUP) • Building construction permit (IMB) • Citizen ID Card (KTP) • Local water corporation (PDAM)

Source: Directorate of Research and Development, KPK. Indonesia's Public Sector Integrity 2008: Fact of Corruption in the Public Sector. 2009

According to the report, the KPK has concluded that the practice of corruption has declined due to the efforts taken by the central government to improve public services last year because the average score has improved from 5.53 to 6.84 in one year.¹² However, there are only 31 service units, which are surveyed consecutively, and it should be noted that the results of year 2008 shows relatively higher score in general compared to the first year, which cannot be simply explained by the government's efforts, since not all of institutions have conducted anticorruption measures intensively in the past years.

KPK also explains that the reason of higher average score from the previous year is because the higher experienced integrity score contributed to a higher total integrity score at the national level, compared to that of potential integrity score. The higher experienced

¹² Directorate of Research and Development, the Corruption Eradication Commission (KPK). Indonesia's Public Sector Integrity 2008: Fact of Corruption in the Public Sector. 2009

integrity can be explained by the followings.¹³

1. Low potential integrity scores show that systems and environments that support transparency and professional public services do not yet exist. Consequently, there are still opportunities for corruption.
2. Users consider that public service systems and facilities are inadequate.
3. The higher experienced integrity score indicates that bribery and the charging of unofficial fees have declined.

Some service units need special attention, which are three units under the Supreme Court, two units under Ministry of Finance, National Land Affairs Body and PT Angkasa Pura II, and one unit under Ministry of Law and Human Rights. What is notable about the result is that four out of five worst service units are under either the Supreme Court or Ministry of Law and Human Rights, where corruption should be far more expected.

Table 1.4.3 Public Sector Integrity Score

No.	Institution	Service Unit	2007	2008	Chg
1	Ministry of National Education	Issuance of permit for establishment of polytechnic		8.60	
2	PEGADAIAN	Services for pawning goods		8.56	
3	Indonesian Islamic Council	Halal Certification		8.53	
4	Food and Drugs Monitoring Body	Issuance and registration of MD and ML		8.45	
5	Bank Indonesia	Cash to commercial bank		8.39	
6	Bank Indonesia	Issuance of permit for forward trading		8.31	
7	BAPPEBTI	Issuance of permit for broker representative		8.14	
8	POS Indonesia	Withdraw pension in cash		8.08	
9	Bank Indonesia	Change small change/cash management		8.07	
10	Ministry of Cooperative and SME	Capital lending to SME		8.06	
11	Ministry of Agriculture	Certification of fumigation and for wood packing company		7.94	
12	BAPPEBTI	Issuance of permit for forward trading		7.94	
13	TASPEN	Pension insurance	6.12	7.94	↑
14	Ministry of National Education	Issuance of permit/accreditation of private universities		7.94	
15	Ministry of Maritime and Fisheries	Issuance of permit for establishment of fishery business	5.59	7.88	↑
16	Ministry of Manpower	Establishment of job training center		7.86	
17	Capital Market Supervisory Body	Issuance of capital market permit		7.81	
18	Ministry of Health	Issuance of permit for drug store		7.74	
19	Ministry of Trade	Registration of Franchise Business		7.71	
20	Ministry of Industry	Testing and calibration		7.64	

¹³ ditto

21	PT. Angkasa Pura	Permit for airport taxi		7.63	
22	Food and Drugs Monitoring Body	Monitoring of therapeutics, drugs and traditional medicines	6.09	7.60	↑
23	Bank Mandiri	Lending (Multi-purpose loan mortgage, asset loan, etc)		7.57	
24	Ministry of Religious Affairs	Administration of Hajj Trip	4.85	7.54	↑
25	Ministry of Foreign Affairs	Issuance of exit permit		7.51	
26	Food and Drugs Monitoring Body	Monitoring of food and drugs		7.51	
27	Ministry of Foreign Affairs	Legalizing documents to be used abroad		7.48	
28	Investment Coordinating Board	Issuance of permit for establishment of foreign company		7.46	
29	CIPTO Mangunkusumo Hospital	Deinstitutionalized patients	5.69	7.45	↑
30	PT. Telkom	Collection of claims	6.12	7.43	↑
31	PERTAMINA	Distribution and marketing of fuels	5.45	7.42	↑
32	PELNI	Ticket sales		7.41	
33	Ministry of Industry	National certification and quality management certification		7.41	
34	Investment Coordinating Board	Issuance of permit for establishment of domestic company		7.40	
35	SUCOFINDO	International Standard Service		7.31	
36	SUCOFINDO	Product checking service		7.31	
37	PERTAMINA	Selecting distributor of 3kg gas canister and accessories		7.31	
38	PERTAMINA	Distribution and marketing of non-fuel products	5.95	7.31	↑
39	Ministry of Health	Major pharmacy trade permit		7.30	
40	PERTAMINA	Domestic distribution and network	5.45	7.30	↑
41	Ministry of Maritime and Fisheries	Issuance of operation for fishing boat	5.59	7.25	↑
42	Ministry of Cooperative and SME	Legalizing cooperatives	6.09	7.23	↑
43	Logistics Affairs Body	Service of distributing rice		7.23	
44	Ministry of Health	Issuance of permit for distribution of health equipments		7.21	
45	Ministry of Energy and Mineral Resources	Issuance of operational permit for mining company and others		7.19	
46	ASABRI	Payment of insurance claim		7.15	
47	Ministry of Maritime and Fisheries	Issuance of permit for fishing business	5.59	7.11	↑
48	Ministry of Foreign Affairs	Visa processing service		7.09	
49	Fatamawati Hospital	Physical examination service for issuance of drug free statement		7.08	
50	CIPTO Mangunkusumo Hospital	Health insurance for the poor	5.60	7.05	↑
51	PT. Telkom	Termination of connection	6.02	6.99	↑
52	National Police	Processing of vehicle licenses (STNK and BPKB)	4.62	6.98	↑
53	Ministry of Energy and Mineral	Issuance of SKT		6.91	

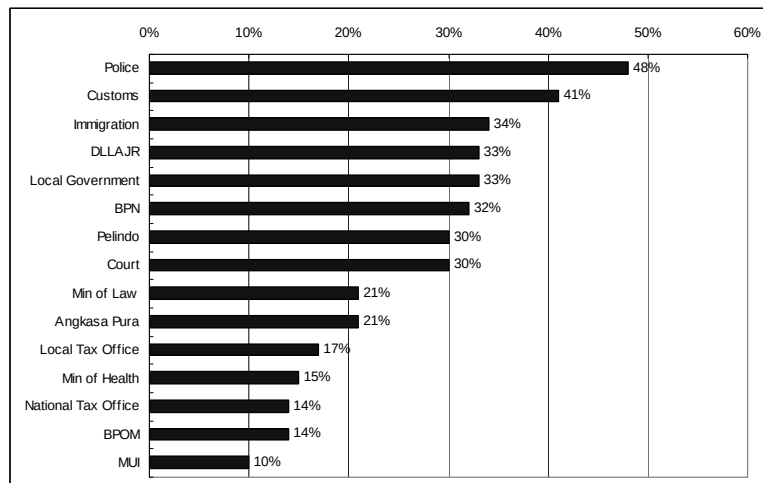
	Resources				
54	PT. KAI	Sales of train ticket		6.90	
55	Ministry of Agriculture	Issuance of permit for investment in horticulture business		6.86	
56	Ministry of Law and Human Rights	Notary service	4.13	6.81	↑
57	Investment Coordinating Board	Issuance of limited import identification number		6.65	
58	Ministry of Finance	Checking of annual tax statement	5.96	5.57	↓
59	PT. Telkom	Installation of new connection	5.60	6.57	↑
60	PT. PLN	Network/Additional power service		6.57	
61	Ministry of Religious Affairs	Issuance of permit for Hajj management business		6.54	
62	National Police	Processing violation of traffic rules		6.53	
63	CIPTO Mangunkusumo Hospital	Institutionalized patients	5.57	6.50	↑
64	Ministry of Religious Affairs	Issuance of permit for religious education school		6.49	
65	Ministry of Manpower	K3 Testing		6.45	
66	Ministry of Foreign Affairs	Processing working permit (passport)		6.44	
67	Ministry of Manpower	Sending and receiving foreign workers	3.45	6.44	↑
68	Ministry of Transportation	Issuance of route permit	4.90	6.44	↑
69	Ministry of Agriculture	Registration of organic fertilizer		6.42	
70	Ministry of Transportation	Issuance of permit for land and air transport business	4.22	6.41	↑
71	Ministry of Social Affairs	Service and rehabilitation for drug abusers		6.38	
72	PT. PLN	Handling of interruption of service		6.36	
73	Bank Indonesia	Loan service		6.30	
74	Ministry of National Education	Issuance of permit for conducting courses		6.29	
75	Supreme Court	South Jakarta Court		6.19	
76	Ministry of Law and Human Rights	Fiduciary service (guarantee for current assets)		6.19	
77	PT. PLN	Issuance of permit for installation of electricity		6.16	
78	Ministry of Manpower	Issuance of permit for foreign worker		5.98	
79	Ministry of Transportation	Issuance of permit for sea transport business	4.22	5.98	↑
80	Ministry of Law and Human Rights	Processing passport related services for Indonesian citizen	4.21	5.83	↑
81	Ministry of Social Affairs	Service and rehabilitation for people with social problems		5.76	
82	Ministry of Trade	Registration of agent/distributor (domestic goods or services)	6.08	5.72	↓
83	BAPPEBTI	Issuance of permit for forward trading company		5.69	
84	PT. Pelindo II	Freight service		5.68	
85	National Police	Complaint handling service (vehicle theft, robbery, etc)		5.65	
86	National Land Agency	Measurement and mapping	4.23	5.59	↑

87	Ministry of Maritime and Fisheries	Rental of cold storage	4.90	5.48	↑
88	Ministry of Religious Affairs	Administrative services for marriage, divorce statement, etc.		5.43	
89	Ministry of Trade	Issuance of export and import permits, trading of dangerous goods	6.44	5.27	↓
90	National Land Agency	Handover of land ownership		5.26	
91	National Police	Processing driving license		5.22	
92	Ministry of National Education	Issuance of operation permit of kindergarten		5.21	
93	PT. Angkasa Pura II	Airport parking service		5.14	
94	PT. Pelindo II	Shipping service		5.13	
95	Ministry of Industry	Preparation of TDP		5.12	
96	PT. Angkasa Pura II	Rental of space at airport		4.94	
97	PT. Angkasa Pura II	Cargo service		4.92	
98	National Land Agency	Claim right service		4.85	
99	National Land Agency	Preparation of land certificate/merging of certificate	4.09	4.56	↑
100	Ministry of Finance	Customs	5.50	4.48	↓
101	Supreme Court	Central Jakarta Court		4.47	
102	Supreme Court	North Jakarta Court		3.07	
103	Ministry of Law and Human Rights	Penitentiary	4.33	2.99	↓
104	Ministry of Finance	State's treasury/KPPN		2.75	
105	Supreme Court	West Jakarta Court		2.52	

Source: ditto

According to the survey, 34% of a total of 4,800 respondents stated that they had to pay additional charges in addition to the official charges. Another survey conducted by TII shows an average amount of “out of official charge” or bribery amount ranges from Rp.1.5 million to Rp.102 million.¹⁴ Since the survey conducted by TII mainly focusing on the perception of corruption on business environment, 60% of respondents are businesspersons, 10% from civil society figures and 30% from public officials, so that the amount range is considerably higher than that seen in daily transactions among the people. Bribery Index indicates the police is the most tainted by bribery, which is 48% followed by customs, immigration and DLLAJR, Road Traffic and Transportation department in the Ministry of Transportation. An average amount that the respondents paid as bribe was Rp.102 million to court, followed by Rp.8.5 million to national tax office, Rp.7.5 million to BPN (National Land Agency) and Rp.5.7 million to the Ministry of Health.

¹⁴ Frenky Simanjutak. Measuring Corruption in Indonesia: Indonesia Corruption Perception Index 2008 and Bribery Index. Transparency International Indonesia. 2009. p.16.



Source: Frenky Simanjuntak. Measuring Corruption in Indonesia: Indonesia Corruption Perception Index 2008 and Bribery Index. (Transparency International Indonesia. Jakarta. 2009)

Figure 1.4.2 Bribery Index of Selected Governmental Institutions

Table 1.4.4 Summary of Survey Method

Item	Description
1. Survey time	Survey was conducted between June and September 2008
2. Location	Jakarta, Bogor, Depok, Bekasi and Tangerang for the central level 51 cities/regencies in 19 provinces and DKI Jakarta (province level)
3. Surveyed Institution	105 units in 40 ministries/non-ministries at central level (15 ministries, 8 LPNDs, 15 state-owned enterprises and 2 BLUs) 4 service units at each local government in 20 provinces
4. Respondent	Central level: 4,800 respondents Local level: 6,468 respondents Criteria: actual user of service unit in the past one year
5. Measures	Variables: experience and potential integrity Indicators: experience of corruption, perception on corruption, working environment, administrative system, attitude of service officer, efforts to deter corruption Sub-indicators: 12 sub-indicators detailing the indicators
6. Method of measurement	Weighting of variables, indicators and sub-indicators by experts
7. Method of data collection	Questionnaire (closed) survey
8. Instruments of data collection	Questionnaire survey In-depth interview Observation
9. Index score	Score range: 0 – 10 (Low to High)

Note: LPND non-ministerial agency, BLU: public service body

Source: ditto

1.5. Corruption Perception and Bribery Index

Transparency International Indonesia (TI Indonesia), which is a chapter of Transparency International, has conducted a survey entitled Indonesia Corruption Perception Index 2008, in line with the well-known Corruption Perception Index (CPI), which measures the perceived level of corruption of countries around the world and being released annually since 1996. TI Indonesia has also produced its own index called Indeks Persepsi Korupsi Indonesia (IPK Indonesia) to measures the perceived level of corruption in regencies and cities in the country. TI Indonesia has conducted the survey for this national index twice, in 2004 and 2006.

The survey was conducted in 2008 as part of “Indonesia Corruption Perception Index 2008: In-depth Analysis and Corruption Perception Survey in Key Cities within Indonesia” project supported under Millennium Challenge Corporation from the government of USA and USAID. The project consists of in-depth analysis research on corruption in ten cities, IPK Indonesia 2008 survey and socialization campaign. The survey also produced Bribery Index that measures the prevalence level of bribe in 15 public institutions. The IPK Indonesia survey was conducted from September to November 2008 with a total sample of 3,841 respondents in 50 cities in Indonesia.¹⁵

TI Indonesia defines corruption as misuse of power for private gain. According to the Indonesian Law No.31 of the Year 1999 amended by Law No.20 of the Year 2001, there are 30 types of criminal activities that can be classified as corruption. These criminal activities can be grouped into seven categories.¹⁶

- 1) Action of public officials that causes state financial loss
- 2) Bribery
- 3) Embezzlement
- 4) Extortion
- 5) Misconduct (in public procurement)
- 6) Conflict of interest (in public procurement)
- 7) Graft

1.5.1. Corruption Perception Index

Research method and sampling of the survey are summarized in the table below.

Table 1.5.1 Research Method and Sampling

Item	Description
Definition	• Bribes: act of payment to government officials, in order to gain privilege or to accelerate bureaucratic process • State official fraud: act of using governmental facilities, goods and funds for personal benefit • Extortion: illicit grant-taking conducted by public officials

¹⁵ Frenky Simanjuntak. Measuring Corruption in Indonesia: Indonesia Corruption Perception Index 2008 and Bribery Index. (Jakarta, 2009). It is unknown yet whether TI Indonesia will continue the same survey in the future. It depends on the availability of financial source and/or assistance.

¹⁶ ditto

	• Conflict of interest in procurement process: direct or indirect involvement in the bidding process of government officials in charge of the procurement process
Perception	• An intuitive judgment based on personal experience, heuristics and available information. • People's perception can be formed either direct involvement, experience with the phenomenon being studied, or by exposure to information various sources, like media.
Index	• An index is a numerical scale used to compare variable with one another. • The range of index is from 0 to 10, where 0 means that government institution is perceived to be very corrupt, while 10 means it is perceived to be very clean.
Sampling Method	• 4,000 individuals in 50 cities were surveyed, and collected data from 3,841 respondents, composed of 2,371 business persons, 1,074 public officials and 396 civil society figures. • Target sample was categorized into three groups. - 60% business persons *a) - 30% public officials *b) - 10% civil society figures *c)
Survey Location	• 33 provincial capitals • 17 cities from the list of BPS survey on inflation in 2006.
CPI (CPI was formulated from questions asked on three perceptions)	• Bribery - Applying business permit - Public utility procedure - Annual tax payment - awarding of public procurement contract - Getting favorable judicial decision - Influencing policy, law and regulation - Speeding up bureaucratic process • Local government fraud • Conflict of interest • Two variables related to above are to being serious about eradicating corruption. • Local government's effort on preventing corruption • Local law enforcement to prosecute corruption cases

Note:

*a) Business persons are from the following sectors. Agriculture, mining and quarrying, industry, electricity, gas and water supply, construction and trade, hotel and restaurant.

*b) Public officials are from the following institutions. Tax office, the police, immigration office, National Land Agency: BPN, Local government legislative, district Attorney General Office, court, public service office, Ministry of Religious Affairs; MORA and Ministry of National Education; MONE.

*c) Civil society figures include academics, religious and community leaders.

Source: Frenky Simanjuntak. Measuring Corruption in Indonesia: Indonesia Corruption Perception Index 2008 and Bribery Index. (Transparency International Indonesia. Jakarta. 2009)

The result of CPI shows Yogyakarta gains the highest score, 6.43 and Kupang at the lowest of 2.97, and an average score is 4.42. It shows that business persons perceive bribery and corruption are not much common in the cities like Yogyakarta (Yogyakarta province),

Palangka Raya (Central Kalimantan province) and Banda Aceh (Aceh province).

The table shows the top and lowest five cities of CPI result.

Table 1.5.2 Indonesia Corruption Perception Index 2008

No.	City, Province	CPI
Top 5 cities		
1	Yogyakarta, Yogyakarta	6.43
2	Palangka Raya, Central Kalimantan	6.10
3	Banda Aceh, Aceh	5.87
4	Jambi, Jambi	5.57
5	Mataram, West Nusa Tenggara	5.41
Lowest 5 cities		
46	Purwokerto, Central Jawa	3.54
47	Kendari, Southeast Sulawesi	3.43
48	Manokwari, West Papua	3.39
49	Tegal, Central Jawa	3.32
50	Kupang, East Nusa Tenggara	2.97

Source: ditto

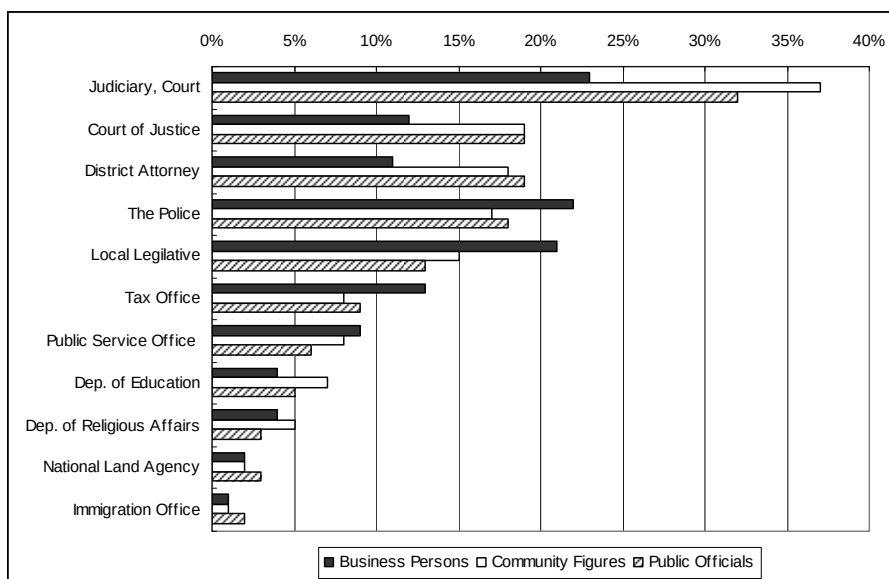
The table shows the top and the lowest five cities of the result of perception of business persons on local government effort to curb corruption.

Table 1.5.3 Perception on Local Government Effort to Curb Corruption in 2008

No.	City, Province	Score
Top 5 cities		
1	Yogyakarta, Yogyakarta	6.43
2	Banda Aceh	6.27
3	Surakarta (Solo), Central Jawa	6.19
4	Palangka Raya, Central Kalimantan	6.03
5	Pangkal Pinang, Bangka-Belitung Islands	5.74
Lowest 5 cities		
46	Lhokseumawe, Aceh	3.71
47	Manokwari, West Papua	3.59
48	Kupang, East Nusa Tenggara	3.36
49	Kendari, Southeast Sulawesi	3.19
50	Sorong, West Papua	3.04

Source: ditto

The survey asked the respondents which governmental institutions should be prioritized to be clean from corruption, and the result shows in the following figure. All groups of respondents answered that the first priority should be given to the court of justice, followed by district attorney office, police and local legislative.



Source: ditto

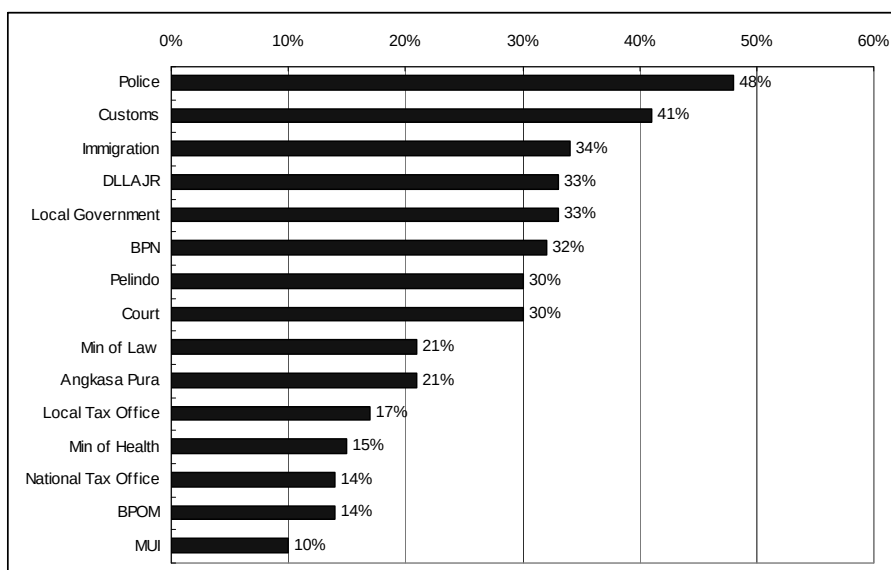
Figure 1.5.1 Priority Perceived for Corruption Eradication

1.5.2. Bribery Index

Bribery Index was calculated from business persons' responses on their experiences with bribery at various governmental institutions when they are seeking for public administrative services or conducting business with them. The index is calculated by;

$(\text{number of times requested for a bribe} / \text{number of times business persons contacted with the particular governmental institution}) \times 100 = \text{XX}\%$.

In addition, each business person who has paid bribes was asked to reveal the average amount given on his/her last interaction with a public officer. All collected amounts were then averaged for each institution.



Source: ditto

Figure 1.5.2 Bribery Index

Table 1.5.4 Average Amount given to Public Officials as Bribe

Institution	Amount (Rp.)
The Police	2,273,000
Customs	3,272,000
Immigration	2,807,000
DLLAJR ^{*1)}	1,543,000
Local Government	4,219,000
National Land Agency	7,555,000
PT. Persero Pelabuhan Indonesia	2,678,000
Court	102,412,000
Ministry of Law and Human Resources	3,953,000
PT. Angkasa Pura	2,059,000
Local Tax Office	4,709,000
Ministry of Health	5,744,000
National Tax Office	8,502,000
National Agency of Drug and Food Control (BPOM)	4,438,000
Indonesian Ulama Council (MUI)	1,678,000

Note: *1) DLLAJ: Road Traffic and Transportation department in Ministry of Transportation

Source: ditto

The survey asked public officials whether they have an experience of being offered a bribe and how they responded to it. 54% of them said they have never been offered a bribe, followed by sometimes at 38%, often at 5% and 2% of them answered they received it always.

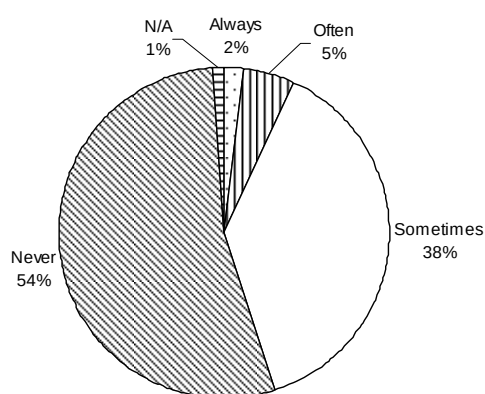


Figure 1.5.3 Public Officials Offered Bribe

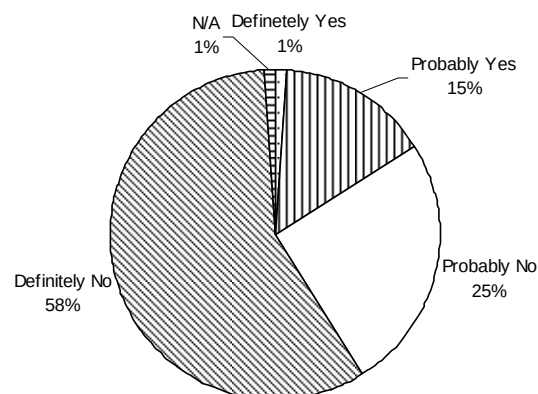


Figure 1.5.4 Public Officials Respond to Bribe

When the respondents, who answered they were offered a bribe by public service users, were asked whether they would have received it, 58% of them stated they would have refused it, followed by probably no at 25%, probably yes at 15% and definitely no at 1%.

1.6. Data Sheet

Table 1.6.1 Basic Indicators

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
1. Law Enforcement								
1	Number of Prosecutor Office	location		www.kejaksaan.go.id	Y	Annual		
2	Number of District Prosecutor Office	location		www.kejaksaan.go.id	Y	Annual		
3	Number of Prosecutor	person		www.kejaksaan.go.id	Y	Annual		
4	Number of Clerk at Prosecutor Office	person		www.kejaksaan.go.id	Y	Annual		
5	Number of Staff at Prosecutor Office	person		www.kejaksaan.go.id	Y	Annual		
6	Number of Judge	person		www.mahkamahagung.go.id	Y	Annual		
7	Number of Clerk at court	person		www.mahkamahagung.go.id	Y	Annual		
8	Number of Executive Officer at court	person		www.mahkamahagung.go.id	Y	Annual		
9	Number of Public Officials at court	person		www.mahkamahagung.go.id	Y	Annual		
2. Gratification								
1	Number of gratification case by province	case		http://202.127.109.99:83/acch2/files	Y	Annual		*1
3. Corruption Indicators								
1	Control of Corruption Index	score		www.undpcc/ik/ext/crhdr/Media_centre.html	Y	Annual		
2	ICRG Corruption Score	score		www.undpcc/ik/ext/crhdr/Media_centre.html	Y	Annual		
3	Corruption Perception Index	score		www.undpcc/ik/ext/crhdr/Media_centre.html	Y	Annual		
4								
5								

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

*1 Anticorruption Clearing House Website (KPK & GTZ)

Table 1.6.2 Governance and Anticorruption related Indicators (Time series)

1. Law Enforcement								
No.	Indicator	Unit	2005	2006	2007	2008	2009	
1	Number of High Prosecutor Office *1	location	N/A	N/A	N/A	N/A	30	
2	Number of District Prosecutor Office *1	location	N/A	N/A	N/A	N/A	325	
3	Number of Prosecutor *2	prs	N/A	N/A	N/A	N/A	7,698	
4	Number of Clerk at Prosecutor Office *2	prs	N/A	N/A	N/A	N/A	11,761	
5	Number of Total staff at Prosecutor Office *2	prs	N/A	N/A	N/A	N/A	19,459	
6	Number of Judge *3	prs	N/A	8,047	6,946	6,392	7,489	
	- General Court	prs	N/A	3,787	3,559	3,509	3,691	
	- Religious Court	prs	N/A	3,941	3,053	2,755	3,416	
	- State Administration Court	prs	N/A	237	240		285	
	- Military Court	prs	N/A	82	94	128	97	
7	Number of Clerk *3	prs	N/A	9,633	8,997	8,700	16,847	*5
	- General Court	prs	N/A	5,741	5,165	5,620	5,871	
	- Religious Court	prs	N/A	3,414	3,334	2,947	10,372	
	- State Administration Court	prs	N/A	414	444	-	531	
	- Military Court	prs	N/A	64	54	133	73	
8	Number of Executive Officer *3	prs	N/A	1,663	1,709	1,782	-	
	- General Court	prs	N/A	601	681	716	-	
	- Religious Court	prs	N/A	1,062	1,028	1,034	-	
	- State Administration Court	prs	N/A	-	-	-	-	
	- Military Court	prs	N/A	-	-	32	-	
9	Number of Public Officials in L/E institutions *3 *4	prs	N/A	-	5,035	n.a.	n.a.	
	- General Court	prs	N/A	-	1,397	n.a.	n.a.	
	- Religious Court	prs	N/A	-	2,745	n.a.	n.a.	
	- State Administration Court	prs	N/A	-	574	n.a.	n.a.	
	- Military Court	prs	N/A	-	319	n.a.	n.a.	

Note: n.a.: Not available, -: not applicable/no indicator available in respective year, N/A: cannot be collected at the time of rep

*1 www.kejaksaan.go.id

*2 Biro Kepegawaian Kejaksaan RI, Mei 2009, www.kejaksaan.go.id

*3 Mahkamah Agung Republik Indonesia, Laporan Tahunan 2009, 2008, 2007, 2006

www.mahkamahagung.go.id

*4 L/E: Law Enforcement

*5 For 2009: the number of executive officers is included in the number of clerks

Table 1.6.3 Graft Case by Province (2004 – 2009)

2. Graft								
No.	Indicator	Unit	2004	2005	2006	2007	2008	2009 *1
1	Number of grat case in Total		1	17	221	138	271	130
	Nanggroe Aceh Darusalam	case	0	0	4	1	0	0
	North Sumatera	case	0	0	0	0	7	1
	Riau	case	0	4	0	0	2	1
	Kepulauan Riau	case	0	0	3	2	2	0
	West Sumatera	case	0	0	0	1	3	1
	South Sumatera	case	0	1	3	0	1	0
	Bangka Belitung Islands	case	0	0	0	2	1	0
	Jambi	case	0	0	0	0	2	0
	Bengkulu	case	0	0	1	0	0	0
	Lampung	case	0	0	0	12	3	3
	West Jawa	case	0	5	48	3	16	3
	Banten	case	0	0	0	0	4	1
	South Kalimantan	case	0	0	25	0	1	0
	Central Kalimantan	case	0	1	0	0	0	0
	West Kalimantan	case	0	0	0	0	3	0
	East Kalimantan	case	1	0	57	0	2	0
	DKI Jakarta	case	0	2	24	90	159	35
	DI. Yogyakarta	case	0	0	0	0	2	1
	Central Jawa	case	0	1	1	6	49	50 *
	East Jawa	case	0	3	54	1	10	30 *
	North Sulawesi	case	0	0	0	0	0	0
	South Sulawesi	case	0	0	0	0	2	0
	Central Sulawesi	case	0	0	0	0	0	0
	Southeast Sulawesi	case	0	0	0	0	0	0
	Gorontalo	case	0	0	0	0	0	3
	Papua	case	0	0	0	0	2	0
	Bali	case	0	0	0	0	0	0
	West Nusa Tenggara	case	0	0	0	20	0	0
	East Nusa Tenggara	case	0	0	1	0	0	0
	North Maluku	case	0	0	0	0	0	0
	Maluku	case	0	0	0	0	0	1
	West Papua	case	0	0	0	0	0	0
	West Sulawesi	case	0	0	0	0	0	0

Note n.a.: Not available, -: not applicable/no indicator available in respective year, N/A: cannot be collected at the time of reporting

*1 Data is up to April 22, 2009

*2 For 2008 and 2009, gratification of school head from grant and special allocation fund is included.

Source: www.kpk.go.id

Table 1.6.4 Control of Corruption Index (ASEAN + China and India)

No.	Indicator	Unit	Indonesia	Brunei	Cambodia	Lao	Malaysia	Myanmar	Philippines	Singapore	Thailand	Vietnam	China	India
1	Control of Corruption Index (2008)	score	-0.64	0.51	-1.14	-1.23	0.01	-1.69	-0.75	2.34	-0.38	-0.76	-0.44	-0.37
2	ICRG Corruption Score (2006)	score	2.33	2.50	-	-	2.38	1.00	2.00	4.50	1.50	-	1.88	2.50
3	Corruption Perception Index (2009)	score	2.8	5.5	2.0	2.0	4.5	1.4	2.4	9.2	3.4	2.7	3.6	3.4
4														
5														

Note: CCI values range between -2.5 to 2.5; higher values represent greater control of corruption. ICRG values range between 0 to 6; higher values represent low potential risk of corruption. CPI values range between 0 and 10; higher values represent low perception of corruption.
Source: www.undpcc/lk/ext/crhdr/Media_centre.html

Worldwide Governance Indicator (Control of Corruption)

	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Indonesia	-0.51	-	-1.16	-	-0.98	-	-1.13	-0.97	-0.91	-0.87	-0.77	-0.69	-0.64	N/A
Brunei	0.37	0.43	0.33	0.33	0.33	0.29	0.40	0.25	0.24	0.24	0.24	0.51	0.51	N/A
Cambodia	-1.17	-1.11	-0.93	-0.93	-0.93	-0.93	-0.93	-1.05	-1.18	-1.21	-1.11	-1.14	-1.14	N/A
Lao	-1.18	-0.69	-0.92	-0.92	-0.92	-1.01	-1.10	-1.16	-1.12	-1.12	-1.04	-1.23	-1.23	N/A
Malaysia	0.54	0.61	0.40	0.40	0.36	0.32	0.42	0.32	0.36	0.36	0.23	0.14	0.14	N/A
Myanmar	-1.23	-1.37	-1.39	-1.39	-1.36	-1.38	-1.69	-1.62	-1.72	-1.72	-1.47	-1.69	-1.69	N/A
Philippines	-0.31	-0.37	-0.55	-0.55	-0.52	-0.51	-0.62	-0.64	-0.79	-0.79	-0.79	-0.75	-0.75	N/A
Singapore	2.23	2.19	2.18	2.18	2.37	2.31	2.31	2.17	2.19	2.19	2.22	2.34	2.34	N/A
Thailand	-0.34	0.02	-0.19	-0.19	-0.33	-0.26	-0.21	-0.13	-0.24	-0.24	-0.41	-0.38	-0.38	N/A
Vietnam	-0.55	-0.68	-0.77	-0.77	-0.70	-0.62	-0.80	-0.80	-0.76	-0.76	-0.68	-0.76	-0.76	N/A
China	-0.08	-0.31	-0.22	-0.22	-0.41	-0.37	-0.58	-0.67	-0.53	-0.53	-0.61	-0.44	-0.44	N/A
India	-0.38	-0.31	-0.40	-0.40	-0.44	-0.35	-0.34	-0.34	-0.23	-0.23	-0.39	-0.37	-0.37	N/A

Source: www.undpcc/lk/ext/crhdr/Media_centre.html

Table 1.6.5 ICRG Corruption Score (1996 – 2006)

	1996	2000	2005	2006
Indonesia	3.00	1.92	1.00	2.33
Brunei	4.00	3.00	2.50	2.50
Cambodia	-	-	-	-
Lao	-	-	-	-
Malaysia	4.00	3.00	2.42	2.38
Myanmar	1.83	1.00	1.00	1.00
Philippines	3.00	2.42	2.00	2.00
Singapore	4.00	4.00	4.50	4.50
Thailand	3.00	2.25	1.50	1.50
Vietnam	3.00	2.00	1.50	2.46
China	2.00	1.08	2.00	1.88
India	3.00	3.00	2.50	2.50

Note: n.a.: Not available, -: not applicable/no indicator available in respective year, N/A: cannot be collected at the time of reporting
Source: www.undpcc/lk/ext/crhdr/Media_centre.html

Table 1.6.6 Corruption Perception Index (2000 – 2009)

Corruption Perception Index (Transparency International)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Indonesia	1.7	1.9	1.9	1.9	2.0	2.2	2.4	2.3	2.6	2.8
Brunei	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	5.5
Cambodia	n.a.	n.a.	n.a.	n.a.	n.a.	2.3	2.1	2.0	1.8	2.0
Lao	n.a.	n.a.	n.a.	n.a.	n.a.	3.3	2.6	1.9	2.0	2.0
Malaysia	4.8	5.0	4.9	5.2	5.0	5.1	5.0	5.1	5.1	4.5
Myanmar	n.a.	n.a.	n.a.	1.6	1.7	1.8	1.9	1.4	1.3	1.4
Philippines	2.8	2.9	2.6	2.5	2.6	2.5	2.5	2.5	2.3	2.4
Singapore	9.1	9.2	9.3	9.4	9.3	9.4	9.4	9.3	9.2	9.2
Thailand	3.2	3.2	3.2	3.3	3.6	3.8	3.6	3.3	3.5	3.4
Vietnam	2.5	2.6	2.4	2.4	2.6	2.6	2.6	2.6	2.7	2.7
China	3.1	3.5	3.5	3.4	3.4	3.2	3.3	3.5	3.6	3.6
India	2.8	2.7	2.7	2.8	2.8	2.9	3.3	3.5	3.4	3.4

Note: n.a.: Not available, -: not applicable/no indicator available in respective year, N/A: cannot be collected at the time of reporting
Source: http://www.transparency.org/policy_research/surveys_indices/cpi/

Table 1.6.7 Pubic Sector Integrity Score (National Level: 2007 – 2008)

Integrity Score: National Level						
No.	Institution	Service Unit	2007	2008	Dif.	2009
1	Ministry of National Education	Issuance of permit for establishment of polytechnic		8.60		
2	PEGADAIAN	Services for pawning goods		8.56		
3	Indonesian Islamic Council	Halal Certification		8.53		
4	Food and Drugs Monitoring Body	Issuance and registration of MD and ML		8.45		
5	Bank Indonesia	Cash to commercial bank		8.39		
6	Bank Indonesia	Issuance of permit for forward trading		8.31		
7	BAPPEBTI	Issuance of permit for broker representative		8.14		
8	POS Indonesia	Withdraw pension in cash		8.08		
9	Bank Indonesia	Change small change/cash management		8.07		
10	Ministry of Cooperative and SME	Capital lending to SME		8.06		
11	Ministry of Agriculture	Certification of fumigation and for wood packing company		7.94		
12	BAPPEBTI	Issuance of permit for forward trading		7.94		
13	TASPEN	Pension insurance	6.12	7.94	↑	
14	Ministry of National Education	Issuance of permit/accreditation of private universities		7.94		
15	Ministry of Maritime and Fisheries	Issuance of permit for establishment of fishery business	5.59	7.88	↑	
16	Ministry of Manpower	Establishment of job training center		7.86		
17	Capital Market Supervisory Body	Issuance of capital market permit		7.81		
18	Ministry of Health	Issuance of permit for drug store		7.74		
19	Ministry of Trade	Registration of Franchise Business		7.71		
20	Ministry of Industry	Testing and calibration		7.64		
21	PT. Angkasa Pura	Permit for airport taxi		7.63		
22	Food and Drugs Monitoring Body	Monitoring of therapeutics, drugs and traditional medicines	6.09	7.60	↑	
23	Bank Mandiri	Lending (Multi-purpose loan mortgage, asset loan, etc)		7.57		
24	Ministry of Religious Affairs	Administration of Hajj Trip	4.85	7.54	↑	
25	Ministry of Foreign Affairs	Issuance of exit permit		7.51		
26	Food and Drugs Monitoring Body	Monitoring of food and drugs		7.51		
27	Ministry of Foreign Affairs	Legalizing documents to be used abroad		7.48		
28	Investment Coordinating Board	Issuance of permit for establishment of foreign company		7.46		
29	CIPTO Mangunkusumo Hospital	Deinstitutionalized patients	5.69	7.45	↑	
30	PT. Telkom	Collection of claims	6.12	7.43	↑	
31	PERTAMINA	Distribution and marketing of fuels	5.45	7.42	↑	
32	PELNI	Ticket sales		7.41		
33	Ministry of Industry	National certification and quality management certification		7.41		
34	Investment Coordinating Board	Issuance of permit for establishment of domestic company		7.40		
35	SUCOFINDO	International Standard Service		7.31		
36	SUCOFINDO	Product checking service		7.31		
37	PERTAMINA	Selecting distributor of 3kg gas canister and accessories		7.31		
38	PERTAMINA	Distribution and marketing of non-fuel products	5.95	7.31	↑	
39	Ministry of Health	Major pharmacy trade permit		7.30		
40	PERTAMINA	Domestic distribution and network	5.45	7.30	↑	
41	Ministry of Maritime and Fisheries	Issuance of operation for fishing boat	5.59	7.25	↑	
42	Ministry of Cooperative and SME	Legalizing cooperatives	6.09	7.23	↑	
43	Logistics Affairs Body	Service of distributing rice		7.23		
44	Ministry of Health	Issuance of permit for distribution of health equipments		7.21		
45	Ministry of Energy and Mineral Resources	Issuance of operational permit for mining company and others		7.19		
46	ASABRI	Payment of insurance claim		7.15		
47	Ministry of Maritime and Fisheries	Issuance of permit for fishing business	5.59	7.11	↑	
48	Ministry of Foreign Affairs	Visa processing service		7.09		
49	Fatamawati Hospital	Physical examination service for issuance of drug free statement		7.08		
50	CIPTO Mangunkusumo Hospital	Health insurance for the poor	5.60	7.05	↑	
51	PT. Telkom	Termination of connection	6.02	6.99		
52	National Police	Processing of vehicle licenses (STNK and BPKB)	4.62	6.98	↑	
53	Ministry of Energy and Mineral Resources	Issuance of SKT		6.91		
54	PT. KAI	Sales of train ticket		6.90		
55	Ministry of Agriculture	Issuance of permit for investment in horticulture business		6.86		
56	Ministry of Law and Human Rights	Notary service	4.13	6.81	↑	
57	Investment Coordinating Board	Issuance of limited import identification number		6.65		
58	Ministry of Finance	Checking of annual tax statement	5.96	5.57	↓	
59	PT. Telkom	Installation of new connection	5.60	6.57	↑	

(continued)

No.	Institution	Service Unit	2007	2008	Dif.	2009
60	PT. PLN	Network/Additional power service		6.57		
61	Ministry of Religious Affairs	Issuance of permit for Hajj management business		6.54		
62	National Police	Processing violation of traffic rules		6.53		
63	CIPTO Mangunkusumo Hospital	Institutionalized patients	5.57	6.50	↑	
64	Ministry of Religious Affairs	Issuance of permit for religious education school		6.49		
65	Ministry of Manpower	K3 Testing		6.45		
66	Ministry of Foreign Affairs	Processing working permit (passport)		6.44		
67	Ministry of Manpower	Sending and receiving foreign workers	3.45	6.44	↑	
68	Ministry of Transportation	Issuance of route permit	4.90	6.44	↑	
69	Ministry of Agriculture	Registration of organic fertilizer		6.42		
70	Ministry of Transportation	Issuance of permit for land and air transport business	4.22	6.41	↑	
71	Ministry of Social Affairs	Service and rehabilitation for drug abusers		6.38		
72	PT. PLN	Handling of interruption of service		6.36		
73	Bank Indonesia	Loan service		6.30		
74	Ministry of National Education	Issuance of permit for conducting courses		6.29		
75	Supreme Court	South Jakarta Court		6.19		
76	Ministry of Law and Human Rights	Fiduciary service (guarantee for current assets)		6.19		
77	PT. PLN	Issuance of permit for installation of electricity		6.16		
78	Ministry of Manpower	Issuance of permit for foreign worker		5.98		
79	Ministry of Transportation	Issuance of permit for sea transport business	4.22	5.98	↑	
80	Ministry of Law and Human Rights	Processing passport related services for Indonesian citizen	4.21	5.83	↑	
81	Ministry of Social Affairs	Service and rehabilitation for people with social problems		5.76		
82	Ministry of Trade	Registration of agent/distributor (domestic goods or services)	6.08	5.72	↓	
83	BAPPEBTI	Issuance of permit for forward trading company		5.69		
84	PT. Pelindo II	Freight service		5.68		
85	National Police	Complaint handling service (vehicle theft, robbery, etc)		5.65		
86	National Land Agency	Measurement and mapping	4.23	5.59	↑	
87	Ministry of Maritime and Fisheries	Rental of cold storage	4.90	5.48	↑	
88	Ministry of Religious Affairs	Administrative services for marriage, divorce statement, etc.		5.43		
89	Ministry of Trade	Issuance of export and import permits, trading of dangerous goods	6.44	5.27	↓	
90	National Land Agency	Handover of land ownership		5.26		
91	National Police	Processing driving license		5.22		
92	Ministry of National Education	Issuance of operation permit of kindergarten		5.21		
93	PT. Angkasa Pura II	Airport parking service		5.14		
94	PT. Pelindo II	Shipping service		5.13		
95	Ministry of Industry	Preparation of TDP		5.12		
96	PT. Angkasa Pura II	Rental of space at airport		4.94		
97	PT. Angkasa Pura II	Cargo service		4.92		
98	National Land Agency	Claim right service		4.85		
99	National Land Agency	Preparation of land certificate/merging of certificate	4.09	4.56	↑	
100	Ministry of Finance	Customs	5.50	4.48	↓	
101	Supreme Court	Central Jakarta Court		4.47		
102	Supreme Court	North Jakarta Court		3.07		
103	Ministry of Law and Human Rights	Penitentiary	4.33	2.99	↓	
104	Ministry of Finance	State's treasury/KPPN		2.75		
105	Supreme Court	West Jakarta Court		2.52		

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

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Source: KPK. Indonesia's Public Sector Integrity 2008 – Facts of Corruption in the Public Sector. 2009

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2. Electricity and Energy

2.1. Overview

2.1.1. National Development Plan

The National Long Term Development Plan 2005-2025 and Law 17 of 2007 provides the status in the field of energy infrastructure, including electricity, the main problems faced by, among others, are still large gaps between supply and demand of energy, including electricity more critical conditions in many regions because of limited capability providing the investment and management of energy infrastructure and facilities; still low effectiveness and efficiency of utilization of facilities and infrastructure already installed in the last decade; still high consumer dependence on fossil fuels; still dominant equipment and supporting materials must be imported; and the regulations are not consistent. Energy needs are not evenly distributed and exposed to the vast area of Indonesia archipelago shaped with varying population densities make it difficult enough to develop various types of facilities and infrastructure for optimal energy. It was also influenced by the location of primary energy reserves potential spread and most distant from load centers; limited human resources, science and technology; high growth in demand for various types of energy each year; and the condition of people's purchasing power is still low.

With the growing number of population, housing needs until the year 2020 is estimated to reach more than 30 million units so that the needs of the home per year is estimated to reach 1.2 million units. Data in 2004 noted that as many as 4.3 million households do not have a house. Drinking water supply was also not significant progress. Based on statistical data on Housing and Settlement of 2004, the total population (urban and rural) who have access to potable water service piping only reached 18.3%, only slightly increased compared with the previous 10 years (14.7%). Similarly, the handling of waste in urban and rural areas reached 18.41% or 40 million inhabitants, while the scope of the new drainage services to serve 124 million people.

The main challenges facing the energy sector is to increase the reliability of energy supplies, facilities and infrastructure, and processes and distribution for domestic purposes because there is no local tariff policy to meet the needs of various types of energy facilities and infrastructure. In addition, the location of the energy resource potential located mostly outside Java, for this development to channel limited conventional energy resources of the location of the center of energy demand, while the facilities and other energy infrastructure, especially renewable energy is still very behind.

The fulfillment of reliable and efficient electricity supply is needed and commitment to household electrification and rural electrification remain a challenge, as well as the implementation of post and telecommunication services in an efficient and modern information society to the creation of Indonesia. Realization of water resource conservation is able to maintain the sustainability of water resources functions.

The role of government focused on the formulation of development policies and infrastructure facilities, while the private sector's role in the provision of facilities and infrastructure will be increasingly enhanced, especially for projects that are commercial.

Cooperation with the private sector in infrastructure development is directed to (a) providing transport facilities and infrastructure for commodity distribution services trade and industry and the movement of passengers and goods, both in national and international scope; (b) eliminate the gap between supply and demand and the effectiveness and the efficiency of electricity; (c) increasing teledensity telematics services user community services, and (d) meet the housing needs of the community and realize the city without slums.

Development of energy infrastructure and electricity aimed at the development of energy infrastructure and facilities to improve access and services to energy consumers through the following

- Development capabilities meet the needs of the national electricity are adequate and can have high reliability through the rehabilitation and Repowering existing plants and plant new
- Development of electricity supply systems that have the institutional governance systems structured by optimizing the system and electricity management processes are functioning efficiently, productively, and professionally, so as to provide wider opportunities and conducive to private investment that is separate from social mission, and able to engage in a wide role of local governments, especially for non-commercial area
- Developing energy diversification for power plants, new plants, especially in coal-based electricity and gas are limited and the medium term in order to replace the use of fuel oil and in the long term will promote renewable energy, especially bio-energy, geothermal, hydropower, wind power, solar power, nuclear power even taking into account safety factors are strictly;
- Development of supporting industries that put forward the national electricity increased local content, development efficiency involving science and technology business, education, government, and society as integrated and based strategic knowledge transfer (knowledge transfer), including the development of product standardization and certification of the national electricity;
- Development of electricity systems are environmental friendly
- Fuel Piping network development, refineries, depots, and transit terminals;
- Piping network build an integrated gas;
- Construction of infrastructure facilities and transportation of coal from mines to the port location and distribution infrastructure; and
- Development of infrastructure and geothermal renewable alternative energy, especially micro hydro and solar energy.

Renewable natural resources, both on land and at sea, should be managed and exploited in a rational, optimal, efficient, and responsible to utilize all the functions and benefits are balanced. Management of renewable natural resources that are already in critical condition directed at efforts to rehabilitate and restore the carrying capacity is further directed to the use of environmental services that do not further damage and eliminate his ability as a capital for sustainable development. Results or income derived from the utilization of renewable natural resources should be invested back efforts to foster recovery, rehabilitation, and backup generation for the benefit of present and future generations. In addition,

utilization of natural resources will be directed to renewable energy needs in the country by using marine-based resources and agricultural products as alternative energy.

Maintaining Availability of Energy Security Safeguarding the availability of energy is directed to provide energy in the measured time between the availability of energy resources and the level of community needs.

2.1.2. Mid-Term Development Plan (2010-2014)

Accelerated development program 10,000 MW power plant, has significantly increased the ratio of rural electrification and the ratio of electricity each of approximately 66.3% and 96.8% with a level of losses of about 11.5%. The program is intended to reduce reliance on Healthy mix of fuel and energy in generating electricity. increased utilization of renewable energy, particularly biofuels, geothermal, hydropower, wind power and solar power for electricity

Energy sector to build resilience to achieve diversification of energy ensure the sustainability of energy supply and the amount of energy in Indonesia and to the entire population of Indonesia with the level of income vary, increasing use of renewable energy (renewable energy) and actively participate and take advantage of the development of carbon trading Globally, increasing efficiency and saving energy consumption in both the environment household and industrial and transportation sectors, and produce energy clean and economical.

Table 2.1.1 Major National Development Goals for Energy “RPJMN 2010-2014”

No.	Program	Target
1.	Increased capacity of electricity	3,000 MW per year
2.	Increased electrification ratio	In the year of 2014, reached 80 percent
3.	Increased oil production	In the year of 2014, reached 1.01 million barrels per day
4.	Increasing the utilization of geothermal energy	In the year of 2014, reached 5,000MW

Source: Energy Sectoral Strategic Plan (2009 – 2014)

The achievement of the National Energy Security ensures the continuity of national growth through institutional restructuring and optimizing the utilization of alternative energy as wide as possible. The core substance of the energy sector action programs are as follows:

- Policy: Taking authority over energy policy in the Office of the President to ensure the handling of an integrated national energy according to the National Energy Master Plan;
- Restructuring of SOEs: Transformation and consolidation of state-owned energy sector starts from PLN and Pertamina, which finished no later than 2010 and was followed by other state;
- Energy capacity: Increased electricity generation capacity by an average of 3000 MW per year from 2010 to the electrification ratio that includes 62% in 2010 and 80% in 2014; and crude oil production by more than 1.01 million barrels per day starting in 2014;

- Alternative energy: Increased use of renewable energy including geothermal alternative energy so that up to 2,000 MW by 2012 and 5,000 MW in 2014 and started production of coal bed methane to generate electricity in 2011 with the potential use of solar power, micro-hydro, and nuclear gradually;
- Second product and derivative-product of oil / gas: Revitalization-product processing industry / oil derivatives and gas as raw material of textile industry, fertilizers and other downstream industries;
- Conversion to the use of gas: The expansion of the kerosene conversion program into a gas that includes 42 million head of the Family in 2010; the use of natural gas as fuel for urban public transport in Palembang, Surabaya and Denpasar.

2.1.3. Sectoral Strategic Plan (2009-2014)

The Minister of Energy and Mineral Resources, thru the National Energy Board (DEN) formulated National Energy Policy, which will be completed in March 2010. The National Energy Policy contains the General Plan of National Energy (RUEN) and stipulates the countermeasures during energy crisis. The National Energy Policy is aimed to achieve security and sustainable energy. Areas that will be responded and advanced by this policy includes traffic issues, energy prices, financing of energy infrastructure, utilization of energy resources in protected forest areas, reduction of emissions from the energy sector, energy utilization efficiency in the transportation sector, technology transfer and development of domestic technology in the sector energy, development of new Renewable Energy (EBT) and the allocation of gas to the energy industry and non-energy.

The National Energy Board (DEN) was formed under the mandate of Act No. 30 of 2007 on Energy, Article 12, Article 13 and Article 14. It is composed of the following: Chairman (President of the Republic of Indonesia), Vice Chairman (Vice President) with the Chief Executive of the Minister of Energy and Mineral Resources and a 15-members consists consisting of 7 (seven) representative from Ministers and government officials and 8 (eight) members representing private sector and academe.

Table 2.1.2 Mid Term Development Plan for Energy Sector Year 2010-2014

Energy Capacity	Sumatera	Java-Bali	Kalimantan	Sulawesi	NTT Nusa Tenggara	Maluku	Papua
Increased capacity of power generation through diesel power plant (Unit / kW)	Diesel PP in Aceh is 9 unit, Riau is 4 unit and Babel is 13 unit	4 Unit, 1MW in Bali	West Kalimantan is 7 Unit, Central Kalimantan is 5 unit, East Kalimantan is 6 unit, South Kalimantan is 4 unit	14 unit in North Sulawesi, 6 unit in Gorontalo, 7 unit in Central Sulawesi, 8 unit in South Sulawesi, and 10 unit in Southeast Sulawesi.	8 unit in West Nusa Tenggara, 17 unit in East Nusa Tenggara.	13 unit in Maluku and 18 unit in North Maluku.	22 unit in Papua.
Increased power generation capacity through power transmission network (kms)	10,038 kms for Electricity transmission	7,737 kms for Electricity transmission	4,144 kms for Electricity transmission	3,177 kms for Electricity transmission	1,216 kms for Electricity transmission	359 kms for Electricity transmission	265 kms for Electricity transmission
Increased power generation capacity through the relay Power Transmission (MVA)	11,700 MVA for Main Sub-station	40,920 MVA for main sub-station	1,510 MVA for main sub-station	2,250 MVA for main sub-station	670 MVA for main sub-station	130 MVA for main sub-station	130 MVA for main sub-station
Increased power generation capacity through distribution sub-station kVA	14,150 distribution sub-station for 725,500 kVA	6,280 distribution sub-station for 324,750 kVA	6,910 distribution sub-station for 340,250 kVA	9,035 distribution sub-station for 439,750 kVA	4,890 distribution sub-station for 253,750 kVA	3,725 distribution sub-station for 191,000 kVA	2,400 distribution sub-station for 126,250 kVA
Increased power generation capacity through middle transmission network (MTN)	MTN 46,330 kms	MTN 19,320 kms	MTN 19,350 kms	MTN 25,580 kms	MTN 13,355 kms	MTN 9,650 kms	MTN 6,450 kms
Increased power generation capacity through low transmission network (LTN)	LTN 45,990 kms	LTN 18,310 kms	LTN 19,350 kms	LTN 24,760 kms	LTN 14,410 kms	LTN 8,360 kms	LTN 5,850 kms
Increased power generation installed geothermal power plant	Installed capacity Geothermal Power Plant is 1,825 MW in 2014	Installed capacity Geothermal Power Plant is 1,525 MW in 2014	Installed capacity Geothermal Power Plant is 1,25 MW in 2014	Installed capacity Geothermal Power Plant is 125 MW in 2014	Installed capacity Geothermal Power Plant is 71 MW in 2014	Installed capacity Geothermal Power Plant is 37 MW in 2014	

2.2. Sectoral Development Issues

2.2.1. Electricity Power Production

The annual power production in Indonesia is shown in Table 2.2.1. The data in this Table revealed that the Java Island produced about 50% of the total energy production in the country because it has the highest population and industrial activities. The Indonesia Power company handles the Java-Bali connection system producing a total of 42,138,682Kw. Table shown below is the annual production and purchases from 1974/75 to 2006.

Table 2.2.1 Annual Power Production Plant Type and by Region

PROVINCES/AREA	PLTA HYDRO PP	PLTP GEOTHERM AL PP	PLTU-GA STEAM NATURAL GAS PP	PLTU-B STEAM COAL PP	PLTD DIESEL PP	PLTG-M GAS TURBINE PP	PLTG-G NATURAL GAS TURBINE PP	PLTGU-M COMBINED CYCLE	PLTGU-G COMBINED CYCLE	Total
NANGGROE ACEH DARUSSALAM	1,147				220,260					221,407
SUMATERA UTARA					928					928
SUMATERA BARAT	63				72,759					72,822
R I A U					574,366					574,366
SUMATERA SELATAN, JAMBI, & BENGKULU (S2JB)					143,745					143,745
BANGKA BELITUNG					244,387					244,387
LAMPUNG					66,007					66,007
KALIMANTAN BARAT					817,252	121,573				938,825
KALIMANTAN TIMUR	95,155			812,988	683,712	12,495	5,910			1,610,260
KALIMANTAN TIMUR	33,525				767,968		89,400	7,480	341,410	1,239,783
SULAWESI UTARA, TENGAH, & GORONTALO	176,325	155,107			708,704					1,040,136
SULAWESI SELATAN & TENGGERA	766,700				343,160	60,837				1,170,697
MALUKU & MALUKU UTARAT					274,523					274,523
PAPUA	14,062				414,201					428,263
BALI					4,704					4,704
NUSA TENGGARA BARAT					449,836					449,836
NUSA TENGGARA TIMUR	2,175				241,310					243,485
PLN BATAM					741,548					741,548
Kitlur SUMBAGUT	792,021		684		228,110	141,807		2,135,280	2,107,750	5,405,652
Kitlur SUMBAGSEL	1,699,677		84,449	2,367,201	536,336	343,767	354,990			5,386,420
JAWA TIMUR	4,240				15,515					19,755
JAWA TENGAH & DI Yogyakarta	518									518
JAWA BARAT & BANTEN	1,330				361					1,691
PT. INDONESIA POWER	2,967,557	2,803,520		23,461,612	96,649	1,574,547	33,917	3,974,630	7,226,250	42,138,682
PT. PJB	1,917,670		1,248,690	5,094,755		77,224		2,703,580	9,912,930	20,954,849
Total	8,472,165	2,958,627	1,333,823	31,736,556	7,646,341	2,332,250	484,217	8,820,970	19,588,340	83,373,289

Source: Statistical Energy, Ministry of Energy and Mineral Resources, 2008

Table 2.2.2 Annual Production and Purchases, 1974/75 to 2006

Year	PLTU-M STEAM OIL PP	PURCHASES	RENT GENSET	PLTG-G COMBINED CYCLE	PLTG-M COMBINED CYCLE	PLTG-G NATURAL GAS TURBINE PP	PLTG-M GAS TURBINE PP	PLTD DIESEL PP	PLTU-B STEAM COAL PP	PLTU-GA STEAM NATURAL GAS PP	PLTU-M STEAM OIL PP	PLTP GEOTHERM AL PP	PLTA HYDRO PP
1974/1975	839,011	714,316					160,778	537,480			839,011		1,093,715
1975/1976	896,997	781,186					347,881	651,854			896,997		1,192,376
1976/1977	97,488	699,754					753,255	607,311			97,488		1,092,191
1977/1978	106,504	604,065				10,816	1,132,310	736,505			106,504		1,110,680
1978/1979	1,523,098	613,181					1,156,727	845,533			1,523,098		1,384,278
1979/1980	2,930,737	803,860				3,531	796,526	1,035,946			2,930,737		1,433,918
1980/1981	3,900,925	918,480					1,050,347	1,205,243			3,900,925		1,345,364
1981/1982	4,565,465	1,531,894					998,212	1,414,036			4,565,465		1,828,503
1982/1983	6,436,441	1,274,737					1,173,693	1,565,795			6,436,441	77,660	1,317,825
1983/1984	7,365,492	1,281,021				72,994	992,609	1,654,134			7,365,492	209,308	1,816,275
1984/1985	8,536,584	1,154,724				156,350	908,014	1,684,240			8,536,584	216,958	2,117,655
1985/1986	7,732,915	1,080,922				273,943	577,834	1,960,087	2,079,647		7,732,915	223,588	2,989,704
1986/1987	6,581,494	1,252,860				382,854	425,761	2,187,258	3,477,395		6,581,494	232,347	4,935,189
1987/1988	7,301,572	746,617				392,787	961,885	2,785,989	4,920,262		7,301,572	719,389	4,457,410
1988/1989	7,568,286	682,709				661,167	920,811	2,900,872	6,650,094		7,568,286	1,011,958	5,226,857
1989/1990	7,162,475	636,414				804,100	650,308	3,153,935	9,323,719		7,162,475	1,006,873	6,629,663
1990/1991	10,283,521	656,243				734,483	1,440,471	3,608,133	10,909,832	234,892	10,283,521	1,125,422	5,674,944
1991/1992	12,035,253	843,012				870,271	1,769,730	3,761,723	11,625,892	160,382	12,035,253	1,049,459	6,601,071
1992/1993	11,836,028	1,057,626		181,240	1,594,032	777,243	1,749,577	3,999,003	10,774,789	117,038	11,836,028	1,083,743	8,707,682
1993/1994	10,678,133	1,250,174		4,166,854	4,663,501	349,022	1,223,826	4,331,259	10,842,149	264,001	10,678,133	1,089,966	7,859,073
1994/1995	5,990,541	1,302,916		15,577,572	425,513	522,462	698,848	4,681,076	13,933,163	2,302,223	5,990,541	1,934,968	6,044,210
1995	3,648,700	1,145,045		16,127,649	2,753,472	816,875	656,415	4,921,913	14,366,608	4,718,611	3,648,700	2,210,027	7,519,138
1995/1996	3,215,081	1,224,972		17,087,912	3,243,649	740,819	733,152	4,982,401	14,601,253	5,210,180	3,215,081	2,174,849	7,984,295
1996	3,757,601	1,655,093		22,521,771	1,280,726	1,308,923	882,129	5,403,365	16,670,607	5,059,031	3,757,601	2,340,372	4,375,482
1996/1997	4,166,225	1,683,175		22,858,484	1,784,836	413,851	915,481	5,578,849	16,770,761	4,960,522	4,166,225	2,552,983	4,807,754
1997	5,703,283	1,619,923		22,303,105	3,771,608	548,949	1,140,157	6,290,233	20,472,730	3,928,776	5,703,283	2,577,420	5,046,988
1997/1998	5,587,645	1,998,648		21,305,914	4,437,617	594,570	1,155,756	6,399,054	22,197,089	3,698,643	5,587,645	2,769,971	4,991,658
1998	4,198,556	2,840,547		21,540,253	3,400,529	323,235	1,072,273	5,306,545	22,436,533	3,877,284	4,198,556	2,616,802	9,849,004
1998/1999	4,139,322	2,926,622		22,853,963	2,584,854	294,119	1,144,894	5,196,707	21,877,943	3,814,976	4,139,322	2,779,758	10,284,146
1999	4,444,028	4,258,677		23,572,645	3,472,870	50,475	1,504,582	5,325,859	25,368,298	4,187,212	4,444,028	2,727,727	9,370,078
1999/2000	4,792,689	4,834,746		22,902,418	4,235,395	28,329	1,520,984	6,802,854	27,167,286	4,288,370	4,792,689	2,602,229	9,022,952
2000	6,054,530	9,135,136		21,748,794	4,847,945	61,116	1,190,517	5,867,966	28,776,385	3,587,784	6,054,530	2,648,636	9,109,937
2001	6,557,153	13,299,206	767	21,769,039	5,597,137	168,490	1,270,898	5,752,426	29,329,710	3,489,444	6,557,153	2,982,118	10,651,024
2002	8,187,534	19,066,609	1,224,597	21,135,439	7,667,327	252,443	1,976,311	5,984,568	29,312,620	1,531,826	8,187,534	3,186,983	8,833,572
2003	9,107,633	20,538,758		19,588,340	8,820,970	484,217	2,332,250	7,646,341	31,736,556	1,333,823	9,107,633	2,958,627	8,472,165
2004	9,636,490	23,970,263	3,154,600	15,573,400	15,126,880	298,860	2,880,470	5,422,190	30,806,400	1,202,550	9,636,490	3,146,540	8,942,810
2005	8,100,130	28,930,719	5,175,728	13,947,260	17,933,670	676,560	2,683,060	5,706,958	33,253,090	834,900	8,100,130	3,005,567	9,830,957
2006	8,574,750	31,444,067		14,507,440	16,410,380	883,020	4,343,590	8,659,845	38,361,980	827,590	8,574,750	3,141,482	8,758,622

Source: Statistical Energy, Ministry of Energy and Mineral Resources, 2008

The source of electricity power consists of hydro power plant (PLTA), Diesel Power Plant (PLTD), Steam Gas Power Plant (PLTGU), Steam Power Plant (PLTG), Geothermal Power Plant (PLTP) and Steam Power Plant (PLTU). Figure 2.2.1 show the composition of productivity of electricity power for each power plant type. The highest energy production is from the Steam Power Plant which accounts for 52,352.93. It is followed by Steam Gas Power Plant accounting to about 35,730.72 and Hydro Power Plant registering a total of 10,739.96.

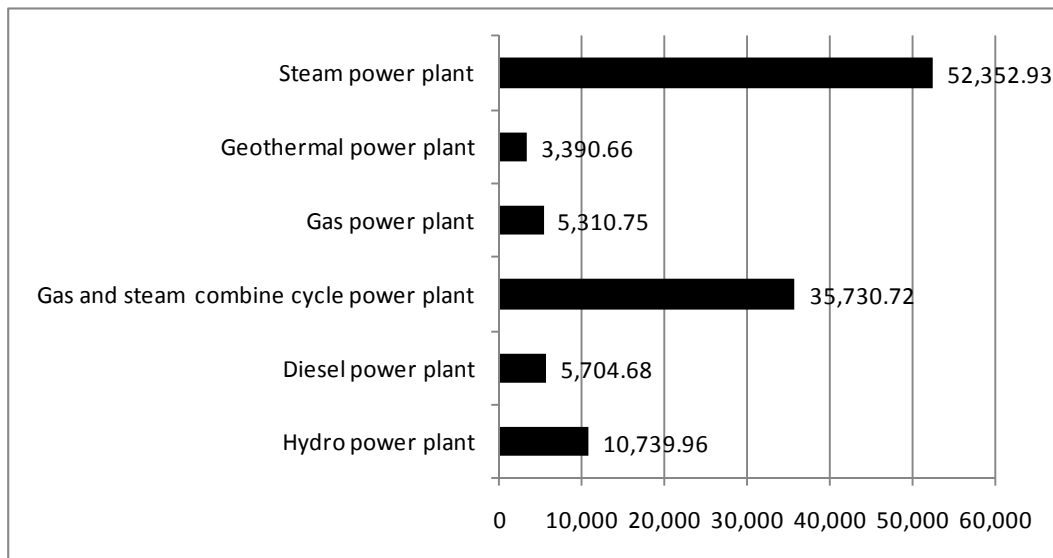


Figure 2.2.1 Electricity Production by Plant (GWh) 2008

The state company owned by government (PLN) has installed capacities by type of power plant in year 2008. Figure 2.2.2 show the production of electricity in MW. The Combined Cycle Power Plant has the highest capacity accounting to around 7,310.97 MW while the Steam Oil Power Plant accounts for a total capacity of 7,214.00 MW.

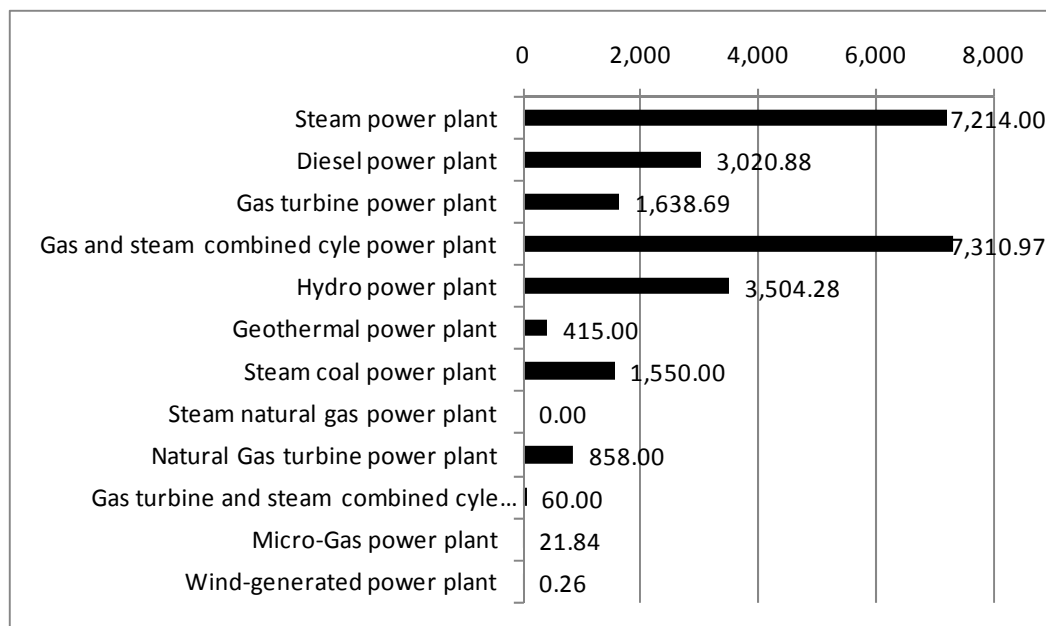


Figure 2.2.2 Installed Capacity of PNL Electricity Power Plant (MW)

The ratio of household electrification has a significant increase as shown in Table 2.23. In the 1979/1978, the household electrification accounts for 6.83% while 58.78 % in 2006.

Table 2.2.3 Ratio of Household Customer of Electricity

Year	Household	Household Customers	Ratio
1979/1980	29,474,627	2,012,855	6.83%
1980/1981	30,379,316	2,478,970	8.16%
1981/1982	31,051,300	2,936,326	9.46%
1982/1983	31,738,151	3,475,299	10.95%
1983/1984	32,746,304	4,046,692	12.36%
1984/1985	33,157,759	4,726,927	14.26%
1985/1986	33,883,816	5,513,729	16.27%
1986/1987	34,603,612	6,472,759	18.71%
1987/1988	35,207,092	7,650,914	21.73%
1988/1989	35,946,173	8,665,543	24.11%
1989/1990	36,558,390	9,658,241	26.42%
1990/1991	37,426,575	10,742,448	28.70%
1991/1992	37,983,818	11,616,959	30.58%
1992/1993	38,705,512	12,637,059	32.65%
1993/1994	39,722,000	14,220,225	35.80%
1994/1995	41,514,285	16,473,051	39.68%
1995	42,452,869	18,327,788	43.17%
1995/1996	42,452,869	18,938,810	44.61%
1996	43,118,021	20,696,261	48.00%
1996/1997	43,118,021	21,231,975	49.24%
1997	43,780,478	23,195,810	52.98%
1997/1998	43,780,478	23,732,189	54.21%
1998	44,439,870	24,903,376	56.04%
1998/1999	44,439,870	25,221,647	56.75%
1999	49,904,300	25,825,088	51.75%
1999/2000	49,904,300	25,825,088	51.75%
2000	51,513,364	26,796,675	52.02%
2001	53,503,170	27,885,612	52.12%
2002	55,040,999	28,903,325	52.51%
2003	56,562,731	29,997,554	53.03%
2004	58,250,500	31,095,970	53.38%
2005	59,514,636	32,174,485	54.06%
2006	56,343,583	33,118,262	58.78%

Source: Statistical Energy, Ministry of Energy and Mineral Resources, 2008.

Table 2.2.4 shows the PLN electricity supply facilities. These facilities consist of Power Plant between Fueled Power Plant (Oil Fired Power Plant) and Non-Fueled Power Plant (Non Oil Fired Power Plant). The Transmission line is separated between Extra-High Voltage transmission (500 kV) and high voltage transmission (25-150 kV).

In the year 2008, the power plant production of PLN for oil fired PP is around 19,184.54 MW, and the non oil fired PP is around 6,409.38 MW.

Table 2.2.4 PLN's Electricity Supply Facilities

No.	Indicator	Unit	2000	2001	2002	2003	2004	2005	2006	2007	2008
1	Steam power plant	MW	1,125.00	1,125.00	1,255.00	1,155.00	1,155.00	6,770.00	6,770.00	6,984.00	7,214.00
2	Diesel power plant	MW	1,882.62	2,651.87	2,589.12	2,670.60	2,933.60	2,982.12	2,941.49	2,956.25	3,020.88
3	Gas turbine power plant	MW	925.35	911.65	881.06	1,082.27	1,356.52	1,865.63	1,869.22	1,925.63	1,638.69
4	Gas and steam combined cycle power plant	MW	2,455.73	2,436.46	3,246.56	2,737.98	2,435.73	6,220.97	6,960.97	6,960.97	7,310.97
5	Hydro power plant	MW	3,024.45	3,012.10	3,155.17	3,167.78	3,199.45	3,220.96	3,529.11	3,501.54	3,504.28
6	Geothermal power plant	MW	360.00	360.00	380.00	380.00	395.00	395.00	395.00	415.00	415.00
7	Steam coal power plant	MW	4,790.00	4,615.00	4,790.00	4,790.00	4,790.00	130.00	1,450.00	1,550.00	1,550.00
8	Steam natural gas power plant	MW	3,642.30	1,030.00	855.00	955.00	955.00	no data	no data	no data	no data
9	Natural Gas turbine power plant	MW	422.06	324.46	343.66	142.45	983.05	858.00	858.00	858.00	858.00
10	Gas turbine and steam combined cycle power plant	MW	4,105.24	4,125.24	3,616.66	4,125.24	4,125.24	60.00	60.00	60.00	60.00
11	Micro-Gas power plant	MW	0.00	0.00	0.00	0.00	12.00	12.42	12.42	12.00	21.84
12	Wind-generated power plant	MW	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.10	0.26
	Total of Oil Fired Power Plant	MW	6,388.70	7,124.98	7,971.74	7,645.85	7,880.85	17,838.72	18,541.68	18,826.85	19,184.54
	Total of Non-oil Fired Power Plant	MW	16,344.05	13,466.80	13,140.49	13,560.47	14,459.74	4,676.38	6,304.53	6,396.64	6,409.38
	TOTAL		22,732.75	20,591.78	21,112.23	21,206.32	22,340.59	22,515.10	24,846.21	25,223.49	25,593.92

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008.
(Directorate General of Electricity and Energy Utilization)
(<http://www.djipe.esdm.go.id>)

2000-2001: <http://www.djipe.esdm.go.id>

2002-2008: Table 3 Sarana Penyediaan Tenaga Listrik PLN. Statistik Ketenagalistrikan dan Energi Tahun 2008.

Note: n.a.: data is not available from the data source. -: data is not available yet.

no data: data is not collected anymore

BBM: Bahan Bakar Minyak (Fuel Oil)

MW: Mega Watt

PLTU: Pusat Listrik Tenaga Uap

PLTD: Pusat Listrik Tenaga Diesel

In terms of installed capacity of power plant by type and by region, Indonesia has a total of 41 power plants installed across the country (See the table in the following pages)

Table 2.2.5 PLN's Installed Capacity of Power Plant by Type and by Region (MW)

No.	Indicator	Steam PP	Diesel PP	Gas Turbine PP	Gas & Steam Combined PP	Hydro PP	Geothermal PP	Steam Coal PP	Steam Natural Gas PP	Natural Gas Turbine PP	Gas turbine and steam combined cyle	Micro-gas PP	Wind-generated PP	Total
1	Aceh		150,74			1,75								152,49
2	North Sumatra		0,70										0,70	
3	West Sumatra		44,06			0,65								44,71
4	Riau		164,08											164,08
5	Jambi, Bengkulu & South Sumatra	n.a.		n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
6	South Sumatra		20,12											20,12
7	Bangka		35,16											35,16
8	Bengkulu		33,71			1,60								35,31
9	Lampung		8,03											8,03
10	Bangka Belitung		101,13											101,13
11	PT PLN BATAM		111,35											111,35
12	West Kalimantan		269,55											269,55
13	Central and South Kalimantan	n.a.	n.a.	n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
14	South Kalimantan		129,82	21,00		30,00		130,00						310,82
15	Central Kalimantan		83,02											83,02
16	East Kalimantan	14,00	320,43	20,00							60,00	12,00		414,43
17	PT PLN Tarakan		19,22											19,22
18	North and Central Sulawesi, Gorontalo	n.a.	n.a.	n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
19	North Sulawesi		123,71			51,38	40,00						0,10	215,19
20	Central Sulawesi		118,52			5,96								124,48
21	Gorontalo		40,66											40,66
22	South and Southeast Sulawesi	n.a.	n.a.	n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
23	South Sulawesi	25,00	144,57	122,72		147,72								440,01
24	Southeast Sulawesi		73,09			1,60								74,69
25	Maluku and North Maluku	n.a.	n.a.	n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
26	Maluku		55,49											55,49
27	North Maluku		126,17											126,17
28	Papua		163,72			4,04								167,76
29	Dist. Bali		3,76											3,76
30	West Nusa Tenggara		139,18											139,18
31	East Nusa Tenggara		123,96			1,06								124,76
32	Center of North Sumatra	490,00	108,18	166,33		253,50			817,88					1835,89
33	Center of South Sumatra	685,00	211,42	354,82		607,96								1859,20
34	Outside of Java Island	1214,00	2916,50	718,87	0,00	1.107,24	40,00	130,00	817,88	0,00	60,00	12,00	0,10	7016,59
35	PT INDONESIA POWER	3900,00	91,90	846,36		1.103,80	375,00		267,73					8992,79
36	PT PJB	2100,00		90,40		1.289,38			3037,36					6507,14
37	PT PEMBANGKIT MUARA TAWAR									858,00				858,00
38	Dist. East Java		12,26			2,45								14,71
39	Dist. Central Java					0,38								0,38
40	Dist. Yogyakarta					0,32								0,32
41	West Java					0,71								0,71
42	Banten		0,22											0,22
43	Java	6000,00	104,38	926,76	0,00	2.397,04	375,00	1.420,00	6453,09	858,00	0,00	0,00	0,00	18534,27
44	Indonesia	7214,00	3020,88	1345,63	0,00	3504,28	415,00	1.550,00	7270,97	853,00	60,00	12,00	0,10	25550,86
45	West Sumatra		3,22											3,22
46	Sumatra													0,00
47	Dist. Greater Jakarta and Tangerang													0,00
48	Pembangkian Cilegon													740,00
49	Pembangkian Tanjung Jabu B							1.420,00						1.420,00

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral, Statistik Ketenagalistrikan dan Energi Tahun 2008, Jakarta, December 2008. (Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral, Statistik Ketenagalistrikan dan Energi Tahun 2008, Jakarta, December 2008.)

2004: <http://www.djpe.esdm.go.id>

2007: Table 5 Kapasitas Terpasang Pembangkit Tenaga Listrik PLN Menurut Jenis Pembangkit per Wilayah, Statistik Ketenagalistrikan dan Energi Tahun 2008.

Note: n.a. = data is not available from the data source. - : data is not available yet.

Blank: zero value

MW: Mega Watt

The geothermal steam production for Geothermal Electricity Power Plant is shown in Table 2.2.6. In 2000 and 2009, the production of geothermal is around 36,391 and 51,384 thousand tones, respectively. This data revealed an increase of 3.9% per year.

Table 2.2.6 Geothermal Steam Production for PLTP (000 tones)

Year	Pertamina Field				Joint Operation Contract Field and Subsidiaries					Total
	Kamojang	Sibayak	Lahedong	Sub Total	Gunung Sa	Derajat	Wayang W	Geodipa	Sub Total	
2000	8,238	66	0	8,304	19,494	4,876	3,717		28,087	36,391
2001	8,323	242	457	9,022	22,044	7,141	6,669		35,854	44,876
2002	9,292	21	954	10,267	21,742	7,453	6,929		36,124	46,391
2003	9,274	42	1,132	10,448	21,325	7,435	6,431	1,521	36,712	47,160
2004	9,277	126	1,173	10,576	11,595	8,011	7,863	2,305	29,774	40,350
2005	7,462	74	1,012	8,548	25,167	7,551	6,809	2,518	42,045	50,593
2006	8,096	165	1,240	9,501	24,527	7,633	6,625	2,544	41,329	50,830
2007	8,121	84	1,311	9,516	24,346	10,332	6,524	1,209	42,411	51,927
2008	12,099	289	2,349	14,737	24,482	13,487	6,665	1,644	46,278	61,015
2009	9,849	372	1,991	12,212	18,204	10,384	9,804	780	39,172	51,384

Source : Statistical Energy, Ministry of Energy and Mineral Resources, 2008.

In terms of electrical consumption, data in Table 2.2.7 revealed the top three highest consumers namely District Jakarta Raja, Tangerang, District Java Barat, Banten and District Java Timur.

Table 2.2.7 Electricity Consumption Per Year Per Region (GWh)

Area	Household	Industry	Business	Social	Government	Road Lighting	Total
Dist.Jakarta Raya dan Tangerang	10,691.49	8,172.67	9,396.43	860.93	921.13	344.98	30,387.63
Dist.Jawa Barat dan Banten	10,639.41	17,364.30	2,709.68	491.8	205.98	241.58	31,652.75
Dist.Jawa Tengah dan Yogyakarta	6,724.37	4,302.75	1,710.47	456.04	146.15	432.21	13,771.99
Dist.Jawa Timur	8,096.62	8,970.26	2,734.16	533.61	214.65	508.06	21,057.36
Distribusi Bali	1,201.22	109.65	1,304.44	53.33	65.44	54.56	2,788.64
Kepulauan Riau	1,120.24	122.46	527.31	66.81	53.08	108.47	1,998.37
Maluku	239.55	5.3	84.75	12.12	31.81	10.24	383.77
PT.PLN Batam	349.45	378.89	404.01	16.26	24.23	8.06	1,180.90
PT.PLN Tarakan	51.69	0	85.38	3.73	5.12	5.23	151.15
Total Produksi Seluruh Wilayah	40,553.56	34,446.47	18,446.91	2,473.27	1,681.61	2,215.57	99,817.39
Wilayah Bangka Belitung	279.45	27.11	61.18	9.64	12.67	8.73	398.78
Wilayah Kalimantan Barat	661.44	60.3	336.38	32.77	34.51	30.26	1,155.66
Wilayah Kalimantan Timur	1,006.11	132.5	413.61	57.85	55.55	55.35	1,720.97
Wilayah Kalsel dan Kalteng	1,027.41	129.52	303.32	41.95	45.02	57.69	1,604.91
Wilayah Lampung	1,083.01	353.31	448.6	47.29	25.41	66.42	2,024.04
Wilayah Nanggroe Aceh Darussalam	823.16	41.16	217.93	55.65	51.1	87.46	1,276.46
Wilayah Nusa Tenggara Barat	428.33	18.52	171.59	28.3	14.87	27.31	688.92
Wilayah Nusa Tenggara Timur	223.88	4.31	98.7	19.16	19.47	16.26	381.78
Wilayah Papua	333.15	5.13	184.83	22.8	37.86	14.52	598.29
Wilayah Sulsel dan Sultra	1,444.88	597.23	594.15	86.37	83.36	118.37	2,924.36
Wilayah Sulut, Sulteng dan Gorontalo	765.97	94.91	297.6	50.6	43.57	44.2	1,296.85
Wilayah Sumatera Barat	807.67	643.39	251.37	52.19	28.34	63.1	1,846.06
Wilayah Sumatera Utara	2,442.35	1,634.11	963.93	138.31	65.98	331.85	5,576.53
Total	90,994.41	77,614.25	41,746.73	5,610.78	3,866.91	4,850.48	224,683.58

Source: Statistical Energy, Ministry of Energy and Mineral Resources, 2008.

2.2.2. Final Energy Production

The data in this table showed that the percentage of final energy utilization is oil. In 1974/75, oil accounts for 94.63%; however, it dropped to 61.62% in 2006 due to the utilization of coal, gas, LPG and electricity.

Table 2.2.8 Final Energy Statistic by Source of Energy Type

Year	OIL	%	GAS	%	COAL	%	ELECTRICITY	%	LPG	%
1974/1975	66,177.00	94.63	1,296.10	1.85	422.60	0.60	1,856.70	2.65	181.90	0.26
1975/1976	74,642.30	94.23	1,777.70	2.24	429.20	0.54	2,106.30	2.66	253.70	0.32
1976/1977	82,872.10	93.78	2,519.40	2.85	461.40	0.52	2,220.30	2.51	296.00	0.33
1977/1978	94,775.60	92.40	4,412.10	4.30	539.10	0.53	2,503.10	2.44	343.00	0.33
1978/1979	108,080.80	91.30	6,518.90	5.51	486.70	0.41	2,882.00	2.43	411.40	0.35
1979/1980	116,915.00	88.49	10,458.40	7.92	541.50	0.41	3,724.30	2.82	477.20	0.36
1980/1981	128,927.90	87.77	11,826.40	8.05	743.20	0.51	4,874.30	3.32	526.30	0.36
1981/1982	140,817.10	88.69	10,897.70	6.86	810.40	0.51	5,646.60	3.56	607.00	0.38
1982/1983	138,644.20	87.58	11,549.80	7.30	938.20	0.59	6,504.20	4.11	660.50	0.42
1983/1984	137,688.50	85.04	14,459.60	8.93	921.60	0.57	8,055.50	4.98	781.20	0.48
1984/1985	134,975.80	82.45	17,558.90	10.73	1,074.10	0.66	9,104.50	5.56	1,002.80	0.61
1985/1986	130,458.90	80.09	18,506.10	11.36	2,060.80	1.27	10,540.20	6.47	1,326.90	0.81
1986/1987	134,288.30	77.89	19,689.30	11.42	5,013.90	2.91	11,732.70	6.81	1,672.60	0.97
1987/1988	140,145.70	77.00	20,219.10	11.11	6,335.60	3.48	13,375.60	7.35	1,919.60	1.05
1988/1989	149,055.70	76.77	21,077.00	10.86	7,287.60	3.75	14,682.10	7.56	2,050.60	1.06
1989/1990	163,536.60	75.99	22,888.00	10.64	9,524.20	4.43	16,896.40	7.85	2,362.00	1.10
1990/1991	178,424.40	76.38	23,729.60	10.16	9,376.00	4.01	19,246.40	8.24	2,810.70	1.20
1991/1992	189,256.80	76.01	23,373.10	9.39	11,619.80	4.67	21,538.80	8.65	3,191.00	1.28
1992/1993	205,580.80	75.56	24,615.50	9.05	12,482.10	4.59	25,783.50	9.48	3,620.30	1.33
1993/1994	215,977.40	75.74	26,079.20	9.15	13,092.00	4.59	25,814.00	9.05	4,189.60	1.47
1994/1995	233,045.50	75.23	29,567.00	9.55	14,847.80	4.79	27,418.00	8.85	4,883.00	1.58
1995/1996	250,004.00	74.18	32,587.80	9.67	17,588.90	5.22	31,294.00	9.28	5,570.60	1.65
1996/1997*)	269,702.50	74.28	35,943.60	9.90	15,144.30	4.17	36,003.35	9.92	6,317.30	1.74
1997	283,986.20	73.64	36,727.10	9.52	18,378.25	4.77	39,448.70	10.23	7,096.70	1.84
1997/1998	286,270.80	74.00	36,561.50	9.45	16,749.69	4.33	40,077.03	10.36	7,205.70	1.86
1998	278,800.80	74.13	33,928.30	9.02	16,442.50	4.37	40,031.36	10.64	6,891.70	1.83
1998/1999	280,967.30	73.90	33,215.00	8.74	18,621.80	4.90	40,507.71	10.65	6,891.10	1.81
1999	299,272.70	74.54	33,814.90	8.42	17,197.40	4.28	43,755.09	10.90	7,458.70	1.86
1999/2000	307,819.70	74.82	34,464.70	8.38	16,292.00	3.96	45,118.20	10.97	7,714.00	1.88
2000	321,246.00	73.28	36,986.00	8.44	22,297.40	5.09	49,614.80	11.32	8,266.76	1.89
2001	319,986.40	70.30	38,595.50	8.48	36,719.30	8.07	51,553.90	11.33	8,287.04	1.82
2002	317,756.70	68.81	46,050.50	9.97	29,721.55	7.82	52,060.40	11.27	8,751.31	2.13
2003	329,823.25	67.45	63,818.32	13.05	31,127.51	6.37	55,476.50	11.34	8,767.48	1.79
2004	365,375.50	68.54	60,518.00	11.35	36,629.80	6.87	61,399.80	11.52	9,187.20	1.72
2005	351,037.70	65.88	67,696.90	12.70	39,238.20	7.36	66,438.20	12.47	8,453.30	1.59
2006	324,210.80	61.62	85,145.70	16.18	37,471.10	7.12	69,900.40	13.29	9,413.80	1.79

Source: Statistical Energy, Ministry of Energy and Mineral Resources, 2008.

Table 2.2.9 shows the primary energy statistics consisting of oil, gas, coal, hydro and geothermal sources.

Table 2.2.9 Primary Energy Statistics By Source

YEAR	OIL	%	GAS	%	COAL	%	HYDRO	%	GEOTHERMAL	%
1979/1980	140,139.50	80.48	28,454.10	16.34	782.20	0.45	4,743.00	2.72	0.00	0.00
1980/1981	150,897.10	78.19	34,859.80	18.06	961.20	0.50	6,259.00	3.24	0.00	0.00
1981/1982	164,954.90	79.28	35,345.40	16.99	1,019.80	0.49	6,759.00	3.25	0.00	0.00
1982/1983	165,832.60	79.47	35,007.00	16.78	1,120.70	0.54	6,580.00	3.15	143.00	0.07
1983/1984	170,298.50	75.32	42,679.70	18.88	1,061.80	0.47	11,636.00	5.15	418.00	0.18
1984/1985	170,103.10	71.35	52,071.50	21.84	1,767.20	0.74	14,017.00	5.88	435.10	0.18
1985/1986	168,105.50	67.33	57,076.90	22.86	6,372.80	2.55	17,661.30	7.07	448.10	0.18
1986/1987	169,325.00	63.87	61,629.60	23.25	12,073.00	4.55	21,601.40	8.15	465.90	0.18
1987/1988	180,537.20	63.71	64,324.20	22.70	15,720.40	5.55	21,374.20	7.54	1,436.70	0.51
1988/1989	190,122.70	62.93	69,864.70	23.12	19,892.00	6.58	20,232.30	6.70	2,018.20	0.67
1989/1990	202,863.10	61.94	73,013.30	22.29	25,790.60	7.87	23,823.90	7.27	2,010.50	0.61
1990/1991	230,345.70	64.44	76,571.90	21.42	27,356.60	7.65	20,960.00	5.86	2,246.70	0.63
1991/1992	245,191.20	64.88	80,348.50	21.26	29,514.30	7.81	20,756.00	5.49	2,094.50	0.55
1992/1993	264,571.10	64.77	83,186.40	20.37	32,365.00	7.92	26,177.00	6.41	2,162.70	0.53
1993/1994	277,432.00	64.32	93,530.00	21.68	31,922.00	7.40	26,302.00	6.10	2,170.00	0.50
1994/1995	277,253.60	60.59	122,799.50	26.84	30,896.30	6.75	23,872.50	5.22	2,737.90	0.60
1995/1996	290,525.10	58.46	137,107.70	27.59	38,053.35	7.66	27,138.00	5.46	4,119.80	0.83
1996/1997	310,685.30	57.70	149,525.50	27.77	46,830.40	8.70	26,838.90	4.98	4,540.80	0.84
1997/1998	347,251.60	60.07	146,988.20	25.43	57,387.20	9.93	20,463.80	3.54	5,997.70	1.04
1998	333,531.00	58.75	144,026.00	25.37	55,818.10	9.83	26,912.83	4.74	7,435.20	1.31
1998/1999	331,176.7	60.07	151,041.60	25.43	57,238.80	9.93	27,364.15	3.54	7,745.80	1.04
1999	354,034.40	57.24	168,501.30	27.24	62,469.00	10.10	25,972.90	4.20	7,501.70	1.21
1999/2000	365,205.10	57.45	170,770.60	26.86	65,315.00	10.27	27,138.00	4.27	7,316.50	1.15
2000	378,516.30	56.80	166,093.70	24.93	87,451.00	13.12	25,111.40	3.77	9,179.10	1.38
2001	386,231.30	54.20	164,359.30	23.06	120,868.40	16.96	29,380.30	4.12	11,795.10	1.66
2002	392,114.40	52.18	169,892.70	22.61	147,788.80	19.67	29,843.80	3.97	11,795.10	1.57
2003	397,559.01	52.03	161,649.30	21.16	150,837.06	19.74	30,696.00	4.02	23,372.00	3.06
2004	433,027.10	52.50	157,089.70	19.00	177,500.10	21.50	32,401.20	3.90	24,856.40	3.00
2005	414,998.10	49.20	155,666.60	18.50	205,937.60	24.40	22,837.90	2.70	43,881.50	5.20
2006	392,308.20	46.90	182,122.10	21.80	196,663.40	23.50	20,346.80	2.40	45,865.80	5.50

Source: Statistical Energy, Ministry of Energy and Mineral Resources, 2008.

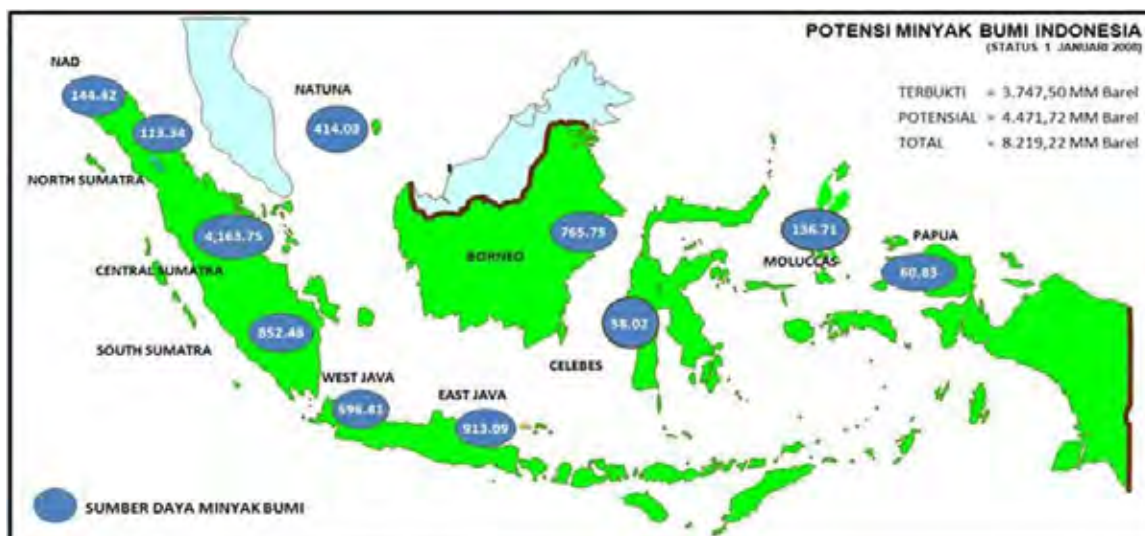


Figure 2.2.3 Resource and Crude Oil Reserve Map, 2008

2.3. Data Sheet

	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-1: Maintenance of energy infrastructure facilities								
DEV-1-1: Condition and status of electrical infrastructure								
	Installed capacity of power plants with micro-hydro sources	MW		DEPS	Y	Annual	Y	MoEMR
	Installed capacity of solar electricity plant by source	MW		DEPS	Y	Annual	Y	MoEMR
	Installed capacity of power plant from a wind source	MW		DEPS	Y	Annual	Y	MoEMR
	Installed capacity of power generation with biomass energy sources	MW		DEPS	Y	Annual	Y	MoEMR
	The length of transmission lines	Km		DEPS	Y	Annual	Y	MoEMR
	Length of distribution lines	Km		DEPS	Y	Annual	Y	MoEMR
DEV-2 : Sectoral Development Strategy (RENSTRA)								
	National energy production and consumption	Ton		DOGPS	Y	Annual	Y	MoEMR

Note: DEPS: Directorate of Electricity Program Supervision, DOGPS: Directorate of Oil and Gas Program Supervision

Supply of Primary Energy

No.	Indicator (Type of Energy)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Crude oil and fuel export/import	%	n.a.	n.a.	43.52	42.42	42.32	40.37	43.52	43.32	39.14	38.51	37.01	-
2	Coal	%	n.a.	n.a.	9.42	11.44	11.48	14.58	13.24	14.89	17.54	20.97	26.24	-
3	Natural gas and export/import (LPG & LN	%	n.a.	n.a.	16.54	16.53	17.65	18.05	16.39	16.39	16.75	14.92	15.71	-
4	Hydropower	%	n.a.	n.a.	2.54	2.82	2.34	2.03	2.13	2.32	2.07	2.31	2.36	-
5	Geothermal	%	n.a.	n.a.	0.96	0.96	0.96	0.92	0.97	0.94	0.95	0.93	1.09	-
6	Biomass	%	n.a.	n.a.	27.02	25.83	25.25	24.05	23.75	23.15	23.55	22.36	17.59	-
	TOTAL	%			100.00	100.00	100.00	100.00	100.00	101.01	100.00	100.00	100.00	

*1

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

*1: The total amount of the original data is mistaken, exceeding 100%.

Supply of Primary Energy (exclude Biomass)

No.	Indicator (Type of Energy)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Crude oil and fuel export/import	%	n.a.	n.a.	59.64	57.20	56.62	53.16	57.08	55.07	51.20	49.60	44.92	-
2	Coal	%	n.a.	n.a.	12.91	15.43	15.36	19.20	17.37	19.37	22.94	27.01	31.84	-
3	Natural gas and export/import (LPG & LN	%	n.a.	n.a.	22.66	22.28	23.61	23.76	21.49	21.33	21.91	19.21	19.06	-
4	Hydropower	%	n.a.	n.a.	3.47	3.80	3.13	2.67	2.79	3.02	2.70	2.98	2.86	-
5	Geothermal	%	n.a.	n.a.	1.32	1.29	1.28	1.21	1.27	1.22	1.25	1.20	1.32	-
	TOTAL	%			100.00	100.00	100.00	100.00	100.00	100.01	100.00	100.00	100.00	

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Primary Energy by Source

No.	Indicator (Type of Energy)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Coal	BOE	n.a.	n.a.	93,831,548	119,125,379	122,879,411	164,950,173	151,543,284	173,673,093	205,779,290	258,174,000	322,933,800	-
2	Crude oil and product	BOE	n.a.	n.a.	433,360,999	441,731,352	452,817,870	456,647,707	498,117,696	493,636,985	459,333,373	474,042,813	455,612,264	-
3	Natural gas and product	BOE	n.a.	n.a.	164,649,922	172,083,907	188,822,314	204,142,054	187,553,776	191,189,376	196,599,386	183,623,636	193,352,098	-
4	Hydro power	BOE	n.a.	n.a.	25,248,631	29,380,607	25,038,179	22,937,538	24,385,647	27,034,841	24,256,796	28,450,964	29,060,287	-
5	Geothermal	BOE	n.a.	n.a.	9,596,400	9,960,940	10,248,040	10,375,200	11,077,000	10,910,460	11,182,742	11,421,759	13,423,610	-
6	Biomass	BOE	n.a.	n.a.	269,054,110	268,970,034	270,230,078	272,005,374	271,806,233	270,042,895	276,335,944	27,519,938	277,962,458	-
	TOTAL				995,741,610	1,041,252,219	1,070,035,892	1,131,058,046	1,144,483,636	1,166,487,650	1,173,487,531	983,233,110	1,292,344,517	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet

BOE: Barrel Oil Equivalent

Final Energy Consumption by Type

No.	Indicator (Type of Energy)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	BOE	n.a.	n.a.	48,555	51,841	53,418	55,473	61,393	65,644	69,071	74,376	79,138	-
2	Natural gas	BOE	n.a.	n.a.	87,214	82,235	80,885	90,277	85,459	86,634	83,221	80,178	91,457	-
3	Fuel	BOE	n.a.	n.a.	315,272	328,203	325,202	321,384	354,317	338,375	311,913	314,248	312,190	-
4	Other petroleum product	BOE	n.a.	n.a.	13,435	25,712	22,688	23,533	37,716	29,614	40,922	39,873	88,099	-
5	Coal	BOE	n.a.	n.a.	36,060	37,021	38,698	68,264	55,344	65,744	89,043	121,904	169,138	-
6	LPG	BOE	n.a.	n.a.	8,261	8,280	8,744	8,766	9,187	8,453	9,414	10,925	15,719	-
7	Biomass	BOE	n.a.	n.a.	269,042	268,953	270,207	271,974	271,765	270,043	276,271	275,126	277,874	-
8	Briquette	BOE	n.a.	n.a.	85	78	83	77	80	94	94	89	153	-
	TOTAL				777,924	802,323	799,925	839,748	875,261	864,601	879,949	916,719	1,033,768	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Final Energy Consumption by Sector (include Biomass)

No.	Indicator (Sector)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Industry	BOE	n.a.	n.a.	251,895,942	252,158,714	245,108,900	275,308,517	263,294,377	262,687,070	280,187,757	300,675,120	360,688,169	-
2	Household	BOE	n.a.	n.a.	296,573,110	301,347,223	303,032,794	309,046,165	314,114,684	313,772,025	312,715,871	319,333,000	317,032,982	-
3	Commercial	BOE	n.a.	n.a.	20,670,389	21,449,843	21,752,300	22,397,122	25,412,327	26,234,764	26,194,683	27,896,499	27,984,294	-
4	Transportation	BOE	n.a.	n.a.	139,178,658	148,259,584	151,498,823	156,232,909	178,374,391	178,452,407	170,127,492	179,135,822	191,257,453	-
5	Other	BOE	n.a.	n.a.	29,213,878	30,585,607	29,998,546	28,445,436	31,689,809	29,102,166	25,936,873	24,912,051	24,842,951	-
	Final energy consumption	BOE	n.a.	n.a.	737,531,977	753,800,971	751,391,363	791,430,149	812,885,588	810,248,432	815,162,676	851,952,492	921,805,849	
	Non energy utilization	BOE	n.a.	n.a.	40,393,109	48,524,092	48,534,290	48,317,775	62,375,806	54,352,435	64,786,077	6,479,190	111,963,006	

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.
Note: n.a.: data is not available from the data source. -: data is not available yet.

Final Energy Consumption by Sector (exclude Biomass)

No.	Indicator (Sector)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Industry	BOE	n.a.	n.a.	192,914,655	196,972,955	192,803,789	225,141,109	216,377,677	218,766,597	233,511,599	258,567,087	316,452,732	-
2	Household	BOE	n.a.	n.a.	87,963,563	89,023,979	86,568,222	88,669,268	90,689,214	89,065,250	84,529,554	87,716,652	84,788,576	-
3	Commercial	BOE	n.a.	n.a.	19,218,814	20,005,525	20,315,203	20,967,212	23,989,565	24,819,117	24,786,114	26,494,973	26,589,775	-
4	Transportation	BOE	n.a.	n.a.	139,178,658	148,259,584	151,498,823	156,232,909	178,374,391	178,452,407	170,127,492	179,135,822	191,257,453	-
5	Other	BOE	n.a.	n.a.	29,213,878	30,585,607	29,998,546	28,445,436	31,689,809	29,102,166	25,936,873	24,912,051	24,842,951	-
	Final energy consumption	BOE	n.a.	n.a.	468,489,568	484,847,650	481,184,583	519,455,934	541,120,656	540,205,537	538,891,632	576,826,585	643,931,487	
	Non energy utilization	BOE	n.a.	n.a.	40,393,109	48,524,092	48,534,290	48,317,775	62,375,806	54,352,435	64,786,077	64,759,190	111,963,006	

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.
Note: n.a.: data is not available from the data source. -: data is not available yet.

Final Energy Consumption by Sector (exclude Biomass)

No.	Indicator (Sector)	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Industry	%	n.a.	n.a.	41.18%	40.63%	40.07%	43.34%	39.99%	40.50%	43.33%	44.83%	49.14%	-
2	Household	%	n.a.	n.a.	18.78%	18.36%	17.99%	17.07%	16.76%	16.49%	15.69%	15.21%	13.17%	-
3	Commercial	%	n.a.	n.a.	4.10%	4.13%	4.22%	4.04%	4.43%	4.59%	4.60%	4.59%	4.13%	-
4	Transportation	%	n.a.	n.a.	29.71%	30.58%	31.48%	30.08%	32.96%	33.03%	31.57%	31.06%	29.70%	-
5	Other	%	n.a.	n.a.	6.24%	6.31%	6.23%	5.48%	5.86%	5.39%	4.81%	4.32%	3.86%	-
	Final energy consumption	%	n.a.	n.a.	100%	100%	100%	100%	100%	100%	100%	100%	100%	

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.
Note: n.a.: data is not available from the data source. -: data is not available yet.

Energy Price per Energy Unit

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Gasoline (Premium)	Rp/BOE	n.a.	n.a.	178,035	225,368	248,820	313,707	310,596	492,028	772,201	772,201	911,626	-
2	Aviation Turbine Fuel	Rp/BOE	n.a.	n.a.	179,945	332,728	354,797	601,287	580,746	806,228	974,757	1,048,206	1,561,727	-
3	Aviation Gasoline	Rp/BOE	n.a.	n.a.	306,141	884,207	766,613	1,150,909	1,118,885	2,087,906	2,423,480	2,849,871	4,246,083	-
4	Kerosene	Rp/BOE	n.a.	n.a.	50,191	63,640	67,483	309,087	303,674	398,713	337,416	337,416	386,623	-
5	Coal	Rp/BOE	n.a.	n.a.	35,961	46,673	51,384	53,973	53,956	58,820	78,523	79,212	114,397	-
6	Electricity (Average) Industry	Rp/BOE	n.a.	n.a.	338,238	413,785	640,767	852,333	909,886	918,515	926,020	932,724	959,231	-
	Electricity (Average) Household	Rp/BOE	n.a.	n.a.	493,507	590,000	722,577	865,122	912,153	929,641	1,013,442	1,013,573	1,014,741	-
	Electricity (Average) Commercial	Rp/BOE	n.a.	n.a.	620,734	737,210	966,998	1,078,972	1,113,083	1,133,295	1,092,023	1,260,212	1,387,403	-
7	ADO (Automotive Diesel Oil)	Rp/BOE	n.a.	n.a.	86,711	117,669	138,737	260,228	254,351	406,962	662,854	662,854	766,264	-
8	IDO (Industrial Diesel Oil)	Rp/BOE	n.a.	n.a.	77,560	139,292	194,215	289,935	310,239	585,398	829,863	887,504	1,311,550	-
9	Fuel oil	Rp/BOE	n.a.	n.a.	52,074	98,702	150,357	222,902	227,810	394,879	513,974	577,206	853,622	-
10	LPG	Rp/BOE	n.a.	n.a.	246	246	282	334	352	499	499	499	663	-
11	Average of refinery product	Rp/BOE	n.a.	n.a.	116,363	232,732	240,163	393,549	388,332	644,077	814,380	891,970	1,254,770	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

The price is based on current price

Energy Consumption in Industrial Sector (in Original Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	GWh	n.a.	n.a.	34,013	35,593	36,831	36,497	40,324	42,448	43,615	45,803	47,969	-
2	Natural gas	MMSCF	n.a.	n.a.	483,438	455,798	448,261	500,622	473,695	480,382	461,277	443,889	505,817	-
3	Fuel (Total)	Kilo liter	n.a.	n.a.	11,328,406	11,787,590	11,436,089	10,380,413	11,330,402	9,781,033	8,690,368	6,188,216	7,463,288	-
-	Automotive diesel oil (ADO)	Kilo liter	n.a.	n.a.	5,729,941	6,082,584	5,985,416	5,764,971	6,626,385	6,155,112	5,399,470	5,208,388	5,452,504	-
-	Industrial diesel oil (IDO)	Kilo liter	n.a.	n.a.	1,211,930	1,170,511	1,106,467	962,232	887,061	732,888	397,599	215,233	128,424	-
-	Kerosene	Kilo liter	n.a.	n.a.	711,774	701,791	667,247	671,513	676,827	649,626	572,676	565,550	451,457	-
-	Fuel oil	Kilo liter	n.a.	n.a.	3,674,761	3,832,704	3,676,959	2,981,697	3,140,129	2,243,407	2,320,623	199,045	1,430,903	-
4	Coal	TT	n.a.	n.a.	8,586	8,815	9,214	16,253	13,177	15,653	21,201	29,025	38,023	-
5	LPG	TT	n.a.	n.a.	126	114	128	95	129	133	170	146	132	-
6	Biomass	TT	n.a.	n.a.	25,667	24,016	22,762	21,832	20,417	19,113	20,313	18,325	19,250	-
7	Briquette	TT	n.a.	n.a.	24	22	23	22	23	26	27	25	44	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

MMSCF: Million Standard Cubic Feet

TT: Thousand Ton

Energy Consumption in Industrial Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	Thou BOE	n.a.	n.a.	20,850	21,819	22,578	22,373	24,719	26,021	26,736	28,077	29,405	-
2	Natural gas	Thou BOE	n.a.	n.a.	86,826	81,861	80,508	89,912	85,076	86,277	82,845	79,723	90,845	-
3	Fuel (Total)	Thou BOE	n.a.	n.a.	74,979	78,033	75,690	68,492	74,719	64,240	57,202	52,417	48,857	-
-	- Automotive diesel oil (ADO)	Thou BOE	n.a.	n.a.	37,171	39,458	38,828	37,398	42,986	39,929	35,027	33,787	35,371	-
-	- Industrial diesel oil (IDO)	Thou BOE	n.a.	n.a.	8,008	7,735	7,311	6,358	5,862	4,843	2,627	1,422	849	-
-	- Kerosene	Thou BOE	n.a.	n.a.	4,219	4,160	3,955	3,980	4,012	3,851	3,394	3,352	2,676	-
-	- Fuel oil	Thou BOE	n.a.	n.a.	25,581	26,680	25,596	20,756	21,859	15,617	16,154	13,856	9,961	-
4	Coal	Thou BOE	n.a.	n.a.	36,060	37,021	38,698	68,264	55,344	65,744	89,043	121,904	159,696	-
5	LPG	Thou BOE	n.a.	n.a.	1,073	972	1,093	808	1,101	1,131	1,453	1,242	1,124	-
6	Biomass	Thou BOE	n.a.	n.a.	58,981	55,186	52,305	50,167	46,917	43,920	46,676	42,108	44,235	-
7	Briquette	Thou BOE	n.a.	n.a.	85	78	83	77	80	94	94	89	157	-
TOTAL		Thou BOE			278,854	274,970	270,955	300,093	287,956	287,427	304,049	325,560	374,319	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Thou BOE: Thousand Barrel Oil Equivalent

Share of Energy Consumption in Industrial Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	%	n.a.	n.a.	7.48%	7.94%	8.33%	7.46%	8.58%	9.05%	8.79%	8.62%	7.86%	-
2	Natural gas	%	n.a.	n.a.	31.14%	29.77%	29.71%	29.96%	29.54%	30.02%	27.25%	24.49%	24.27%	-
3	Fuel (Total)	%	n.a.	n.a.	26.89%	28.38%	27.93%	22.82%	25.95%	22.35%	18.81%	16.10%	13.05%	-
-	- Automotive diesel oil (ADO)	%	n.a.	n.a.	13.33%	14.35%	14.33%	12.46%	14.93%	13.89%	11.52%	10.38%	9.45%	-
-	- Industrial diesel oil (IDO)	%	n.a.	n.a.	2.87%	2.81%	2.70%	2.12%	2.04%	1.68%	0.86%	0.44%	0.23%	-
-	- Kerosene	%	n.a.	n.a.	1.51%	1.51%	1.46%	1.33%	1.39%	1.34%	1.12%	1.03%	0.71%	-
-	- Fuel oil	%	n.a.	n.a.	9.17%	9.70%	9.45%	6.92%	7.59%	5.43%	5.31%	4.26%	2.66%	-
4	Coal	%	n.a.	n.a.	12.93%	13.46%	14.28%	22.75%	19.22%	22.87%	29.29%	37.44%	42.66%	-
5	LPG	%	n.a.	n.a.	0.38%	0.35%	0.40%	0.27%	0.38%	0.39%	0.48%	0.38%	0.30%	-
6	Biomass	%	n.a.	n.a.	21.15%	20.07%	19.30%	16.72%	16.29%	15.28%	15.35%	12.93%	11.82%	-
7	Briquette	%	n.a.	n.a.	0.03%	0.03%	0.03%	0.03%	0.03%	0.03%	0.03%	0.03%	0.04%	-
TOTAL		%			100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

* The figures of percentage are different from the original data. The percentages above are calculated by the Study Team based on the table X.X.

Energy Consumption in Household Sector (in Original Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	GWh	n.a.	n.a.	30,563	33,340	33,994	35,753	38,588	41,184	43,753	47,325	50,184	-
2	Natural gas	MMSCF	n.a.	n.a.	449	487	535	553	691	693	711	737	729	-
3	Kerosene	Kilo liter	n.a.	n.a.	10,665,049	10,515,453	9,997,862	10,061,787	10,141,412	9,733,831	8,580,829	8,474,054	6,764,522	-
4	LPG	TT	n.a.	n.a.	696	724	748	823	798	704	788	979	1,592	-
5	Biomass	TT	n.a.	n.a.	90,783	92,399	94,201	95,904	97,230	97,788	99,302	100,795	101,068	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

MMSCF: Million Standard Cubic Feet

TT: Thousand Ton

Energy Consumption in Household Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	Thou BOE	n.a.	n.a.	18,735	20,437	20,838	21,917	23,655	25,246	26,821	29,010	316,802	-
2	Natural gas	Thou BOE	n.a.	n.a.	81	87	96	99	124	124	128	132	131	-
3	Kerosene	Thou BOE	n.a.	n.a.	63,216	62,329	59,261	59,640	60,112	57,696	50,862	50,229	40,096	-
4	LPG	Thou BOE	n.a.	n.a.	5,932	6,170	6,373	7,013	6,798	5,998	6,719	8,345	13,568	-
5	Biomass	Thou BOE	n.a.	n.a.	208,610	212,323	216,465	220,377	223,425	224,707	228,186	231,616	232,244	-
	TOTAL	Thou BOE	n.a.	n.a.	296,574	301,346	303,033	309,046	314,114	313,771	312,716	319,332	602,841	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Thou BOE: Thousand Barreal Oil Equivalent

* It seems the figures of Biomass are quite large compared to Kerosene and electricity. The data should be verified to the MOENR. (Comment of the Study Team)

Share of Energy Consumption in Household Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	%	n.a.	n.a.	21.30%	22.96%	24.07%	24.72%	26.08%	28.35%	31.73%	33.07%	85.48%	-
2	Natural gas	%	n.a.	n.a.	0.09%	0.10%	0.11%	0.11%	0.14%	0.14%	0.15%	0.15%	0.04%	-
3	Kerosene	%	n.a.	n.a.	71.87%	70.01%	68.46%	67.26%	66.28%	64.78%	60.17%	57.26%	10.82%	-
4	LPG	%	n.a.	n.a.	6.74%	6.93%	7.36%	7.91%	7.50%	6.73%	7.95%	9.51%	3.66%	-
	TOTAL	%	n.a.	n.a.	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Energy Consumption in Commercial Sector (in Original Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	GWh	n.a.	n.a.	14,588	15,587	16,264	18,191	21,185	23,400	25,241	28,119	30,866	-
2	Natural gas	MMSCF	n.a.	n.a.	745	821	913	882	972	1,057	1,145	1,526	1,989	-
3	Fuel (Total)	Kilo liter	n.a.	n.a.	1,420,486	1,462,781	1,419,865	1,390,878	1,518,909	1,427,716	1,253,442	1,219,053	1,159,338	-
-	Automotive diesel oil (ADO)	Kilo liter	n.a.	n.a.	825,064	875,842	861,851	830,108	954,145	886,286	777,479	749,965	785,116	-
-	Industrial diesel oil (IDO)	Kilo liter	n.a.	n.a.	6,503	6,281	5,937	5,163	4,760	3,933	2,134	1,155	689	-
-	Kerosene	Kilo liter	n.a.	n.a.	588,919	580,658	552,077	555,607	560,004	537,497	473,829	467,933	373,533	-
4	LPG	TT	n.a.	n.a.	147	134	150	111	151	155	146	157	120	-
5	Biomass	TT	n.a.	n.a.	632	629	625	622	619	616	613	610	607	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

MMSCF: Million Standard Cubic Feet

TT: Thousand Ton

Energy Consumption in Commercial Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	Thou BOE	n.a.	n.a.	8,943	9,555	9,970	11,151	12,986	14,344	15,473	17,237	18,921	-
2	Natural gas	Thou BOE	n.a.	n.a.	134	147	164	158	174	190	206	274	357	-
3	Fuel (Total)	Thou BOE	n.a.	n.a.	8,886	9,166	8,902	8,712	9,540	8,961	7,867	7,647	7,312	-
-	Automotive diesel oil (ADO)	Thou BOE	n.a.	n.a.	5,352	5,682	5,591	5,385	6,190	5,749	5,044	4,865	5,093	-
-	Industrial diesel oil (IDO)	Thou BOE	n.a.	n.a.	43	42	39	34	31	26	14	8	5	-
-	Kerosene	Thou BOE	n.a.	n.a.	3,491	3,442	3,272	3,293	3,319	3,186	2,809	2,774	2,214	-
4	LPG	Thou BOE	n.a.	n.a.	1,257	1,138	1,279	946	1,288	1,324	1,241	1,337	1,025	-
5	Biomass	Thou BOE	n.a.	n.a.	1,452	1,444	1,437	1,430	1,423	1,416	1,409	1,402	1,395	-
TOTAL		Thou BOE			20,672	21,450	21,752	22,397	25,411	26,235	26,196	27,897	29,010	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Share of Energy Consumption in Commercial Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Electricity	%	n.a.	n.a.	46.53%	47.76%	49.08%	53.18%	54.14%	57.79%	62.42%	65.06%	68.52%	-
2	Natural gas	%	n.a.	n.a.	0.70%	0.73%	0.81%	0.75%	0.73%	0.77%	0.83%	1.03%	1.29%	-
3	Kerosene	%	n.a.	n.a.	46.23%	45.82%	43.82%	41.55%	39.77%	36.11%	31.74%	28.86%	26.48%	-
4	LPG	%	n.a.	n.a.	6.54%	5.69%	6.30%	4.51%	5.37%	5.33%	5.01%	5.05%	3.71%	-
TOTAL		%	n.a.	n.a.	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Energy Consumption in Transportation Sector (in Original Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
	Electricity	GWh	n.a.	n.a.	44	49	53	53	55	55	67	85	81	-
	Gas	MMSCF	n.a.	n.a.	968	773	654	599	471	238	233	273	691	-
	Fuel (Total)	Kilo liter	n.a.	n.a.	22,755,219	24,250,457	24,827,114	25,681,783	29,319,962	29,433,159	28,117,388	29,623,396	31,641,264	-
	- Aviation gasoline	Kilo liter	n.a.	n.a.	3,550	3,430	3,488	3,556	3,416	3,070	3,390	2,163	2,003	-
	- Aviation turbine fuel	Kilo liter	n.a.	n.a.	1,202,717	1,473,503	1,597,291	1,929,351	2,437,923	2,322,634	2,428,078	2,520,040	2,635,670	-
	- Premium	Kilo liter	n.a.	n.a.	12,059,026	12,705,861	13,323,304	13,746,726	15,337,655	16,621,765	15,941,837	16,962,198	18,653,344	-
	- Bio premium	Kilo liter	n.a.	n.a.	0	0	0	0	0	0	1,624	55,970	44,016	-
	- Pertamina	Kilo liter	n.a.	n.a.	0	0	0	371,238	487,562	248,875	505,730	472,284	297,982	-
	- Bio pertamax	Kilo liter	n.a.	n.a.	0	0	0	0	0	0	16	9,956	16,200	-
	- Pertamina plus	Kilo liter	n.a.	n.a.	0	0	0	107,441	121,866	99,326	128,289	158,070	114,789	-
	- Bio solar	Kilo liter	n.a.	n.a.	0	0	0	0	0	0	217,048	877,457	929,393	-
	- Kerosene	Kilo liter	n.a.	n.a.	4,708	4,642	4,414	4,442	4,477	4,297	3,788	3,741	2,986	-
	- Automotive diesel oil (ADO)	Kilo liter	n.a.	n.a.	9,365,388	9,941,771	9,782,952	9,422,642	10,830,594	10,060,316	8,826,588	8,514,215	8,911,926	-
	- Industrial diesel oil (IDO)	Kilo liter	n.a.	n.a.	48,356	46,704	44,148	38,393	35,394	29,242	15,864	8,588	5,124	-
	- Fuel oil	Kilo liter	n.a.	n.a.	71,474	74,546	71,517	57,994	61,075	43,634	45,136	38,714	27,831	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

MMSCF: Million Standard Cubic Feet

TT: Thousand Ton

Energy Consumption in Transportation Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
	Electricity	Thou BOE	n.a.	n.a.	27	30	33	33	34	34	41	52	50	-
	Gas	Thou BOE	n.a.	n.a.	174	139	118	108	85	43	42	49	124	-
	Fuel (Total)	Thou BOE	n.a.	n.a.	138,979	148,091	151,349	156,093	178,256	178,375	170,035	179,034	191,083	-
	- Aviation gasoline	Thou BOE	n.a.	n.a.	20	19	19	20	19	17	19	12	11	-
	- Aviation turbine fuel	Thou BOE	n.a.	n.a.	7,085	8,680	9,409	11,365	14,361	13,682	14,303	14,845	15,526	-
	- Premium	Thou BOE	n.a.	n.a.	70,274	74,043	77,642	80,109	89,380	96,863	92,901	98,847	108,702	-
	- Bio premium	Thou BOE	n.a.	n.a.	0	0	0	0	0	0	9	326	257	-
	- Pertamina	Thou BOE	n.a.	n.a.	0	0	0	2,163	2,841	1,450	2,947	2,752	1,736	-
	- Bio pertamax	Thou BOE	n.a.	n.a.	0	0	0	0	0	0	0	58	94	-
	- Pertamina plus	Thou BOE	n.a.	n.a.	0	0	0	626	710	579	748	921	669	-
	- Bio solar	Thou BOE	n.a.	n.a.	0	0	0	0	0	0	1,408	5,692	6,029	-
	- Kerosene	Thou BOE	n.a.	n.a.	28	28	26	26	27	25	22	22	18	-
	- Automotive diesel oil (ADO)	Thou BOE	n.a.	n.a.	60,754	64,493	63,463	61,126	70,259	65,262	57,259	55,233	57,813	-
	- Industrial diesel oil (IDO)	Thou BOE	n.a.	n.a.	320	309	292	254	234	193	105	57	34	-
	- Fuel oil	Thou BOE	n.a.	n.a.	498	519	498	404	425	304	314	269	194	-
	TOTAL	Thou BOE			139,180	148,260	151,500	156,234	178,375	178,452	170,118	179,135	191,257	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Share of Energy Consumption in Transportation Sector (in Energy Unit)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
	Electricity	Thou BOE	n.a.	n.a.	0.02%	0.02%	0.02%	0.02%	0.02%	0.02%	0.02%	0.03%	0.03%	-
	Gas	Thou BOE	n.a.	n.a.	0.13%	0.09%	0.08%	0.07%	0.05%	0.02%	0.02%	0.03%	0.06%	-
	Fuel (Total)	Thou BOE	n.a.	n.a.	99.86%	99.89%	99.90%	99.91%	99.93%	99.96%	99.95%	99.94%	99.91%	-
	- Aviation gasoline	Thou BOE	n.a.	n.a.	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	0.01%	-
	- Aviation turbine fuel	Thou BOE	n.a.	n.a.	5.09%	5.85%	6.21%	7.27%	8.05%	7.67%	8.41%	8.29%	8.12%	-
	- Premium	Thou BOE	n.a.	n.a.	50.49%	49.94%	51.25%	51.28%	50.11%	54.28%	54.61%	55.18%	56.84%	-
	- Bio premium	Thou BOE	n.a.	n.a.	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.01%	0.18%	0.13%	-
	- Pertamina	Thou BOE	n.a.	n.a.	0.00%	0.00%	0.00%	1.38%	1.59%	0.81%	1.73%	1.54%	0.91%	-
	- Bio pertamax	Thou BOE	n.a.	n.a.	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.03%	0.05%	-
	- Pertamina plus	Thou BOE	n.a.	n.a.	0.00%	0.00%	0.00%	0.40%	0.40%	0.32%	0.44%	0.51%	0.35%	-
	- Bio solar	Thou BOE	n.a.	n.a.	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.83%	3.18%	3.15%	-
	- Kerosene	Thou BOE	n.a.	n.a.	0.02%	0.02%	0.02%	0.02%	0.02%	0.01%	0.01%	0.01%	0.01%	-
	- Automotive diesel oil (ADO)	Thou BOE	n.a.	n.a.	43.65%	43.50%	41.89%	39.12%	39.39%	36.57%	33.66%	30.83%	30.23%	-
	- Industrial diesel oil (IDO)	Thou BOE	n.a.	n.a.	0.23%	0.21%	0.19%	0.16%	0.13%	0.11%	0.06%	0.03%	0.02%	-
	- Fuel oil	Thou BOE	n.a.	n.a.	0.36%	0.35%	0.33%	0.26%	0.24%	0.17%	0.18%	0.15%	0.10%	-
	TOTAL	Thou BOE			100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

Oil

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Proven crude oil reserves	million barrel	5,415	4,980	5,123	5,095	4,722	4,320	4,301	4,188	4,370	3,990	3,990	-
2	Crude oil production	1,000b/d	1,299.3	1,328.4	1,272.5	1,214.2	1,125.4	1,139.7	1,094.4	1,059.3	883.0	837.6	856.7	-
3	Refining capacity	1,000b/cd	751.3	891.2	1,057.0	1,057.0	1,057.0	1,057.0	1,055.5	1,057.0	1,057.0	1,050.6	1,050.6	-
4	Output of refined products	1,000b/d	711.2	854.3	968.0	1,006.1	1,002.4	944.4	1,011.6	1,054.1	1,053.5	1,213.2	1,184.1	-
5	Consumption of refined products	1,000b/d	634.3	771.5	996.4	1,026.0	1,075.4	1,112.9	1,143.7	1,139.9	1,061.3	1,047.9	1,054.1	-
6	Crude oil exports	1,000b/d	684.7	743.9	622.5	599.2	639.9	433.0	412.7	374.4	301.3	319.3	294.1	-
7	Exports of refined products	1,000b/d	239.7	294.1	188.8	196.3	152.4	155.3	143.5	142.3	225.7	106.9	260.8	-
7	Export of crude oil and refined product	1,000b/d	924.4	1,038.0	811.3	795.5	792.3	588.3	556.2	516.7	527.0	426.2	554.9	-

*1

Source: Organization of the Petroleum Exporting Countries (OPEC). Annual Statistical Bulletin 2008. 2009. www.opec.org

Note: n.a.: data is not available from the data source. -: data is not available yet.

1,000b/d: thousand barrels per day

1,000b/cd: thousand barrels per calendar day

*1 The total figure of "Export of crude oil and refined products" in year 2008 is different from the original data. The total of 294.1 and 260.8 is 554.9 instead of 390.6, written in the original data.

Natural Gas

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Proven natural gas reserves	bscm	2,864	1,950	2,682	2,603	2,557	2,608	2,769	2,756	2,659	3,002	3,100	-
2	Marketed production of natural gas	mscm	47,580	63,360	68,365	66,300	70,350	72,700	72,800	68,700	69,300	68,261	70,000	-
3	Natural gas exports	mscm	27,530	33,310	36,220	32,910	37,685	39,400	38,500	36,300	34,400	33,940	33,499	-

Source: Organization of the Petroleum Exporting Countries (OPEC). Annual Statistical Bulletin 2008. 2009. www.opec.org

Note: n.a.: data is not available from the data source. -: data is not available yet.

bscm: billion standard cubic meter

mscm: million standard cubic meter

Power Plant Installed Capacity

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Steam power plant	MW	n.a.	n.a.	11,116.98	7,946.11	6,900.00	9,574.00	10,865.00	10,865.00	12,990.00	13,244.00	12,014.00	-
2	Combined gas-steam power plant	MW	n.a.	n.a.	6,863.22	6,998.22	6,863.22	7,148.22	6,845.97	6,715.97	7,894.97	7,844.97	7,306.27	-
3	Diesel power plant	MW	n.a.	n.a.	11,223.33	3,016.05	2,589.12	2,879.19	3,277.10	3,325.62	3,001.49	3,016.25	3,069.77	-
4	Hydro power plant	MW	n.a.	n.a.	4,199.28	3,112.61	3,155.17	3,169.77	3,199.45	3,220.96	3,532.11	3,529.11	3,510.27	-
5	Gas power plant	MW	n.a.	n.a.	3,804.80	1,972.77	1,224.72	1,224.72	2,339.57	2,723.63	2,727.22	2,727.22	3,452.63	-
6	Geothermal power plant	MW	n.a.	n.a.	525.00	785.00	785.00	785.00	800.00	800.00	800.00	1,042.50	932.50	-
7	Combined oil-gas power plant	MW	n.a.	n.a.	0.00	0.00	0.00	0.00	12.00	12.00	12.00	12.00	12.00	-
8	Wind-generated power (wind power)	MW	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.10	-
	TOTAL	MW			37,732.61	23,830.76	21,517.23	24,780.90	27,339.09	27,663.18	30,957.79	31,416.15	30,297.54	

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

MW: Mega Watt

Power Plant Production

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Steam power plant	GWh	n.a.	n.a.	43,661.00	47,767.00	52,659.00	50,218.00	59,083.00	60,833.00	68,067.00	74,185.00	72,653.00	-
2	Combined gas-steam power plant	GWh	n.a.	n.a.	27,079.00	28,139.00	29,728.00	29,920.00	32,647.00	34,211.00	34,521.00	35,634.00	40,560.00	-
3	Diesel power plant	GWh	n.a.	n.a.	6,449.00	6,608.00	7,430.00	8,260.00	8,924.00	8,959.00	9,209.00	9,045.00	10,778.00	-
4	Hydro power plant	GWh	n.a.	n.a.	10,016.00	11,655.00	9,933.00	9,099.00	9,674.00	10,725.00	9,623.00	11,286.00	11,528.00	-
5	Gas power plant	GWh	n.a.	n.a.	1,252.00	1,459.00	2,229.00	2,486.00	3,179.00	6,039.00	5,031.00	5,148.00	5,621.00	-
6	Geothermal power plant	GWh	n.a.	n.a.	4,869.00	6,031.00	6,238.00	6,294.00	6,656.00	6,604.00	6,658.00	7,021.00	8,297.00	-
7	Combined oil-gas power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	121.00	0.00	-
8	Wind-generated power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
9	Solar power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
	TOTAL	GWh			93,326.00	101,659.00	108,217.00	106,277.00	120,163.00	127,371.00	133,109.00	142,440.02	149,437.37	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

Power Plant Production by Producers

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	PLN	GWh	n.a.	n.a.	38,429.00	39,376.00	39,032.00	33,989.00	41,646.00	42,268.00	47,765.00	52,210.00	52,353.00	-
-	- Steam power plant*2	GWh	n.a.	n.a.	26,397.00	27,366.00	28,603.00	28,409.00	30,700.00	31,272.00	30,918.00	31,374.00	35,731.00	-
-	- Combined gas-steam power plant	GWh	n.a.	n.a.	6,355.00	6,520.00	7,209.00	7,977.00	8,577.00	8,866.00	8,855.00	8,573.00	10,212.00	-
-	- Diesel power plant	GWh	n.a.	n.a.	9,110.00	10,651.00	8,634.00	8,472.00	8,943.00	9,831.00	8,759.00	10,627.00	10,740.00	-
-	- Hydro power plant	GWh	n.a.	n.a.	1,252.00	1,459.00	2,229.00	2,486.00	3,179.00	6,039.00	5,031.00	5,148.00	5,621.00	-
-	- Gas power plant	GWh	n.a.	n.a.	2,649.00	2,982.00	3,187.00	2,959.00	3,147.00	3,006.00	3,141.00	3,188.00	3,391.00	-
-	- Geothermal power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	121.00	0.00	-
-	- Combined oil-gas power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
-	- Wind-generated power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
-	- Solar power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	-
2	Non-PLN*1	GWh	n.a.	n.a.	5,232.00	8,391.00	13,627.00	16,229.00	17,437.00	18,565.00	20,302.00	21,975.00	20,300.00	-
-	- Steam power plant*3	GWh	n.a.	n.a.	882.00	773.00	925.00	1,511.00	1,947.00	2,939.00	3,603.00	4,260.00	4,829.00	-
-	- Combined gas-steam power plant	GWh	n.a.	n.a.	94.00	88.00	221.00	283.00	347.00	93.00	354.00	472.00	566.00	-
-	- Diesel power plant	GWh	n.a.	n.a.	906.00	1,004.00	1,099.00	627.00	731.00	894.00	864.00	659.00	788.00	-
-	- Hydro power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
-	- Gas power plant	GWh	n.a.	n.a.	2,220.00	3,049.00	3,051.00	3,335.00	3,509.00	3,598.00	3,517.00	3,833.00	4,906.00	-
-	- Geothermal power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
-	- Combined oil-gas power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
-	- Wind-generated power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-
-	- Solar power plant	GWh	n.a.	n.a.	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	-
	TOTAL	GWh			93,326.00	101,659.00	108,217.00	106,277.00	120,163.00	127,371.00	133,109.00	142,440.02	149,437.37	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009 . <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

PLN: State Electricity Company (PT. Perusahaan Listrik Negara)

IPP: Independent Power Producer

*1 Non-PLN: electricity purchased from captive power and independent power producers

*2 Steam power plant consists of coal oil and gas power plants

*3 Steam power plant consists of coal, gas and biomass plants

Electricity Sales by Tariff Segment

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Household	GWh	n.a.	n.a.	30,563.00	33,340.00	33,994.00	35,753.00	38,588.00	41,184.00	43,753.00	47,325.00	50,184.00	-
2	Commercial	GWh	n.a.	n.a.	10,576.00	11,395.00	11,845.00	13,224.00	15,258.00	17,023.00	18,416.00	20,608.00	22,926.00	-
3	Industry	GWh	n.a.	n.a.	34,013.00	35,593.00	36,831.00	36,497.00	40,324.00	42,448.00	43,615.00	45,803.00	47,969.00	-
4	Street lighting	GWh	n.a.	n.a.	1,071.00	1,129.00	1,294.00	1,512.00	2,045.00	2,221.00	2,414.00	2,586.00	2,761.00	-
5	Social sector	GWh	n.a.	n.a.	1,644.00	1,782.00	1,843.00	2,022.00	2,238.00	2,430.00	2,604.00	2,909.00	3,082.00	-
6	Government	GWh	n.a.	n.a.	1,298.00	1,282.00	1,281.00	1,433.00	1,645.00	1,726.00	1,808.00	2,016.00	2,096.00	-
	TOTAL	GWh			79,165.00	84,521.00	87,088.00	90,441.00	100,098.00	107,032.00	112,610.00	121,247.00	129,018.00	

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

GWh: Giga Watt Hour

* There is no definition for "social" sector. (The Study Team)

PLN Electricity System Performance

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Average thermal efficiency	%	n.a.	n.a.	34.66	34.49	34.56	34.35	34.23	34.62	33.51	32.00	33.48	-
2	Capacity factor	%	n.a.	n.a.	46.29	47.90	48.28	49.78	51.14	52.15	48.00	64.47	52.62	-
3	Load factor	%	n.a.	n.a.	69.54	71.13	72.10	71.88	72.64	75.48	64.15	59.60	80.77	-
4	Peak load	MW	n.a.	n.a.	15,320	16,314	17,160	17,949	18,896	19,263	20,354	21,306	21,120	-
5	Transmission & distribution losses	%	n.a.	n.a.	11.65	13.52	16.45	16.88	11.29	11.54	11.45	11.08	10.46	-

Source: Ministry of Energy and Natural Resources, Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

MW: Mega Watt

* Original Source: PLN Statistic

Geothermal Electricity Production

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Pertamina field	MWh	n.a.	n.a.	1,075	1,188	1,305	1,357	1,363	1,099	1,215	1,229	1,953	-
2	KOB field	MWh	n.a.	n.a.	3,646	4,721	4,747	4,851	5,197	5,407	5,339	5,669	6,259	-
	TOTAL	MWh	n.a.	n.a.	4,721	5,909	6,052	6,208	6,560	6,506	6,554	6,898	8,212	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

KOB: Biochemical Oxygen Demand (kebutuhan oksigen biokimiawi)

MWh: Mega Watt Hour

* Original Source: Statistics Geothermal Business Indonesia 2006. Directorate Geothermal, Directorate General of Mineral, Coal and Geothermal

Geothermal Steam Production

No.	Indicator	Unit	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Pertamina Kamoljang	TTGS	8,238	8,623	9,292	9,274	9,277	7,462	8,096	8,121	12,100	-
	Pertamina Sibayak	TTGS	66	242	212	42	126	74	165	84	289	-
	Pertamina Lahendong	TTGS	-	457	954	1,132	1,173	1,012	1,240	1,311	2,349	-
	Sub-total	TTGS	8,304	9,322	10,458	10,448	10,576	8,548	9,501	9,516	14,738	-
2	KOB Field Salak	TTGS	19,494	22,044	21,742	21,325	22,595	24,167	24,527	24,346	24,482	-
	KOB Field Darajat	TTGS	4,876	7,242	7,453	7,436	8,011	7,551	7,633	10,322	13,487	-
	KOB Field Wayang windup	TTGS	3,717	6,669	6,929	6,431	6,863	6,809	6,625	6,524	6,665	-
	KOB Field Geodipa (60MW)	TTGS	-	-	-	1,521	2,305	2,518	2,544	1,209	1,644	-
	Sub-total	TTGS	28,087	35,955	36,124	36,712	39,774	41,045	41,329	42,401	46,278	-
	TOTAL	TTGS	36,391	45,277	46,582	47,160	50,350	49,593	50,830	51,917	61,016	-

Geothermal Electricity Production

No.	Indicator	Unit	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Pertamina Kamoljang	MWh	1,072	1,116	1,202	1,201	1,200	963	1,043	1,049	1,609	-
	Pertamina Sibayak	MWh	3	11	10	1	4	2	6	3	25	-
	Pertamina Lahendong	MWh	-	61	93	155	159	134	166	177	319	-
	Sub-total	MWh	1,075	1,188	1,305	1,357	1,363	1,099	1,215	1,229	1,953	-
2	KOB Field Salak	MWh	2,398	2,726	2,668	2,637	2,737	2,930	2,920	2,963	2,980	-
	KOB Field Darajat	MWh	741	1,107	1,169	1,170	1,251	1,218	1,176	1,605	2,093	-
	KOB Field Wayang windup	MWh	507	888	910	858	921	936	924	938	951	-
	KOB Field Geodipa (60MW)	MWh	-	-	-	186	288	323	319	163	235	-
	Sub-total	MWh	3,646	4,721	4,747	4,851	5,197	5,407	5,339	5,669	6,259	-
	TOTAL	MWh	4,721	5,909	6,052	6,208	6,560	6,506	6,554	6,898	8,212	-

Source: Ministry of Energy and Natural Resources. Handbook of Energy and Economic Statistics of Indonesia 2009. <http://www.esdm.go.id/publikasi/statistik.html>.

Note: n.a.: data is not available from the data source. -: data is not available yet.

KOB: Biochemical Oxygen Demand (kebutuhan oksigen biokimiawi)

TTGS: Thousand Tones Geothermal Steam

MWh: Mega Watt Hour

* Original Source: Statistics Geothermal Business Indonesia 2006. Directorate Geothermal, Directorate General of Mineral, Coal and Geothermal

National Electricity Supply Facilities

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Power plant	MW	-	n.a.	13,794.96	23,425.77	21,112.23	25,139.47	26,424.15	26,601.66	29,738.87	30,300.17	30,865.85	-
-	- PLN's power plant	MW	-	n.a.	13,698.52	21,058.83	21,112.23	21,206.33	22,340.59	22,515.10	24,846.21	25,223.49	25,593.92	-
-	- Private operators	MW	-	n.a.	96.44	2,366.94	n.a.	3,933.14	4,083.56	4,086.56	4,892.66	5,076.68	5,271.93	-
2	PLN's transmission lines													
-	- 500kV (EHVTL)	km	-	n.a.	1,501.51	2,849.00	3,207.00	3,207.00	3,578.27	3,578.27	5,047.78	5,047.78	5,092.00	-
-	- 25kV until 150 kV (HVTTL)	km	-	n.a.	15,659.55	23,139.84	224,363.00	24,565.33	27,215.70	27,367.21	27,869.05	28,115.09	29,091.85	-
3	Sub-station													
-	- Transformer capacity	MVA	-	n.a.	26,989.24	50,486.00	51,845.00	53,400.00	54,128.00	53,976.00	54,527.00	58,713.00	59,508.00	-
-	- Units	unit	-	n.a.	847	1,057	1,093	1,121	1,129	1,080	1,101	1,136	1,144	-
4	PLN's distribution lines													
-	- Medium voltage (6 - 20) kV	km	-	n.a.	110,509.52	222,355.00	228,003.00	233,388.15	236,386.36	239,384.16	246,775.43	253,908.02	261,163.20	-
-	- Low voltage (<6) kV	km	-	n.a.	154,713.18	296,744.00	307,868.00	313,828.78	322,702.79	324,454.18	326,274.01	344,589.67	353,762.00	-
5	Distribution sub-station													
-	- Transformer capacity	MVA	-	n.a.	14,847.25	28,585.00	29,712.66	30,255.52	30,595.13	31,734.42	32,873.70	33,826.37	32,244.40	-
-	- Units	Unit	-	n.a.	124,624	244,544	230,288	230,841	241,394	254,966	259,444	279,454	276,549	-

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008.
(Directorate General of Electricity and Energy Utilization)
(<http://www.djpe.esdm.go.id>)

Note: n.a.: data is not available from the data source. -: data is not available yet.

EHVTL: Extra High Voltage Transmission Line

HVTTL: High Voltage Transmission Line

MW: Mega Watt

km: kilometer

MVA: Mega Volt Ampere

National Installed Capacity of Power Plant by Type

No.	Indicator	Unit	1990 *1	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Steam power plant (PLTU)	MW	2,357.40	1,704.58	1,546.66	-	-	-	-	-	-	-	-	-
2	Diesel power plant (PLTD)	MW	6,059.91	9,641.51	11,223.33	-	-	-	-	-	-	-	-	-
3	Gas turbine power plant (PLTG-M)	MW	1,359.58	2,534.38	859.71	-	-	-	-	-	-	-	-	-
4	Gas and steam combine cycle power plant (PLT)	MW	n.a.	328.95	3,249.56	-	-	-	-	-	-	-	-	-
5	Hydro power plant (PLTA)	MW	2,959.22	3,363.99	4,199.28	-	-	-	-	-	-	-	-	-
6	Geothermal power plant (PLTP)	MW	140.00	307.50	525.00	-	-	-	-	-	-	-	-	-
7	Coal steam power plant (PLTU-B)	MW	1,742.00	2,879.72	5,931.47	-	-	-	-	-	-	-	-	-
8	Natural gas steam power plant (PLTU-G)	MW	n.a.	2,140.46	3,193.43	-	-	-	-	-	-	-	-	-
9	Natural gas turbine power plant (PLTG-G)	MW	n.a.	n.a.	n.a.	-	-	-	-	-	-	-	-	-
10	Combined cycle power plant (PLTGU-G)	MW	16,213.91	27,803.52	36,872.90	-	-	-	-	-	-	-	-	-
11	Dendro thermal (PLT-LK)	MW	283.84	302.43	445.42	-	-	-	-	-	-	-	-	-
12	Machine gas power	MW	n.a.	n.a.	n.a.	-	-	-	-	-	-	-	-	-
13	Microhydro power	MW	n.a.	n.a.	n.a.	-	-	-	-	-	-	-	-	-
14	Wind-generated power	MW	n.a.	n.a.	n.a.	-	-	-	-	-	-	-	-	-
15	Other (PLT-LK (non-BBM))	MW	1,368.91	515.85	2,945.09	-	-	-	-	-	-	-	-	-
	TOTAL	MW	32,484.77	51,522.89	70,991.85	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	-

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008.
(Directorate General of Electricity and Energy Utilization)

(<http://www.djpe.esdm.go.id>)

Note: n.a.: data is not available from the data source. -: data is not available yet.

BBM: Bahan Bakar Minyak (Fuel Oil)

MW: Mega Watt

PLTU: Pusat Listrik Tenaga Uap

PLTD: Pusat Listrik Tenaga Diesel

*1 Data of 1990/1991

Production and Consumption of Electricity by Year

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Production	GWh	n.a.	n.a.	n.a.	n.a.	108,191.35	113,019.68	120,244.31	124,449.59	126,168.62	141,711.30	149,329.96	115,714.61
2	Consumption	GWh	n.a.	n.a.	n.a.	n.a.	87,409.19	90,439.69	99,425.79	107,031.26	112,609.80	121,554.79	129,018.79	224,683.56

Source: Ministry of energy and Mineral Resources, Republic of Indonesia Website
 "Datawarehouse"
 (<http://dtwh2.esdm.go.id/dw2007/>)

Note: n.a.: data is not available from the data source. -: data is not available yet

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Ministry of energy and Mineral Resources, Republic of Indonesia Website

"Datawarehouse"
(<http://dhw.b2.esdm.no.id/dw2007/>)

(<http://dtwh2.esdm.go.id/dw2007/h>)

n.a.: data is not available from the data source. -: data is not available yet.

Production of Electricity by Type

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Hydro power plant	GWh	n.a.	n.a.	n.a.	n.a.	8,833.60	9,227.82	9,817.70	9,830.94	8,758.62	10,608.93	10,739.96	7,781.83
2	Diesel power plant	GWh	n.a.	n.a.	n.a.	n.a.	5,884.81	6,147.44	6,540.40	5,706.95	5,837.77	5,364.04	5,704.68	4,521.29
3	Gas and steam combine cycle power plant	GWh	n.a.	n.a.	n.a.	n.a.	28,802.77	30,088.17	32,011.52	31,271.97	30,160.16	31,374.39	35,730.72	25,294.96
4	Gas power plant	GWh	n.a.	n.a.	n.a.	n.a.	2,228.75	2,328.21	2,477.04	3,968.59	3,393.81	4,730.41	5,310.75	5,517.09
5	Geothermal power plant	GWh	n.a.	n.a.	n.a.	n.a.	3,186.98	3,329.21	3,542.02	3,005.51	3,141.42	3,188.49	3,390.66	2,661.85
6	Steam power plant	GWh	n.a.	n.a.	n.a.	n.a.	39,031.99	40,773.90	43,380.31	42,268.03	43,807.81	52,208.82	52,352.93	39,823.01
	TOTAL	GWh	n.a.	n.a.	n.a.	n.a.	87,968.90	91,894.75	97,768.99	96,051.99	95,099.59	107,475.08	113,229.70	85,600.03

Source: Ministry of energy and Mineral Resources, Republic of Indonesia Website
"Datawarehouse"
(<http://dwh2.esdm.go.id/dw2007/>)

Note: n.a.: data is not available from the data source. -: data is not available yet

* The total of production of electricity for each year does not meet with that of T1

[illegible]

Source: Ministry of Energy and Mineral Resources, Republic of Indonesia, Website "Datawarehouse" (<http://litbit2.esdm.go.id/dw007/>)
Note: n.a. data is not available from the data source, - data is not available yet.

PLN's Electricity Supply Facilities

No.	Indicator	Unit	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Steam power plant	MW	1,125.00	1,125.00	1,255.00	1,155.00	1,155.00	6,770.00	6,770.00	6,984.00	7,214.00	-
2	Diesel power plant	MW	1,882.62	2,651.87	2,589.12	2,670.60	2,933.60	2,982.12	2,941.49	2,956.25	3,020.88	-
3	Gas turbine power plant	MW	925.35	911.65	881.06	1,082.27	1,356.52	1,865.63	1,869.22	1,925.63	1,638.69	-
4	Gas and steam combined cycle power plant	MW	2,455.73	2,436.46	3,246.56	2,737.98	2,435.73	6,220.97	6,960.97	6,960.97	7,310.97	-
5	Hydro power plant	MW	3,024.45	3,012.10	3,155.17	3,167.78	3,199.45	3,220.96	3,529.11	3,501.54	3,504.28	-
6	Geothermal power plant	MW	360.00	360.00	380.00	380.00	395.00	395.00	395.00	415.00	415.00	-
7	Steam coal power plant	MW	4,790.00	4,615.00	4,790.00	4,790.00	4,790.00	130.00	1,450.00	1,550.00	1,550.00	-
8	Steam natural gas power plant	MW	3,642.30	1,030.00	855.00	955.00	955.00	no data	no data	no data	no data	-
9	Natural Gas turbine power plant	MW	422.06	324.46	343.66	142.45	983.05	858.00	858.00	858.00	858.00	-
10	Gas turbine and steam combined cycle power	MW	4,105.24	4,125.24	3,616.66	4,125.24	4,125.24	60.00	60.00	60.00	60.00	-
11	Micro-Gas power plant	MW	0.00	0.00	0.00	0.00	12.00	12.42	12.42	12.00	21.84	-
12	Wind-generated power plant	MW	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.10	0.26	-
	Total of Oil Fired Power Plant	MW	6,388.70	7,124.98	7,971.74	7,645.85	7,880.85	17,838.72	18,541.68	18,826.85	19,184.54	-
	Total of Non-oil Fired Power Plant	MW	16,344.05	13,466.80	13,140.49	13,560.47	14,459.74	4,676.38	6,304.53	6,396.64	6,409.38	-
	TOTAL		22,732.75	20,591.78	21,112.23	21,206.32	22,340.59	22,515.10	24,846.21	25,223.49	25,593.92	-

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008.
(Directorate General of Electricity and Energy Utilization)
(<http://www.djlpe.esdm.go.id>)

2000-2001: <http://www.djlpe.esdm.go.id>

2002-2008: Table 3 Sarana Penediaan Tenaga Listrik PLN. Statistik Ketenagalistrikan dan Energi Tahun 2008.

Note: n.a.: data is not available from the data source. -: data is not available yet.

no data: data is not collected anymore

BBM: Bahan Bakar Minyak (Fuel Oil)

MW: Mega Watt

PLTU: Pusat Listrik Tenaga Uap

PLTD: Pusat Listrik Tenaga Diesel

PLN's Installed Capacity of Power Plant by Type

No.	Indicator	Unit	1990 *1	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1	Steam power plant	MW	2,080.60	1,335.00	1,125.00	1,125.00	1,125.00	1,155.00	1,155.00	6,770.00	6,770.00	6,984.00	7,214.00	-
2	Diesel power plant	MW	1,869.51	2,246.55	2,549.85	2,585.02	2,589.12	2,670.60	2,933.60	2,982.12	2,941.49	2,956.25	3,020.88	-
3	Gas turbine power plant	MW	959.58	574.80	859.71	881.06	881.06	1,082.27	1,356.52	1,865.63	1,869.22	1,925.63	1,638.69	-
4	Gas and steam combined cycle power plant	MW	n.a.	328.95	3,246.56	3,246.56	3,246.56	2,737.98	2,435.73	6,220.97	6,960.97	6,960.97	7,310.97	-
5	Hydro power plant	MW	2,095.22	2,179.95	3,015.25	3,105.86	3,155.17	3,167.78	3,199.45	3,220.96	3,529.11	3,501.54	3,504.28	-
6	Geothermal power plant	MW	140.00	307.50	360.00	380.00	380.00	380.00	395.00	395.00	395.00	415.00	415.00	-
7	Steam coal power plant	MW	1,730.00	2,660.00	4,790.00	4,920.00	4,790.00	4,790.00	4,790.00	130.00	1,450.00	1,550.00	1,550.00	-
8	Steam natural gas power plant	MW	130.00	825.60	855.00	855.00	855.00	955.00	955.00	no data	no data	no data	no data	-
9	Natural Gas turbine power plant	MW	270.51	427.91	343.66	343.66	343.66	142.45	983.05	858.00	858.00	858.00	858.00	-
10	Gas turbine and steam combined cycle power	MW	n.a.	4,084.16	3,616.66	3,616.66	3,616.66	4,125.24	4,125.24	60.00	60.00	60.00	60.00	-
11	Micro-Gas power plant	MW	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	12.00	12.42	12.42	12.00	21.84	-
12	Wind-generated power plant	MW	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.10	0.26	-
	TOTAL		9,275.42	14,970.42	20,761.69	21,058.82	20,982.23	21,206.32	22,340.59	22,515.10	24,846.21	25,223.49	25,593.92	-

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral, Statistik Ketenagalistrikan dan Energi Tahun 2008, Jakarta, December 2008.
(Directorate General of Electricity and Energy Utilization)
(<http://www.djlpe.esdm.go.id>)

2000-2002: <http://www.djlpe.esdm.go.id>

2003-2008: Table 4 Kapasitas Terpasang Pembangkit Tenaga Listrik PLN Menurut Jenis Pembangkit. Statistik Ketenagalistrikan dan Energi Tahun 2008.

Note: n.a.: data is not available from the data source. -: data is not available yet.

no data: data is not collected anymore

MW: Mega Watt

*1 Data of 1990/1991

PLN's Installed Capacity of Power Plant by Type and by Region 2004 (Unit: MW)

No.	Indicator	Steam PP	Diesel PP	Gas Turbine PP	Gas & Steam Combined PP	Hydro PP	Geothermal PP	Steam Coal PP	Steam Natural Gas PP	Natural Gas Turbine PP	Gas turbine and steam combined	Micro-gas PP	Wind-generated PP	Total
1	Aceh		140.53			1.77								142.30
2	North Sumatra		0.44											0.44
3	West Sumatra		42.77			0.65								43.42
4	Riau		187.52											187.52
5	Jambi, Bengkulu & South Sumatra		76.59			1.66								78.25
6	South Sumatra													0.00
7	Jambi													0.00
8	Bengkulu													0.00
9	Lampung		7.68											7.68
10	Bangka Belitung		85.24											85.24
11	PT PLN BATAM		137.50											137.50
12	West Kalimantan		205.51	34.00										239.51
13	Central and South Kalimantan		215.25	21.00				130.00						366.25
14	South Kalimantan					22.50								22.50
15	Central Kalimantan					7.53								7.53
16	East Kalimantan		276.34		20.00						40.00			336.34
17	PLN Tarakan		31.22									12.00		43.22
18	North and Central Sulawesi, Gorontalo		263.13				20.00							283.13
19	North Sulawesi					49.60								49.60
20	Central Sulawesi					4.30								4.30
21	Gorontalo					6.78								6.78
22	South and Southeast Sulawesi	25.00	186.71	122.72										334.43
23	South Sulawesi					118.17								118.17
24	Southeast Sulawesi					11.05								11.05
25	Maluku and North Maluku		169.82											169.82
26	Maluku													0.00
27	North Maluku													0.00
28	Papua		135.83			3.40								139.23
29	Dist. Bali		4.08											4.08
30	West Nusa Tenggara		147.30			0.40								147.70
31	East Nusa Tenggara		127.66			0.30								127.96
32	Center of North Sumatra	130.00	105.16	166.33		171.50			130.00		817.88			1520.87
33	Center of South Sumatra		283.82	125.92		390.46		460.00	25.00	84.85				1370.05
34	Outside of Java Island	155.00	2830.09	469.96	20.00	790.07	20.00	590.00	155.00	84.85	857.88	12.00		5984.85
35	PT INDONESIA POWER	500.00	91.90	806.16	1495.73	1116.20	375.00	3400.00		40.20	1180.00			9005.19
36	PT PJB	500.00		80.40	920.00	1289.38		800.00	800.00		2087.36			6477.14
37	PT PEMBANGKIT MUARA TAWAR				858.80							1.00		859.80
38	Dist. East Java		11.21			2.45								13.66
39	Dist of Central Java					0.64								0.64
40	D.I. Yogyakarta													0.00
41	West Java		0.22			0.71								0.93
42	Banten		0.18											0.18
43	Java	1000.00	103.51	886.56	2415.73	2409.38	375.00	4200.00	800.00	898.20	3267.36			16355.74
44	Indonesia	1155.00	2933.60	1356.52	2435.73	3199.45	395.00	4790.00	955.00	983.65	4125.24	12.00		22341.19

PLN's Installed Capacity of Power Plant by Type and by Region 2007 (MW)

No.	Indicator	Steam PP	Diesel PP	Gas Turbine PP	Gas & Steam Combined PP	Hydro PP	Geothermal PP	Steam Coal PP	Steam Natural Gas PP	Natural Gas Turbine PP	Gas turbine and steam combined cyle	Micro-gas PP	Wind-generated PP	Total
1	Aceh		150.74			1.75								152.49
2	North Sumatra		0.70											0.70
3	West Sumatra		44.06			0.65								44.71
4	Riau		164.08											164.08
5	Jambi, Bengkulu & South Sumatra	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
6	South Sumatra		20.12											20.12
7	Jambi		35.16											35.16
8	Bengkulu		33.71			1.60								35.31
9	Lampung		8.03											8.03
10	Bangka Belitung		101.13											101.13
11	PT PLN BATAM		111.35											111.35
12	West Kalimantan		259.55	34.00										293.55
13	Central and South Kalimantan	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	
14	South Kalimantan		129.82	21.00		30.00		130.00						310.82
15	Central Kalimantan		83.02											83.02
16	East Kalimantan	14.00	320.43	20.00							60.00			414.43
17	PLN Tarakan		19.22									12.00		31.22
18	North and Central Sulawesi, Gorontalo	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
19	North Sulawesi		123.71			51.38	40.00						0.10	215.19
20	Central Sulawesi		118.52			5.96								124.48
21	Gorontalo		40.66											40.66
22	South and Southeast Sulawesi	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		n.a.	n.a.	n.a.	n.a.	n.a.	
23	South Sulawesi	25.00	144.57	122.72		147.72			n.a.		n.a.			440.01
24	Southeast Sulawesi		73.09			1.60								74.69
25	Maluku and North Maluku	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
26	Maluku		55.49											55.49
27	North Maluku		126.17											126.17
28	Papua		163.72			4.04								167.76
29	Dist. Bali		3.76											3.76
30	West Nusa Tenggara		139.18											139.18
31	East Nusa Tenggara		123.68			1.08								124.76
32	Center of North Sumatra	490.00	108.18	166.33		253.50			817.88					1835.89
33	Center of South Sumatra	685.00	211.42	354.82		607.96								1859.20
34	Outside of Java Island	1214.00	2916.50	718.87	0.00	1107.24	40.00	130.00	817.88	0.00	60.00	12.00	0.10	7016.59
35	PT INDONESIA POWER	3900.00	91.90	846.36		1103.80	375.00		2675.73					8992.79
36	PT PJB	2100.00		80.40		1289.38			3037.36					6507.14
37	PT PEMBANGKIT MUARA TAWAR									858.00				858.00
38	Dist. East Java		12.26			2.45								14.71
39	Dist of Central Java					0.38								0.38
40	D.I. Yogyakarta					0.32								0.32
41	West Java					0.71								0.71
42	Banten		0.22											0.22
43	Java	6000.00	104.38	926.76	0.00	2397.04	375.00	1420.00	6453.09	858.00	0.00	0.00	0.00	18534.27
44	Indonesia	7214.00	3020.88	1645.63	0.00	3504.28	415.00	1550.00	7270.97	858.00	60.00	12.00	0.10	25550.86
45	West Sulawesi		3.23											3.23
46	P3B Sumatra													0.00
47	Dist. Greater Jakarta and Tangerang													0.00
48	Pembangkitan Cilegon								740.00					740.00
49	Pembangkitan Tanjung Jati B							1420.00						1420.00

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008. (Directorate General of Electricity and Energy Utilization) (<http://www.djpe.esdm.go.id>) 2004: <http://www.djpe.esdm.go.id>

Note: 2007: Table 5 Kapasitas Terpasang Pembangkit Tenaga Listrik PLN Menurut Jenis Pembangkit per Wilayah. Statistik Ketenagalistrikan dan Energi Tahun 2008. n.a.: data is not available from the data source. -: data is not available yet. no data: data is not collected anymore Blank: zero value MW: Mega Watt

PLN's Number of Power Plant Unit by Type and Region in 2006

No.	Indicator	Steam PP	Diesel PP	Gas Turbine pp	Gas & Steam Combined PP	Hydro PP	Geothermal pp	Micro-gas PP	Wind-generated PP	Total
1	Aceh		211			3				214
2	North Sumatra		5							5
3	West Sumatra		146			3				149
4	Riau		397							397
5	South Sumatra		99							99
6	Jambi		145							145
7	Bengkulu		85			2				87
8	Bangka Belitung		82							82
9	Lampung		46							46
10	West Kalimantan		370	1						371
11	South Kalimantan	2	115	1		4				122
12	Central Kalimantan		258							258
13	East Kalimantan		301		3	1				305
14	North Sulawesi		189			15	1			205
15	Gorontalo		52							52
16	Central Sulawesi		286			8				294
17	South Sulawesi	2	99	5		7				113
18	Southeast Sulawesi		159			2				161
19	West Sulawesi		32							32
20	Maluku		291							291
21	North Maluku		167							167
22	Papua		373			9				382
23	Dist. Bali		27							27
24	West Nusa Tenggara		154			2				156
25	East Nusa Tenggara		391			3				394
26	PT PLN Batam		25							25
27	PT PLN Tarakan		9					2		13
28	Center of North Sumatra	4	40	9	6	20				79
29	Center of South Sumatra	8	46	14		24				92
30	Outside of Java Island	16	4,600	30	9	103	1	2	0	4,763
31	Dist. East Java		49			3				52
32	Dist. Central Java					2				2
33	D.I. Yogyakarta					1				1
34	West Java					4				4
35	Banten		2							2
36	Dist. Greater Jakarta and Tangerang									0
37	PT Indonesia Power	14	17	18	20	56	7			132
38	PT PJB	11		6	22	34				73
39	P3B Jawa Bali									0
40	PT PEMBANGKIT MUARA TAWAR			6						6
41	Pembangkitan Cilegon				2					2
42	Pembangkitan Tanjung Jati B	2								2
43	Java	27	68	30	44	100	7	0	0	276
44	Indonesia	43	4,668	60	53	203	8	2	0	5,039

PLN's Number of Power Plant Unit by Type and Region in 2008

No.	Indicator	Steam PP	Diesel PP	Gas Turbine pp	Gas & Steam Combined PP	Hydro PP	Geothermal pp	Micro-gas PP	Wind-generated PP	Total
1	Aceh		212			2				214
2	North Sumatra		7							7
3	West Sumatra		186			3				189
4	Riau		373							373
5	South Sumatra		102							102
6	Jambi		154							154
7	Bengkulu		91			2				93
8	Bangka Belitung		85							85
9	Lampung		40							40
10	West Kalimantan		302	1						303
11	South Kalimantan	2	126	1		3				132
12	Central Kalimantan		282							282
13	East Kalimantan	2	368	1	3					374
14	North Sulawesi		149			11	2			162
15	Gorontalo		41							41
16	Central Sulawesi		262			6				268
17	South Sulawesi	2	97	5		7				111
18	Southeast Sulawesi		159			2				161
19	West Sulawesi		33							33
20	Maluku		184							184
21	North Maluku		321							321
22	Papua		390			9				399
23	Dist. Bali		14						3	17
24	West Nusa Tenggara		140							140
25	East Nusa Tenggara		335			2				337
26	PT PLN Batam		22							22
27	PT PLN Tarakan		9					2		11
28	Center of North Sumatra	5	40	11	6	20				82
29	Center of South Sumatra	10	46	15	1	24				96
30	Outside of Java Island	21	4,570	34	10	91	2	2	3	4,733
31	Dist. East Java		46			3			1	50
32	Dist. Central Java					2				2
33	D.I. Yogyakarta					1				1
34	West Java					4				4
35	Banten		2							2
36	Dist. Greater Jakarta and Tangerang									0
37	PT Indonesia Power	14	17	18	20	54	7			130
38	PT PJB	11		6	22	34				73
39	P3B Jawa Bali									0
40	PT PEMBANGKIT MUARA TAWAR				6					6
41	Pembangkitan Cilegon				3					3
42	Pembangkitan Tanjung Jati B	2								2
43	Java	27	65	24	51	98	7	0	1	273
44	Indonesia	48	4,635	58	61	189	9	2	4	5,006

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral Statistik Ketenagalistrikan dan Energi Tahun 2008 (Directorate General of Electricity and Energy Utilization) (http://www.djpe.esdm.go.id)

2006: http://www.djpe.esdm.go.id

2008: Table 7 Jumlah Unit Pembangkit Tenaga Listrik PLN Per Jenis Pembangkit Per Wilayah Per Wilayah 2008 Statistik Ketenagalistrikan dan Energi Tahun 2008

Note: n.a.: data is not available from the data source. -: data is not available yet.

no data: data is not collected anymore

Blank: zero value

PLN's Transmission and Distribution Lines

No.	Indicator	Unit	1990 *1	1995	2000	2001	2002	2003	2004	2005 *2	2006	2007	2008	2009
1	Transmission Lines													
-	- Extra high voltage transmission lines (500kV)	kmc	1,060.92	1,657.09	2,774.00	2,849.00	3,207.00	3,607.61	3,578.27	3,578.27	5,047.78	5,047.78	5,092.00	-
-	- High voltage transmission lines (25 - 150kV)	kmc	13,537.77	17,287.15	22,047.00	23,139.84	2,363.25	24,565.33	27,215.70	27,367.21	27,869.05	28,115.09	29,091.85	-
-	- Sub station	MVA	19,145.33	32,553.40	46,958.00	50,486.00	51,845.00	53,400.00	54,128.00	53,976.00	54,527.00	58,713.00	59,508.00	-
2	Distribution Lines													
-	- Medium voltage (6 - 20kV)	kmc	77,345.77	137,228.41	214,311.00	222,355.09	228,002.86	233,381.60	285,052.17	239,384.16	246,775.43	253,908.02	261,163.20	-
-	- Low voltage (< 6kV)	kmc	120,168.56	191,232.46	287,531.02	296,743.96	307,867.39	313,828.78	322,702.79	324,454.18	326,274.01	344,589.67	353,762.00	-
-	- Distribution sub station	MVA	13,108.07	18,801.81	27,550.53	28,585.03	29,712.66	30,255.52	30,595.13	29,013.33	32,873.70	33,826.37	32,244.40	-

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008.
(Directorate General of Electricity and Energy Utilization).
(<http://www.djpe.esdm.go.id>).

1990-1995: <http://www.djpe.esdm.go.id>

2000-2008: Table 11 Jaringan Transmisi dan Distribusi PLN. Statistik Ketenagalistrikan dan Energi Tahun 2008

Note: n.a.: data is not available from the data source. -: data is not available yet

no data: data is not collected anymore

kmc: kilo-meter circuit

MVA: mega volt ampere

*1 Data of 1990/1991

*2 Decreased due to the tsunami disaster in Aceh

[illegible][illegible]

2004-2006: <http://www.cjipe.esdm.go.id>
2007: Table 11 Jaringan Transmisi dan Distribusi PLN per Wilayah 2007, Statistik Ketenagalistrikan dan Energi Tahun 2007.

Note: n.a.: data is not available from the data source. -: data is not available yet.

<shaded in blude>: data was not collected in the certain year and/or an indicator was not set yet then
no data: data is not collected anymore

<blank>: no data for the certain indicators
JTET: Extra high voltage transmission lines (500 kV)

JIT: High voltage transmission lines (25–150kV)
JTM: Medium voltages (6–20kV)

JTR: Low voltage (< 6kV)

kmc: kilo-meter circuit
 8.63 / 8.7 : mean max. velocity @ mean max.

*1 Data before 2004 was not found though Internet search.

PLN's Electricity Production by Type of Power Plant and by Region in 2007 (GWh)

No.	Indicator	Steam PP	Diesel PP	Gas Turbine PP	Gas & Steam Combined PP	Hydro PP	Geothermal PP	Steam Coal PP	Steam Natural Gas PP	Natural Gas Turbine	Gas turbine and steam combined cycle	Micro-gas PP	Wind-generated PP	TOTAL
-	Nanggroe Aceh Darussalam	-	-	-	-	1.01	-	-	-	-	-	-	-	-
-	North Sumatra	-	-	-	-	-	-	-	-	-	-	-	-	-
-	West Sumatra	-	-	-	-	0.85	-	-	-	-	-	-	-	-
-	Riau	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Riau Islands	-	-	-	-	-	-	-	-	-	-	-	-	-
-	South Sumatra	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Jambi	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Bengkulu	-	-	-	-	1.40	-	-	-	-	-	-	-	-
-	Bangka Belitung	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Lampung	-	-	-	-	-	-	-	-	-	-	-	-	-
-	West Kalimantan	-	-	-	-	-	-	-	-	-	-	-	-	-
-	South Kalimantan	-	-	-	-	1.68	-	-	-	-	-	-	-	-
-	Central Kalimantan	-	-	-	-	-	-	-	-	-	-	-	-	-
-	East Kalimantan	-	-	-	-	-	-	-	-	-	-	-	-	-
-	North Sulawesi	-	-	-	-	280.17	-	-	-	-	-	-	-	-
-	Central Sulawesi	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Central Sulawesi	-	-	-	-	22.29	-	-	-	-	-	-	-	-
-	South Sulawesi	-	-	-	-	1.05	-	-	-	-	-	-	-	-
-	Southeast Sulawesi	-	-	-	-	8.68	-	-	-	-	-	-	-	-
-	West Sulawesi	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Maluku	-	-	-	-	-	-	-	-	-	-	-	-	-
-	North Maluku	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Papua	-	-	-	-	18.51	-	-	-	-	-	-	-	-
-	Bali	-	-	-	-	-	-	-	-	-	-	-	-	-
-	West Nusa Tenggara	-	-	-	-	-	-	-	-	-	-	-	-	-
-	East Nusa Tenggara	-	-	-	-	3.43	-	-	-	-	-	-	-	-
-	Banten	-	-	-	-	-	-	-	-	-	-	-	-	-
-	PT PLN Tarakan	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Center of North Sumatra	-	-	-	-	1.338.65	-	-	-	-	-	-	-	-
-	Center of South Sumatra	-	-	-	-	2.242.93	-	-	-	-	-	-	-	-
-	PTB Sumatra	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Outside of Java Island	0	0.00	0.00	0.00	5.138.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
-	East Java Region	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Central Java and D.I Yogyakarta	-	-	-	-	-	-	-	-	-	-	-	-	-
-	West Java	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Banten	-	-	-	-	-	-	-	-	-	-	-	-	-
-	DKI Jakarta and Tangerang	-	-	-	-	-	-	-	-	-	-	-	-	-
-	PT Indonesia Power	-	-	-	-	-	-	-	-	-	-	-	-	-
-	PT PTJB	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Mutara Tawar power plant	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Cilegon power plant	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Tanjung Jati B power plant	-	-	-	-	-	-	-	-	-	-	-	-	-
-	Java Island	-	-	-	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0
-	Indonesia	-	-	-	-	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0

Source: Direktorat Jenderal Listrik dan Pemanfaatan Energi, Kementerian Energi dan Sumber Daya Mineral. Statistik Ketenagalistrikan dan Energi Tahun 2008. Jakarta, December 2008.

(http://www.djpe.esdm.go.id)

1990-1995: http://www.djpe.esdm.go.id

2007-2008: Table 13. Produksi Tenaga Listrik PLN per Jenis Pembangkit dan per Wilayah 2007. Statistik Ketenagalistrikan dan Energi Tahun 2007.

Note: n.a.: data is not available from the data source. -: data is not available yet.

no data: data is not collected anymore

GWh: Giga Watt Hour

MVA: mega volt ampere

*1 Data of 1990/1991

*2 Decreased due to the tsunami disaster in Aceh

Production, Consumption, Export and Import of Petroleum

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 *1
1	Production	Barrel	n.a.	n.a.	517,415,696.00	489,849,297.00	455,738,915.00	415,814,157.00	400,486,234.00	385,708,779.00	359,289,337.00	348,314,945.00	356,436,786.00	345,489,725.00
2	Consumption	Barrel	n.a.	n.a.	383,955,955.00	375,668,315.00	358,806,832.00	373,190,759.00	375,494,636.00	357,493,997.00	349,845,435.00	321,302,814.00	273,505,549.00	297,602,721.00
3	Export	Barrel	n.a.	n.a.	225,840,000.00	239,947,960.00	216,901,729.00	211,195,794.52	180,234,938.00	156,766,006.00	114,147,764.31	127,134,792.00	128,058,149.00	117,212,847.00
4	Import	Barrel	n.a.	n.a.	79,206,903.00	118,361,896.69	121,269,175.75	129,761,738.00	148,489,589.13	120,159,324.81	113,545,934.13	111,067,245.00	92,175,358.25	75,099,057.78

Source: Ministry of energy and Mineral Resources, Republic of Indonesia Website
"Datawarehouse"
(<http://dtwh2.esdm.go.id/dw2007/>)

Note: n.a.: data is not available from the data source. -: data is not available yet.
*1 Production and Export: up to December 2009
Consumption and Import: up to November 2009

Production and Utilization of Natural Gas

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 *1
1	Production	MSCF	n.a.	n.a.	2,895,578,543	2,803,231,545	2,993,121,530	3,136,000,115	3,029,904,958	2,984,150,215	2,947,048,632	2,805,999,464	2,891,929,375	2,506,803,481
2	Utilization	MSCF	n.a.	n.a.	2,722,779,865	2,636,278,069	2,823,492,031	2,973,792,996	2,888,863,199	2,766,062,673	2,825,760,987	2,708,982,556	2,790,988,091	2,345,995,786

Source: Ministry of energy and Mineral Resources, Republic of Indonesia Website
"Datawarehouse"

(<http://dtwh2.esdm.go.id/dw2007/>)

Note: n.a.: data is not available from the data source. -: data is not available yet.

*1 The data in 2009 is up to October 2009

Production, Domestic Sales and Export of Coal

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009 *1
1	Production	ton	n.a.	n.a.	n.a.	n.a.	n.a.	112,667,588.24	129,156,475.79	151,840,294.71	179,535,722.73	178,790,755.68	188,663,068.44	208,006,261.24
2	Domestic sale	ton	n.a.	n.a.	n.a.	n.a.	n.a.	28,696,489.91	32,882,669.00	42,477,277.07	39,267,789.80	46,190,247.21	49,026,072.21	49,555,567.96
3	Export	ton	n.a.	n.a.	n.a.	n.a.	n.a.	84,017,493.63	93,292,374.71	105,818,439.51	129,123,676.61	140,048,706.98	140,518,549.69	161,344,843.25
4	Import	ton	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.

Source: Ministry of energy and Mineral Resources, Republic of Indonesia Website
 "Datawarehouse"
 (<http://dwh2.esdm.go.id/dw2007/>)

Note: n.a.: data is not available from the data source. -: data is not available yet.

*1 The data in 2009 is up to December 2009

3. Food Supply

3.1. Overview

3.1.1. National Development Plan

Indonesia is an agricultural country which has huge potential resources of agriculture both land base agriculture (food crops, horticulture, plantation, livestock, and forestry) and water base agriculture (marine and fishery). Food supply is very much related to natural resources in Indonesia. Natural resources produce many of commodities which are mostly food. However, as support to economic growth, short-term orientation of economic interest and jump of human population will be implicated to increase natural resource needs. Those increasing needs will accelerate natural resource utilization and then finally will decrease life environment and natural resources. Impact of life environment degradation has been already felt especially in food supply issues, energy and water needs issues in several regions in Indonesia.

In the Long Term National Development Plan (RPJPN) 2005 – 2025¹, the missions related to food supply are included in Mission 2 and 5:

(1) Mission 2: To create Indonesia as a competitive country

Regarding food supply, the Mission covers the following: a) emphasize roles of agriculture, fishery and forestry as basis of economic development activities and industries to support, and b) utilize global existing condition as opportunity in increase competitiveness.

(2) Mission 5: To create development spreading and equitable

This Mission covers a) secure food supply with affordable price and appropriate to local food resource diversity by increase national production capacity, and b) anticipate global food price dynamics and impact of climate changes, such as planting pattern changes, flood, and dryness disaster, which cause food crisis and decrease of food production capacity.

As islands country, Indonesia area that mostly is seas (covers 75% of the area) is very susceptible to global climate changes besides of the population jump problem. Both of the problems are integrated in the Indonesia's Medium Term Development Policy (RPJMN) 2010-2014². The RPJMN 2010-2014 is an integral component of RPJPN 2005-2025. In those next five years, food supply issue is dealt with two clusters namely (1) utilization of natural resource that support economic development, and (2) improvement of quality and sustainability of life environment.

In utilization of natural resource that support economic, food security improvement, and agriculture, fishery and forestry revitalizations are raised as the first priority besides two other points namely improvement of energy supply and security, and improvement of mining and minerals resource management.

Improvement of quality and sustainability of life environment focuses into four priorities

¹ It is regulated by Republic of Indonesia Law No.17 year 2007.

² The RPJMN 2010-2014 was regulated through President Regulation No.5 year 2010.

namely (a) improvement of life environment quality, (b) improvement of forest resource conservation and rehabilitation, (c) improvement of marine resource management, and (d) improvement of disasters and climate information quality, and adaptation capacity and mitigation of climate changes.

From those seven priorities of natural resource and life environment development of RPJMN 2010-2014, three of them relates to food supply sector, namely (1) food security improvement, and agriculture, fishery and forestry revitalizations, (2) improvement of forest resource conservation and rehabilitation, and (3) improvement of marine resource management.

3.1.2. Sectoral Strategic Plan

Food supply is directly related to agriculture and fishery sub-sectors. Agriculture means land basis products including food crops, horticulture, plantation and livestock sub-sectors, while fishery means water basis products including capture and culture fisheries in seas and inland water. The Ministry of Agriculture (MOA) manages the agriculture development and Ministry of Marine Affairs and Fisheries (MMAF) takes on the responsibilities of the fishery sub-sector development.

In line with RPJMN 2010-2014, MOA and MMAF has formulated respective strategic plans (RENSTRA) which are briefly illustrated below.

(1) Agriculture Sector (food crops, horticulture, plantation and livestock sub-sectors)

In general, MOA RENSTRA covers:

- Development of added value programs
- Preparation and development of advanced agriculture facilities and infrastructures
- Development of advance applied technologies
- Development of agriculture human resources and farmer organizations
- Improvement of diversity and people's food security programs
- Agriculture quarantine quality improvement and bio-safety surveillance

In specific sub-sector, MOA Strategic Plan covers:

a) Food Crops

The focus of food crops development in the RENSTRA is improvement of program on agricultural food production, productivity and quality for self-sufficient and its sustainability, which covers:

- Production management of cereal (especially for paddies, corn, wheat and sorghum)
- Production management of nut and tubers (especially for soybean, peanut, green-nut, cassava, and sweet potato)
- Management of seeds preparation system
- Distribution of subsidized food crops seeds and fertilizer
- Strengthening of food crops protection from (*Organisme Pengganggu Tanaman*=plant disturber organism) attacks and DFI (*Dampak Fenomena Iklim*=impact of climate phenomenon)
- Development of seed quality test methods and implementation of quality system of

seed tests laboratory

- Development of pest and disease attack prediction

b) Horticulture

The focus of horticulture development in the RENSTRA is the improvement of sustainable horticulture production, productivity and quality. It specifically intends to improve production through the development of seedling and fertilizer system and production facilities as well as development of horticulture plant protection system.

c) Plantation

The focus of plantation development in the RENSTRA is the improvement of sustainable plantation for crops production, productivity and quality. Areas covered include revitalization of seedling and seedling business institutions, strengthening of monitoring institution, improvement of a season plantation crops production, productivity and quality, improvement program of spices and freshener crops production, productivity and quality and improvement programs of yearly plantation crops production, productivity and quality.

d) Livestock/Animal Husbandry

The focus of animal husbandry development in the RENSTRA is cattle self-sufficient achievement program and improvement of food supply (animal basis) that are safe, healthy, and rightful. The Plan consists of the followings:

- Improvement of quantity and quality seeds using optimal local sources
- Improvement of ruminant production and utilization of local sources
- Improvement of non-ruminant production and utilization of local sources
- Disease control
- Food safety assurance

(2) Marine Affairs and Fishery Sector (aquaculture and capture fisheries sub-sectors)

The MMAF RENSTRA consists of the followings:

- Development and management of advanced capture fishery
- Improvement of culture fishery production
- Improvement of fishery product competitiveness and marketing
- Programs of small islands, coastal area and marine resource management
- Fishery and marine resource surveillance
- Programs of research and development on marine and fishery science and technology
- Development of marine and fishery human resources

3.1.3. Summary of Food Supply Developmental Issues

The major development issues of the food supply continue to challenge on to how to increase production, productivity and quality of food for human consumption. The increasing population demands more food supply. Indonesia's poverty level is high, especially farmer and fishermen who are producers of food. With the limited natural resource, efforts to fulfill food demand must be consciously done based on principle of intensification, conservation and sustainable production. The major issues of food supply are as follows.

Development Issue 1: Food supply related budget

Development Issue 2: Production increasing (plant basis commodities)

Development Issue 3: Irrigation facilities

Development Issue 4: Production increasing (animal basis commodities)

Development Issue 5: National consumption and distribution of agriculture commodities/products

Development Issue 6: Balance of import and export (land base commodities)

Development Issue 7: Need of human resource development in agriculture

Development Issue 8: Production increasing (water base commodities)

Development Issue 9: National consumption of fishery commodities

Development Issue 10: Balance of import and export (water base production/commodities)

Development Issue 11: Fisheries industrial development

Development Issue 12: Needs of human resource development in fishery

Development Issue 13: Poverty issues of farmers and fishermen

3.2. Sectoral Development Issues

Sectoral development issues are categorized in to land base and water-base products. Land base products/ commodities covers food crops, fruit and vegetables, plantation commodities, meat, eggs, milk, etc. while, water base products/ commodities cover fishes, seaweeds/water plants, crustaceans, salt, etc. These issues are measured by looking at the production and distribution.

3.2.1. Food Supply related Budget

The percentages of agriculture and fishery budget and the irrigation budget in total of annual national budget were 1.57% and 0.93% respectively in 2009. The percentage of agriculture and fishery budget in 2009 was lower than 2008, although was higher than 2005. The percentage of irrigation budget in 2009 is the same level as 2005. However, the amount of agricultural and fishery budget and irrigation budget have increased since 2005.

3.2.2. Land-base Products/Commodities

For land-base products and commodities, the major issues are production increases in plant basis commodities and animal basis commodities, irrigation facilities, national consumption and distribution of agricultural commodities, balance of import and export, and human resource development for agriculture.

(1) Production Increasing (Plant Basis Commodities)

For agriculture development, the production increase is the major objective. There are four major agricultural commodities in Indonesian in terms of production namely rice, corn soybean and sugarcane. Rice continues to be the main source of commodity. Rice production volume accounts to about 60.3 millions ton in production in 2008.

Rice production volume: Agency for Agricultural Research and Development released many varieties of rice. During 5 years since 2003 until 2007, at least 48 developed varieties of paddy and secondary crops were released including hybrid paddies such as HIPA 5 CEVA and HIPA 6 JETE which produce range of result up to 8 tons/ha after 100 – 130 days of plantation.

MOA is developing SRI (system of rice intensification) and adopts organic concept of agriculture. In many cases such as in Karawang and Subang, SRI was success to produce paddy grains with high productivity.

The productivity of Java's rice production is highest in Indonesia (see Table 3.2.1). Java has an important role in Indonesia's food supply and a major producer of food in Indonesia especially rice.

Table 3.2.1 Paddy Productivity by Island (2008)

Item	Sumatra	Java	Kalimantan	Sulawesi	Papua
Productivity (Ton/Ha)	4.2	5.4	3.3	4.6	3.5

Source: MOA, Agriculture Statistics, 2008

Rice harvested area: Harvested area of paddy had declined gradually until 2006 and production grew very slow. Started in 2007, production of paddy increased with increasing of harvested area.

Table 3.2.2 Harvested Area of Paddy, 2004-2008 (Million Ha)

Harvested Area	2004	2005	2006	2007	2008
Wetland Paddy Area	10.80	10.73	10.71	11.04	11.26
Dry land Paddy Area	1.12	1.11	1.07	1.11	1.08
Total	11.92	11.84	11.79	12.15	12.34

Source: MOA, Agriculture Statistics, 2008

Although data by government was not recorded, many of good agriculture lands especially in Java Island were changed to other purpose (industries and housing estates). Until now the changed areas are still not impacted to national rice production, but if this concern will not be responded, it will lead to greater problem in the future for food security. Indonesia needs to maintain good agriculture areas but not to convert and utilize for other land uses.

Rice yield and rice productivity per agriculture workers have increased. Especially, rice yield increased from 4.35 t/ha in 1995 to 5 t/ha in 2009. In the provincial level, East Java (5.9 t/ha), Bali (5.84 t/ha), and West Java (5.58 t/ha) were the highest, Bangka Belitung (2.45 t/ha) and Central Kalimantan (2.53 t/ha) was the lowest in 2008. The differences between the highest and the lowest were more than double.

Following by rice, soybean accounts for about 776.5 thousand tons in production in 2008. Corn, sugarcane, fruits and vegetable productions have gradually increased. The very high acceleration is happened in oil palm production as one of main plantation commodities, resulted from huge expansion of oil palm especially in Kalimantan.

Table 3.2.3 Production of Main Agriculture Commodities in Indonesia, 2002-2009

Commodity	2002	2003	2004	2005	2006	2007	2008	2009
Rice (million ton)	51.5	51.9	54.1	54.2	54.5	57.2	60.3	64.3
Corn (million ton)	9.7	10.8	11.2	12.5	11.6	13.3	15.9	17.6
Soybean (thousand ton)	-	-	-	808.4	747.6	592.5	776.5	924.5
Sugar Cane (million ton)	1.9	1.6	2.1	2.2	2.3	2.6	2.8	2.9
Vegetables (million ton)	7.2	8.6	9.0	9.1	9.5	9.5	-	-
Fruits (million ton)	11.7	13.6	14.4	14.8	16.2	17.1	-	-
Oil palm (million ton)	8.2	10.4	10.8	11.9	17.4	17.4	-	-

Source: MOA, Agriculture Statistics, 2008

To increase the productivity, tractors and fertilizer take an important role. However, data on the number of tractors per 1,000 ha and fertilizer consumption of arable land were not available.

GDP of agriculture sector (at current prices) shows the contribution of agriculture sector in national economy. The actual value of GDP of agriculture sector has increased since 2000. Although the percentage of the GDP has increased since 2006, it has decreased compared to 2000. The percentage in 2009 was 15.29%.

(2) Irrigation Facilities

Rice continues to be the main source of commodity. The indicator of arable land area shows the amount of crop land area available for food production. It was 20 million ha in 2007 and increased compared to one in 2000 (20.5 million ha).

Water (irrigation) plays an important role in intensification of agriculture development. Indicator of irrigated land area for paddy field shows to what extent arable land and water resources are used in an intensive manner. It can indicate level of conversion of land to high input agriculture. The area has drastically increased from 4.5 million ha in 2007 to 7.2 million ha in 2009.

(3) Production Increasing (Animal Basis Commodities)

National beef cattle population noted grows more than 2 million heads from 10.57 million in 2005 to 12.61 million in 2009. However, beef cattle production has slightly increased between 2000 and 2009. Milk national production is fluctuated with flat growth tendency (495.7 thousand ton in 2000 and 574.4 thousand ton in 2009).

Regarding with chicken and eggs supplies, both productions increase significantly every year and appropriate for domestic consumption. Chicken population has increased from 859.5 million heads in 2000 to 1,301.8 million heads in 2009, and chicken meat production also increased in 0.8 million ton in 2000 and 1.36 million ton in 2009.

Table 3.2.4 Animal Basis Population, 2004 - 2009

Livestock	2004	2005	2006	2007	2008	2009
Beef Cattle Population (million heads)	10.53	10.57	10.88	11.52	12.26	12.61
Milk Production (1,000 ton)	549.95	535.96	616.55	567.68	574.41	-
Chicken Population (million heads)	1,149.38	1,174.93	1,188.81	1,275.40	1,253.43	13,01.82
Egg Production (1,000 ton)	931.41	856.57	1,010.79	1,174.60	1,266.90	-

Source: MOA, Agriculture Statistics, 2008

GDP of livestock has increased since 2000 and from 27 thousand billion Rp. in 2000 to 104 thousand billion Rp. in 2009. However, the percentage decreased slightly from 2.14% in 2000 to 1.85% in 2009.

(4) National Consumption and Distribution of Agriculture Commodities

Raito of food self-sufficiency shows the availability of food production in the country. However, the data was not available.

People's diet and type of food consumption has changed slightly. Rice consumption per capita has decreased since 1990 and was 118kg/capita in 1990 and 91kg/capita in 2007. Corn consumption per capita has also decreased from 9.7 kg/capita in 1990 to 5.6kg/capita in 2007. Beef cattle consumption per capita decreased from 0.62kg/capita in 1990 to 0.36kg/capita in 2008. On the other hand, chicken meat consumption and egg consumptions per capita have increased. Chicken meat consumption was almost double between 1990 and 2009 and in 1.92kg/capita and 3.85 kg/capita respectively. Egg consumption was 4.7kg/capita in 1995 and 6kg/capita in 2007.

The level of availability of food based on calories sufficiency was appropriate in general. With minimum per capita availability of calories of 2,200 which suggested by GOI³, the level of availability of food based on calories sufficiency was over as seen in the table below. The data of average daily per capita consumptions by type of nutrition (protein, energy, and fat) were not available.

Table 3.2.5 Per Capita Availability of Calories, 2005-2009

Unit	2005	2006	2007	2008	2009*
Kcal/person/day	2,912	2,932	2,957	-	-

Source: BPS, Statistical yearbook of Indonesia

(5) Balance of Import and Export Commodities

The agriculture products import volume increased 1.6 times between 2000 and 2007 (10 million ton in 2000 and 16 million ton in 2007) while the value increased almost four

³ *Widyakarya Pangan dan Gizi VIII* (national workshop for food and nutrient) in 2004

times (2,416 million USD in 2000 and 8,598 million USD in 2007). The share of agriculture import value in total import value increased 7.2% in 2000 and 11.5% in 2007.

On the other hand, the export value greatly increased almost eight times (2,693 million USD in 2000 and 21,257 million USD in 2008) and volume in three times (7.55 million ton in 2000 and 23.94 million ton in 2007). Since 2003, the amount of export exceeds the one of import. The comparison in agriculture products export with import was 247% in value and 150% in volume in 2007.

However, the import balance in rice, bovine, milk and poultry meat is high compared with export. Especially in 2007, 1.4 million ton of rice was imported and 464.39 million USD was spent. Rice is the main food in Indonesia and demand for rice is increasing rapidly overtime because of population growth.

Table 3.2.6 Rice Import Volume (Million Ton), 2004-2008

	2004	2005	2006	2007	2008
Volume of Rice Import	0.24	0.19	0.44	1.40	-

Source: Agriculture Statistics 2008, MOA

The indication of unbalanced supply and demand of beef cattle in Indonesia is showed by high volume of bovine import.

For fulfill milk domestic consumption, Indonesia is still import milk from other countries especially Australia and New Zealand. National production of milk is fluctuated with flat growth tendency and milk demand cannot be fulfilled by national production. Moreover, milk processing industries in Indonesia are managed by mostly foreign direct investments so it tends to use import raw milk for their products.

Compared to rice and bovine, the import value and volume of poultry meat is lower. However, the volume has increased since 2001.

Agriculture products for export market development faced slow growth because of small variety and low quality of export commodities. In general, Indonesia export commodities still dominated by non-agriculture products. Its top ten export commodities (without oil and gas) are textiles, woods, electronics, rubbers, palm oil, automotives, shoes, shrimps, cocoa and coffee. Many potential commodities in agriculture, such as processed food, spices, etc., are competitive in global market but remain untapped.

(6) Needs of Human Resource Development of Agriculture

Human resource is a big resource in Indonesia, and its capacity needs to be developed continuously for sustainable high growth of agriculture production. Seventeen percent of working population work in agriculture sector. By province, Papua has lager percentage of the agriculture workers (32.6%) compared to other provinces while DKI Jakarta (0.1%) is the lowest.

Universities in Indonesia have programs for agriculture. Around 60 universities, both state universities and private, have faculty of animal husbandry and at least five universities have veterinary medicine. The number of faculty of agriculture is more, but the number

was not available. Ideally, those should be able to produce experts in accelerate agriculture development in Indonesia. However, many graduates do not work in agriculture sector but in other sectors. It became a common issue in Indonesia, although no data available regarding to mentioned graduates tendency.

Besides formal education, farmers need improvement of their capacity continuously for intensification, conservation and sustainable production. For it, extension programs by government are highly required, and those need skilled personnel to assist farmers in implementation applied intensification technologies and farming management. In general, extension workers have a relatively wide knowledge and are familiar with their respective areas of duty very much. The data on the number of extension workers was not available.

There was a constraint in maintaining extension workers. In general, extension workers are considered by local governments as a burden in their budgets. A high cost has been expended for training extension workers, but district offices recruited many of the existing extension workers as structural officers but not functional personnel. The amount of allowance for a structural officer is higher than that for an extension worker. Hence, extension workers logically choose being structural officers. As a result, number of extension workers decreases.

Extension system in agriculture, estate crops, livestock, fisheries, and forestry has been broken down after the devolution of authority to local governments since 1999. However, Central as well as Regional Governments have re-build extension system to accelerate Indonesia agriculture development. The Government issued Act No. 16 of 2006 concerning agricultural, fishery, and forestry extension system as a basis for establishing the Agency for Agricultural, Fishery, and Forestry Extension at national level, the coordinating agency at provincial level, and the implementing agency at district level. The Government also issued the new Regulation No. 43 of 2009 concerning financing, supervision, and oversight of agricultural, fishery, and forestry extension to guide how to implement the extension system. With both act and regulation, there was a little improvement in the extension system during the last five years.

3.2.3. Water-base Products/Commodities

The water-base product is another major concern of Indonesia for food supply. For water basis products, the development issues are looked at from the same aspects as land-base products/commodities. The major issues are production increase, national consumption, balance of import and export, balance of import and export commodities, fisheries industrial development, and needs of human resource development.

(1) Production increase (Fishery Commodities)

Production of fishery commodities is seen by captured fish and culture fish production. More than 57% of fish supply is from capture fisheries. However, production of capture fisheries nearly reaches to the maximum sustainable yield (MSY) that is around 6 million tons issued by MMAF. On the other hand, aquaculture shows good increasing growth, and huge potential areas are still not utilized yet.

Table 3.2.7 Fishery Production

Commodity	2004	2005	2006	2007	2008
Capture Fisheries (Million Ton)	4.65	4.71	4.81	5.04	5.20
Aquaculture (Million Ton)	1.47	2.16	2.68	3.19	3.86
Total Production (Million Ton)	6.12	6.87	7.49	8.23	9.06

Source: Marine and Fisheries in Figures, MMAF

GDP of fishery at current prices has increased six times from 29,510 billion Rp. in 2000 and 177,770 billion Rp. in 2009. The percent of GDP of fisheries in total GDP also increased from 2.33% in 2000 to 3.17% in 2009.

(2) National Consumption

Fish consumption per capita has increased since 2001 (22.5kg/capita). In 2009, the consumption was 30kg/capita.

(3) Balance of Import and Export Fishery Commodities

The fishery products export volume has increased. Fishery products export market development is slowly growing. The major export market is USA, Japan and European Union. The major export fishery commodities are shrimp and tuna/skipjack.

Table 3.2.8 Export of Fishery Product, 2004-2008

Commodity	2004	2005	2006	2007	2008	2009
Export Volume (Million Ton)	0.90	0.86	0.93	0.85	0.91	0.80
Export Value (Million USD)	-	1,913.3	2,103.5	2,258.9	2,699.7	-

Source: Marine and Fisheries in Figures, MMAF

(4) Fisheries Industrial Development

Processed fish products volume has increased since 2005. The Processing industries are dominated by only two commodities namely tuna and shrimps.

(5) Needs of Human Resource Development of Fisheries

In terms of human resource development on fisheries, MMAF developed special school for fisheries. There are eight (8) senior high school of fisheries (SUPMs) and four (4) academies/universities of fisheries. The MMAF has five training centers and more than 100 fisheries centers for research and development. These universities and research centers are expected to produce experts in fisheries development and assist in the application of technologies and resolved problem including diseases control.

As addressed in the previous section of land-base products/commodities, continuous education for fishermen and aqua culturists is important for increasing production, and the supports from extension workers are expected. The number of extension workers for fishery indicates the level of supports for human resource development from the government. The number was not available.

3.2.4. Poverty Issues of Farmers and Fishermen

In Indonesia, about 15.42 percent of the total population belongs to poverty line in 2008. Number of population below the poverty line defines the figures of poverty in Indonesia.

Most of these people are farmers and fishermen because the GDP of agriculture sector per capita (8.7 million Rp.) is very low compared to other sector (44.5 million Rp.).

Table 3.2.9 The Indication of Farmers Poverty

Indicator	1990	1995	2001	2002	2003	2004	2005
Employee's GDP of agriculture sector	2.74	4.53	6.60	6.90	7.30	8.20	8.70
Employee's GDP of other sectors (average)	6.29	16.52	27.80	30.70	35.70	36.60	44.50

Source: BPS and JICA's Study of Farmers Income Improvement

3.3. Approach and Effort Taken by the Government of Indonesia

Beside many of development programs and projects aimed to increase production, the government is concern on food security. Initiates to develop and improve the quality of food supply are undertaken through national center for food and drugs testing (BPPOM). An early warning system on food safety is developed to ensure that all food products entering the country meet national and international standards.

Development of agriculture commodities by MOA is not only in production increasing but also in added-value programs. The programs of added-value development cover 1) development program of agriculture post harvest handling, 2) development program of agriculture products processing, 3) development program of agriculture standardization and quality, 4) development program of domestic market and 5) development program of international market.

3.4. Assistance of JICA

According to JICA's projects plan, the priorities of the JICA's assistance to the agriculture and fisheries sector in Indonesian are as follows.

1. Rehabilitation and construction of irrigation infrastructures, and improvement of management and operation technique of irrigation facilities based on political commitment agreed by on-going loan assistance and Climate Change Program Loan. Improvement of food production and reduction of poor people in rural area by introduction and extension of saved-water rice fields irrigation technology.
2. Improvement of policy, law and regulation in Agricultural sector which could be adopted to decentralization. Establishment of system for sustainable utilization of aquatic resources. Improvement of marketing system for circulation of agricultural products at appropriate price. Strengthening of competitiveness for products.
3. Improvement of income and job creation for poor people as well as development of

rural area by improvement of local agricultural industry, focused on rural development of eastern Indonesia utilizing results accumulated by previous technical assistance.

JICA's on-going and planned projects are as follows.

Table JICA's Project at 2009

	Project	Scheme	Project period	Funding (100 million yen)
Support for policy and institutional system	Advisor on Agriculture Policy and Programme Coordination	EXP	-2009	0.35
	Advisor on Agriculture Policy and Programme Coordination	EXP	2009-2011	0.25
	CP training of LTE " Estimation of Global Warming effect on agriculture"	CBT	2009	0.05
	Training of Trainers for Participatory Training Program on Agricultural Extension Methodology	CBT	2008-2010	0.21
	Integrated Jatropha curcas development study	DS	2009-2011	0.00
	Grant Assistance for Underprivileged Farmers (2KR)	-	2010	0.00
Support for regional development through the Livestock Promotion	Livestock Development Policy Advisor	EXP	2008-2010	0.35
	Strategy and System for Cattle Breeding by Embryo Transfer techniques by the collaboration with Livestock breeding institutes	CBT	2009-	0.10
	Beef Cattle Development Project Utilizing Local Resources in the Eastern Part of Indonesia	TA	-2010	3.40
	Project for Improvement of Countermeasure on the Productive Disease of Dairy Cattle	TA	2008-2010	1.00
Control of Avian Influenza and Other Strategic Animal Disease	Project for Improvement o n the Vaccination program for Avian Influenza control in Indonesia	TA	2007-2009	1.91
Support for irrigation O&M and rehabilitation.	Policy Adviser for Irrigation Management	EXP	2009-2011	0.00
	Establishment of New Road Map In Irrigation Planning and Management to Secure national Food Security and Poverty Alleviation	EXP	2009-2011	0.00
	BATANG HARI IRRIGATION PROJECT(II)	LA	-2009	76.39
	Decentralized Irrigation System Improvement Project in Eastern Region of Indonesia	LA	-2011	270.35
	KOMERING IRRIGATION PROJECT STAGE II, PHASE 2	LA	-2013	137.90
	Participatory Irrigation Rehabilitation and Improvement Management Project	LA	2008-2013	123.10

	Project	Scheme	Project period	Funding (100 million yen)
	Decentralized Irrigation System Improvement Project in Eastern Region of Indonesia (II)	LA	2008-2013	89.67
Sustainable Utilization of Fishery Resources	Advisor for Fisheries Management Policy Planning	EXP	2009-2011	0.23
	Enhancement of Marine and Fisheries Administration Under the Decentralization	TA	-2009	0.66
	Project for the Promotion of the Sustainable Coastal Fisheries	TA	-2009	1.70
	Project for Empowerment of Coastal Fishing Community in South Sulawesi through Technology Transfer of Community-based Set-net for Sustainable Fisheries	Grassroots TA	-2009	0.00
	Study for the Research on Useful Technologies in the Seaweed Culture by Japanese Universities	Study	2007-2010	-
	Development of Sustainable Aquaculture in Eastern Indonesia Region	TA	2009-2011	2.98
Improving Markets for Agricultural and Fishery Products	Long-term Expert “Agricultural Products Marketing Policy Advisor”	EXP	2009-2012	0.00
	Distribution Mechanism Reform through Development of Wholesale Market	DS	2008-2010	1.65
	Rehabilitation and Improvement Project of Jakarta Fishing Port	LA	-2009	34.37
	Improvement of Whole sale Market for Agriculture Products	LA	2010-2012 (plan)	0.00
	Improvement of Whole sale Market for Fisheries Products	LA	2010-2012 (plan)	0.00
Strengthening the competitiveness for Agricultural and Fishery Products	Sustainable Indonesian Fisheries Product Competitiveness	TA	2008-2010	0.53
	Technical Assistance to Small and Medium Enterprises in Indonesian Fish and Shrimp Industry	TA	2008-2010	0.53
	Standardization & Quality Control for Horticulture Products of Indonesia (Improvement of thermal treatment technique against fruit flies on fresh mango)	TA	2008-2010	1.90

Note: DS: Development Study EXP: Expert dispatch TA: Technical assistance JOCV: Volunteer dispatch LA: Loan program CBT: Capacity building training program

Source: Study Team based on JICA Indonesia Country Aid Implantation Policy, 2009

3.5. Assistance of Other Donor

The donor's assistances are limited in food supply sectors, although the priority of JICA's support is high in this sector. Based on a JICA's report on donor assistance, FAO, World Bank and ADB provide substantial assistance in community empowerment, with rural income generation for poverty alleviation.

Table 3.5.1 Donor's Assistance and Main Activities in Food Security Sector

Donor	Strategies / Main Activities
World Bank	The World Bank provides Agricultural Technology and Information Project to support the farmer empowerment. Empowerment of farmers through improved information networks, community agribusiness development, enhanced linkages between research and extension is expected to result in increased diversification, higher farmer incomes and agricultural competitiveness. The Land Management and Policy Development Project aims to contribute to the government's objectives of poverty reduction, economic growth and sustainable land resource utilization. It particularly helps to improve land tenure security through registration, issuing of titles, and enhancing local government capacity to undertake land management functions with efficiency and transparency.
UN (FAO)	FAO is focusing on a small-scale project, called Tele-Food Project. Each project is about USD 10,000 covering 15-40 households for livestock grazing. UN Joint Program will focus on seven districts in NTT for education, health, agriculture and food security programs. FAO is exploring to see the possible projects in Papua or West Papua. Now, FAO is collecting information by employing local consultant to identify needs of agriculture sector development.
ADB	Target areas are integrated water resources management and community empowerment programs. ADB has conducted the North Sumatra Agriculture Project II. ADB will continue to support PNPM (Community Empowerment for about USD 50-65 million.
USAID	USAID will focus support on the improvement of productivities for selected crop products. This will be conducted to provide teaching, research, and extension assistance for agricultural universities.

Source: Study Team based on JICA, Data Collection Survey on Trends of Other Donors in Indonesia and Malaysia, 2009, and World Bank, Country Partnership Strategy for Indonesia FY2009-2012, 2008

3.6. Date Sheet

Long Term National Development Plan	
1	Create Indonesia as a competitive country (mission 2) 1.1 Emphasize roles of agriculture, fishery and forestry as base of economic development activities and industries support 1.2 Utilize global existing condition as opportunity in increase competitiveness
2	Create development spreading and equitable (mission 5) 2.1 Secure food supply with achievable price and appropriate to local food resource diversity by increasing national production capacity 2.2 Anticipate global food price dynamics which will be a cause of food crisis, and impact of climate changes, such as planting pattern changes, flood, and dryness disaster, which are potential to decrease food production capacity
3	Create Indonesia harmony and eternal (mission 6) 3.1 Recover SDA (sumber daya alam, natural resource) and LH (lingkungan hidup, life environment) capacity for increase national production and increase added value 3.2 Utilize environment in protect degradation of environment and increase peoples awareness to safe environment
4	Create Indonesia as islands country with autonomous, progressive, strong, and basis to national interests (mission 7) 4.1 Build maritime awareness and culture 4.2 Strengthen role of marine natural resource and develop synergy and sustainable marine industries 4.3 Improve peoples' prosperity
Medium Term National Development Plan (2010 – 2014)	
1	Food security improvement, and agriculture, fishery and forestry revitalizations 1.1 Improvement of production and productivity to ensure domestic supply of food and industrial raw material 1.2 Improvement of distribution system through enhancing efficiency and food price stabilization (to ensure all households have food in appropriate quantity and quality all time with affordable price) 1.3 Improvement for fulfillment of food consumption requirement (in order to fulfill quality standard, diversity, nutrient content, safety and rightful for nationally food utilizing pattern) 1.4 Improvement of added value, competitiveness, and marketing of agriculture, fishery and forestry products 1.5 Improvement of capacity of agriculture, fisheries and forestry workers
2	Improvement of forest resource conservation and rehabilitation 2.1 Improvement of forest carrying capacity and DAS (river's both sides area) function for ensure water availability 2.2 Unwavering of forest area (especially for water absorption function)
3	Improvement of marine resource management 3.1 Improvement of rehabilitation, conservation, controlling and monitoring of marine resource utilization

3.2	Improvement of empowering of marine resource, coastal area and small islands and management of marine resource
3.3	Development of marine science and technology
Sectoral Development Strategy Plan (RENSTRA)	
Ministry of Agriculture (covers food crops, horticulture, plantation and livestock sub-sectors)	
1	Improvement of program on agricultural food production, productivity and quality for self-sufficient and its sustainability
1.1	Production management of cereal (paddies, corn, wheat and sorghum)
1.2	Production management of nuts and tubers (soybean, peanut, green-nut, cassava, and sweet potato)
1.3	Management of seed preparation system
1.4	Distribution of subsidized food crop seeds
1.5	Distribution of subsidized fertilizer
1.6	Strengthening of food crops protection from OPT (Organisme Pengganggu Tanaman, plant disturber organism) and DFI (Dampak Fenomena Iklim, impact of climate phenomenon attacks)
1.7	Development of seed quality test method and implementation of quality system of seed test laboratory
1.8	Development of pest and disease attack prediction
2	Improvement of program on sustainable horticulture production, productivity and quality
2.1	Improvement of production, productivity and quality products
2.2	Development of seedling and fertilizer system and other production facilities
2.3	Development of horticulture plant protection system
3	Improvement of program on sustainable plantation crops production, productivity and quality
3.1	Revitalization of seedling and seedling business institutions
3.2	Strengthening of monitoring institutions
3.4	Improvement of program on a season plantation crop production, productivity and quality
3.5	Improvement of program on spices and freshener crops production, productivity and quality
3.6	Improvement of program on yearly plantation crops production, productivity and quality
4	Cattle self-sufficient achievement program and improvement of food supply (animal basis) with safety, healthy, and rightfully
4.1	Improvement of quantity and quality seeds with optimal local source using
4.2	Improvement of ruminant production and utilization of local sources
4.3	Improvement of non-ruminant production and utilization of local sources
4.4	Diseases control
4.5	Food safety assurance
5	Added value programs
6	Preparation and development of agriculture facilities and infrastructure programs
7	Technology development programs
8	Development of agriculture human resources and farmer organizations
9	Improvement of diversity and food security programs
10	Agriculture quarantine quality improvement and bio-safety surveillance

Ministry of Marine Affairs and Fishery (covers aquaculture and capture fisheries sub-sectors)

- 1 Development and management of capture fishery
- 2 Improvement of culture fishery production
- 3 Improvement of fishery product competitiveness and marketing
- 4 Programs of small islands, coastal area and marine resource management
- 5 Fishery and marine resource surveillance
- 6 Program of research and development of marine and fishery science and technology
- 7 Development of marine and fishery human resources

Developmental Issues

- 1 Food supply related budget
- 2 Land base commodity issues (food crops, fruit and vegetables, plantation commodities, meat and eggs, milk, etc.)
 - 2.1 Production increasing (plant basis commodities)
 - 2.2 Irrigation facilities
 - 2.3 Production increasing (animal basis commodities)
 - 2.4 National consumption and distribution of agriculture commodities/products
 - 2.5 Strengthening of export market and variety of export commodities
 - 2.6 Needs of Human resource development in agriculture
- 3 Water base commodities issues (fishes, seaweeds/ water plants, crustaceans, salt, etc.)
 - 3.1 Production increasing
 - 3.2 National consumption
 - 3.3 Balance of import and export
 - 3.4 Needs of human resource development of fishery
 - 3.5 Fisheries industrial development
- 4 Poverty issues of farmers and fishermen

Basic Indicators				
INDICATOR	UNIT	VALUE	REMARKS	DS
Agriculture budget	%	-		
Irrigation budget	%	-		
Fishery budget	%	-		
% GDP of agriculture in total GDP	%	13	in year 2005	The State of Food Insecurity in the World 2008, FAO
% GDP of livestock in total of Indonesia GDP (at current prices)	%	-		
% GDP of fishery in total of Indonesia GDP (at current prices)	%	-		
Cereal production	ton (1,000)	70,444.96	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Cereal harvested area	ha (1,000)	15,777.96	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Vegetables production	ton (1,000)	8,475.84	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Vegetables harvested area	ha (1,000)	976.37	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Fruits production	ton (1,000)	16,649.43	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Cocoa beans production	ton	740,006.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Sugar crop production	ton (1,000)	25,505.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Sugar crop harvested area	ha (1,000)	479.65	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Oil crop production	ton (1,000)	21,738.49	in year 2007	FAO Statistical Yearbook 2009, Statistics Division

INDICATOR	UNIT	VALUE	REMARKS	DS
Oil crop harvested area	ha (1,000)	8,712.60	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Rice consumption per capita	kg/year	-		
Irrigated land area	ha (1,000)	4,500.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Arable land area	ha (1,000)	22,000.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Total land area	ha (1,000)	181,157.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Fertilizer production (N, P2O5, K2O)	ton (1,000)	2,853.60	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Fertilizer consumption (N, P2O5, K2O)	ton (1,000)	3,731.97	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Beef and buffaloes population number	head (1,000)	13,600.68	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Sheep and goats population number	head (1,000)	24,329.87	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Chickens population number	head (1,000,000)	1,275.40	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Cattle meat production	ton (1,000)	339.48	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Milk production	ton (1,000)	923.88	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Eggs production	ton (1,000)	1,382.13	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Cattle beef consumption per capita	kg/year	-		

INDICATOR	UNIT	VALUE	REMARKS	DS
Meat consumption per capita	kg/prs/year	10.00	in year 2005	The State of Food and Agriculture 2009, FAO
Milk consumption per capita	kg/prs/year	9.50	in year 2005	The State of Food and Agriculture 2009, FAO
Chicken meat consumption per capita	kg/year	-		
Chicken egg consumption per capita	kg/prs/year	3.80	in year 2005	The State of Food and Agriculture 2009, FAO
Cultured fish production	ton (1,000)	1,292.90	in year 2006	Fishery and Aquaculture Statistics 2008, FAO Yearbook
Captured fish production	ton (1,000)	4,759.08	in year 2006	Fishery and Aquaculture Statistics 2008, FAO Yearbook
Fish commodities export value	US\$ (1,000,000)	1,957.07	in year 2006	Fishery and Aquaculture Statistics 2008, FAO Yearbook
Fish commodities import value	US\$ (1,000,000)	139.47	in year 2006	Fishery and Aquaculture Statistics 2008, FAO Yearbook
Per capita fish consumption	kg/year	20.90	in year 2003-2005	Fishery and Aquaculture Statistics 2008, FAO Yearbook
Per capita agriculture production index (1999-2001=100)	index	125.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Agriculture in total GDP	%	13.00	in year 2005	The State of Food Insecurity in the World 2008, FAO
Number of agriculture population including forestry and fisheries	Thousand prs	88,278.00	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
% agriculture population in total population	%	39.29	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Number of agriculture workers per extension officer (agriculture)	prs	-		

INDICATOR	UNIT	VALUE	REMARKS	DS
Share on agriculture import value in total import value	%	9.30	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Share on agriculture export value in total export value	%	14.98	in year 2007	FAO Statistical Yearbook 2009, Statistics Division
Ratio of food (cereals) self-sufficiency (production/food supply)	ratio	1.23	in 2003-2005	FAO Statistical Yearbook 2009, Statistics Division
Average daily per capita consumption of protein (intake from livestock products)	gr/person/day	5.40	in year 2005	The State of Food and Agriculture 2009, FAO
Dietary energy supply (DES) per capita	kcal/day	2,440.00	in year 2007	The State of Food Insecurity in the World 2008, FAO
Contribution of carbohydrates to total energy (DES)	% kcal	74.00	in year 2007	The State of Food Insecurity in the World 2008, FAO
Contribution of protein to total energy (DES)	% kcal	9.00	in year 2007	The State of Food Insecurity in the World 2008, FAO
Contribution of fat to total energy (DES)	% kcal	17.00	in year 2007	The State of Food Insecurity in the World 2008, FAO
Number of people undernourished	Million prs	37.10	in 2003-2005	The State of Food Insecurity in the World 2008, FAO
Proportion of undernourished in total population	%	17.00	in 2003-2005	The State of Food Insecurity in the World 2008, FAO
Progress in prevalence towards MDG target=0.5	index	0.90	in 2003-2005	The State of Food Insecurity in the World 2008, FAO

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No.	Indicator	Unit	Year	Indonesia	Brunei	Cambodia	Lao	Malaysia	Myanmar	Philippines	Singapore	Thailand	Vietnam	China	India
1	Agriculture budget	%	-	-	-	-	-	-	-	-	-	-	-	-	-
2	Irrigation budget	%	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Fishery budget	%	-	-	-	-	-	-	-	-	-	-	-	-	-
4	% GDP of agriculture in total GDP	%	2005	13	n.a.	31	44	8	57	14	n.a.	10	21	13	18
5	% GDP of livestock in total of Indonesia GDP (at current prices)	%	-	-	-	-	-	-	-	-	-	-	-	-	-
6	% GDP of fishery in total of Indonesia GDP (at current prices)	%	-	-	-	-	-	-	-	-	-	-	-	-	-
7	Cereal production	ton (1,000)	2007	70,445.0	1.2	7,250.0	3,400.8	2,280.7	33,720.0	22,977.4	n.a.	35,964.2	39,976.6	457,443.1	260,480.0
8	Cereal harvested area	ha (1,000)	2007	15,778.0	1.0	2,708.0	935.5	686.0	8,862.0	6,921.3	n.a.	11,815.8	8,270.5	86,060.5	99,472.0
9	Vegetables production	ton (1,000)	2007	8,475.8	9.6	487.0	781.6	511.0	4,068.0	5,987.6	21.0	3,339.3	7,991.0	451,633.0	77,243.3
10	Vegetables harvested area	ha (1,000)	2007	976.4	1.0	78.0	126.8	30.9	309.0	638.7	1.1	375.4	670.6	23,717.2	5,904.8
11	Fruits production	ton (1,000)	2007	16,649.4	7.7	306.8	206.1	1,337.7	1,780.0	14,568.6	0.0	8,943.3	5,721.0	102,405.3	57,467.6
12	Cocoa beans production	ton	2007	740,006.0	n.a.	n.a.	n.a.	30,000.0	n.a.	5,237.0	n.a.	400.0	n.a.	n.a.	101,860.0
13	Sugar crop production	ton (1,000)	2007	25,505.0	n.a.	142.0	323.9	1,000.0	7,815.0	22,235.3	n.a.	64,365.5	17,378.5	115,362.9	355,520.0
14	Sugar crop harvested area	ha (1,000)	2007	479.7	n.a.	9.0	8.5	12.0	166.5	383.0	n.a.	1,010.3	290.8	1,812.6	4,900.0
15	Oil crop production	ton (1,000)	2007	21,738.5	0.0	53.4	16.4	17,828.7	809.0	2,015.4	0.0	1,432.4	351.7	14,954.8	12,019.5
16	Oil crop harvested area	ha (1,000)	2007	8,712.6	0.0	152.5	37.2	4,063.4	3,162.0	3,448.4	0.0	1,040.5	638.2	28,962.1	38,193.0
17	Rice consumption per capita	kg/year	-	-	-	-	-	-	-	-	-	-	-	-	-
18	Irrigated land area	ha (1,000)	2007	4,500	1	285	300	365	2,250	1,430	n.a.	4,986	3,000	57,100	57,300
19	Arable land area	ha (1,000)	2007	22,000	3	3,800	1,170	1,800	10,577	5,100	1	15,200	6,350	140,630	158,650
20	Total land area	ha (1,000)	2007	181,157	527	17,652	23,080	32,855	65,352	29,817	70	51,089	31,007	932,749	297,319
21	Fertilizer production (N, P2O5, K2O)	ton (1,000)	2007	2,853.6	n.a.	n.a.	n.a.	690.0	3.6	232.8	n.a.	143.7	1,429.7	49,985.9	15,542.7
22	Fertilizer consumption (N, P2O5, K2O)	ton (1,000)	2007	3,732.0	1.1	n.a.	n.a.	1,460.7	119.8	720.3	11.4	1,780.5	2,699.1	46,564.0	22,572.3
23	Beef and buffaloes population number	head (1,000)	2007	13,600.7	5.5	4,174.0	2,457.0	915.0	15,475.7	5,949.5	0.2	8,224.4	9,721.1	104,788.9	275,294.0
24	Sheep and goats population number	head (1,000)	2007	24,329.9	5.7	n.a.	230.0	405.0	2,873.4	7,330.0	0.6	362.0	1,777.6	283,890.0	188,725.0
25	Chickens population number	head (1 million)	2007	1,275.4	15.5	15.2	21.9	190.0	107.8	135.6	2.0	209.1	158.2	4,511.6	560.0
26	Cattle meat production	ton (1,000)	2007	339.5	2.4	61.2	23.0	22.3	130.2	175.0	0.0	189.3	206.1	5,849.0	1,282.3
27	Milk production	ton (1,000)	2007	923.9	0.1	23.1	6.7	46.8	1,215.6	13.0	n.a.	822.2	266.4	39,823.7	106,100.0
28	Eggs production	ton (1,000)	2007	1,382.1	7.4	17.1	13.1	476.0	249.0	603.0	23.6	570.4	254.0	25,654.4	2,670.0
29	Cattle beef consumption per capita	kg/year	-	-	-	-	-	-	-	-	-	-	-	-	-
30	Chicken meat consumption per capita	kg/year	-	-	-	-	-	-	-	-	-	-	-	-	-
31	Meat consumption per capita	kg/prs/year	2005	10.0	60.6	16.4	17.6	51.3	23.0	n.a.	29.6	26.7	34.9	59.5	5.1
32	Milk consumption per capita	kg/prs/year	2005	9.5	138.8	5.5	5.1	44.8	22.3	n.a.	16.0	26.0	11.2	23.2	65.2
33	Chicken egg consumption per capita	kg/prs/year	2005	3.8	14.6	1.1	1.9	9.6	3.5	n.a.	6.4	9.4	2.1	20.2	1.8
34	Cultured fish production	ton (1,000)	2006	1,292.9	n.a.	50.2	78.0	168.3	575.0	623.4	n.a.	1,385.8	1,657.7	34,429.1	3,123.1
35	Captured fish production	ton (1,000)	2006	4,759.1	n.a.	482.5	29.8	1,296.3	2,006.8	2,319.0	n.a.	2,776.3	1,959.9	17,092.1	3,855.5
36	Fish commodities export value	US\$ (1 million)	2006	1,957.1	n.a.	n.a.	n.a.	637.6	n.a.	389.9	381.1	5,236.3	3,358.0	8,968.1	1,762.7
37	Fish commodities import value	US\$ (1 million)	2006	139.5	n.a.	n.a.	n.a.	568.2	n.a.	736.5	n.a.	1,537.5	271.5	4,126.0	n.a.
38	Per capita fish consumption	kg/year	2003-2005	20.9	36.1	23.4	18.7	55.4	24.2	31.7	37.9	32.6	25.4	25.9	4.7

No.	Indicator	Unit	Year	Indonesia	Brunei	Cambodia	Lao	Malaysia	Myanmar	Philippines	Singapore	Thailand	Vietnam	China	India
39	Per capita agriculture production index (1999-2001=100)	index	2007	125	120	145	118	115	147	111	162	114	116	120	108
40	Number of agriculture population including forestry and fishery	Thousand prs	2007	88,278		9,609	4,598	3,601	33,456	31,326	4	29,098	55,495	836,594	579,802
41	% agriculture population in total population	%	2007	39.3	0.0	67.1	75.5	13.6	68.1	35.3	0.1	43.4	64.4	62.6	49.8
42	Number of agriculture workers per extension officer (agriculture)	prs	-	-	-	-	-	-	-	-	-	-	-	-	-
43	Share on agriculture import value in total import value	%	2007	9.3	12.9	10.4	18.9	6.1	20.7	9.7	2.6	3.7	7.3	3.8	3.6
44	Share on agriculture export value in total export value	%	2007	15.0	0.0	1.7	4.2	10.0	7.4	6.1	1.7	11.8	11.6	1.8	11.4
45	Ratio of food (cereals) self-sufficiency (production/food supply)	ratio	2003-2005	1.2	0.0	1.6	1.8	0.4	2.2	1.2	n.a.	3.0	1.7	1.7	1.2
46	Average daily per capita consumption of protein (intake from livestock products)	g/person/day	2005	5.4	37.8	6.3	6.7	23.6	11.2	n.a.	13.2	13.9	12.6	27.7	8.7
47	Dietary energy supply (DES) per capita	kcal/day	2007	2,440	n.a.	2,160	2,300	2,860	2,380	2,470	n.a.	2,490	2,650	2,990	2,360
48	Contribution of carbohydrates to total energy (DES)	% kcal	2007	74	n.a.	76	77	62	68	73	n.a.	71	73	61	71
49	Contribution of protein to total energy (DES)	% kcal	2007	9	n.a.	10	11	11	11	9	n.a.	9	10	12	9
50	Contribution of fat to total energy (DES)	% kcal	2007	17	n.a.	14	12	27	21	18	n.a.	20	17	27	20
51	Number of people undernourished	million prs	2003-2005	37.1	n.a.	3.6	1.1	n.a.	8.8	13.3	n.a.	10.9	11.5	122.7	230.5
52	Proportion of undernourished in total population	%	2003-2005	17	n.a.	26	19	n.a.	19	16	n.a.	17	14	9	21
53	Progress in prevalence towards MDG target=0.5	index	2003-2005	0.9	n.a.	0.7	0.7	n.a.	0.4	0.8	n.a.	0.6	0.5	0.6	0.9

No.	Indicators	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-1: Food Supply related budget								
1	Agriculture budget (including fishery budget)	Billion Rp.	Data of 2009	Main Data of APBN 2005 - 2010, Ministry of Finance, Table 5, page 6	Y	Annual	N	MOF
2	Agriculture budget (including fishery budget) in total of national budget	%	Data of 2009	Main Data of APBN 2005 - 2010, Ministry of Finance, Table 5, page 6	Y	Annual	N	MOF
3	Irrigation budget	Billion Rp.	Data of 2009	Main Data of APBN 2005 - 2010, Ministry of Finance, Table 5, page 6	Y	Annual	N	MOF
4	Irrigation budget in total of national budget	%	Data of 2009	Main Data of APBN 2005 - 2010, Ministry of Finance, Table 5, page 6	Y	Annual	N	MOF
Land base commodities								
DEV-2 : Production increasing (plant basis commodities)								
1	Rice production volume	Million ton	Data of 2009	Agriculture Statistics 2008 (page 74), Agriculture Statistics 2003 (page 58)	Y	Annual	S	MOA
2	Rice harvested area	Million ha	Data of 2009	Agriculture Statistics 2008 (page 74), Agriculture Statistics 2003 (page 58)	Y	Annual	S	MOA
3	Wetland Paddy Area	Million ha	Data of 2009	Agriculture Statistics 2008, Agriculture Statistics 2003	Y	Annual	S	MOA
4	Dry land Paddy Area	Million ha	Data of 2009	Agriculture Statistics 2008, Agriculture Statistics 2003	Y	Annual	S	MOA
5	Rice productivity (yield)	Ton/ha	Data of 2009	Agriculture Statistics 2008 (page 74), Agriculture Statistics 2003 (page 58) Agriculture Statistics 2008 (page 94), Agriculture Statistics 2003 (page 77)	Y	Annual	S	MOA
6	Rice productivity per agriculture workers	Ton/prs	Data of 2007	Agriculture Statistics 2008 (page 281), Agriculture Statistics 2003 (page 305)	Y	Annual	N	MOA
7	Corn production	Million ton	Data of 2009	Agriculture Statistics 2008 (page 79)	Y	Annual	S	MOA
8	Soybeans production	Million ton					Y	
9	Sugar cane production	Million ton	Data of 2008	Agriculture Statistics 2008 (page 197)	Y	Annual	Y	MOA
10	Vegetables production	Million ton	Data of 2007	Agriculture Statistics 2008 (page 104)	Y	Annual	Y	MOA
11	Fruits production	Million ton	Data of 2007	Agriculture Statistics 2008 (page 118)	Y	Annual	Y	MOA
12	Oil palm production	Million ton	Data of 2007	Agriculture Statistics 2008 (page 189)	Y	Annual	Y	MOA
13	GDP of Agriculture Sector (at current prices)	1,000 Billion Rupiah	Data of 2009	Livestock Statistics 2009 (page 10)	Y	Annual	Y	DGL-MOA
14	GDP of agriculture in total of national GDP (at current prices)	%	Data of 2009	Livestock Statistics 2009 (page 10)	Y	Annual	Y	DGL-MOA
15	Tractor per 1,000ha of arable land	number/1,000 ha			N		Y	
16	Fertilizer consumption to arable land	kg/ha			N		Y	
DEV-3: Irrigation facilities								
1	Arable land area	ha (1,000)	Data of 2007	FAO Statistical Yearbook 2009, Statistics Division	Y	Annual	Y	FAO
2	Irrigated land area	ha (1,000)	Data of 2009	FAO Statistical Yearbook 2009, Statistics Division	Y	Annual	Y	FAO

No.	Indicators	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-4: Production increasing (animal basis commodities)								
1	Beef cattle population	Million head	Data of 2009	Livestock Statistics 2009 (page 75)	Y	Annual	S	DGL-MOA
2	Beef cattle production	Million ton	Data of 2009	Livestock Statistics 2009 (page 99)	Y	Annual	Y	DGL-MOA
3	Milk production	ton (1,000)	Data of 2008	Agriculture Statistics 2008 (page 233)	Y	Annual	Y	MOA
4	Chicken population	Million head	Data of 2009	Livestock Statistics 2009 (page 75)	Y	Annual	Y	DGL-MOA
5	Chicken meat production volume	Million ton	Data of 2009	Livestock Statistics 2009 (page 99)	Y	Annual	S	DGL-MOA
6	Chicken egg production	ton (1,000)	Data of 2008	Agriculture Statistics 2008 (page 230, 231)	Y	Annual	Y	MOA
7	GDP of livestock sub-sector (at current prices)	1,000 Billion Rupiah	Data of 2009	Livestock Statistics 2009 (page 10)	Y	Annual	N	DGL-MOA
8	% GDP of livestock in total of national GDP (at current prices)	%	Data of 2009	Livestock Statistics 2009 (page 10)	Y	Annual	N	DGL-MOA
DEV-5: National consumption and distribution of agriculture commodities/products								
1	Ratio of food self-sufficiency (Rice)	%			N		N	
2	Ratio of food self-sufficiency (Total)	%			N		N	
3	Rice consumption per capita	Kg/capita	Data of 2007	Agriculture Statistics 2008 (page 266)	Y	Annual	N	MOA
4	Corn consumption per capita	Kg/capita	Data of 2007	Agriculture Statistics 2008 (page 266)	Y	Annual	S	MOA
5	Beef cattle consumption per capita	Kg/capita	Data of 2008	Livestock Statistics 2009 (page 150)	Y	Annual	S	DGL-MOA
6	Milk consumption per capita	Ltr/capita	Data of 2007	Agriculture Statistics 2008 (page 269)	Y	Annual	Y	MOA
7	Chicken meat consumption per capita	Kg/capita	Data of 2008	Livestock Statistics 2009 (page 150)	Y	Annual	S	DGL-MOA
8	Chicken egg consumption per capita	Kg/capita	Data of 2007	Agriculture Statistics 2008 (page 269)	Y	Annual	Y	MOA
9	Per capita availability of calories	Kcal/person/day	Data of 2007	Statistical yearbook of Indonesia 1999, page 507; Statistical yearbook of Indonesia 2003, page 499; Statistical yearbook of Indonesia 2008, page 499	Y	Annual	Y	BPS
10	Average daily per capita consumption of protein	kcal/person/day			N		Y	
11	Average daily per capita consumption of energy	kcal/person/day			N		Y	
12	Average daily per capita consumption of fat	kcal/person/day			N		Y	
13	Rice price (Actual)	Rp			N		S	
DEV-6: Balance of import and export commodities								
1	Agriculture products export volume	Million ton	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	Y	MOA
2	Agriculture products import volume	Million ton	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	Y	MOA
3	Share on agriculture import value in total import value	%	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	Y	MOA
4	Compare agriculture products export with import volume	%	Data of 2007	((export/import)*100)	Y	Annual	Y	MOA

No.	Indicators	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
5	Agriculture products export value	Million USD	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	Y	MOA
6	Agriculture products import value	Million USD	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	Y	MOA
7	Share on agriculture export value in total export value	%	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	Y	MOA
8	Compare agriculture products export with import value	%	Data of 2007	((export/import)*100)	Y	Annual	Y	MOA
9	Rice export	Million USD	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
10	Rice export value in total of agriculture export value	%	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
11	Rice export volume	Million USD	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
12	Rice export volume in total of agriculture export volume	%	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
13	Rice import	Million USD	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
14	Rice import value in total of agriculture import value	%	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
15	Rice import volume	Million ton	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
16	Rice import volume in total of agriculture import volume	%	Data of 2007	Agriculture Statistics 2008 (page 248)	Y	Annual	S	MOA
17	Bovine export value	Million USD	Data of 2007	Livestock Statistics 2009 page 30	Y	Annual	S	DGL-MOA
18	Bovine export value in total of livestock products export value	%	Data of 2008	Livestock Statistics 2009 page 30	Y	Annual	N	DGL-MOA
19	Bovine import	Million USD	Data of 2007	Livestock Statistics 2009 page 32	Y	Annual	S	DGL-MOA
20	Bovine import value in total of livestock products import value	%	Data of 2007	Livestock Statistics 2009 page 32,33	Y	Annual	N	DGL-MOA
21	Bovine import volume	Thousand ton	Data of 2007	Livestock Statistics 2009 page 32	Y	Annual	S	DGL-MOA
22	Milk export value	Million USD	Data of 2008	Livestock Statistics 2009 page 32,33	Y	Annual	S	DGL-MOA
23	Milk export value in total of livestock products export value	%	Data of 2008	Livestock Statistics 2009 page 32,33	Y	Annual	N	DGL-MOA
24	Milk import value	Million USD	Data of 2008	Livestock Statistics 2009 page 32,33	Y	Annual	S	DGL-MOA
25	Milk import value in total of livestock products import value	%	Data of 2008	Livestock Statistics 2009 page 32,33	Y	Annual	N	DGL-MOA
26	Poultry meat export	Million USD	Data of 2007	Livestock Statistics 2009 page 30	Y	Annual	S	DGL-MOA
27	Poultry meat export value in total of livestock products export value	%	Data of 2007	Livestock Statistics 2009 page 30	Y	Annual	N	DGL-MOA
28	Poultry meat import	Million USD	Data of 2007	Livestock Statistics 2009 page 32	Y	Annual	S	DGL-MOA
29	Poultry meat import value in total of livestock products import value	%	Data of 2008	Livestock Statistics 2009 page 32	Y	Annual	N	DGL-MOA
30	Poultry meat import volume	Thousand ton	Data of 2007	Livestock Statistics 2009 page 32	Y	Annual	S	DGL-MOA

No.	Indicators	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-7: Human resource development of agriculture								
1	Number of agriculture workers	Million person	Data of 2007	Agriculture Statistics 2008 (page 281) and Livestock Statistic 2009 (page 186)	Y	Annual	Y	BPS
2	% agriculture workers in total national population	%	Data of 2007	Agriculture Statistics 2008 (page 281), Livestock Statistic 2009 (page 186) and Statistical Yearbook of Indonesia 2008 (page 70)	Y	Annual	Y	BPS
3	University/higher education graduates of agriculture	prs	Data of 2008	National Education Statistics 2003-2009	Y	Annual	S	MONE
4	University/higher education graduates of livestock/farming	prs	Data of 2008	National Education Statistics 2003-2009	Y	Annual	S	MONE
5	Percentage of graduates in agriculture related faculties of university who work in agriculture sector	%			N		N	
6	Extension officers (agriculture)	prs			N		N	
7	Extension officers (livestock)	prs			N		N	
Water base commodities								
DEV-8: Production increasing (fishes)								
1	Fishing production volume (captured fish production)	Million ton	Data of 2008	Capture Fisheries Statistics of Indonesia 2008 (page 2)	Y	Annual	Y	DGCF
2	Aquaculture production volume (cultured fish production)	Million ton	Data of 2008	Indonesian Aquaculture Statistics 2008 (page 1)	Y	Annual	Y	DGAC
3	Number of fishing vessels	Thousand Unit	Data of 2008	Capture Fisheries Statistics of Indonesia 2008 (page 2)	Y	Annual	S	DGCF
4	GDP of fishery (at current prices)	1,000 Billion Rupiah	Data of 2009	Marine and Fisheries in Figure 2009 (page 2)	Y	Annual	N	MMAF
5	% GDP of fishery in total of national GDP (at current prices)	%	Data of 2009	Marine and Fisheries in Figure 2009 (page 2)	Y	Annual	N	MMAF
DEV-9: National consumption and distribution								
1	Fish consumption per capita (average)	Kg/capita	Data of 2009	Marine and Fisheries in Figure 2009 (page 6)	Y	Annual	Y	MMAF
DEV-10: Balance of import and export commodities (fishery commodities)								
1	Fish products export volume	Million ton	Data of 2009	Marine and Fisheries in Figure 2009 (page 29)	Y	Annual	Y	MMAF
2	Fishery products export value	Million USD	Data of 2008	Marine and Fisheries in Figure 2009	Y	Annual	Y	MMAF
3	Fish products import volume	Million ton	Data of 2009	Marine and Fisheries in Figure 2009 (page 30)	Y	Annual	Y	MMAF
4	Compare fish products export volume to agriculture products export volume	%	Data of 2008	Marine and Fisheries in Figure 2009 (page 30)	Y	Annual	Y	MMAF
5	Compare fish products import volume to agriculture products import volume	%	Data of 2008	Marine and Fisheries in Figure 2009 (page 30)	Y	Annual	Y	MMAF
DEV-11: Fisheries industrial development								
1	Processed fish products volume	Million ton	Data of 2009	Marine and Fisheries in Figure 2009 (page 28)	Y	Annual		MMAF

No.	Indicators	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-12: Human resource development of fisheries								
1	Number of aqua culturists	Million prs	Data of 2008	Indonesian Aquaculture Statistics 2008 (page 1)	Y	Annual	S	DGAC
2	Number of fishermen	Million prs	Data of 2008	Capture Fisheries Statistics of Indonesia 2008 (page 1)	Y	Annual	S	DGCF
3	Extension workers (fishery)	prs			N		N	
4	University/higher education graduates of fishery	prs	Data of 2008	National Education Statistics 2003-2009	Y	Annual	S	MONE
Others								
DEV-13: Poverty issues of farmers and fishermen								
1	National poverty level	% National poverty level	Data of 2008	Statistical Yearbook of Indonesia 2008 (page 576)	Y	Annual	Y	BPS
2	Employee's GDP of agriculture sector	Million Rupiah	Data of 2005	Studi Mengenai Peningkatan Pendapatan Petani: Pengolahan Hasil Pertanian dan Keuangan Mikro Pedesaan di Indonesia (page 2-3)	Y		N	MOA-JICA Project
3	Employee's GDP of other sectors (average)	Million Rupiah	Data of 2005	Studi Mengenai Peningkatan Pendapatan Petani: Pengolahan Hasil Pertanian dan Keuangan Mikro Pedesaan di Indonesia (page 2-3)	Y		N	MOA-JICA Project
Note: AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source								

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-1: Food supply related budget														
1	Agriculture budget (including fishery budget)	Billion Rp.	-	-	-	-	-	-	-	4,959.3	8,345.7	7,570.3	11,241.8	10,934.2
2	Agriculture budget (including fishery budget) in total of national budget	%	-	-	-	-	-	-	-	1.37	1.90	1.50	1.62	1.57
3	Irrigation budget	Billion Rp.	-	-	-	-	-	-	-	3,355.0	5,311.1	4,231.8	4,980.0	6,465.8
4	Irrigation budget in total of national budget	%	-	-	-	-	-	-	-	0.93	1.21	0.84	0.72	0.93
DEV-2: Production increasing (plant basis commodities)														
1	Rice production volume	Million ton	-	49.74	51.90	50.46	51.49	51.85	54.09	54.15	54.46	57.16	60.28	64.33
2	Rice harvested area	Million ha	-	11.44	11.79	11.50	11.52	11.45	11.92	11.84	11.79	12.15	12.34	12.88
3	Wetland Paddy Area	Million ha	-	-	-	-	-	-	10.80	10.73	10.71	11.04	11.26	-
4	Dry land Paddy Area	Million ha	-	-	-	-	-	-	1.12	1.11	1.07	1.11	1.08	-
5	Rice productivity (yield)	Ton/ha	-	4.35	4.40	4.39	4.47	4.53	4.54	4.57	4.62	4.71	4.88	5.00
5-1	Nangroe Aceh Darussalam	Ton/ha	-	-	4.17	4.22	4.17	4.21	4.18	4.18	4.21	4.25	4.25	-
5-2	North Sumatra	Ton/ha	-	-	4.15	4.10	4.12	4.11	4.14	4.19	4.27	4.35	4.44	-
5-3	West Sumatra	Ton/ha	-	-	4.43	4.43	4.42	4.44	4.44	4.47	4.52	4.58	4.61	-
5-4	Riau	Ton/ha	-	-	3.05	3.12	3.07	3.15	3.13	3.16	3.15	3.33	3.34	-
5-5	Jambi	Ton/ha	-	-	3.13	3.38	3.39	3.50	3.70	3.74	3.87	3.91	3.98	-
5-6	South Sumatra	Ton/ha	-	-	3.36	3.67	3.38	3.40	3.62	3.70	3.80	3.98	4.16	-
5-7	Bengkulu	Ton/ha	-	-	3.34	3.58	3.47	3.64	3.74	3.78	3.75	3.80	3.83	-
5-8	Lampung	Ton/ha	-	-	3.92	3.98	4.10	4.15	4.22	4.28	4.31	4.40	4.60	-
5-9	Bangka Belitung	Ton/ha	-	-	n.a.	2.30	2.29	2.40	2.54	2.84	2.88	2.71	2.45	-
5-10	Riau Islands	Ton/ha	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	2.92	2.86	2.93	3.01	-
5-11	DKI Jakarta	Ton/ha	-	-	4.57	4.57	4.87	4.10	4.58	5.00	4.68	5.18	4.85	-
5-12	West Java	Ton/ha	-	-	4.91	4.91	5.12	5.26	5.11	5.17	5.24	5.42	5.58	-
5-13	Central Java	Ton/ha	-	-	5.08	5.08	5.14	5.30	5.20	5.23	5.22	5.34	5.51	-
5-14	DI Yogyakarta	Ton/ha	-	-	4.75	4.75	4.85	4.99	5.22	5.12	5.35	5.32	5.67	-
5-15	East Java	Ton/ha	-	-	5.26	5.26	5.22	5.26	5.31	5.32	5.34	5.42	5.90	-
5-16	Banten	Ton/ha	-	-	-	-	4.34	4.74	4.97	4.97	5.03	5.09	5.02	-
5-17	Bali	Ton/ha	-	-	5.33	5.33	5.44	5.49	5.47	5.53	5.59	5.79	5.84	-
5-18	West Nusa Tenggara	Ton/ha	-	-	4.37	4.37	4.41	4.45	4.50	4.55	4.55	4.60	4.86	-
5-19	East Nusa Tenggara	Ton/ha	-	-	2.62	2.62	2.82	2.85	3.01	2.84	2.96	3.03	3.06	-
5-20	West Kalimantan	Ton/ha	-	-	2.50	2.50	2.84	2.85	2.90	2.91	2.93	3.06	3.03	-
5-21	Central Kalimantan	Ton/ha	-	-	2.24	2.24	2.50	2.52	2.58	2.42	2.43	2.45	2.53	-
5-22	South Kalimantan	Ton/ha	-	-	3.08	3.08	3.19	3.24	3.43	3.48	3.54	3.86	3.88	-
5-23	East Kalimantan	Ton/ha	-	-	2.91	2.91	2.89	3.08	3.44	3.54	3.60	3.65	3.74	-
5-24	North Sulawesi	Ton/ha	-	-	4.23	4.23	4.31	4.38	4.41	4.56	4.80	4.80	4.74	-
5-25	Central Sulawesi	Ton/ha	-	-	3.58	3.58	3.79	3.81	3.99	4.04	4.13	4.20	4.61	-
5-26	South Sulawesi	Ton/ha	-	-	4.54	4.54	4.65	4.71	4.60	4.64	4.68	4.72	4.84	-
5-27	South East Sulawesi	Ton/ha	-	-	3.67	3.67	3.77	3.67	3.80	3.71	3.72	3.83	3.92	-
5-28	Gorontalo	Ton/ha	-	-	n.a.	n.a.	4.42	4.66	4.32	4.27	4.38	4.50	4.98	-
5-29	West Sulawesi	Ton/ha	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	4.25	4.68	4.69	4.80	-
5-30	Maluku	Ton/ha	-	-	2.45	2.45	2.65	3.26	3.24	3.28	3.59	3.72	4.00	-
5-31	North Maluku	Ton/ha	-	-	n.a.	n.a.	n.a.	n.a.	3.40	3.42	3.41	3.35	3.47	-
5-32	West Papua	Ton/ha	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	3.16	3.22	3.38	3.44	-
5-33	Papua	Ton/ha	-	-	2.80	2.80	3.00	3.09	3.18	3.29	3.43	3.56	3.50	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
6	Rice productivity per agriculture workers	Ton/prs	-	-	1.33	1.32	1.34	1.30	1.40	1.35	1.35	1.45	-	-
6-1	Nangroe Aceh Darussalam	Ton/prs	-	-	1.81	1.48	1.73	1.55	1.85	1.62	1.68	2.17	-	-
6-2	North Sumatra	Ton/prs	-	-	1.31	1.33	1.22	1.34	1.44	1.32	1.26	1.38	-	-
6-3	West Sumatra	Ton/prs	-	-	2.05	1.98	2.11	1.92	2.26	2.39	2.48	2.20	-	-
6-4	Riau	Ton/prs	-	-	0.46	0.50	0.44	0.49	0.60	0.62	0.52	0.57	-	-
6-5	Jambi	Ton/prs	-	-	0.88	1.00	0.88	0.89	0.80	0.94	0.84	0.90	-	-
6-6	South Sumatra	Ton/prs	-	-	0.93	0.97	0.96	0.99	1.16	1.22	1.23	1.48	-	-
6-7	Bengkulu	Ton/prs	-	-	0.75	0.79	0.75	0.89	0.86	0.87	0.72	1.00	-	-
6-8	Lampung	Ton/prs	-	-	0.98	1.05	1.00	0.96	1.02	1.01	1.05	1.25	-	-
6-9	Bangka Belitung	Ton/prs	-	-	n.a.	0.09	0.06	0.09	0.14	0.15	0.14	0.17	-	-
6-10	Riau Islands	Ton/prs	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.01	0.01	-	-
6-11	DKI Jakarta	Ton/prs	-	-	2.03	0.95	1.79	0.77	1.20	0.83	1.01	0.87	-	-
6-12	West Java	Ton/prs	-	-	1.92	1.95	2.12	2.02	2.49	2.45	2.28	2.41	-	-
6-13	Central Java	Ton/prs	-	-	1.35	1.46	1.49	1.33	1.42	1.36	1.41	1.46	-	-
6-14	DI Yogyakarta	Ton/prs	-	-	1.13	1.10	1.09	0.99	1.07	1.05	1.08	1.31	-	-
6-15	East Java	Ton/prs	-	-	1.23	1.20	1.17	1.20	1.22	1.12	1.14	1.17	-	-
6-16	Banten	Ton/prs	-	-	n.a.	n.a.	1.62	2.39	2.44	2.05	2.13	2.49	-	-
6-17	Bali	Ton/prs	-	-	1.38	1.28	1.52	1.27	1.17	1.35	1.40	1.19	-	-
6-18	West Nusa Tenggara	Ton/prs	-	-	1.85	2.02	1.55	1.44	1.69	1.63	1.73	1.75	-	-
6-19	East Nusa Tenggara	Ton/prs	-	-	0.35	0.34	0.35	0.35	0.39	0.29	0.33	0.38	-	-
6-20	West Kalimantan	Ton/prs	-	-	0.90	0.95	0.82	0.95	0.97	0.95	1.04	1.02	-	-
6-21	Central Kalimantan	Ton/prs	-	-	1.11	1.15	0.84	1.48	1.61	0.98	0.81	1.08	-	-
6-22	South Kalimantan	Ton/prs	-	-	2.00	2.47	2.12	2.26	2.20	2.41	2.75	2.89	-	-
6-23	East Kalimantan	Ton/prs	-	-	1.37	1.10	3.00	1.10	2.50	1.69	1.81	1.99	-	-
6-24	North Sulawesi	Ton/prs	-	-	0.95	0.91	0.97	0.96	1.10	1.30	1.29	1.45	-	-
6-25	Central Sulawesi	Ton/prs	-	-	0.92	0.94	1.33	1.21	1.39	1.30	1.40	1.41	-	-
6-26	South Sulawesi	Ton/prs	-	-	2.28	2.40	2.15	2.23	1.99	1.97	2.42	2.46	-	-
6-27	South East Sulawesi	Ton/prs	-	-	0.70	0.55	0.67	0.60	0.58	0.75	0.77	0.91	-	-
6-28	Gorontalo	Ton/prs	-	-	n.a.	n.a.	1.13	0.62	1.19	0.97	1.10	1.29	-	-
6-29	West Sulawesi	Ton/prs	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.13	1.12	-	-
6-30	Maluku	Ton/prs	-	-	n.a.	0.21	0.12	0.14	0.18	0.17	0.22	0.21	-	-
6-31	North Maluku	Ton/prs	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.25	0.23	-	-
6-32	West Papua	Ton/prs	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.17	0.23	-	-
6-33	Papua	Ton/prs	-	-	n.a.	n.a.	n.a.	n.a.	0.08	0.08	0.09	0.12	-	-
7	Corn production	Million ton	-	8.25	9.68	9.35	9.65	10.82	11.23	12.52	11.61	13.29	15.86	17.59
8	Soybeans production	Million ton	-	-	-	-	-	-	-	808.40	747.60	592.50	776.50	924.50
9	Sugar cane production	Million ton	-	2.10	1.69	1.73	1.89	1.63	2.05	2.24	2.31	2.62	2.80	-
10	Vegetables production	Million ton	-	-	7.56	6.92	7.15	8.57	9.01	9.10	9.53	9.46	-	-
11	Fruits production	Million ton	-	-	8.41	9.96	11.66	13.55	14.35	14.79	16.17	17.12	-	-
12	Oil palm production	Million ton	-	4.08	7.58	7.97	8.16	10.44	10.83	11.86	17.35	17.37	-	-
13	GDP of Agriculture Sector (at current prices)	1,000 Billion Rp.	-	-	217.90	244.72	275.27	296.24	329.12	364.17	433.22	541.93	716.07	858.25
14	GDP of agriculture in total of national GDP (at current prices)	%	-	-	17.23	16.67	17.09	16.58	14.34	13.13	12.97	13.69	14.46	15.29
15	Tractor per 1,000ha of arable land	number/1,000ha	-	-	-	-	-	-	-	-	-	-	-	-
16	Fertilizer consumption to arable land	kg/ha	-	-	-	-	-	-	-	-	-	-	-	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-3: Irrigation facilities														
1	Arable land area	1,000ha	-	17,342	20,500	-	-	-	-	-	-	22,000	-	-
2	Irrigated land area	1,000ha	-	4,421	-	4,477	-	-	-	-	4,500	4,500	-	7,230
DEV-4: Production increasing (animal base commodities)														
1	Beef cattle population	Million head	-	-	11.01	11.14	11.30	10.50	10.53	10.57	10.88	11.52	12.26	12.61
2	Beef cattle production	Million ton	-	-	0.34	0.34	0.33	0.35	0.36	0.36	0.40	0.34	0.39	0.40
3	Milk production	1,000t	-	-	495.65	479.95	493.38	577.52	549.95	535.96	616.55	567.68	574.41	-
4	Chicken population	Million head	-	-	859.50	960.16	1,218.41	1,290.10	1,149.38	1,174.93	1,188.81	1,275.40	1,253.43	1,301.82
5	Chicken meat production	Million ton	-	-	0.80	0.90	1.08	1.18	1.15	1.13	1.26	1.30	1.35	1.36
6	Chicken egg production	1,000t	-	-	642.01	692.74	776.10	881.32	931.41	856.57	1,010.79	1,174.60	1,266.90	-
7	GDP of livestock sub-sector (at current prices)	1,000 Billion Rp.	-	-	27.03	30.47	35.12	39.04	40.63	44.20	51.07	61.33	82.68	104.04
8	% GDP of livestock in total of national GDP (at current prices)	%	-	-	2.14	2.08	2.18	2.19	1.77	1.59	1.53	1.55	1.67	1.85
DEV-5: National consumption and distribution of agriculture commodities/products														
1	Ratio of food self-sufficiency (Rice)	%	-	-	-	-	-	-	-	-	-	-	-	-
2	Ratio of food self-sufficiency (Total)	%	-	-	-	-	-	-	-	-	-	-	-	-
3	Rice consumption per capita	Kg/capita	118.14	111.49	103.74	-	100.46	100.46	99.42	96.67	96.15	90.95	-	-
3-1		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-2		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-3		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-4		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-5		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-6		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-7		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-8		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-9		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-10		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-11		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-12		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-13		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-14		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-15		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-16		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-17		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-18		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-19		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-20		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-21		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-22		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-23		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-24		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-25		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-26		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-27		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-28		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-29		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-30		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-31		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-32		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
3-33		Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
4	Corn consumption per capita	Kg/capita	9.72	3.74	3.74	-	4.06	4.06	3.90	4.00	3.43	5.56	-	-
5	Beef cattle consumption per capita	Kg/capita	0.62	0.62	0.47	-	0.52	-	0.62	0.42	0.31	0.42	0.36	-
5-1	Nangroe Aceh	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-2	Darussalam	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-3	North Sumatra	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-4	West Sumatra	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-5	Riau	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-6	Jambi	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-7	South Sumatra	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-8	Bengkulu	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-9	Lampung	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-10	Bangka Belitung	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-11	Riau Islands	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-12	DKI Jakarta	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-13	West Java	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-14	Central Java	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-15	DI Yogyakarta	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-16	East Java	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-17	Banten	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-18	Bali	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-19	West Nusa Tenggara	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-20	East Nusa Tenggara	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-21	Central Kalimantan	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-22	South Kalimantan	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-23	East Kalimantan	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-24	North Sulawesi	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-25	Central Sulawesi	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-26	South Sulawesi	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-27	South East Sulawesi	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-28	Gorontalo	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-29	West Sulawesi	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-30	Maluku	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-31	North Maluku	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-32	West Papua	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
5-33	Papua	Kg/capita	-	-	-	-	-	-	-	-	-	-	-	-
6	Milk consumption per capita	Ltr/capita	-	0.26	0.21	-	0.21	-	0.16	0.10	0.16	0.21	-	-
7	Chicken meat consumption per capita	Kg/capita	1.92	1.25	0.57	-	3.28	-	3.64	3.80	3.02	4.16	3.85	-
8	Chicken egg consumption per capita	Kg/capita	-	4.71	7.88	-	4.58	-	4.78	5.15	5.04	6.08	-	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
9	Per capita availability of calories	kcal/person/day	-	3,098	3,099	2,991	2,992	3,082	3,005	2,912	2,932	2,957	-	-
9-1		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-2		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-3		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-4		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-5		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-6		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-7		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-8		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-9		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-10		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-11		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-12		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-13		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-14		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-15		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-16		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-17		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-18		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-19		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-20		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-21		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-22		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-23		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-24		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-25		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-26		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-27		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-28		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-29		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-30		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-31		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-32		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
9-33		kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
10	Average daily per capita consumption of protein	kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
11	Average daily per capita consumption of energy	kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
12	Average daily per capita consumption of fat	kcal/person/day	-	-	-	-	-	-	-	-	-	-	-	-
13	Rice price (Actual)	Rp/kg	-	-	-	-	-	-	-	-	-	-	-	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-6: Balance of import and export commodities														
1	Agriculture products export value	Million USD	-	-	2,693	2,454	3,872	7,536	9,883	11,584	14,863	21,257	-	-
2	Agriculture products import value	Million USD	-	-	2,416	2,114	2,673	4,541	5,028	5,137	5,961	8,598	-	-
3	Share on agriculture import value in total import value	%	-	-	4.34	4.36	6.77	12.34	13.81	13.52	14.75	18.63	-	-
4	Comparison of agriculture products export with import value (export/import*100)	%	-	-	111.47	116.07	144.86	165.97	196.66	225.51	249.33	247.24	-	-
5	Agriculture products export volume	Million ton	-	-	7.55	8.40	9.90	13.19	17.25	20.33	22.89	23.94	-	-
6	Agriculture products import volume	Million ton	-	-	9.98	7.96	11.52	13.47	12.70	12.80	15.04	15.91	-	-
7	Share on agriculture export value in total export value	%	-	-	7.21	6.83	8.54	13.95	10.81	8.90	9.76	11.54	-	-
8	Comparison of agriculture products export with import volume ((export/import)*100)	%	-	-	75.63	105.54	85.95	97.92	135.83	158.92	152.26	150.47	-	-
9	Rice export value	Million USD	-	-	-	-	-	0.32	0.46	8.66	0.53	0.47	-	-
10	Rice export value in total of agriculture export value	%	-	-	-	-	-	0.20	0.17	3.02	0.20	0.16	-	-
11	Rice export volume	Thousand ton	-	-	-	-	-	0.68	0.90	42.29	0.96	1.60	-	-
12	Rice export volume in total of agriculture export volume	%	-	-	-	-	-	0.10	0.08	3.76	0.11	0.16	-	-
13	Rice import value	Million USD	-	-	-	-	-	291.42	61.75	51.50	132.62	464.39	-	-
14	Rice import value in total of agriculture import value	%	-	-	-	-	-	14.09	2.55	2.43	5.16	17.02	-	-
15	Rice import volume	Million ton	-	1.81	1.36	0.65	1.81	1.43	0.24	0.19	0.44	1.40	-	-
16	Rice import volume in total of agriculture import volume	%	-	-	14.93	9.18	17.12	14.26	2.45	2.12	3.82	14.86	-	-
17	Bovine export value	Million USD	-	-	-	-	-	-	0.13	0.11	0.02	0.04	0.01	-
18	Bovine export value in total of livestock export value	%	-	-	-	-	-	-	0.14	0.09	0.02	0.03	0.00	-
19	Bovine import value	Million USD	-	-	-	-	-	-	27.11	43.65	49.08	92.85	126.15	-
20	Bovine import value in total of livestock import value	%	-	-	-	-	-	-	4.56	6.24	6.38	8.01	8.49	-
21	Bovine import volume	Thousand ton	-	-	26.96	16.52	11.47	11.62	11.77	21.48	25.95	49.40	45.71	-
22	Milk export value	Million USD	-	-	-	-	-	-	61.61	90.15	71.54	68.14	197.35	-
23	Milk export value in total of livestock export value	%	-	-	-	-	-	-	67.59	71.16	74.61	60.14	78.40	-
24	Milk import value	Million USD	-	-	-	-	-	-	329.38	399.17	416.18	637.01	665.16	-
25	Milk import value in total of livestock import value	%	-	-	-	-	-	-	55.44	57.04	54.07	54.77	44.77	-
26	Poultry meat export value	Million USD	-	-	-	-	-	-	0.16	0.09	0.04	0.02	n.a.	-
27	Poultry meat export value in total of livestock export value	%	-	-	-	-	-	-	0.18	0.07	0.05	0.01	n.a.	-
28	Poultry meat import value	Million USD	-	-	-	-	-	-	1.03	3.80	4.66	7.06	11.77	-
29	Poultry meat import value in total of livestock import value	%	-	-	-	-	-	-	0.17	0.54	0.61	0.61	0.79	-
30	Poultry meat import volume	Thousand ton	-	-	14.58	1.45	0.95	1.13	1.31	3.98	3.47	4.68	7.50	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-7: Needs of Human resource development in agriculture														
1	Number of agriculture workers	Million prs	-	-	39.14	39.21	40.63	42.00	40.61	41.81	40.43	39.36	-	-
2	% agriculture workers in total of national population	%	-	-	19.02	18.29	19.28	19.67	18.77	19.02	18.15	17.44	-	-
2-1	% agriculture workers in total of province population	%	-	-	19.77	n.a.	18.75	22.10	20.84	21.37	19.75	16.69	-	-
2-2		%	-	-	23.04	21.28	21.64	21.20	19.31	21.08	18.92	18.45	-	-
2-3		%	-	-	20.19	19.89	20.69	20.90	18.99	17.45	16.47	18.71	-	-
2-4		%	-	-	18.76	16.90	16.83	14.86	12.84	14.23	17.44	17.06	-	-
2-5		%	-	-	25.44	22.75	25.53	25.89	27.93	23.26	24.20	23.65	-	-
2-6		%	-	-	32.16	28.01	27.49	29.40	29.34	27.98	28.89	26.54	-	-
2-7		%	-	-	33.05	33.29	30.54	31.53	30.67	32.38	33.53	28.97	-	-
2-8		%	-	-	29.36	28.28	28.33	28.73	28.69	29.54	28.21	25.30	-	-
2-9		%	-	-	n.a.	18.43	18.74	18.77	14.22	11.85	11.09	12.63	-	-
2-10		%	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	3.08	2.49	-	-
2-11		%	-	-	0.10	0.19	0.08	0.11	0.13	0.18	0.07	0.10	-	-
2-12		%	-	-	15.67	13.00	11.64	11.56	10.06	10.18	10.42	10.22	-	-
2-13		%	-	-	20.09	18.51	17.99	19.13	18.85	19.36	19.27	18.18	-	-
2-14		%	-	-	18.47	18.87	18.99	20.20	19.93	18.91	19.37	15.76	-	-
2-15		%	-	-	21.57	21.57	21.32	20.32	20.87	21.95	22.48	21.86	-	-
2-16		%	-	-	n.a.	9.05	10.53	7.83	8.20	10.00	8.90	7.73	-	-
2-17		%	-	-	19.05	19.47	16.45	19.02	20.28	17.14	17.55	20.23	-	-
2-18		%	-	-	20.04	18.53	21.29	24.56	20.21	20.21	21.14	20.36	-	-
2-19		%	-	-	34.46	31.84	34.29	33.49	34.97	37.69	36.15	29.96	-	-
2-20		%	-	-	24.87	25.18	28.49	26.86	25.32	26.77	25.92	28.68	-	-
2-21		%	-	-	17.68	15.95	23.88	18.84	17.66	25.42	31.43	25.75	-	-
2-22		%	-	-	22.36	17.76	20.73	20.41	21.62	20.11	17.79	19.92	-	-
2-23		%	-	-	11.99	13.33	5.69	14.89	7.11	10.21	10.21	9.44	-	-
2-24		%	-	-	26.97	16.83	17.34	18.00	17.52	15.52	16.38	15.62	-	-
2-25		%	-	-	26.67	26.52	24.58	24.05	22.10	23.81	22.45	25.40	-	-
2-26		%	-	-	19.90	19.94	21.86	21.70	21.15	22.95	18.20	19.22	-	-
2-27		%	-	-	24.61	26.15	22.90	27.91	27.32	23.28	22.65	22.85	-	-
2-28		%	-	-	n.a.	21.57	15.77	20.47	15.90	18.40	18.56	16.13	-	-
2-29		%	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	26.90	27.44	-	-
2-30		%	-	-	n.a.	14.25	8.48	18.53	15.79	17.42	17.63	20.96	-	-
2-31		%	-	-	79.14	24.34	n.a.	n.a.	n.a.	n.a.	25.59	22.62	-	-
2-32		%	-	-	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	23.48	17.43	-	-
2-33		%	-	-	n.a.	15.27	8.62	34.32	33.10	40.86	40.52	32.63	-	-
3	University/higher education graduates of agriculture	prs	-	-	-	-	2.260	15.435	23.346	14.168	12.483	5.929	8.870	-
4	University/higher education graduates of livestock/farming	prs	-	-	-	-	4.366	4.029	4.483	3.822	3.143	1.461	2.210	-
5	Percentage of graduates in agriculture related faculties of university who work in agriculture sector	%	-	-	-	-	-	-	-	-	-	-	-	-
6	Extension officers (agriculture)	prs	-	-	-	-	-	-	-	-	-	-	-	-
7	Extension officers (livestock)	prs	-	-	-	-	-	-	-	-	-	-	-	-

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-8: Production increasing (fishery commodities)														
1	Fishing production volume (cultured fish production)	Million ton	2.37	3.29	4.13	4.28	4.38	4.69	4.65	4.71	4.81	5.04	5.20	-
2	Aquaculture production volume (cultured fish production)	Million ton	0.79	0.97	0.99	1.08	1.14	1.22	1.47	2.16	2.68	3.19	3.86	-
3	Number of fishing vessels	Thousand Unit	-	544.88	579.49	611.88	594.97	702.23	729.68	753.98	783.63	788.85	788.19	-
4	GDP of fishery (at current prices)	1,000 Billion Rp.	-	-	29.51	36.94	41.05	45.61	53.01	59.64	74.34	97.70	137.25	177.77
5	% GDP of fishery in total of national GDP (at current prices)	%	-	-	2.33	2.52	2.55	2.55	2.31	2.15	2.23	2.47	2.77	3.17
DEV-9: National consumption (fishery commodities)														
1	Fish consumption per capita (average)	Kg/capita	-	-	-	22.47	22.79	22.36	22.58	23.95	25.03	26.00	28.00	30.17
1-1	Nangroe Aceh Darussalam	Kg/capita												
1-2	North Sumatra	Kg/capita												
1-3	West Sumatra	Kg/capita												
1-4	Riau	Kg/capita												
1-5	Jambi	Kg/capita												
1-6	South Sumatra	Kg/capita												
1-7	Bengkulu	Kg/capita												
1-8	Lampung	Kg/capita												
1-9	Bangka Belitung	Kg/capita												
1-10	Riau Islands	Kg/capita												
1-11	DKI Jakarta	Kg/capita												
1-12	West Java	Kg/capita												
1-13	Central Java	Kg/capita												
1-14	DI Yogyakarta	Kg/capita												
1-15	East Java	Kg/capita												
1-16	Banten	Kg/capita												
1-17	Bali	Kg/capita												
1-18	West Nusa Tenggara	Kg/capita												
1-19	East Nusa Tenggara	Kg/capita												
1-20	West Kalimantan	Kg/capita												
1-21	Central Kalimantan	Kg/capita												
1-22	South Kalimantan	Kg/capita												
1-23	East Kalimantan	Kg/capita												
1-24	North Sulawesi	Kg/capita												
1-25	Central Sulawesi	Kg/capita												
1-26	South Sulawesi	Kg/capita												
1-27	South East Sulawesi	Kg/capita												
1-28	Gorontalo	Kg/capita												
1-29	West Sulawesi	Kg/capita												
1-30	Maluku	Kg/capita												
1-31	North Maluku	Kg/capita												
1-32	West Papua	Kg/capita												
1-33	Papua	Kg/capita												

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-10: Balance of import and export (fishery commodities)														
1	Fishery products export volume	Million ton	-	-	-	0.49	0.57	0.86	0.90	0.86	0.93	0.85	0.91	0.80
2	Fishery products export value	Million USD	-	-	-	-	-	-	-	1,913.30	2,103.50	2,258.90	2,699.70	-
3	Fish products import volume	Million ton	-	-	-	0.16	0.12	0.11	0.14	0.15	0.18	0.15	0.27	0.22
4	Compare fishery products export volume to agriculture products export volume	%	-	-	-	5.80	5.71	6.50	5.23	4.22	4.05	3.57	-	-
5	Compare fishery products import volume to agriculture products import volume	%	-	-	-	2.04	1.08	0.80	1.07	1.18	1.23	0.91	-	-
DEV-11: Fisheries industrial development														
1	Processed fish products volume	Million ton	-	-	-	-	-	-	-	2.74	3.17	3.42	3.66	4.00
DEV-12: Needs of Human resource development of fisheries														
1	Number of aqua culturists	Million prs	-	-	2.18	2.19	2.27	2.38	2.46	2.51	2.28	2.34	2.76	-
2	Number of fishermen	Million prs	-	-	3.10	3.29	3.05	3.86	2.94	2.59	2.70	2.76	2.74	-
3	Extension worker (fishery)	prs	-	-	-	-	-	-	-	-	-	-	-	-
4	University/higher education graduates of fishery	prs	-	-	-	-	6,518	4,157	3,462	2,933	2,415	1,403	2,119	-
DEV-13: Poverty issues of farmers and fishermen														
1	National poverty level	%	15.10	n.a.	19.14	18.41	18.20	17.42	16.66	15.97	17.75	16.58	15.42	-
2	Employee's GDP of agriculture sector	Million Rp.	2.74	4.53	-	6.60	6.90	7.30	8.20	8.70	-	-	-	-
3	Employee's GDP of other sectors (average)	Million Rp.	6.29	16.52	-	27.80	30.70	35.70	36.60	44.50	-	-	-	-

Note:
n.a.: data not available
-: not available now

4. Transportation Sector

4.1. Overview

The Republic of Indonesia is the World's fourth most populated country. The population reached approximately 234 million in 2010 and is estimated to be approximately 248 million by 2015.

Table 4.1.1 Number of Population in Indonesia of Recent Years

Year	Population (Thousand)	
2000	205,132	1
2005	219,852	2
2006	222,747	*
2007	225,642	*
2008	228,523	*
2009	231,370	*
2010	234,181	*
2015	247,623	*

Note: 1) Population Census, 2) Intercensal Population Survey,

*) Revised figures based on population projection of Indonesia, 2005-2015

Source: Trends of the Selected Socio-Economic Indicators of Indonesia 2009, BPS

The Indonesian economy has a strong domestic demand and thus a market with huge potential. The economy has enjoyed a steady growth and was relatively less affected by the recent global recession, compared to other neighboring economies that depend on exports. The GDP growth rate was 6.1% in 2008 and is estimated to be 4.0% in 2009.

Table 4.1.2 GDP Growth Rate of Recent Years (ASEAN Countries + China and India)

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Estimates Start After	Base Year
Indonesia	5.4	3.6	4.5	4.8	5.0	5.7	5.5	6.3	6.1	4.0	2008	2000
Brunei	2.9	2.7	3.9	2.9	0.5	0.4	4.4	0.6	-1.5	0.2	2007	2000
Cambodia	8.8	8.1	6.6	8.5	10.3	13.3	10.8	10.2	6.7	-2.7	2007	2000
Lao	5.8	5.7	5.9	6.1	6.4	7.1	8.4	7.5	7.2	4.6	2007	1990
Malaysia	8.7	0.5	5.4	5.8	6.8	5.3	5.8	6.2	4.6	-3.6	2008	2000
Myanmar	13.7	11.3	12.0	13.8	13.6	13.6	13.1	11.9	4.0	4.3	2007	1995/1996
Philippines	6.0	1.8	4.4	4.9	6.4	5.0	5.3	7.1	3.8	1.0	2008	1985
Singapore	10.1	-2.4	4.1	3.8	9.3	7.3	8.4	7.8	1.1	-3.3	2008	2000
Thailand	4.8	2.2	5.3	7.1	6.3	4.6	5.2	4.9	2.6	-3.5	2008	1998
Vietnam	6.8	6.9	7.1	7.3	7.8	8.4	8.2	8.5	6.2	4.6	2008	1994
China	8.4	8.3	9.1	10.0	10.1	10.4	11.6	13.0	9.0	8.5	2008	1990
India	5.7	3.9	4.6	6.9	7.9	9.2	9.8	9.4	7.3	5.4	2008	1999/2000

Source: World Economic Outlook Database (October 2009), IMF

The strong domestic demand formed many urban areas such as JABODETABEK, which have been growing rapidly and therefore transportation infrastructures are of increasing importance. However, due to the low-level of investment, development and maintenance of transportation infrastructures have been insufficient. According to the World Economic Forum, Indonesia was ranked at 54th in Global Competitiveness Index (GCI) out of 131 countries. As for the availability of infrastructures, Indonesia ranked at 84th, showing that they are in need of upgrading, especially in terms of quality of roads (94th), railroad infrastructures (60th), port infrastructures (95th), and air transport infrastructures (68th).

Table 4.1.3 GCI of ASEAN Countries, China and India

Country	CGI 2009-2010		CGI 2008-2009
	Rank	Score	Rank*
Indonesia	54	4.26	55
Brunei	32	4.64	39
Cambodia	110	3.51	109
Lao	n/a	n/a	n/a
Malaysia	24	4.87	21
Myanmar	n/a	n/a	n/a
Philippines	87	3.9	71
Singapore	3	5.55	5
Thailand	36	4.56	34
Vietnam	75	4.03	70
China	29	4.74	30
India	49	4.3	50

Note: *The 2008-2009 rank is out of 134 counties. One country covered last year, Moldova, had to be excluded this year for lack of Survey data.

Source: The Global Competitiveness Report 2009–2010, World Bank

In this chapter, we focus on basic plans and development issues of transportation infrastructures.

4.2. National Development Plan (Long-term and Mid-term)

4.2.1. The Long-term National Development Plan (RPJPN) 2005-2025

According to Mid-term Development Plan of Bina Marga, the Vision 2025 is stated as “Independent Indonesia, advanced, Just, Prosperous” in RPJPN 2005-2025. This vision shows that as an independent and self-reliable country in the international community, Indonesian economic progress has to be supported by the transportation infrastructure development with potentials of the country’s public sector and private sector.

One of the missions especially important for transportation infrastructures is to materialize Indonesia as safe, peaceful, and united. In other words, the mission of transportation infrastructure development is to strengthen linkages of islands to form a united country,

and satisfy the minimum standards of infrastructure quantity and quality under the limited financial capability.

4.2.2. The Mid-term National Development Plan (RPJMN) 2010-2015

The National Planning and Development Agency (BAPPENAS) has composed the second National Medium-term Development Plan (RPJMN) 2010-2014, including a five-year plan for national transportation development.

Even after the first RPJMN period, there are still remaining problems for each transportation sector.

- 1) The limited number and the bad condition of transportation facilities result in high transportation cost of goods and passengers and decrease of transportation safety.
- 2) Transportation planning and policy are still partial, either sectoral or regional, and they have not been integrated across sectors and regions.
- 3) The funding for infrastructure maintenance is limited. Funding is needed for the maintenance of existing infrastructures in order to maintain the service level.
- 4) Urban transportation infrastructure provision is not adequate.
- 5) The accessibility of transport services for rural communities is low.

The general targets and the development policy of transportation development for the next five years are as follows.

Table 4.2.1 The General Target of Transportation Development 2010-2014

No.	Target	Indicator
1	Developing transportation infrastructure capacity to reduce backlog and bottleneck of transportation infrastructure capacity and trans-mode and trans-island transportation facilities integrated in accordance with national transportation system and multimode transportation blueprint.	a. Stable condition of national road reaches 90 percent; b. Average speed of vehicle reaches 60 km/hour on the national road; c. Share of domestic sea transport to be 100 percent and transportation of exports and imports to be 15 percent; d. Share of railway transport of goods to be 7 percent and 23 percent of passenger transportation; e. Passenger growth of domestic air transport to be 9.78 percent/year and foreign air transport to be 12.3 percent/year; f. Share increase of public transportation mode users in urban areas; g. Increase of integration of transportation and layout.
2	Increasing community accessibility of facility service and transportation service.	a. Awakening of urban and rural transportation network system in isolated, inland, border and foremost island that can reach all society levels; b. Increase pioneer service for poor, remote, border and isolated area; c. Availability of transportation service for low-income community through the scheme of PSO; d. Increase affordability of transportation service for community groups who have physical limitation, low income, and elderly.
3	Increasing community safety in the transportation infrastructure service	Decrease of transportation accident level by the year of 2014 to be 50 percent lower than the existing condition in 2009.

4	Institutional Restructuring	Establishment of the implementation regulation which regulates a clear separation of the regulator, owner, and operator in the implementation of transportation service.
5	Adaptation and mitigation of climate change on transportation	a. decrease of two-wheeled vehicles emission; b. establishment of eco port and eco airport; c. establishment of mass public transportation in urban area; d. decrease of private vehicle use in big cities.

Source: RPJMN 2010-2014, Bappenas

Table 4.2.2 Transportation Sector Development Policy 2010-2014

No.	Direction	Strategy
1	Improvement of the facilities and infrastructure standards to comply with minimum service standards,	1. Reducing the maintenance backlog of transportation infrastructure and facilities, 2. Improving the condition of road infrastructure services in accordance with minimum service standards, 3. Improving safety and quality of transportation services 4. Enhance the professionalism of transportation human resources 5. Support the development of sustainable transportation in the context of mitigation and adaptation to climate change 6. Improvement of urban public transportation management 7. Increasing the capacity and speed of the early acts of search and rescue victims of accidents and disasters
2	Support improvement of real sector competitiveness	1. Improve the quality and capacity of transportation services to support smooth distribution of goods and services and to support regional development tourism and production centers of agriculture and industry 2. Encourage efficient transportation of goods and passengers, especially from the aspect of law enforcement, deregulation of fees and levies on the road, the network arrangement and permit route 3. Making transport services strategy more competitive in between-mode and among-mode 4. Improve fluency, capacity and service quality in the cross and confiders that have been saturated and the continuity of the severed land transportation in the island (rivers and lakes) and inter-island with a point-to-point services 5. Develop public transport to be affordable and efficient rail-based in the metropolitan area 6. Technological developments and meet the international conditions
3	Improvement of the government and private partnership	1. Encourage private sectors role in the transportation sector through institutional reforms and legislation that enables the provision of infrastructure 2. Encourage cooperation and capacity building of central and local governments in planning, preparing, and conducting transportation government and private cooperation (KPS) project

		3. To bundle and unbundle KPS transportation projects and provide support facilities for more interesting projects for the private sector
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Source: RPJMN 2010-2014, Bappenas

4.3. Sectoral Strategic Plan

4.3.1. Ministry of Public Works

The Strategic Plan of road sector from 2010 to 2014 is prepared by the Directorate General of Highway (Bina Marga), the Ministry of Public Works as shown in Table 4.3.1.

Table 4.3.1 Vision and Mission of Strategic Plan 2010-2014 of Bina Marga

Vision	Realization of the road network system is reliable, integrated and sustainable throughout the national territory to support economic growth and social welfare
Mission	1. Achieve road network with a sustainable mobility, accessibility, and safety and adequate service centers of national, regional and national strategic area 2. National road network realizing the freeway between urban and urban areas that have high intensity movement linking logistics and service centers of the main economic activities of nationals 3. To facilitate increased capacity of local governments in carrying out the road to sustainable regional mobility, accessibility and adequate safety

Source: National road assessment 2005-2009, Medium Term Plan of National Road Sector 2010-2014, Bina Marga, Ministry of Public Works (2010)

Table 4.3.2 Key Performance Indicators of Strategic Plan 2010-2014 of Bina Marga

Output	1. 95% of the national road network in stable condition 2. Four Main Cross has a minimum width: a) Cross Pantura East Java, Sumatra and at least 7 m wide, with the Jakarta-Surabaya Pantura meet the specification of the highway b) Southern Cross West Cross Kalimantan and Sulawesi minimum width of 6 m 3. The long decline of sub-standard roads by 5% 4. Enhancing the capacity of 12,000 of lane km increases 5. The length of roads that meet the specifications of highway increased 400 km 6. Long addition of new highway along 800km 7. Guidance NSKP for 33 provinces and 350 district/ city 8. Decreasing the number of accident prone-locations related to road conditions
Outcome	1. The increased level of road use on national roads (Vehicle Kilometers) 2. The reduced travel time on average inter-national activity center by 5%

Source: Bina Marga, Ministry of Public Works (2010)

The policy and strategy of Bina Marga are as follows;

- **Infrastructure Investment Synchronization:** For the planning of road networks to utilize the Integrated Transportation System, proportional burden sharing with other modes such as railway would be necessary.
- **Program Policies:** The program includes road preservation organization that aims to maintain road assets of existing roads to keep their functions, and capacity building to increase network capacity, by road widening on the existing road networks and adding

new networks.

The expected amount of funds of Bina Marga of the Ministry of Public Works is shown in Table 4.3.3 with three scenarios. According to the plan, Scenario 2 is most likely to be applied. Then, the total investment needed between 2010 and 2014, regarding Bina Marga is approximately 689 trillion Rupiah. Therefore, if the expected amount of funds provided by the Ministry of Public Works is 344.89 trillion Rupiah as Scenario 2 shows, the rest, which is 344.1 trillion Rupiah, has to be provided by the private sector and regional governments.

Table 4.3.3 The Three Scenarios on Funds Managed by Bina Marga during 2010-2014

Scenario \ Year	2010	2011	2012	2013	2014	total	Average Increase/ Year (%)
Scenario 1 Optimistic	59.70	78.40	102.90	135.10	177.30	533.40	31.27
Scenario 2 Moderate	42.44	52.59	55.70	81.91	102.25	344.89	24.6
Scenario 3 Pessimistic	38.49	42.33	46.57	51.22	56.35	234.96	10.0

Note: Trillion Rupiah

Source: Bina Marga, Ministry of Public Works (2010)

Based on Scenario 2, the total financing needs for the road sector by Bina Marga from 2010 to 2014 will amount to 210.78 trillion Rupiah as shown in Table 4.3.4.

Table 4.3.4 The Total Financing Needs of the Road Sector during 2010-2014

No.	Main Goals	Cost needed Per Year (Billion Rupiah)				
		2010	2011	2012	2013	2014
1	Preservation Road	14,566.69	19,034.86	18,179.72	18,314.36	18,199.33
2	Development	16,009.09	20,108.92	20,430.77	20,815.84	17,237.88
3	Guidance	781.00	1,106.00	1,210.66	1,310.00	14,00.00
4	Toll Road	303.20	2,645.00	4,137.16	7,200.11	7,789.92
	Sub-total	31,659.98	42,894.78	43,957.71	47,640.31	44,627.73
	Total	210,780.51				

Note: Those numbers are the expected total financing needs based on Scenario 2 Moderate.

Source: Bina Marga, Ministry of Public Works (2010)

4.3.2. Ministry of Transportation

The Strategic Plan from 2010 to 2014 of the Ministry of Transportation (MOT) is shown in Table 4.3.5 and Table 4.3.6.

Table 4.3.5 Vision and Mission of Strategic Plan 2010-2014 of the MOT

Vision	Realization of a reliable transport service, competitive and provide value-added
Mission	1. Maintaining the level of transportation services; 2. Implementing consolidation through restructuring and reform in the field of legislation, institutional and human resources; 3. Increasing accessibility to public transport services; 4. Increasing the capacity and encourage the development of transportation technologies in order to ensure a sustainable transport services with sufficient quantity and quality.

Source: Draft Renstra 2010-2014, MOT

Table 4.3.6 Target of Strategic Plan 2010-2014 of the MOT

No.	Sub-Sector	Content of the Target
1	Land Transportation	a. Realization of decrease in the number of traffic violations and more transport of cargo by road; b. Realization of the feasibility of increasing road transportation modes and transportation modes that cross rivers and lakes ; c. The pioneering service of the road transport and the crossing transport in order to increase the accessibility; d. Realization of a decline in traffic accidents either road transport and river transport crossing lakes, with the development of better safety management and law enforcement and partnership development; e. Realization of safety, security and comfort of public transport that is environmentally friendly, both on road transportation modes and means of transportation between rivers, lakes and crossings; f. Realization of mass rapid transportation, safe and comfortable in the metropolitan area.
2	Sea Transportation	a. Realization of multi-port operators; b. Realization of increased performance and efficiency of the port, managed by both state enterprises and private enterprises; c. Realization of 60% cabotage in national sea transport; d. Pioneering service improvement for more than 40% and the construction of 14 units to replace the ships of private property with pioneer ships; e. Development of 5 units of passenger ship type 2000 GT for increased marine transport service of economy class passengers to Indonesia and the West Central Region; f. Realization of the existence of a national shipping company in the membership of MLO; g. Realization of international hub port in the western and eastern regions of Indonesia, the Sabang, Belawan, Batam, Tanjung Priok / Bojonegara, Tanjung Perak and Bitung; h. Realization of 80% adequate shipping facilities and navigation aids are able to function for 24 hours; i. Realization of 95% reliability means of shipping and navigation aids are able to function for 24 hours; j. Realization of eligibility and reduced fleet accidents at sea; k. Realization of the communication infrastructure adequate for shipping (GMDSS, VTIS, SRS) so the network communication system can reach

No.	Sub-Sector	Content of the Target
		cruise across the waters of Indonesia at any time; l. Flow and the realization of a safe crossing across the waters of Indonesia; m. Realization of the adequacy of 60% KPLP patrol boat and the availability of operational budget and maintenance for the patrol ships of KPLP, cost of parts for Fuel, Patrol Vessels Management Systems, SAR Tools at Sea, Fire Equipment, and Firearms for law enforcement at sea;
3	Air Transportation	a. Realization of multi-operators airport; b. Realization of a strong flag carrier and be able to compete in international markets; c. Realization of increased safety, security and comfort of air transport services; d. Realization of pioneering service reduction of more than 30% and to be replaced by commercial or charter service; e. Realization of the fleet and increase the feasibility of instrument flight safety and decreases the level of aviation accidents and disasters.
4	Railway Transportation	a. Realization of increased safety, security and train services b. Realization of legislation and implementing regulations relating to Railways c. Realization of railway transport capacity d. Realization of the development of railway accessibility e. Realization of the integration of intra and inter modes of land, sea and air with railways f. Realization of Railway Infrastructure Operation and Management Agency/Corporation and Railway Facility Operation and Management Agency/Corporation

Source: Draft Renstra 2010-2014, MOT

According to the estimation by the Ministry of Transportation, the average annual financing needed for transportation sector for 2010 - 2014 is 304.4 Trillion Rupiah. The average of government expenditure is 25.2 Trillion Rupiah, which is 8.2 percent of the total funding needs.

Table 4.3.7 Target Growth and Funding Needs in Year 2010-2014 Transportation Sector

No	Term	2010	2011	2012	2013	2014	Average
1	GDP Transportation (Trillion Rp.)	82,934	87,048	92,079	96,858	102,243	92
2	Transportation GDP growth(%)	5.93	4.96	5.78	5.19	5.56	5.48
3	National GDP growth (%)	4.4	5.9	3.9	3.5	3.75	3.7
4	ICOR **	3.3	3.3	3.3	3.3	3.3	3.3
5	Financing (Trillion Rp.)	273,603	287,257	304,031	319,631	337,401	304,385
	1) Government Expenditure (APBN)	18,676	21,477	24,699	28,404	32,664	25,184
	2) SOE Investment	2.24	5.61	4.08	4.72	5.97	4.52
	3) Private Investment	252,687	260	274,652	286,507	298,767	274,557

6	Financing Share (%)						
	1) APBN	6.83	7.48	8.12	8.89	9.68	8.20
	2) SOE	0.82	1.95	1.34	1.48	1.76	1.47
	3) PRIVATE	92.35	90.57	90.34	89.64	88.55	90.29

Note1: * Constant Prices of 2000, ** Incremental Capital Output Ratio

Source: Draft Renstra 2010-2014, MOT

4.4. Summary of developmental issues and any other specific issues to be identified

In accordance with the National Development Plans and the Strategic Plans described in Section 4.2 and 4.3, respectively, developmental issues in the transportation sector could be summarized into the following five main issues.

- 1) Insufficient budget allocation for infrastructure development to meet the Minimum Service Standards

The budget insufficiency is the upmost issue for the development of transportation. The priority in the budget allocation should be the maintenance of existing infrastructures, facilities and equipments to maintain the current level of capacity and quality of the transportation service.

- 2) Low quality of existing transportation infrastructures, such as inefficient operation and insufficient maintenance, and a lack of safety considerations

The second priority in the budget allocation is the development of new infrastructures. We observe the huge gap between the budget required and the amount available. As a result, infrastructure development is getting highly dependent on private investments.

- 3) Poor integration in terms of sub-sector coordination and regional integration

As stated in RPJMN 2010-2014, development of transportation infrastructure and facilities are still planned with sectoral or specific regional concept and need to be aligned with national/provincial spatial plan.

- 4) Inadequate legal and regulatory framework for the enhancement of private sector participation

The enhancement in risk sharing system of investments would be essential to encourage private sector participation. The Government of Indonesia (GOI) encourages the Public-Private Partnership in toll roads, urban mass transit systems, coal transportation railways, ports etc.

- 5) Far from global/international corridor development framework

The GOI is required to plan and develop the country based on not only the spatial plan but also the international agreement such as the Comprehensive Asia Development Plan. GOI and Japan are now making the master plan for Indonesian Economic Development Corridor.

The above issues will be described further, together with their supporting data, from the following standpoints focused on the infrastructures, namely, roads, railways, ports and airports, in the next section;

- transportation infrastructures,
- means of transportation,
- operating bodies,
- legal and regulatory environments.

4.5. Sector Issues

4.5.1. Roads

As urbanization proceeds in Indonesia, road infrastructures and facilities have been developed under the past RPJMN 2005-2009. The chronic traffic jams in metropolitan area do not only diminish the economic efficiency, but also worsen the environmental condition. Meanwhile, in rural areas, there are still many people without reliable access to transportation services.

(1) Improvement and Maintenance of Transportation Infrastructure and Facilities

Extension and Maintenance of Road Infrastructure and Integration of Transportation Network System

As the result of road infrastructure development in accordance with RPJMN 2005-2009, almost all indicators seem to have achieved the planned values, except for bridge maintenance. Table 4.5.1 shows the achievement indicators for RPJMN 2004-2009 period, and Table 4.5.2 shows conditions of road network and surface of all roads. There are still a lot of unstable roads that should be maintained.

Table 4.5.1 Road Infrastructure Achievement Indicators

Indicator / Activity	Unit	RPJM 2004- 2009		2007		2008-2009		2004-2009 Total	
		Target		Achievement until 2007		Plan		Planned Achievement	
		Qty	%	Qty	%	Qty	%	Qty	%
Average Speed	Km/hr	48		47		48		48	100.0%
National Road Condition (Stable)	km	30,820	(89%)*	29,781	(83.2%)*	1,039	(5.8%)*	30,820	(89%)* 100.0%
Lane Length	km	84,985		82,190	96.7%	2,795	3.3%	84,985	100.0%
Road Maintenance	km	101,880		97,765	96.0%	32,163	31.6%	129,928	127.5%
Road Improvement	km	4,346		6,119	140.8%	1,869	43.0%	7,988	183.8%
Bridge Maintenance	m	584,065		89,282	15.3%	34,701	5.9%	123,983	21.2%
Bridge Replacement	m	38,882		31,178	80.2%	8,977	23.1%	40,155	103.3%

Note: * Number in parentheses is target percentage for all national road length and others are target achievement ratio.

Source: National Road Network in Indonesia 2008, Pusta Pengolahan Data, Bina Marga, Ministry of Public Works

Table 4.5.2 Road Network Maintenance Condition and Surface Condition

		State Government	Provincial Government	Regency Government	Total
Road Maintenance Condition	Good	13,986	20,321	131,250	165,557
	Moderate	14,984	10,161	82,750	107,895
	Damaged	3,187	5,814	89,896	98,897
	Seriously Damaged	2,471	3,829	59,110	65,410
Surface Type	Asphalted	32,964	32,622	193,158	258,744
	Gravel	1,664	4,311	66,958	72,933
	Soil	0	3,012	88,432	91,444
	Other	0	180	14,458	14,638
Total		34,628	40,125	363,006	437,759

Source: National Road Network in Indonesia 2008, Pustaka Pengolahan Data, Bina Marga, Ministry of Public Works

The condition of toll road development is shown in Table 4.5.3. 24 toll roads are in operation, and eight of them are operated by the private sector. Although the GOI wishes to increase the participation of the private sector, some concession awarded projects such as Trans Java Toll Road are delayed due to land acquisition problems. At the same time, the government is urged to review the toll road development plan.

Table 4.5.3 Toll Road Development Condition

No	Status	Number of sections	Length (Km)	Project Cost (Bill. Rp.)
1	In Operation	24	687.87	
	a. Operated by PT Jasa Marga	16	529.42	
	b. Operated by Private Sector	8	158.45	
2	Concession Agreement Signed	22	802.13	68,456.00
3	Concession Agreement Preparation			
	a.Tender Batch 2	3	50.75	7,212.26
	b.Tender Batch 3*)	2	118.71	5,417.91
4	Tender Preparation			
	a.Tender Batch 4	4	125.42	7,402.47
	b.Tender Preparation	7	350.00	26,762.36
5	Built by Government**)	2	75.91	9,846.70
6	Other Toll Roads			
	a.6 Links of DKI Jakarta Toll Road	6	87.51	25,260.00
	b.Under Study Process(Tender Doc.Prep)	14	789.58	73,805.15
Total		84	3087.88	224,162.85

Note: *) Supported by government on land acquisition and part of construction

***) Excluding toll road links tendered under batch 3

Source: Peluang Investasi Jalan Tol 2008, BPJT, Ministry of Public Works

Meanwhile, as shown in Table 4.5.1, the bridge maintenance plan has not yet been achieved. The following Table 4.5.4 shows that the bridge condition has not improved in recent years.

Table 4.5.4 Bridge Condition

Condition	2006		2007		2008	
	Length(Km)	Number	Length(Km)	Number	Length(Km)	Number
0	149,599.80	5,971	146,502.60	5,899	143,528.30	5,806
1	53,417.90	2,282	58,037.80	2,323	63,398.10	2,501
2	40,898.60	1,784	47,948.80	2,091	53,019.10	2,260
3	24,346.80	1,010	24,475.10	1,044	25,131.30	1,043
4	12,974.00	561	13,278.20	589	11,888.60	548
5	17,328.90	359	17,416.70	359	17,373.40	354
TOTAL	298,566.00	11,967	307,659.20	12,305	314,338.80	12,512

Note: Condition 0= New bridge and without Damage, 1= Minor, 2= Damage that requires monitoring or maintenance in the future, 3= Damage that requires immediate action, 4= Critical condition, 5= bridge / element does not work anymore

Source: BMS, Bina Marga, Ministry of Public Works (January 2010)

Improvement of Accessibility to Transportation Services in Rural Area

As stated above, regional disparity among metropolitan city areas and rural areas is one of the major issues in Indonesia. Bina Marga classified the regions into the following three development regions:

- Developed Region : Java, Bali and Sumatra Islands
- Developing Region : Kalimantan, Sulawesi and Nusa Tenggara Islands
- New Developing Region : Maluku and Papua Islands

The following table shows that the road network system in Java Island is insufficient to meet the increasing traffic demand and the demand for public transportation services, because the national road density of Java Island is the lowest among other islands. In Kalimantan Island and Maluku & Papua Island, the accessibility of road transportation network is inadequate.

Table 4.5.5 Base National Road Data for Each Island of Indonesia

Island	National Road Length (km)	National Road Density		National Road Density Index
		(km/km ²)	(km/1,000 per.)	
Sumatra	10,588.91	0.022	0.217	0.069
Java	5,119.12	0.040	0.039	0.039
Bali & Nusa Tenggara	2,376.50	0.033	0.191	0.079
Kalimantan	5,705.97	0.010	0.444	0.068
Sulawesi	7,091.50	0.038	0.429	0.127
Maluku & Papua	3,746.83	0.008	0.739	0.075
Total/Average	34,628.83	0.018	0.152	0.052

Source: National Road Network in Indonesia 2008, Pusta Pengolahan Data, Bina Marga, Ministry of Public Works.

Table 4.5.6 National Road Condition in Each Island of Indonesia

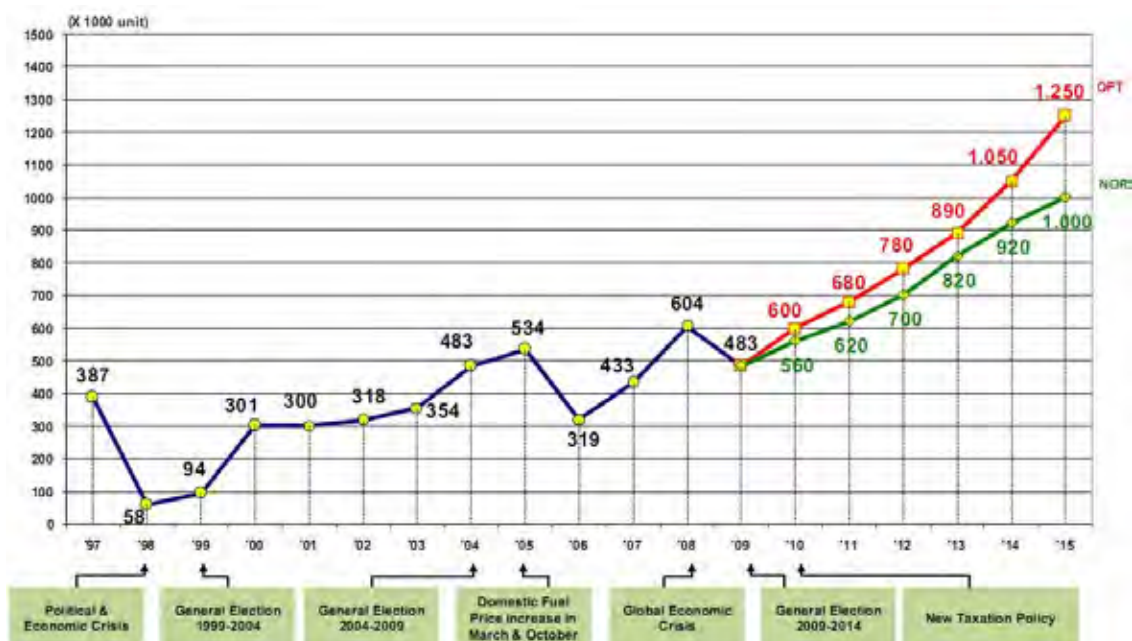
Island	Stable			Unstable			Asphalt	Non-asphalt
	Good	Fair	%	Light Damaged	Heavy Damaged	%		
	km	km		km	Km		km	
Sumatra	5,817.04	3,705.42	89.93	652.46	413.99	10.07	10,355.70	233.22
Java	2,789.29	2,094.07	95.39	235.76	0.00	4.61	5,119.12	0.00
Bali & Nusa Tenggara	1,426.45	670.91	88.25	279.14	0.00	11.75	2,373.11	3.38
Kalimantan	2,496.66	1,746.56	74.36	1,354.07	108.68	25.64	4,423.64	1,282.33
Sulawesi	3,937.20	2,012.54	83.90	1,078.27	63.49	16.10	6,499.91	591.59
Maluku & Papua	734.24	1,390.70	56.71	1,018.20	603.69	43.29	1,982.26	1,764.57
Total/Average	17,200.88	11,620.20	83.23	4,617.90	1,189.85	16.77	30,753.74	3,875.09

Source: National Road Network in Indonesia 2008, Pusta Pengolahan Data, Bina Marga, Ministry of Public Works

(2) The Volume of Road Transportation

Promotion of Public Transportation Use and Restriction of Private Vehicle Use

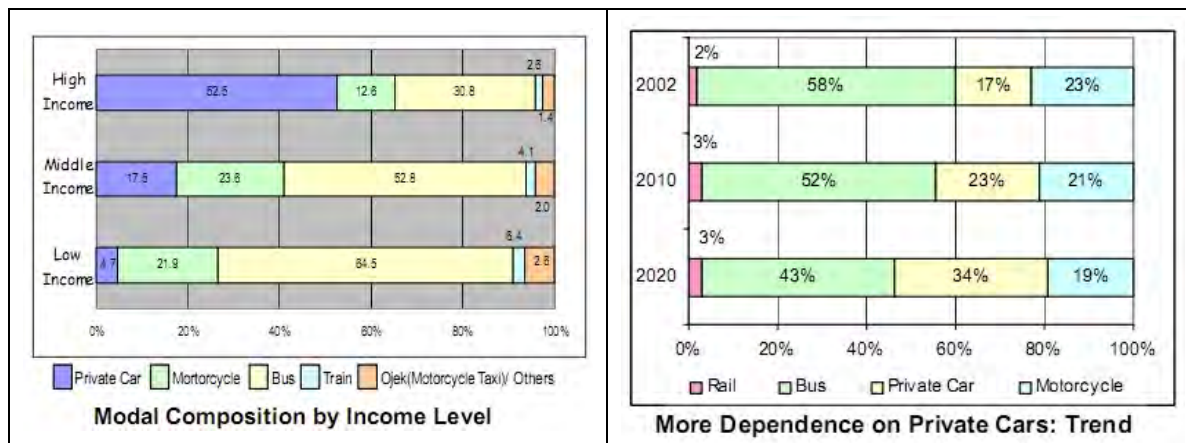
Although the rapid growth of car and motorcycle production in Indonesia has been once blocked by the global economic crisis, the number of cars and motorcycles is expected to increase in the coming years.



Source: Statistics data from The Association of Indonesia Automotive Industries (GAIKINDO) website 2009

Figure 4.5.1 Indonesia automotive market and forecast 1997-2015

To reduce traffic jam, promotion of public transport usage and improvement of traffic control systems are said to be the keys for controlling the volume of road transportation. However, the past study of JICA and the number of vehicles and licenses show that there are still strong demands for private cars and motorcycles.



Source: The study on integrated transportation master plan for JABODETABEK (Phase II) 2004 JICA

Figure 4.5.2 Modal Share 2004 and Future Demand Estimation (Passenger)

Table 4.5.7 Number of Motor Vehicles by Type, 2004-2008

Type of Vehicles	2004	2005	2006	2007	2008	Annually Increase(%)
Passenger Car	4,464,281	5,494,034	6,615,104	8,864,496	9,859,926	17.17
Bus	933,199	1,184,918	1,511,129	2,103,423	2,583,170	22.58
Truck	2,315,779	2,920,826	3,541,800	4,845,937	5,146,674	17.32
Motorcycles	23,055,834	28,556,498	33,413,222	41,955,128	47,683,618	15.64
Total	30,769,093	38,156,276	35,081,255	57,769,449	65,273,451	16.23

Source: Strategik Transportasi 2008, BPS

Table 4.5.8 Number of SIM (Driver License)

Type of Vehicles	2004	2005	2006	2007	2008	Annually Increase(%)
SIMA (Passenger Car)	1,223,978	1,264,314	1,328,313	1,549,261	1,813,109	8.18
SIM B I (Bus, truck > 3500kg)	362,476	405,034	433,805	475,402	474,818	5.55
SIM B II (tractor, trailer)	102,377	129,280	129,333	157,511	148,544	7.73
SIM C (e.g. Motorcycle)	3,428,810	3,545,592	4,557,745	4,557,745	6,646,792	14.15
Total	5,117,641	5,344,220	6,449,196	7,689,394	9,083,263	12.16

Source: Strategik Transportasi 2008, BPS (original: Indonesia State Police)

As seen in Table 4.5.9, road transportation had the largest share in freight transport as well, in 2001.

Table 4.5.9 Modal Share 2001 (Cargo)

Transportation Mode	Freight Transport	
	Total (000 ton)	%
Road Transport	2,514,150	91.25
Railway Transport	17,250	0.63
Sea Transport	222,490	8.07
Air Transport	1,370	0.05

Source: Workshop Strategy for Indonesian-German Cooperation in The Priority Area Transport, 2006 DG Landcom (original: OD Nasional, 2001)

(3) Improvement of the Operation

Improvement of Traffic Management

The action plan to confront the urban transportation issues includes the following measures: development of ring roads, upgrading of intersections, improvement of interchanges, installation of Intelligent Transportation System (ITS), improvement of access roads to ports and airports, and enhancement of traffic management systems.

However, due to budgetary limitation and increase in material prices, some of the plans of the pilot projects are aborted such as the Electronic Toll Collection (ETC) system of the Tanjung Priok access road.

Reduction of Road Traffic Accident

As road traffic grows, accident casualties and economic losses are increasing as well. Table 4.5.10 shows the past accidents data.

Table 4.5.10 Number of Accidents in Road Transport

Descriptions	Unit	2004	2005	2006	2007	2008
Accidents	accident	17,732	91,623	87,020	48,508	56,584
Vehicles involved	Unit	26,187	28,245	70,308	84,090	130,062
Causalities	Person	32,271	103,323	101,354	82,588	94,921
Death	Person	11,204	16,115	15,762	16,548	19,216
Seriously Injury	Person	8,983	35,891	33,282	20,180	22,364
Slight Injury	Person	12,084	51,317	52,310	45,860	53,341
Losses Output (Billion Rupiah)	Rp	53.05	51.56	81.85	103.29	123.01

Source: Strategik Perhubungan 2008, MOT

According to RPJMN 2010-2014, GOI planned to fulfill the development of road safety facilities especially for accident-prone areas. The past realization of development of

safety facilities can be seen in Table 4.5.11. In 2009, Guard rails and Road markers were built for 118,424 m and 2,829,555 m, respectively.

Table 4.5.11 Road Transportation Safety Facility Development

Year	Facilities			
	Road Signs (units)	Guard Rails (m)	Delineator (units)	Road Markers (m)
1998	4,465	29,378	-	21,000
1999	3,389	48,860	4,421	48,60
2000	5,227	13,641	-	278,317
2001	2,542	8,678	3,500	125,000
2002	1,457	6,544	-	103,400
2003	2,030	24,492	3,614	366,892
2004	5,606	24,402	1,755	497,836

Source: Data from MOT, RPJP2005-2025.

(4) Improvement of Legal and Regulatory Environment

Law Revision and Institutional Restructuring

Because of the gap between the rapidly growing traffic demands and the limitation of state government budget (APBN), promotion of private sector participation for transportation infrastructure development has been a critical success factor.

In 2004, the Road Law was revised to settle Indonesia Toll Road Authority (BPJT) and fully privatized PT. Jasa Marga. The Land Transport Act was also revised to enhance the provision of traffic safety rule in 2009. The 2009 law states that Bina Marga to be in charge of completing the Presidential Decree of Road Preservation Fund Unit and the establishment of an internal committee.

The laws related to toll road infrastructure development are as follows:

Table 4.5.12 Overview of PPP Laws and Regulations Related to Toll Road Development

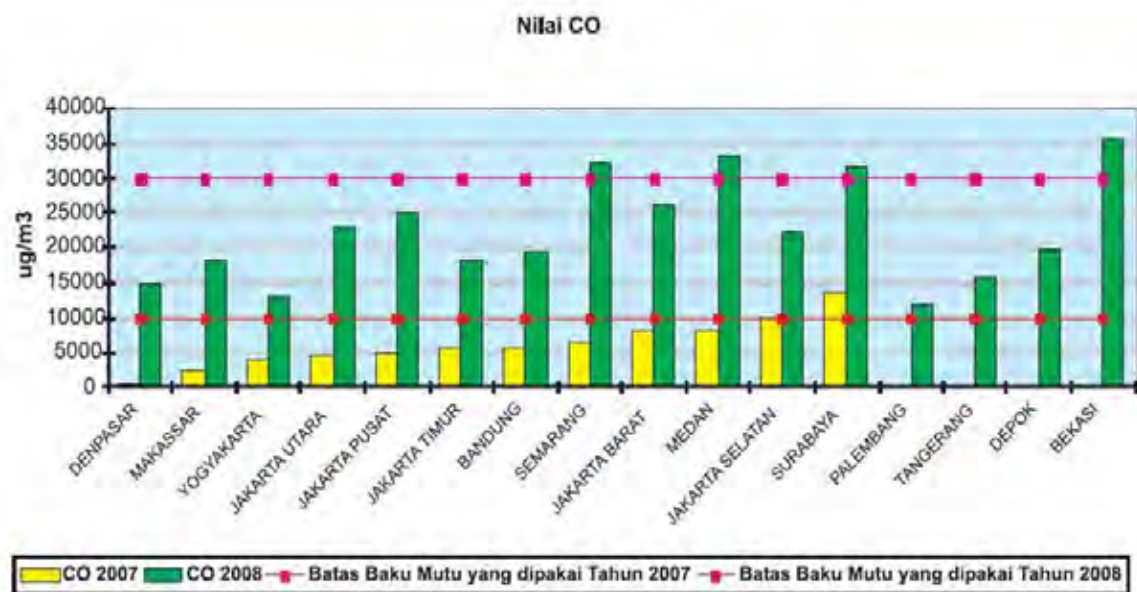
	Cross Sector			Sector
	MOF	CMEA/BAPPENAS	MOHA/BPN	Toll Road
Law	-No.17/2003: No grant to private entity			-No.38/2004: Road Law (e.g. tariff adjustment) -No.22/2009: Land Transport Law
Gov't Regulation	-No.1/2008: Direct Investment and Loan to PPP private entity			-No.15/2006: PPP method & BPJT role -No.34/2006: Road structure
Presidential Regulation	-No.67/2005: Basic PPP framework (PPP Law) -No.36/2005&65/2006: Land acquisition -No.42/2005: KKPPi establishment -No.29/2009: Gov't Guarantee & Subsidy to PDAM			
Ministerial Regulation	-No.38/2006: Gov't support and guarantee for PPP risk	-No. KEP-01/2006: Process of KKPPi -No. PER-03/2006: Rules for PPP	-BPN No.3/2007 on land -MOHA No.22/2009: 3rd Party relations of	-No.11/2006: Public and private rights, responsibility for toll roads -No.295/2005: Scope of BPJT -No.27/2005: Tender rules

		prioritization -No. PER-04/2006: Process for MOF No.38	local gov't	-No.12/2008: Land capping fund
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Source: Preparatory Survey for Public-Private Partnership Infrastructure Project in Republic of Indonesia 2009, JICA

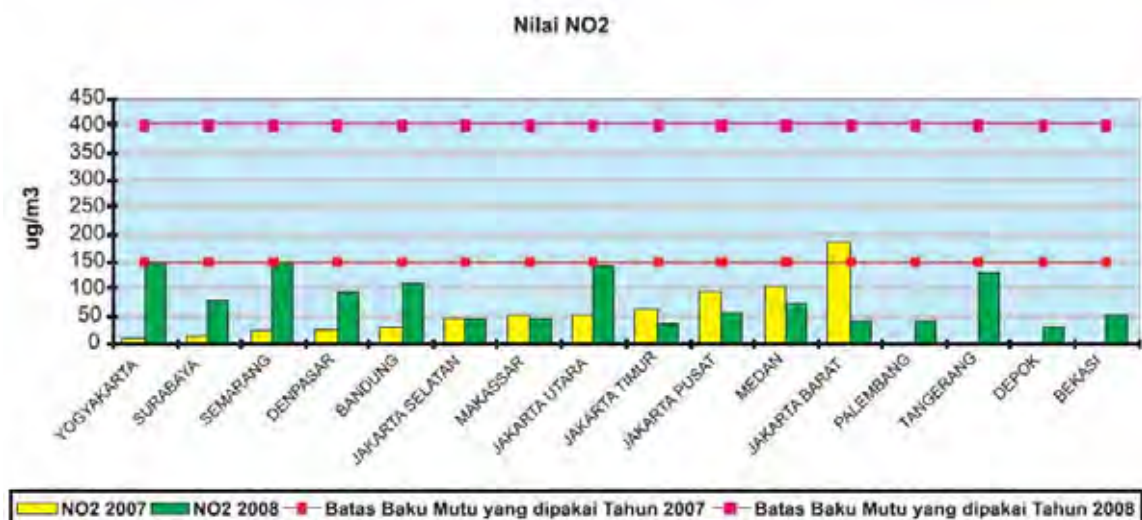
Mitigation of Air Pollution

The Land Transportation Act No.22/2009 as mentioned above includes the article about controlling vehicle emissions. Data on the current air quality in major big cities are as follows.



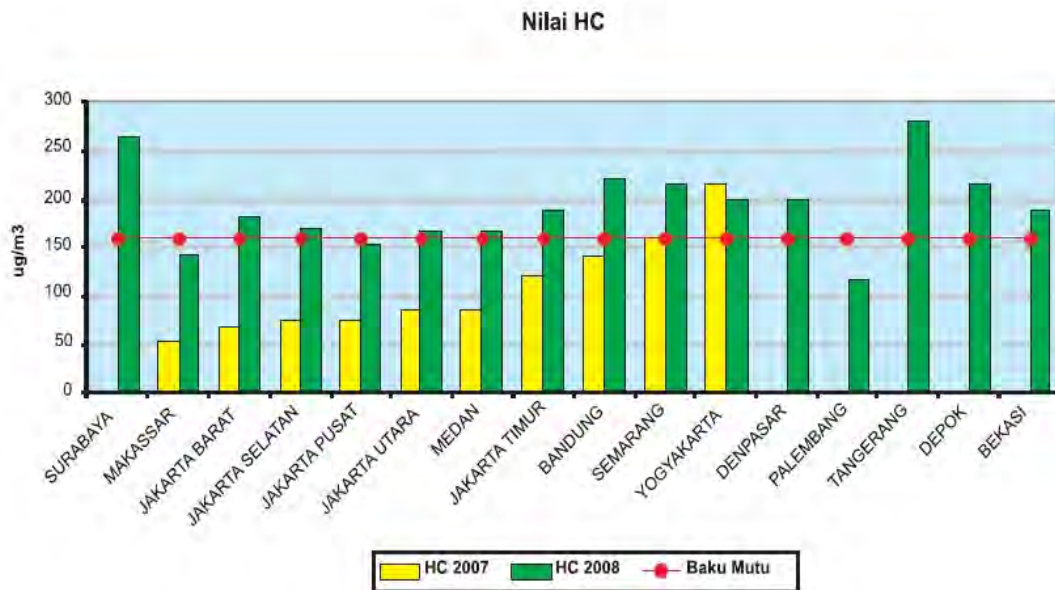
Source: Evaluasi Kualitas Udara Perkotaan Tahun 2008, Ministry of Environment

Figure 4.5.3 Annual CO Average Trend in Major Cities (2007-2008)



Source: Evaluasi Kualitas Udara Perkotaan Tahun 2008, Ministry of Environment

Figure 4.5.4 Annual NO2 Average Trend in Major Cities (2007-2008)



Source: Evaluasi Kualitas Udara Perkotaan Tahun 2008, Ministry of Environment

Figure 4.5.5 Annual HC Average Trend in Major Cities (2007-2008)

4.5.2. Railways

Currently, the railway services in Indonesia are operated only in Java Island and Sumatra Island. While most of the railway transport in Sumatra Island is cargo transport, passenger transport services are relatively well-used in Java, forming the railway network.

However, the railway transport in Indonesia does not provide cost-effective merits in comparison to other transportation services, and the total modal share of railway transportation in both passengers and cargoes is very low. In addition, the accidents related to maintenance backlogs are still not negligible.

In the years ahead, there is a prospect that the railway transport will solve the urban road transport issues.

(1) Rehabilitation and Improvement of Transportation Infrastructure and Facilities

There were four key programs in the Mid-term Development Program of Directorate General of Railways (DGR) 2005-2009:

- Rehabilitation of railway infrastructures and facilities backlogs
- Improvement and development of infrastructures and facilities
- Improvement of railways transportation service accessibility
- Organization restructuring and reformation

As a result of rail infrastructure development activities of DGR, there are substantial progress in highly-prioritized activities, which are improvement and development of

infrastructures and facilities. However, the planned activities which are strongly related to safety and reliable services are not realized or not completed due to the limitation of budgets.

Table 4.5.13 Target and Realization of Each Activity for Railway Sector (2005-2009)

Program	Activities	Unit	Total 2005-2009		
			Target	Realization	%
Rehabilitation of railway facilities and infrastructure	1. Railway Infrastructure				
	a Railway Track Rehabilitation (backlog)	km	0	32.26	-
	b Bridge Rehabilitation	Unit	0	0	-
	c Signal Rehabilitation	Package	7	1	14.30%
	d Telecommunication Rehabilitation	Package	19	0	0.00%
	e Electricity Rehabilitation	Package	5	0	0.00%
	f Crossing Gate Repair	Lks/Pck	95	7	7.40%
	2. Railway Facilities				
	a Train (K3)	Unit	100	0	0.00%
	b Electric Multiple Unit (KRL)	Unit	5	6	120.00%
	c Diesel Multiple Unit (KRD)	Unit	34	21	61.80%
	Improvement & development of infrastructure and facilities	1. Railway track improvement & development			
a Improvement of railway track capacity		km	1,145.52	1,446.21	126.20%
b Bridge improvement		Unit	34	85	250.00%
c Railway track development		km	643	296.57	46.10%
d Rail track procurement		Ton	550,489	142,311	25.90%
e Connection plate procurement		Unit	111	0	0.00%
f Railway switch procurement		Unit	245	100	40.80%
g Land		Package	19	22	115.80%
h Bridge construction		Unit	55	72	130.90%
2. Modernization of electric and signaling system					
a Signal		Package	29	69	237.90%
b Telecommunication networks		km	15	38.38	255.90%
c Upper current electricity (LAA)		Package	14	13	92.90%
d Warning devices		Package	40	30	75.00%
e Crossing gate		Package	4	11	275.00%
3. Facilities procurement/replacement					
a Electric Multiple Unit (KRL)		Set	10	54	540.00%
b KRDE		Unit	15	40	266.70%
c Locomotive		Unit	50	0	0.00%
4. Revitalization & development of Jabotabek region railways transportation		Package	4	9	225.00%
5. East Kalimantan railways development		Package	2	0	0.00%

Program	Activities	Unit	Total 2005-2009		
			Target	Realization	%
Improvement of railways transportation service accessibilities	1. Economy class railway procurement	Unit	90	151	167.80%
	2. Subsidy for economy class railway transportation	Package	5	5	100.00%
Organization restructuring and reformation	1. STD	Package	110	181	164.50%
	2. Data and SIM development	Package	45	7	15.60%
	3. Administration	Package	5	5	100.00%

Source: Strategic Plan of DGR, 2010-2014

Compared with other countries in Asia, there is a huge gap between Indonesia and China/India.

Table 4.5.14 Railway Performance Indicator Comparison in ASEAN + India and China

Name of the Country	Rail Lines *1	Rail Network, Length per Land Area *2	Passengers Carried (Railways) *3	Goods Hauled (Railways) *3
	Km	Km	passenger-km	million ton-km
Indonesia	5,324	2.9	25,535	4,698
Brunei	N/A	N/A	N/A	N/A
Cambodia	650	3.7	45	92
Lao	N/A	N/A	N/A	N/A
Malaysia	1,667	5.1	2,193	1,355
Myanmar	3,336	5.1	N/A	N/A
Philippines	491	1.6	144	1
Singapore	N/A	N/A	N/A	N/A
Thailand	4,044	7.9	9,195	4,037
Vietnam	3,147	10.1	4,659	3,881
China	63,637	6.8	689,616	2,211,246
India	63,327	21.3	694,764	480,993

Source: *1 key Indicators for Asia and the Pacific (2009, Asia Development Bank)

*2 and *3 World Develop Indicators (2009, World Bank)

Note: *1 & *2: Indonesia(1998), Cambodia(2005), Malaysia(2007), Myanmar(1990), Philippines(2006), Thailand(2006), Vietnam(2007), China(2007), India(2007)

(2) The Volume of Railway Transportation

As stated above, the competitiveness of rail services is deteriorating in comparison with roads. To tackle heavy traffic jams and environment issues in the urban area, pragmatic measures are necessary for high quality and safe railway transport services as well as improvement/rehabilitation of railway infrastructure and facilities.

The current basic performance data for railway sector are as follows.

Table 4.5.15 Basic Performance Data in Railway Sector

Description	Unit	Year				
		2005	2006	2007	2008	2009*
Transportation Productivity						
Passenger Transportation						
• Passenger - Km	mill. pass–km	14,345.31	15,438.21	15,871.94	18,510.58	18,619.09
• Passenger	mill. pass.	151.49	161.29	168.21	197.77	201.84
• Jabotabek Passenger	mill. pass.	100.97	104.42	111.84	126.70	133.03
• Non Jabotabek Passenger	mill. pass	50.52	56.87	56.36	71.07	68.81
• Commercial	mill. pass	22.02	21.88	26.22	32.71	33.69
• Economy	mill. pass	129.47	139.41	141.98	154.70	157.40
• Economy AC	mill. pass	-	-	-	10.36	10.75
Cargo Transportation						
• Cargo - Km	mill. ton–km	4,152.00	4,388.40	4,360.40	4,337.20	5,353.39
• Cargo	mill. ton	17.33	17.48	16.82	19.55	18.95
• Nego Cargo	mill. ton	16.53	16.86	16.23	17.49	18.46
• Non Nego Cargo	mill. ton	0.80	0.62	0.59	2.06	0.49
NET PSO (IMO- TAC+PSO)	Bill. Rp	270.00	350.00	425.00	544.67	535.00

Note: Prediction/Estimation

Source: Strategic Plan of DGR, 2010-2014

Compared to other modes, the share of railway transport is very low. In the study on integrated transportation master plan for JABODETABEK (Phase II) 2004, the demand for railway passenger service had only 2% share in 2002 (see エラー! 参照元が見つかりません。). In the National Origin-Destination (OD) study in 2001, railway freight transport had only 0.63% share and it can be seen that road is still dominant, which is especially true for the passenger transport (see Table 4.5.9).

(3) Improvement of the Operation

At present, all of the railway services are operated by PT. Kereta Api Indoensia (PT. KAI) and its subsidiaries (See Table 4.5.16).

Table 4.5.16 PT.KAI_Subsidiaries

Company Name	Remarks
PT. Reska	PT. Restoran Kereta Api (RESKA)
PT Railink	Land Transport Company
PT. KCJ	PT. KAI Commuter Jabodetabek (PT KCJ)
PT. KA Property	
PT. KA Logistik	Cargo Transport Company

Company Name	Remarks
PT. KA Pariwisata	Tourism Company

Source: PT.Kereta Api (Persero), Laporan Manajemen Perusahaan Triwulan IV Tahun 2009

PT.KAI essentially operated four lines of business in 2008: (i) Java main line passenger services; (ii) South Sumatra coal traffic; (iii) JABOTABEK passenger services; and (iv) Java freight services.

Table 4.5.17 PT.KAI Revenues Main Lines of Business 2008 (%)

Business Sector	Proportion
Java Main Line Passenger Services	45
South Sumatra Coal	27
Jabotabek Passenger Services	9
Java Freight	8
Java Local Passenger Services	4
Other	7
Total	100

Source: Indonesia Railways Master Plan (2010) AusAID

In 2008, PT KAI Commuter JABODETABEK was established as one of the subsidiaries of PT KAI (Persero) to improve the quality and quantity of railway services in the Jakarta metropolitan area (JABODETABEK).

Indicators on yields and average distances for Java passenger services underline the fact that executive services are probably the only profitable line of business and that PT. KAI has acted rationally in developing this business while paying less attention to economy services.

Table 4.5.18 Java Passenger Services Yields and Average Distance 2008

Sector	Yield*(Rp/passenger/km)	Average distance(km)
Main Line average	147	413
Executive	307	434
Business	188	389
Economy	64	414
Local average	52	62
Business	137	67
Economy	41	62
Jabotabek average	82	31
Commercial	250	37
Economy	43	30
Economy AC	167	32

Sector	Yield*(Rp/passenger/km)	Average distance(km)
Java average	119	91

Source: Indonesia Railways Master Plan (2010) AusAID

On the other hand, PT. KAI and its subsidiaries still have many problems in schedule accuracy and safety due to maintenance backlogs.

The following table highlights that the cargo services are less reliable. The headway of passenger service in rush hours is very long even in JABODETABEK area, making the railway services less competitive compared to other modes.

Table 4.5.19 Schedule Delays and Accuracy of Train Service

No	Description	Average - Average Delays	
		2007	2008
1	Average Train Delays (MIN)		
	a. Railway Passengers		
	1. Arrival	7	5
	2. Depature	46	37
	b. Railway Goods		
	1. Departure	90	97
2	2. Arrival	90	111
	Average Train accuracy(%)		
	a. Railway Passengers		
	1. Arrival	77	81
	2. Departure	24	32
	b. Railway Goods		
	1. Arrival	21	26
	2. Departure	18	25

Source: PT. KAI 2009

Table 4.5.20 Headway of JABODETABEK

NO	LINTAS	HEADWAY TERKECIL	
		Rush Hour	NON Rush Hour
1	Manggarai– Bogor	8 min.	12 min.
	Bogor– Manggarai	8 min.	12 min.
2	Jatinegara– Bekasi	14 min.	25 min.
	Bekasi– Jatinegara	14 min.	25 min.
3	Tanah Abang – Serpong	25 min.	40 min.
	Serpong– Tanah Abang	25 min.	40 min.
4	Tangerang–Duri	25 min.	> 60 min.
	Duri– Tangerang	25 min.	> 60 min.

Note: Rush Hour: 06:00-09:00 and 16:00-19:00

Source: Kereta Api JABODETABEK Peluang dan Tantangan, PT. KAI Commuter JABODETABEK 2010

Safety and security are very important factors in transportation sector. However, the number of victims shows that no improvements have been achieved in 2004-2008. There are still many accidents caused by maintenance backlog of railway infrastructures and

facilities as well as human errors such as train crashes, derailment and rolling.

Table 4.5.21 Number and Victim of Train Accidents by Type of Accident

Description	Unit	Year				
		2005	2006	2007	2008	2009*
Number of Victims (Person)						
• Dead	Person	85	36	50	34	45
• Seriously Injured	Person	78	85	76	128	78
• Lightly Injured	Person	29	111	52	164	73
Total	Person	192	232	178	326	196
By Type of Accidents						
• Accidents Between Trains Against Trains)	Accidents	7	10	5	3	3
• Accident Between Trains Against Vehicles)	Accidents	30	15	24	20	21
• Derailment	Accidents	91	66	68	110	99
• Rolling	Accidents	N/A	N/A	5	7	8
• Flood / Landslide	Accidents	4	3	3	3	8
• Others	Accidents	38	8	11	16	8
Total	Accidents		170	102	116	159

Source: Statistik Perhubungan 2008, MOT

(4) Improvement of Legal and Regulatory Environment

For further improvement in quality, reliability and safety of railway services, limitation of government budget has been a bottle neck issue. As shown in the table below, there are strong demands for participation of private capital with PPP scheme.

Table 4.5.22 Proposal for Financial Source for Railway Development Program/Activity

PROGRAM CATEGORY		BUDGET YEAR (In Billion Rupiah)				
		2010	2011	2012	2013	2014
Enforcement of Regulation Aspect	TOTAL	21.50	23.75	23.75	23.75	26.75
	APBN	21.50	23.75	23.75	23.75	26.75
	BUMN	0.00	0.00	0.00	0.00	0.00
	PRIVATE	0.00	0.00	0.00	0.00	0.00
Development of Institution and Human Resources	TOTAL	9.59	9.76	9.71	9.36	9.06
	APBN	9.59	9.76	9.71	9.36	9.06
	BUMN	0.00	0.00	0.00	0.00	0.00
	PRIVATE	0.00	0.00	0.00	0.00	0.00
Optimum Transportation	TOTAL	2,245.14	7,859.32	10,841.81	13,786.74	14,542.89
	APBN	495.68	501.91	497.99	497.74	497.94
	BUMN	821.46	694.26	679.07	948.15	779.00
	PRIVATE	928.00	6,663.15	9,664.75	12,340.85	13,265.95

PROGRAM CATEGORY		BUDGET YEAR (In Billion Rupiah)				
		2010	2011	2012	2013	2014
Revitalization of Railway Facilities and Infrastructure	TOTAL	21,047.08	19,213.83	18,668.52	18,157.92	15,655.07
	APBN	77.25	85.70	85.95	84.70	92.00
	BUMN	564.73	448.58	885.58	1,234.88	1,498.50
	PRIVATE	20,405.10	18,679.55	17,696.99	16,838.35	14,064.57
Improvement of Safety and Security	TOTAL	5.30	4.40	4.70	3.80	4.70
	APBN	5.30	4.40	4.70	3.80	4.70
	BUMN	0.00	0.00	0.00	0.00	0.00
	PRIVATE	0.00	0.00	0.00	0.00	0.00

Source: Strategic Plan 2010-2014, Directorate General of Railways MOT

In 2007, the Railway Law was revised. The key changes are:

- Remove entry barriers for regional government and private firms
- Indonesian railway system was categorized to be three types, namely, National Railway, Provincial Railway and Regency/City Railway.

However, the development of related legal systems such as enforcement ordinance is not realized yet. As a result, the reform of state-owned company PT. KAI and Mass Rapid Transit (MRT) project in Jakarta, which expect private participation, has been delayed.

4.5.3. Ports

Indonesia is the world's largest archipelago nation, consisting of more than 17,000 islands. Maritime transport therefore plays an important role in both inland and international transportation. According to the National Origin-Destination Survey in 2001, however, the share of sea transportation in Indonesian freight transportation was 8.07%, which was the second largest after road transportation but was very low compared to road transportation, which had over 90% of the share (see Table 4.5.9).

Both the constant increase in cargo volume and the limited capacity in port facilities are causing congestion in ports, leading to delays in logistics. In addition, due to deficient budget allocation from the government, undeveloped or congested access roads to ports, inefficient handling system, and aging and lack of cargo handling equipments are said to be the major concerns in operation inefficiency. Please refer to the Appendix for information on the number of ports, features and development plans of main ports and stakeholders in the port sector.

(1) Maintenance of Transportation Infrastructure Facilities

Capacity Shortage of the Gateway Port

The Port of Tanjung Priok handles almost half of the total volume of Indonesian sea transportation. The capacity of the port is said to be 5 million TEU and the volume in 2009 was 3.7 million TEU¹, which is 74% of the capacity. It is also said the operation

¹ JICA Study Team

slows down when the volume exceeds 80% of the port capacity. In fact, the number of ships on pre-berthing detention is usually more than 10^2 . There are plans to move the breakwaters further from the shore with the intention of expanding the area to shorten the queues outside the port. Though this would surely reduce the detention time, it would not increase the port capacity unless the capacity of container yards, berths, and etc. are also increased. Another option is to construct new ports, which should be considered along with the discussion on plans for expanding the existing ports.

Depth of Ports

Indonesia has very few natural deep-water ports, and river ports gradually become shallower because of sedimentation at the upstream that restricts port depth. Thus continuous dredging is needed.

Table 4.5.23 Capacities of Main Ports - Access Channel and Turning Basin

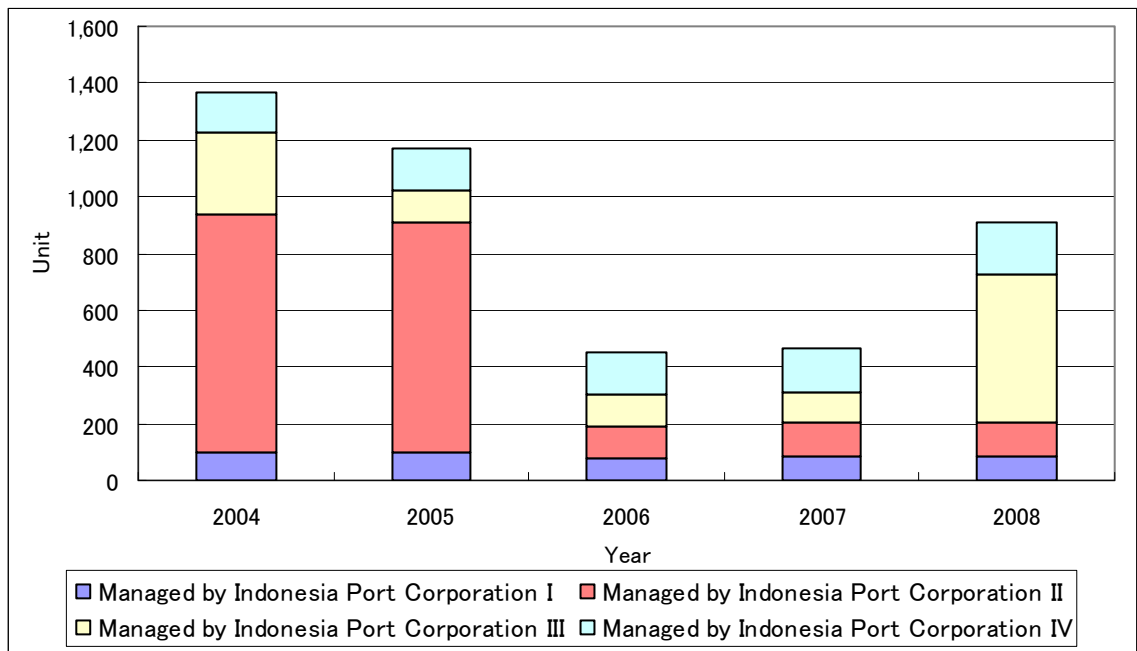
		Belawan	Tanjung Priok	Tanjung Perak	Makassar
Access Channel	Length	13.5 km	16853 km	25 mile	25 mile
	Width	100 m	-	100 m	150 m
	Depth	8 - 10 m LWS	14 m LWS	9.7 - 12 m LWS	26 m
Turning Basin	Size	4,428,500 m ²	424 Ha	16,340,300 m ²	1520 Ha
	Minimum depth	6 m LWS	7 m LWS	9.6 m LWS	9.7 m LWS
	Maximum depth	10 m LWS	7 m LWS	10.5 m LWS	16 m LWS

Source: Informasi Geo-Spatial Transportasi

Lack of Port Facilities

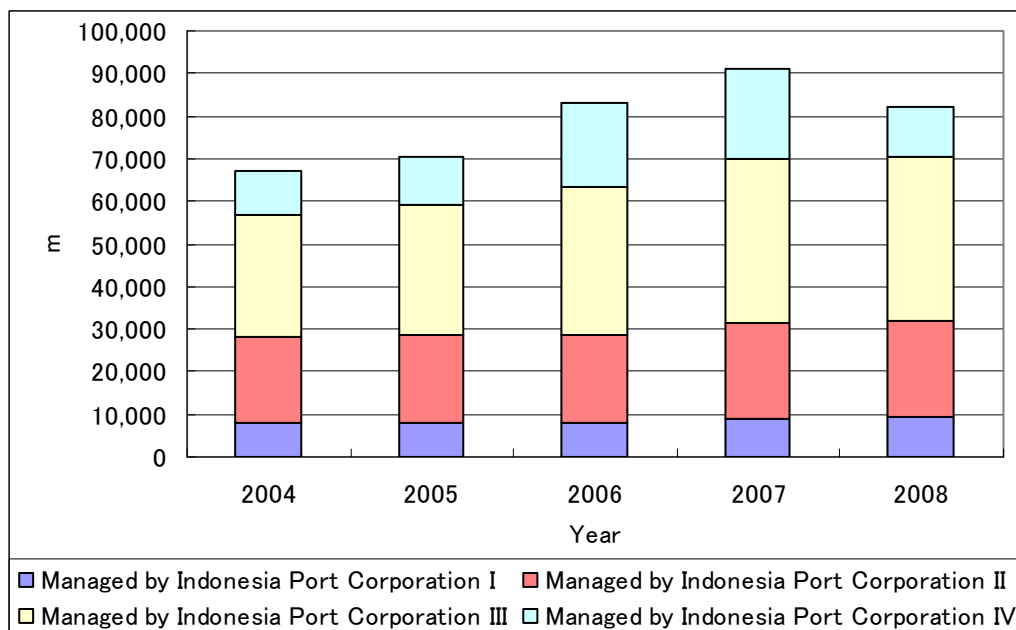
The number of cargo handling equipments decreased between 2004 and 2006 but is on the rise since 2006. Still, the total number managed by all Indonesia Port Corporations (Pelabuhan Indonesia: Pelindo) has not reached the level of 2004 or 2005. The lengths of berths reached the longest in 2007, 90,000 m, but there was a decrease by approx. 10,000m in Pelindo IV which brought down the total lengths in 2008. The lengths of berths managed by Pelindo II and III were almost constant throughout the year observed. The area of open storage facilities increased from 2004 to 2008. Pelindo III contributed the most to this increase: the area managed by Pelindo III in 2008 was 3.5 times that of 2004.

² JICA Study Team



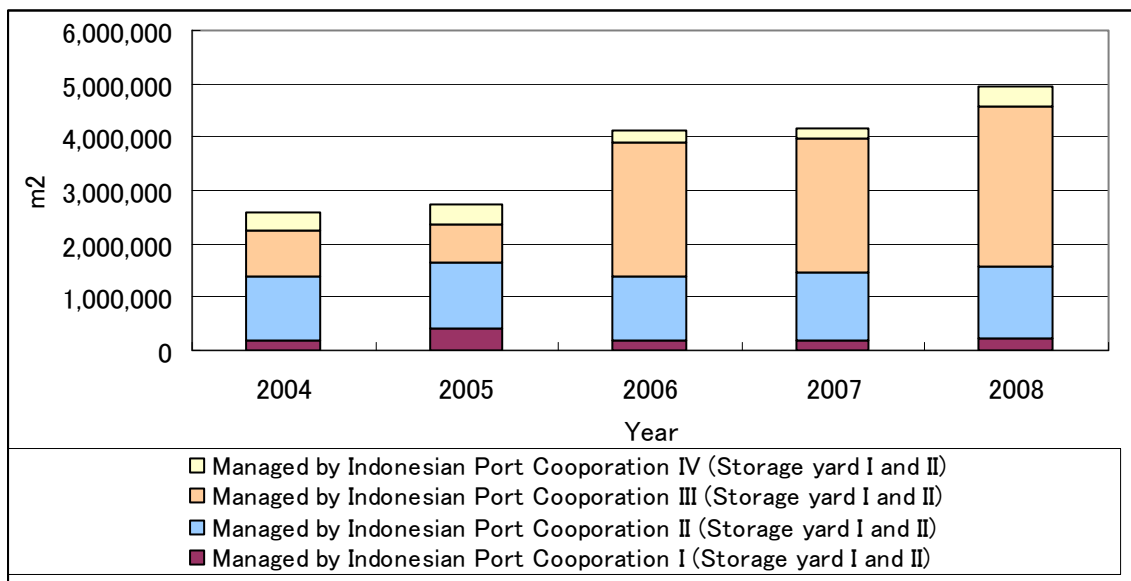
Source: Statistik Perhubungan 2008

Figure 4.5.6 Port Facilities – Number of Cargo Handling Equipments



Source: Statistik Perhubungan 2008

Figure 4.5.7 Port Facilities – Length of Berths



Source: Statistik Perhubungan 2008

Figure 4.5.8 Port Facilities – Open Storage Facilities

Necessity for Construction of New Ports

Historically, many ports in Indonesia are located on rivers and in urban areas. Ports could be reached via busy city roads. At the same time, ships sizes tend to increase as shipping grows around the world. This, together with fast growth of activities in urban areas, drives the conflicted usage of land and water between urban activities and port activities. In the future, ports in Indonesia should be moved to new areas, possibly in the countryside, and be protected by plans and regulations so that port activities can develop alongside industrial activities in one location.

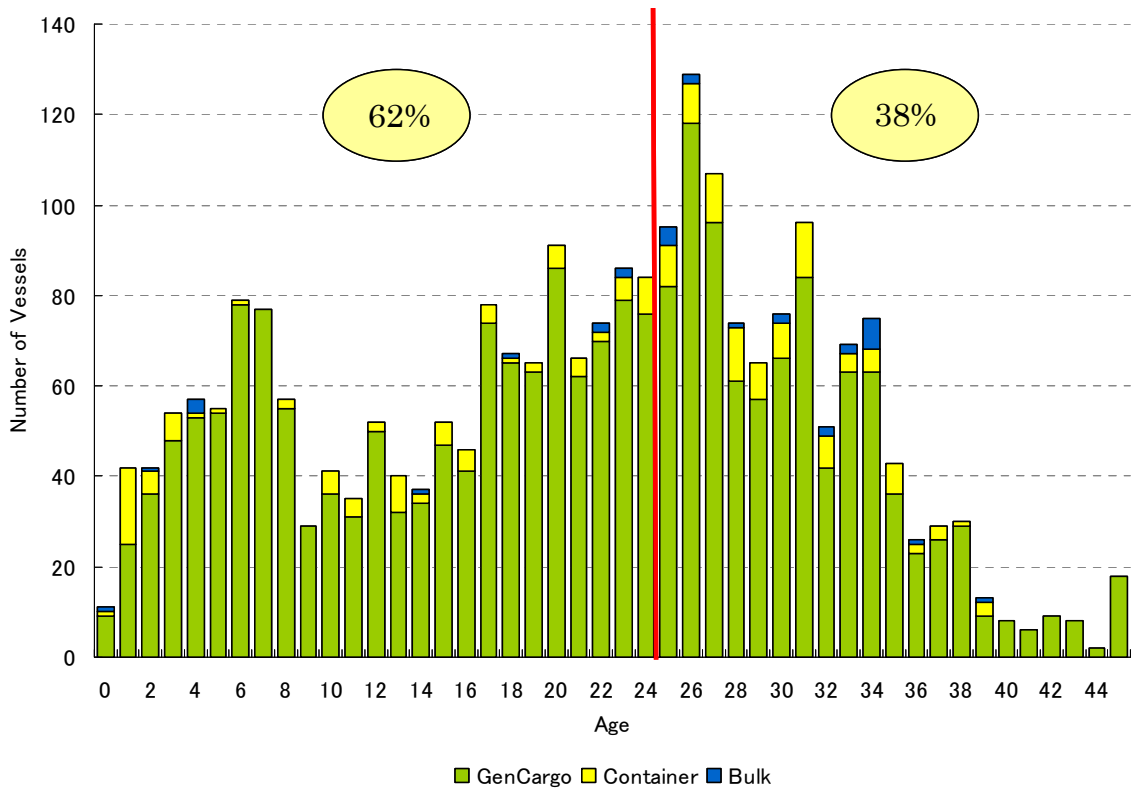
Accessibility to the Port of Tanjung Priok by Roads and Trains

After the completion of the Jakarta Outer Ring Road (JORR), which has already been planned, the ring road around the Port of Tanjung Priok will be completed. The station inside the Port of Tanjung Priok, which was not in use due to illegal residences, was restored in 2009. The railway is for passenger transportation and runs five times a day. The rail track to the container terminal should also be restored for the railway to be used for cargo transportation. Another plan is to connect the Port of Tanjung Priok with the Modern Cikande Industrial Estate; nevertheless, the limited capacity of the Port of Tanjung Priok will be an issue here.

Dilapidated Vessels

Since the national shipbuilding industry has not grown yet and imports of marine vessels are expensive, there is a chronic lack of vessels in Indonesia. The situation is similar for passenger ships and state-owned vessels including coast guard vessels and dredging boats. This is why cheap second-hand ships are used, frequently beyond their durable limit of 25 years. The figure below shows the distribution of vessel age, based on vessels registered with the Ministry of Transportation. There are no statistics for unregistered vessels and

chartered vessels. Also, the standard would differ for wooden ships as they depreciate faster.

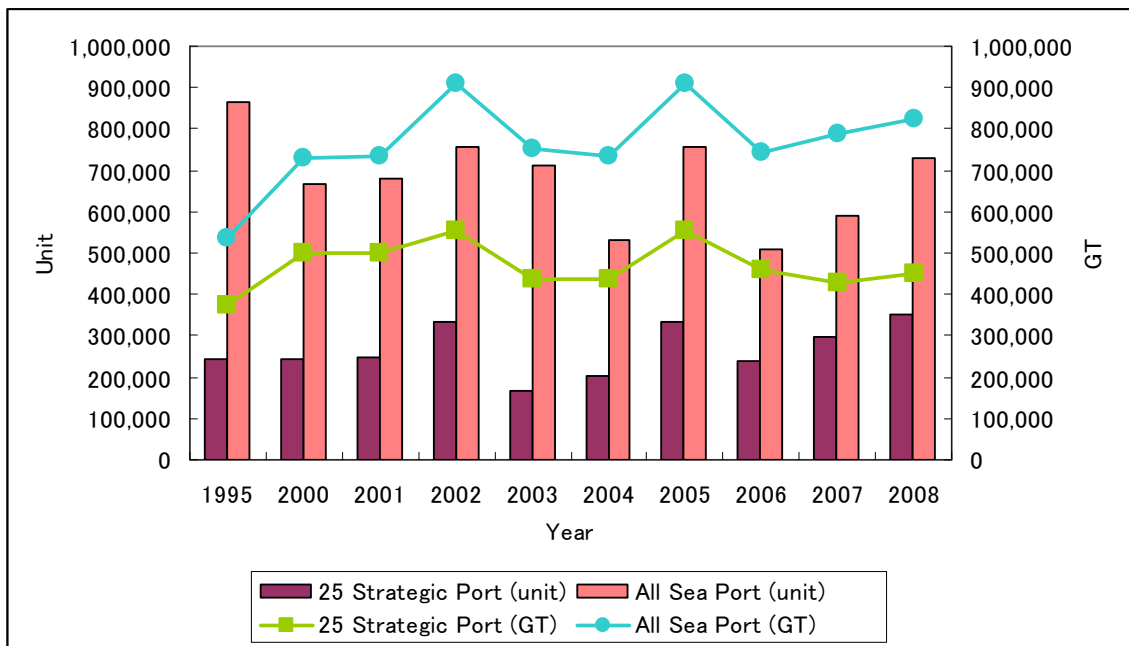


Source: Directorate General of Sea Transportation, Ministry of Transportation

Figure 4.5.9 Composition of Vessel Age in Indonesia in 2008

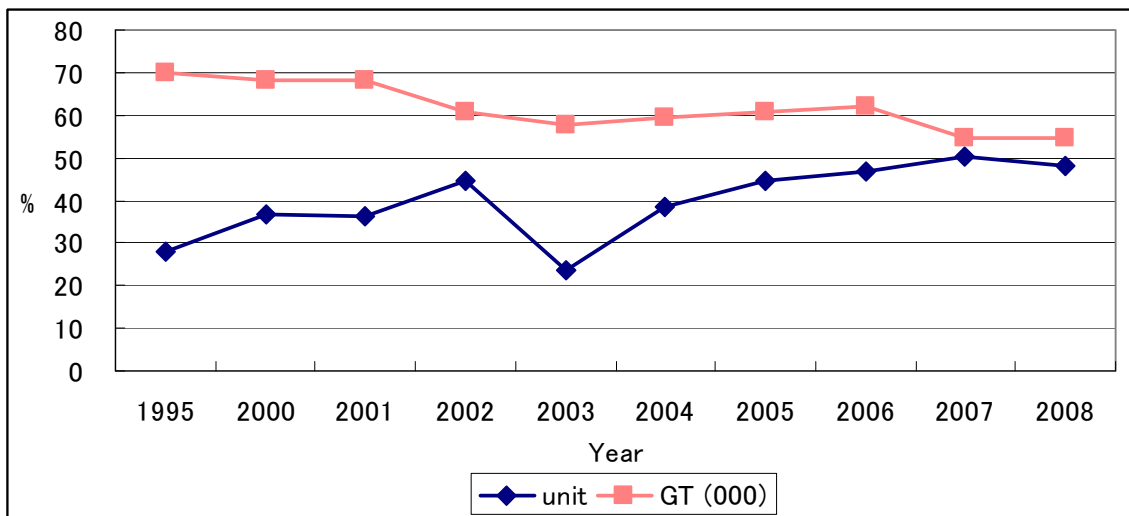
(2) The Volume of Sea Transportation

The volume of sea transportation was the highest in 2002 and 2005 in terms of GT and 1995 in terms of unit. It experienced some downturns in the following years, but it is recovering towards the previous levels. The percentage of sea traffic handled by 25 strategic ports is increasing in unit but decreasing in terms of GT. In 2008, the percentage was 48.3 and 54.7, respectively.



Source: Badan Pusat Statistik (BPS)

Figure 4.5.10 Number of Ships Calls



Source: Badan Pusat Statistik (BPS)

Figure 4.5.11 Percentage of Sea Transport by 25 Strategic Ports

International Comparison with ASEAN Countries

1) Passengers

Amongst the 10 ASEAN countries, Vietnam's number of domestic passenger traffic is the highest, 171.4 million, which appears to be an extreme value. Indonesia's number of domestic passenger traffic was 5.1 million and that of international passenger traffic was 0.8 million in 2007. Amongst the countries whose data are collected, all numbers of

domestic passenger traffic exceed those of international, except for Myanmar. Indonesia's number of domestic passenger traffic was more than six times that of international in 2007.

Table 4.5.24 Passenger Traffic of ASEAN Countries in Sea Transportation

	Indonesia	Brunei	Cambodia	Lao	Malaysia
Domestic Passenger Traffic (mn) *1	5.1	N/A	N/A	1.8	11.1
International Passenger Traffic (mn) *2	0.8	0.0	N/A	N/A	1.9
	Myanmar	Philippines	Singapore	Thailand	Vietnam
Domestic Passenger Traffic (mn) *1	0.4	35.5	N/A	N/A	171.4
International Passenger Traffic (mn) *2	3.5	N/A	0.9	0.3	0.2

Source: ASEAN Statistical Yearbook 2008

*1: Indonesia(2007), Lao(2006), Malaysia(2008), Myanmar(2007), Philippines(2007), Thailand(2007), Vietnam(2006)

*2: Indonesia(2007), Brunei(2007), Cambodia(2007), Malaysia(2008), Myanmar(2007), Philippines(2007), Singapore(2007), Thailand(2000), Vietnam(2000)

2) Cargos

Similarly, Vietnam's domestic cargo throughput has an extreme value, which was 14,003.3 million ton in 2006. The domestic cargo throughput of Indonesia was 232 million ton in 2007 and the international cargo throughput was 211 million ton in 2005.

Table 4.5.25 Cargo Throughput of ASEAN Countries in Sea Transportation

	Indonesia	Brunei	Cambodia	Lao	Malaysia
Domestic Cargo Throughput (mn ton) *1	232.0	2.6	N/A	N/A	85.5
International Cargo Throughput (mn ton) *2	211.0	1.0	2.2	N/A	126.0
	Myanmar	Philippines	Singapore	Thailand	Vietnam
Domestic Cargo Throughput (mn ton) *1	2.2	75.0	N/A	30.0	14,003.3
International Cargo Throughput (mn ton) *2	11.0	83.0	515.0	143.0	N/A

Source: ASEAN Statistical Yearbook 2008

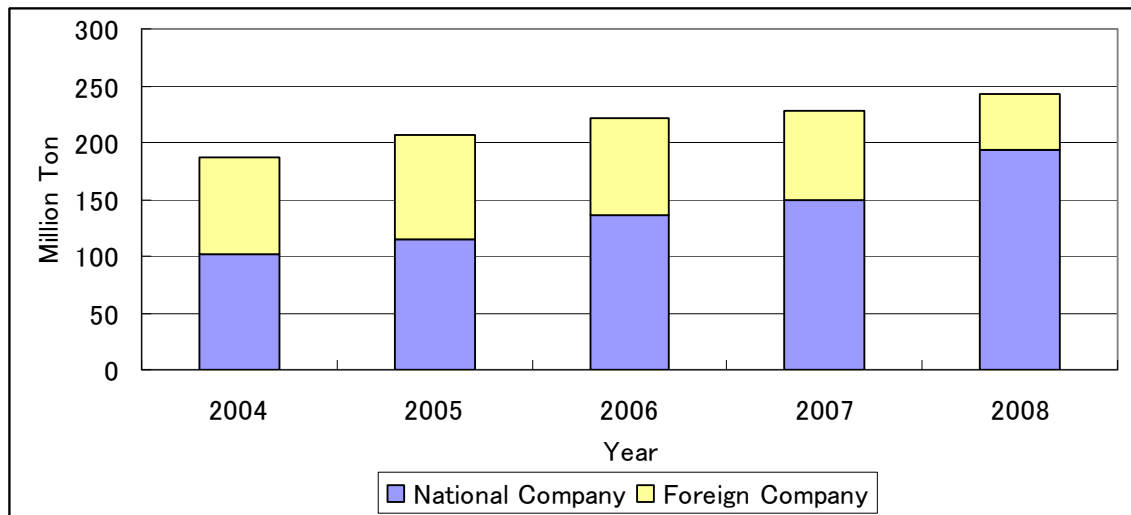
*1 Indonesia(2007), Brunei(2007), Malaysia(2008), Myanmar(2007), Philippines(2007), Thailand(2007), Vietnam(2006)

*2 Indonesia(2005), Brunei(2007), Cambodia(2007), Malaysia(2008), Myanmar(2007), Philippines(2007), Singapore(2008), Thailand(2000)

Low Presence of Domestic Shipping Industry

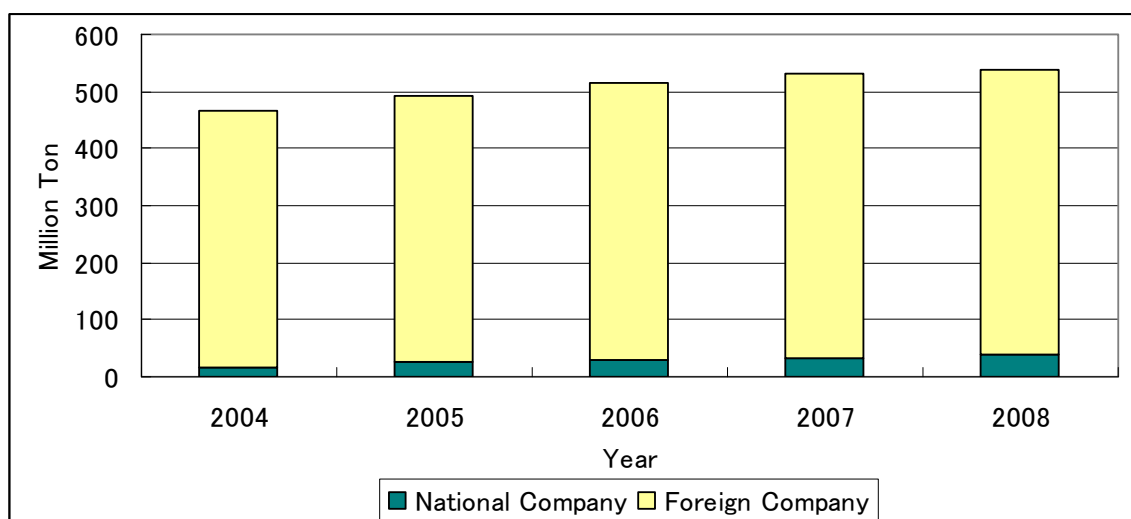
Although national shipping companies accounted for 80% of the domestic sea

transportation in 2008, the share was only 7% in international transportation. Under the 2008 Shipping Law, national flag vessels are protected by Cabotage. The rule regulates that all domestic cargo such as palm oil, vegetables and other farming products be carried by national vessels. The regulation included liquid, dry bulk and liquid natural gas (LNG) in 2009, and then coal in 2010. Moreover, all national commodities will have to be carried by national ships by 2012.



Source: Statistik Perhubungan 2008

Figure 4.5.12 Production of Sea Transport – Domestic



Source: Statistik Perhubungan 2008

Figure 4.5.13 Production of Sea Transport – Imports and Exports

(3) Improvement of the Operation

The Situation of the Port Management after the 2008 Shipping Law

Under the Revised Shipping Law, Pelindo's involvement in both the regulation and

operation of commercial ports is ended and a Port Authority will be established. This separates the roles of the public and private sector. The Port Authority is responsible for the provision and regulation of access to port land, port water as well as basic port infrastructure, e.g. breakwaters, sea channels, navigations aids, and port road networks, whilst port operators will lease port facilities and provide services such as cargo handling, passenger facilities, mooring, refueling and water supply on a long-term contract or concession basis³. The Port Authority will also develop and implement the port master plan.

Although this law invites private firms in the port operation and some improvement in the efficiency of port services is expected, no terminal operation has been achieved in this scheme.

The Jakarta International Container Terminal (JICT) at the Port of Tanjung Priok is jointly operated by Pelindo II and Hutchison Port Holding, a Hong Kong terminal operator, with 51% of funds coming from Hutchison, even before the new Shipping Law. But due to lack of competitiveness, the operation often said to be inefficient and the charge is also high compared to other ports⁴.

At present, it is not planned to deploy human resources from Pelindo to the Port Authority. However, the Ministry of Transportation and Pelindo have close connections such as job assignment system, and staffing by Pelindo could be possible.

Improvement in the Safety and Security of Transportation

The total number of reported sea accidents rose from 79 in 2004 to 145 in 2007, but showed a slight decline in 2008, when the number was 137. In recent years, accidents were mostly caused by sinking. In December 2006, a night-time storm hit a ferry carrying more than 600 passengers and over 350 of them were not rescued⁵. The number of deaths had its peak in 2006, mostly due to this accident.

Looking the number by causation, while the number of accidents caused by human errors is diminishing, accidents caused by nature and technical are on increase.

The total number of reported sea accidents in 2008 was 5 for vessels and 143 for the number of victims. The biggest cause of accidents was sinking and was as high as 10 cases in February 2007.

According to ICC International Maritime Bureau, piracy incidents in Indonesia and Malacca Straits have been on the decline year by year, falling to 15 and 2, respectively, in 2009. In order to prevent a rise in transportation costs from increased risks and corresponding insurance rates, and to increase the volume of sea transportation, ensuring safety and security in the marine areas around Indonesia is critical.

³ United States Agency for International Development (USAID), Indonesia Enterprise and Agriculture Development Activity (SENADA), Indonesian Port Sector Reform and the 2008 Shipping Law (2008), pp.15, 18 and 19.

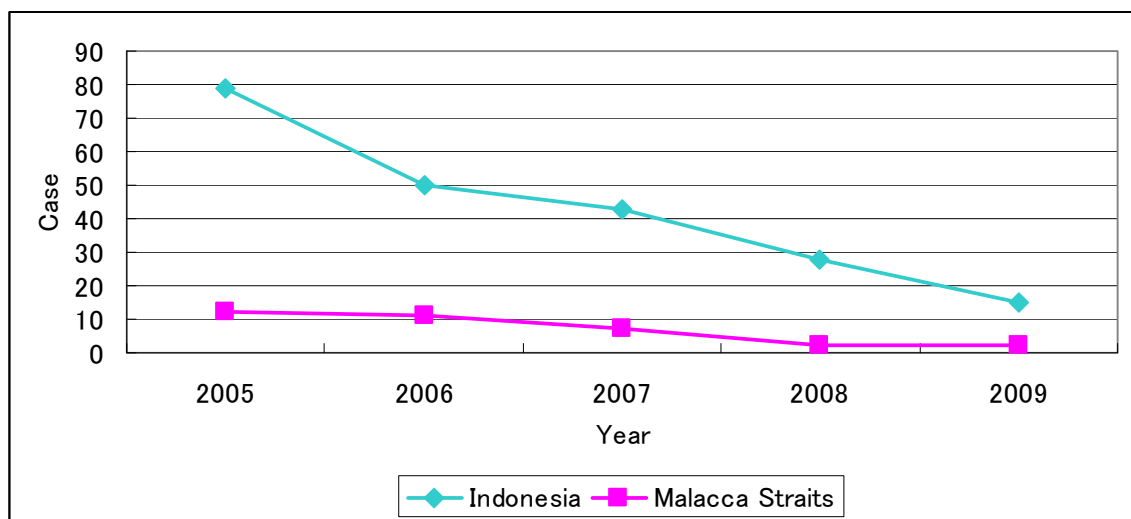
⁴ United States Agency for International Development (USAID), Indonesia Enterprise and Agriculture Development Activity (SENADA), Indonesian Port Sector Reform and the 2008 Shipping Law (2008), pp.6.

⁵ BBC, Hunt for Indonesia ferry missing (26 February 2007). <http://news.bbc.co.uk/2/hi/asia-pacific/6396189.stm>
Guardian, Indonesian ferry sinks with 267 on board (11 January 2009).
<http://www.guardian.co.uk/world/2009/jan/12/indonesia-ferry-sinks>

Table 4.5.26 Number of Ship Accidents

	2004	2005	2006	2007	2008
By type of incident (cases)					
Sink	32	25	72	59	54
Fire	11	36	28	25	22
Crash	11	21	14	14	15
Strand	10	29	26	26	17
Others	15	14	3	21	29
Total	79	125	143	145	137
By type of causation (cases)					
Human	37	56	39	23	31
Nature	26	35	67	35	75
Technical and others	16	34	37	87	32
Total	79	125	143	145	138
Number of victims					
Deaths	61	131	727	182	92

Source: Directorate General of Sea Transportation, Ministry of Transportation



Source: 2009 Annual IMB Piracy Report

Figure 4.5.14 Number of Pirates Attacks

Compliances with ISPS code

While the number of port facilities and ships with ISPS compliance are on constant increase, that of Recognized Security Organizations (RSOs) are decreasing in the past three years (see Table 4.5.27).

For the current 26 strategic ports, the table below shows the equipments necessary for ISPS compliance and their status (already equipped/ to be equipped (own budget/ grant)) based on their port functions, i.e. International Container Terminal, International Passenger Terminal, International Multi-function Terminal, Terminal with Hazardous Substance, or Conventional Terminal. After all these equipments are installed, these ports will be compliant with ISPS code (see Table 4.5.28).

Table 4.5.27 Number of Port Facilities, Ships and RSOs with ISPS Compliance

	2004	2005	2006	2007	2008
Port Facilities	189	212	220	231	243
Ships	353	480	521	630	720
Recognized Security Organizations (RSO)	20	26	26	18	12

Source: Directorate General of Sea Transportation, Ministry of Transportation

Table 4.5.28 Necessary Equipments for ISPS Compliance by Port Function

Function	Necessary Equipments
International Container Terminal	Monitoring System *
	Patrol Boats
International Passenger Terminal	Monitoring System*
	X-ray Inspection Device
	Patrol Boats
International Multipurpose Terminal	Monitoring System*
	Patrol Boats
Terminal for the Handling of Dangerous Goods	Monitoring System*
	Patrol Boats
General Cargo Terminal	Security Lighting
	Broadcast Facility
	Patrol Boats

Note: * Monitoring systems: CCTV cameras, monitors, video recording device (including security lightings and broadcast facilities) etc.

Source: Directorate General of Sea Transportation, Ministry of Transportation

Table 4.5.29 Necessary and Granted Equipments for ISPS Compliance at 26 Strategic Ports

No.	Operator	Port	Function	Necessary Equipments	Equipped			To Be Equipped	
					Own Budget	2004 Emergency Grant Aid	2008 Phase 1 Grand Aid	Phase 2 Grant Aid	Own Budget
1	PELINDO I	Belawan	International Container Terminal • International Passenger Terminal	Monitoring System			✓		
				X-ray Inspection Devices	(except for metal detector)		(metal detector)		
2		Dumai	International Container Terminal • International Passenger Terminal	Patrol Boats	✓				
				Monitoring System			✓		
3	BIDA	Pekanbaru	General Cargo Terminal	X-ray Inspection Devices			✓		
				Patrol Boats				✓	
4		Tg. Pinang	International Passenger Terminal	Security Lighting			✓		✓
				Broadcast Facility					✓
5	PELINDO II	Batam	International Passenger Terminal	Patrol Boats				✓	
				Monitoring System		✓			✓
6		Teluk Bayur	International Container Terminal	X-ray Inspection Devices				✓	
				Patrol Boats			✓		
7	PELINDO III	Palembang	International Container Terminal	Monitoring System			✓		
				Patrol Boats	✓				
8		Panjan	International Container Terminal	Monitoring System				✓	
				Patrol Boats				✓	
9	PELINDO IV	Tg. Priok	International Container Terminal • International Passenger Terminal	Monitoring System		✓			
				X-ray Inspection Devices	(metal detector)	(except for metal detector)			
10		Pontianak	International Multipurpose Terminal	Patrol Boats	✓				
				Monitoring System			✓		
11	PELINDO V	Banten	International Multipurpose Terminal • Terminal for the	Patrol Boats				✓	
				Monitoring System				✓	
12		Cilacap	General Cargo Terminal	Security Lighting	✓				✓
				Broadcast Facility					✓
13	PELINDO VI	Semarang	General Cargo Terminal • International Passenger Terminal	Patrol Boats				✓	
				Monitoring System					✓
14		Tg. Perak	International Container Terminal • Domestic Passenger Terminal	X-ray Inspection Devices		✓			
				Patrol Boats	✓				
15	PELINDO VII	Benoa	International Passenger Terminal	Monitoring System			✓		
				X-ray Inspection Devices			✓		
16		Kupang (Tenau)	General Cargo Terminal • International Passenger Terminal	Patrol Boats				✓	
				Monitoring System				✓	
17	PELINDO VIII	Banjarmasin	International Multipurpose Terminal	X-ray Inspection Devices				✓	
				Patrol Boats				✓	
18		Samarinda	General Cargo Terminal	Security Lighting				✓	
				Broadcast Facility				✓	
19	PELINDO IX	Balikpapan	General Cargo Terminal	Patrol Boats				✓	
				Security Lighting				✓	
20		Bitung	International Multipurpose Terminal • International Passenger Terminal (plan)	Broadcast Facility				✓	
				Patrol Boats				✓	
21	PELINDO X	Kendari	General Cargo Terminal	Security Lighting	✓				✓
				Broadcast Facility					✓
22		Makassar	International Container Terminal • International Passenger Terminal	Patrol Boats	✓				
				Monitoring System			✓		
23	PELINDO XI	Ambon	General Cargo Terminal	Patrol Boats				✓	
				Security Lighting				✓	
24		Sorong	General Cargo Terminal	Broadcast Facility	✓				✓
				Patrol Boats				✓	
25	PELINDO XII	Biak	General Cargo Terminal	Security Lighting					✓
				Broadcast Facility					✓
26		Jayapura	General Cargo Terminal	Patrol Boats				✓	
				Security Lighting					✓

Source: Directorate General of Sea Transportation, Ministry of Transportation

Activities for Eco Ports

Eco port is a term applied to a port that implements measures in a systemic way to the development and maintenance of the port to be environmentally friendly. Environmental risks at ports include sea water degradation, air and noise pollution, destruction of

biodiversity, and etc. Risk countermeasures should be systematically designed, implemented, monitored and reviewed by port managements. This cycle should be continued to improve the environmental quality of harbors.

Main issues include the following.

- Conservation of Ecosystems – Management of Ballast Water

After cargoes are unloaded from a vessel, ballast water is loaded to keep the vessel stabilized. This ballast water will then be discharged into the ocean so that cargoes can be loaded. The issue here is the risk of introducing harmful aquatic organisms from one location to another through ballast water from vessels, as some marine species may prove to be ecologically harmful when released into a non-native environment. Australia introduced mandatory ballast water management requirements in 2001, a move Indonesia wishes to follow. In Indonesia, a guideline was established in 2007 but only for internal distribution. Indonesia aims to create a regulation in 2011.

- Construction of Port Reception Facilities

Unused fuel, ship-generated waste, and cargo residues should be put into reception facilities. Improving the availability and use of reception facilities could reduce illegal discharges and protect the marine environment. Also the facilities could be utilized for other batteries, bricks, and etc. Indonesia wishes to equip more ports with reception facilities, which are currently installed only in the Port of Tanjung Priok and the Port of Tanjung Perak (Surabaya).

(4) Improvement of Legal and Regulatory Environment

Brief Overview of the New Shipping Law No 17, 2008

GOI adopted the new Shipping Law No 17, 2008 in April 2008. Its main points are listed below.

- Under the new law, a Port Management Body will be established to separate the roles of the regulator and operators in port development and management.
- Private companies will be allowed to manage ports on their own and compete with the current operators, i.e. Pelindo I, II, III and IV.
- Under the new law, the Indonesian Sea and Coast Guard will be established.

The Establishment of the ISCG and its Progress

With the 2008 Shipping Law as the legal basis, the Indonesian Sea and Coast Guard (ISCG) will be established within three years from its enactment. ISCG will have the coordination capability of the Indonesia Maritime Security Coordinating Board (BAKORKAMLA)⁶, capabilities other than law enforcement of the Indonesian Coast and Sea Guard Unit (KPLP) of the Ministry of Transportation, and law enforcement capabilities of the Ministry of Marine Affairs and Fisheries and etc.

⁶ BAKORKAMLA was established for the coordination of all 12 stakeholders in the maritime security in 2006. Its function is the law enforcement of the field operation such as illegal fishing, smuggling, piracy, illegal logging and illegal sales of fuel. It also arranges meetings for the stakeholders, though it has not been given the authority to control or enforce obedience.

Although the initial plan was to merge BAKORKAMLA and KPLP into ISCG as a president's council, there have been conflicting perspectives between BAKORKAMLA and KPLP on whether to establish the new organization and under the Ministry of Transportation. This would stifle ISCG's capability for coordination unless it's a president's council. Nevertheless, the Shipping Law is administered by the Ministry of Transportation, and Ministry of Transportation's claim is reasonable. To set up an organization under the direct control of the president, the law also should have been made directly under the president.

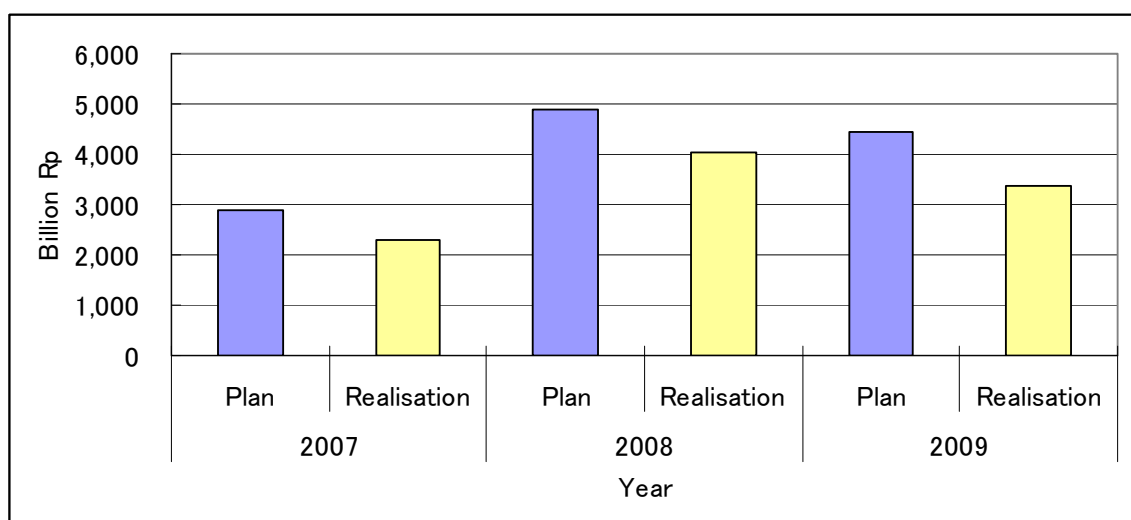
The new law contains no specific details of the new organization, but they will be included in the legislative decree. In 2010, draft decrees of the Ministry of Transportation and BAKORKAMLA were submitted to the Bureau of Legal Affairs. After passing the Bureau, the decrees require signatures from the cabinet secretary, Coordinating Minister for Political, Legal and Security Affairs, and the president to be issued. The decree from KPLK, however, does not comply with that of BAKORKAMLA; the draft is currently being rewritten and therefore no substantial progress has been made.

Budget Allocation for DGST and its Source

The national budget comes from: 1) the original budget from states, and 2) foreign loans, which mostly come from JICA, the Netherlands, and the Islamic Development Bank.

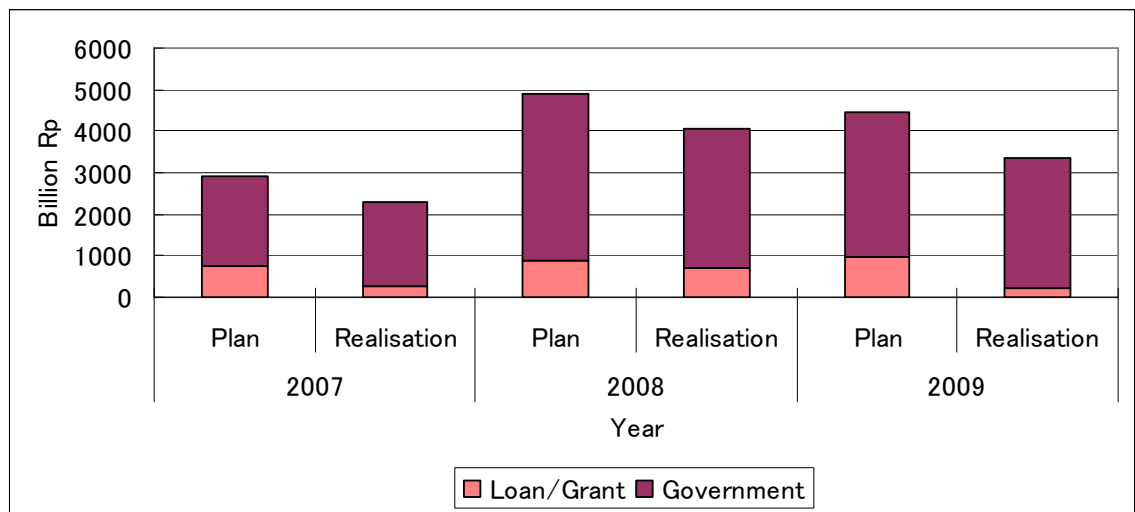
Budgets are for: 1) personnel, 2) capital, 3) infrastructure, 4) medium plan (RPJM), and 5) strategic plan (Renstra). Budget for infrastructure is especially used for raising safety standards, e.g. the road map "zero accidents", patrolling and rescue equipments.

During the period from 2007 to 2009, both the planned and realized amounts of annual budget allocation were the highest in 2008, though they showed slight declines in 2009. The planned budgets consistently exceeded realizations throughout the period. The percentage of the budget coming from the government is continuously above 70%, reaching as high as over 90% in the realized budget allocation in 2009.



Source: Planning Division, Directorate General of Sea Transportation, Ministry of Transportation

Figure 4.5.15 Annual Budget Allocation for the Directorate General of Sea Transportation



Source: Planning Division, Directorate General of Sea Transportation, Ministry of Transportation

Figure 4.5.16 Source of Annual Budget Allocation for the Directorate General of Sea Transportation

4.5.4. Airports

Since Indonesia has more than 17,000 islands in an area of approximately 1.9 million km², air transportation has been a lifeline of the country, providing links between these islands. Due to frequent aircraft accidents in recent years, and because airports and aircrafts which serve as logistic hubs could be terrorist targets, there has been strong demand for the improvement of airport infrastructure, facilities, and operation to conduct efficient and safe air transportation.

According to the National Origin-Destination Survey in 2001, the share of air transportation in Indonesian freight transportation was the smallest with 0.05% (see Table 4.5.9).

In accordance with the purpose of this study, this report focuses on “airports” rather than “aviation”, in order to center on indicators which are easier to maintain. For information on the number of airports, features and development plans of main airports and stakeholders in the aviation sector, please refer to the Appendix.

- (1) Maintenance of Airports in the Metropolitan Area, and Improvement in the Maintenance and Expansion of Facility Capacities of Existing Airports

Capacity Shortage of the Gateway Airport

Although the gateway airport of Indonesia, Jakarta Soekarno-Hatta International Airport only has two runways and faces a rapid growth of air traffic with the relaxation of regulations in the airfreight business in 2007. The gateway airport as well as other main airports has to be well-maintained to accommodate Low Cost Carriers (LCC).

Table 4.5.30 Facilities at Main Airports

	Juanda/Surabaya	Ngurahrai/Bali	Polonia/Medan	Soekarno Hatta/Cengkareng
Runway	3,000m * 45m	3,000m * 45m	2,900m * 45m	3,660m * 60, 3m
Apron	148,000m ²	214,457 m ²	275m * 119m 305m * 110m 150m * 110m	471m * 35m
Strip	3,200m * 300m	3,120m * 300m	3,100m * 255m	3,720m * 300m
Taxiway	185,000m ²	127,639 m ²	140m * 23m 210m * 23m	-
Overrun	(100m * 45m) ²	3,000m * 30m	(100m * 45m) ²	60m * 60m
Terminal	52,500 m ²	6,282 m ²	-	-
Total Area of International Terminal (Cargo)	5,600 m ²	63,397 m ² / 26,517 m ²	-	-
Total Area of Domestic Terminal (Cargo)	4,400 m ²	10,520 m ² / 9,039 m ²	-	-

Source: Informasi Geo-Spatial Transportasi

- Current plans for expansion of existing airports and construction of new airports
 - Jakarta International Airport (Soekarno-Hatta) – expansion
Terminal 3 was partially opened in 2009 and it is now in the second stage to expand the terminal aprons. The terminal is expected to have five piers and be finished in 2020.
 - Medan - new airport (replace)
 - Lombok - new airport (replace)
 - Makassar – expansion (new runway and new terminal building in the same area)
 - New airport in west Java in replacement of Bandung (but no progress so far)

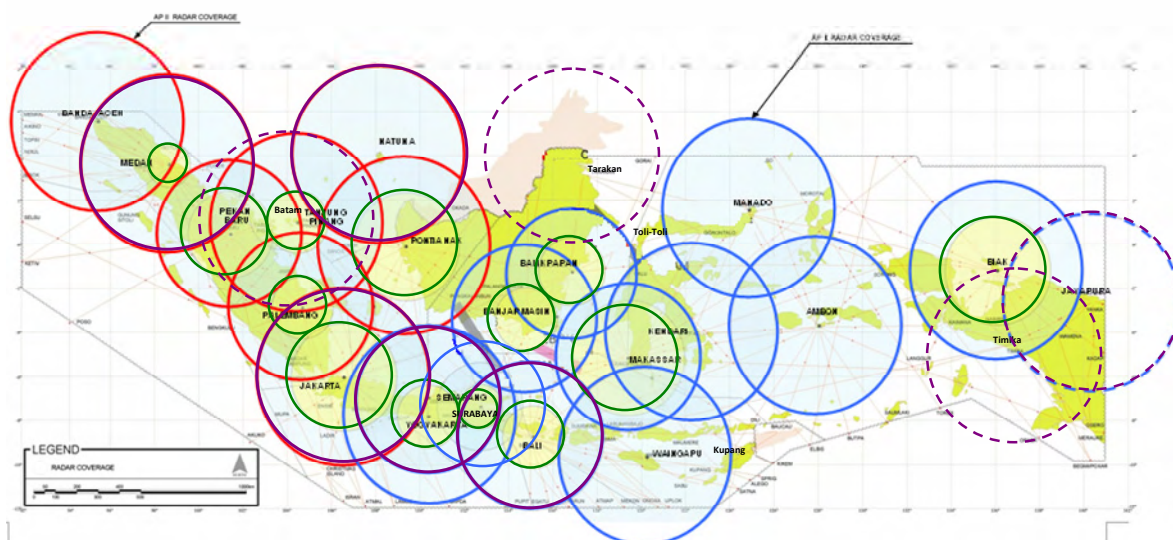
Communication, Navigation, Surveillance and Air Traffic Management (CNS/ATM) Issues and Lack of Equipments and Facilities

- Though Monopulse Secondary Surveillance Radar (MSSR), Primary Surveillance Radar (PSR) and Secondary Surveillance Radar (SSR) exist, there are blank areas not covered by them especially in Papua Region. This sometimes causes aircraft crashes. Future Surveillance Coverage (2010) (combines Automatic Dependent Surveillance (ADS) & Radar) will cover all areas in Indonesia.
- Most of CNS systems are designed for conventional concept of operations, and equipments are generally outdated.
- Standards and practices for equipment replacement are not well-established and may

differ among the Directorate General of Civil Aviation, AP-I and AP-II.

- Development of a National ATS Master Plan

Currently, there is no national master plan and thus each airport constructs infrastructures based on their own will and plans. All infrastructures should be planned and constructed according to the master plan.



Type of Equipment	Amount	Location
SSR 	17	Banda Aceh, Medan, Palembang, Pekanbaru, Tanjung Pinang, Cengkareng, Semarang, Surabaya, Waingapu, Pontianak, Banjarmasin, Balikpapan, Makassar, Kendari, Manado, Ambon dan Biak
PSR 	13	Medan, Palembang, Pekanbaru, Tanjung Pinang, Cengkareng, Pontianak, Yogyakarta, Surabaya, Denpasar, Makassar, Banjarmasin, Balikpapan dan Biak
MSSR 	5	Medan (Mode – S) , Natuna, Cengkareng, Yogyakarta dan Denpasar
Rencana (MSSR) 	6	Jayapura, Timika, Tarakan, Toli-Toli, Kupang , Batam
Rencana (PSR) 	1	Kupang

Source: Directorate of Airworthiness and Aircraft Operations, Directorate General of Civil Aviation, Ministry of Transportation

Figure 4.5.17 Existing Radar Coverage and Plan

Table 4.5.31 ATC Services in Indonesia in 2009

ATC Services	Number
Area Control Center (ACC)	2
Approach Control Office (APP)	24
Aerodrome Control Tower (TWR)	43

Flight Information Region (FIR)	2
Domestic Routes	84
International Routes	80
ATC System / Automation	10
ATC Radar	17

Source: Directorate of Airworthiness and Aircraft Operations, Directorate General of Civil Aviation, Ministry of Transportation

Table 4.5.32 The Amount of Equipments to the Aviation Facility in 2008

Description	Units
Aviation Navigation Facilities	
ADS-B	25
VOR	74
NDB	173
DME	79
ILS	38
PSR	14
SSR	17
MSSR	6
Airport Security Facilities	
X-RAY	291
CCTV	17
FIDS	33
WTMD	202
Fire Alarm system	3

Source: Laporan Tahunan Dephub Tahun 2008, Ministry of Transportation

Table 4.5.33 Air Navigation Facilities

	2004	2005	2006	2007
NDB	173	173	173	173
VOR	59	59	62	67
DME	59	59	62	66
PSR	13	13	13	13
SSR	17	17	17	17
MSSR	5	5	5	6
ADS-B	-	-	-	5
Total	326	3326	332	347

Source: Statistik Perhubungan 2008

Table 4.5.34 Flight Communication Facilities

	2004	2005	2006	2007
VHF Portable	71	91	112	142
HF - SSB	337	348	351	387
T - S ADC	47	48	53	58
AMSC / AMSS	19	30	30	34
ATIS	18	18	18	18
Teleprinter	9	14	16	20
Recorder	31	33	35	43
VHF - ER	25	25	28	28
VSAT	135	135	135	135
T-S APP	23	23	25	26
Radio Link	22	22	22	23
Link VHF Repeater	4	4	4	4
RDARA	14	14	14	14
Total	755	805	843	932

Source: Statistik Perhubungan 2008

Table 4.5.35 Landing Equipment Facilities

	2004	2005	2006	2007
ILS	29	28	28	30
PALS	51	29	29	29
MALS/SALS	19	19	19	20
SQFL	24	28	28	28
LIL	1	1	1	1
VASIS	66	21	21	20
PAPI	41	69	72	78
R/W Light	50	46	46	48
RTIL	45	33	33	33
Total	326	274	277	287

Source: Statistik Perhubungan 2008

Table 4.5.36 Installation/ Upgrading of Navigation Infrastructure

	Installed	Needs for Upgrading
ATM		Air Traffic Flow Management
Communication	VHF, HF, ADS-C/CPDLC	HF, VHF (VOICE/ DATA/SATCOM)
Navigation	VOR, NDB (Non-direction beacon), ILS (Instrument Landing System, DME	GNSS

Surveillance	PSR, SSR, radar, ADS-B (only area uncovered by radars)	ADS, SSR MODE S
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Source: Directorate of Airworthiness and Aircraft Operations, Directorate General of Civil Aviation, Ministry of Transportation

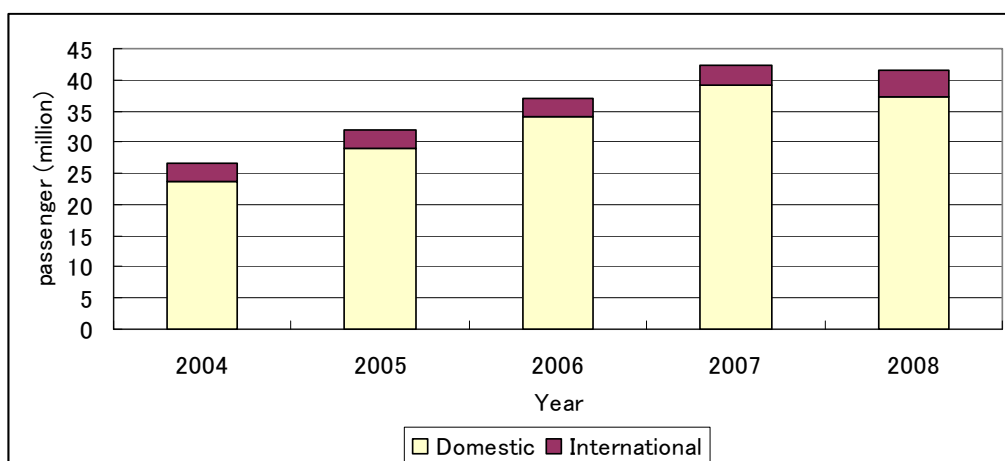
(2) The Volume of Air Transportation

Studying the scheduled flight productions in Indonesia, the volume of air transportation reached the highest in 2007 in terms of total ton-km performed, the number of carried passengers and ton-km performed for passengers. As for the air freight traffic, 2008 was the highest in tons and 2006 in ton-km performed for freights. The share of domestic transportation is generally high, ranging from 70% to 95%. One exception is the ton-km performed for freights in 2005, when the domestic share accounted for only half. It can be observed that there is a strong domestic demand for Indonesian air transportation.



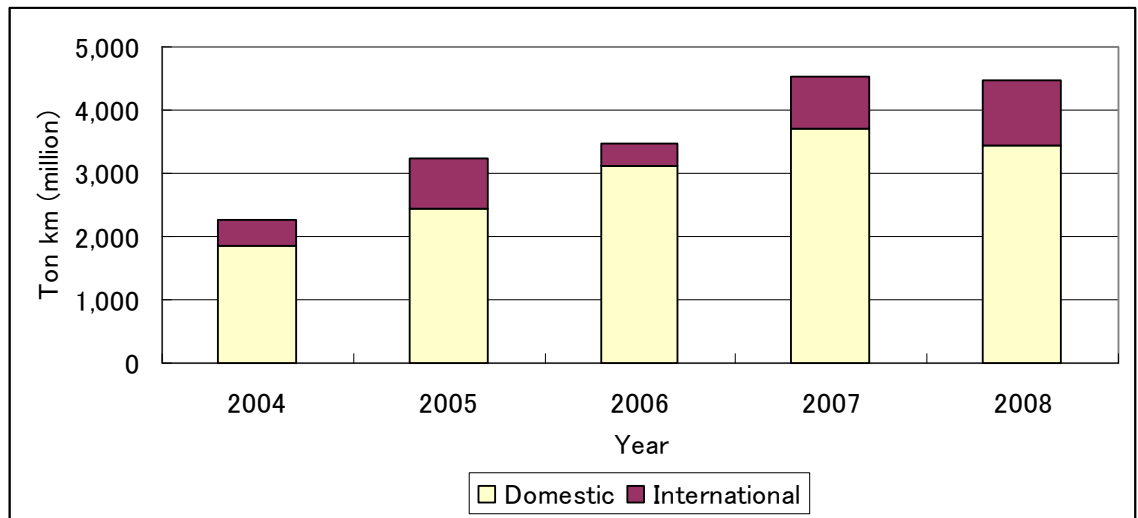
Source: Statistik Perhubungan 2008

Figure 4.5.18 Scheduled Flight Productions - Ton KM Performed (Total)



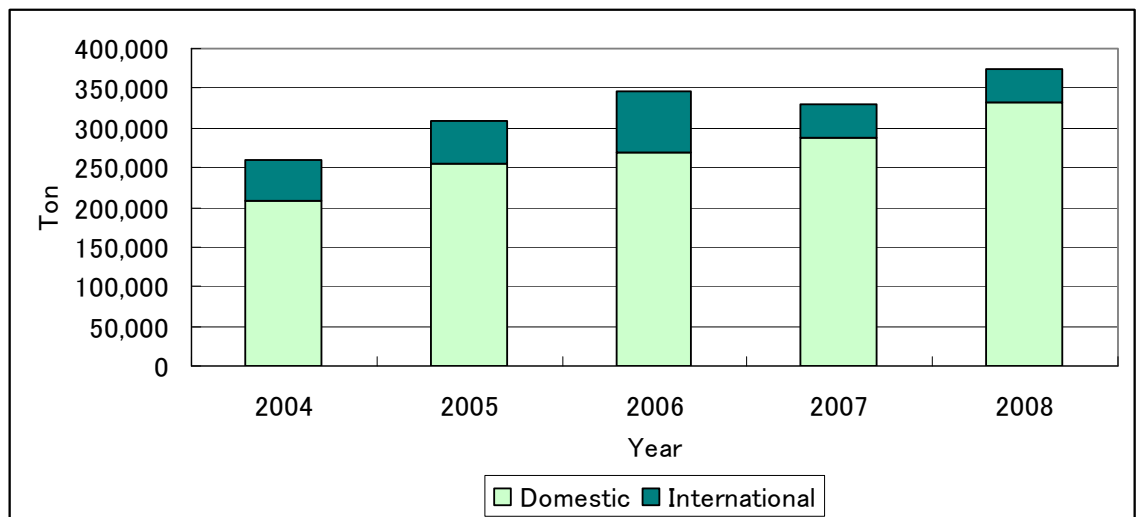
Source: Statistik Perhubungan 2008

Figure 4.5.19 Scheduled Flight Productions - Passenger Carried



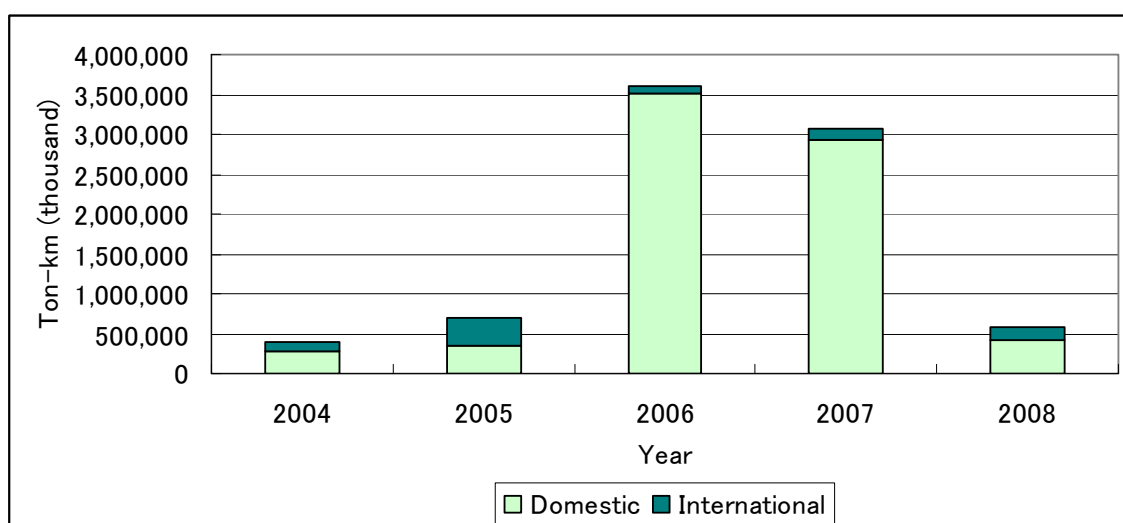
Source: Statistik Perhubungan 2008

Figure 4.5.20 Scheduled Flight Productions - Ton KM Performed (Passenger)



Source: Statistik Perhubungan 2008

Figure 4.5.21 Scheduled Flight Productions - Freight Carried



Source: Statistik Perhubungan 2008

Figure 4.5.22 Scheduled Flight Productions - Ton KM Performed (Freight)

International Comparison with ASEAN Countries

1) Passengers

Indonesia's number of domestic passenger traffic was approx. 36 million in 2007 and was fairly high in ASEAN countries. The number of international passenger traffic was approx. 11.3 million in the same year.

Table 4.5.37 Passenger Traffic of ASEAN Countries in Air Transportation

	Indonesia	Brunei	Cambodia	Lao	Malaysia
Domestic Passenger Traffic (000) *1	36,130.0	N/A	187.0	285.0	23,956.0
International Passenger Traffic (000) *2	11,341.0	1,448.0	2,979.0	463.0	17,652.0
	Myanmar	Philippines	Singapore	Thailand	Vietnam
Domestic Passenger Traffic (000) *1	1,029.0	19,845.0	N/A	26,614.0	4,314.0
International Passenger Traffic (000) *2	878.0	11,849.0	36,288.0	35,946.0	3,132.0

Source: ASEAN Statistical Yearbook 2008

*1 Indonesia(2007), Cambodia(2007), Lao(2007), Malaysia(2006), Myanmar(2001), Philippines(2007), Thailand(2007), Vietnam(2006)

* 2 Indonesia(2005), Brunei(2007), Cambodia(2007), Lao(2007), Malaysia(2006), Myanmar(2007), Philippines(2007), Singapore(2008), Thailand(2007), Vietnam(2006)

2) Cargos

In 2007, the volume of domestic freight traffic was 286,000 metric tons and was relatively large in the 10 ASEAN countries. 174,400 metric tons of cargos were loaded to and 148,500 metric tons of cargoes were unloaded from Indonesia in 2006 and 2007,

respectively.

Table 4.5.38 Cargo Throughput of ASEAN Countries

	Indonesia	Brunei	Cambodia	Lao	Malaysia
Domestic Freight Traffic (000 metric ton) *1	286.0	N/A	2.1	N/A	178.0
Cargo Loaded (000 metric ton) *2	174.4	1,712.9	15.6	248.0	474.2
Cargo Unloaded (000 ton) *3	148.5	139.8	10.5	N/A	387.6
	Myanmar	Philippines	Singapore	Thailand	Vietnam
Domestic Freight Traffic (000 metric ton) *1	4.0	278.0	N/A	1,122.0	73.2
Cargo Loaded (000 metric ton) *2	6.1	220.9	905.0	466.0	N/A
Cargo Unloaded (000 ton) *3	4.7	182.2	952.0	718.0	N/A

Source: ASEAN Statistical Yearbook 2008

*1 Indonesia(2007), Cambodia(2007), Malaysia(2006), Myanmar(2007), Philippines(2005), Thailand(2003), Vietnam(2006)

*2 Indonesia(2006), Brunei(2004), Cambodia(2007), Malaysia(2007), Philippines(2007), Singapore(2008), Thailand(2007)

*3 Indonesia(2007), Brunei(2004), Cambodia(2007), Malaysia(2006), Myanmar(2007), Philippines(2007), Singapore(2008), Thailand(2007)

(3) Improvement of the Operation

Several landing and takeoff accidents and collisions have occurred in recent years. Ensuring security, accident investigation, and comprehensive capacity building of aviation authorities towards security is necessary.

General Information on Airport Operators

There are five types of airport operators.

- Private companies
 - State-owned enterprises – AP-I and AP-II⁷
 - Local government-owned enterprises
 - Fully private companies
- Government
 - DGCA
 - Local government

Improvement in the Safety and Security of Transportation

- The EU Ban

Due to some fatal accidents caused by certain Indonesian air carriers in 2007 including Garuda Indonesia and Adam Air, the EU banned all 51 Indonesian aircrafts, including small companies, from landing in the EU for lax safety standards. No fatal accidents have occurred since, and four air carriers (Garuda Indonesia, Mandala, Airfast Indonesia

⁷ They are 100% owned by the government but their management scheme is private.

and Ekspres Transportasi Antarbenua) were removed from the blacklist in 2009 while three others are in the process of being removed.

- The Federal Aviation Administration (US)

In 2007, the FAA category for Indonesian aircrafts was brought down to II, meaning they cannot increase their slots or establish new air routes. Currently there is no plan to fly to the US and therefore no plan to apply for upgrading from category II to I.

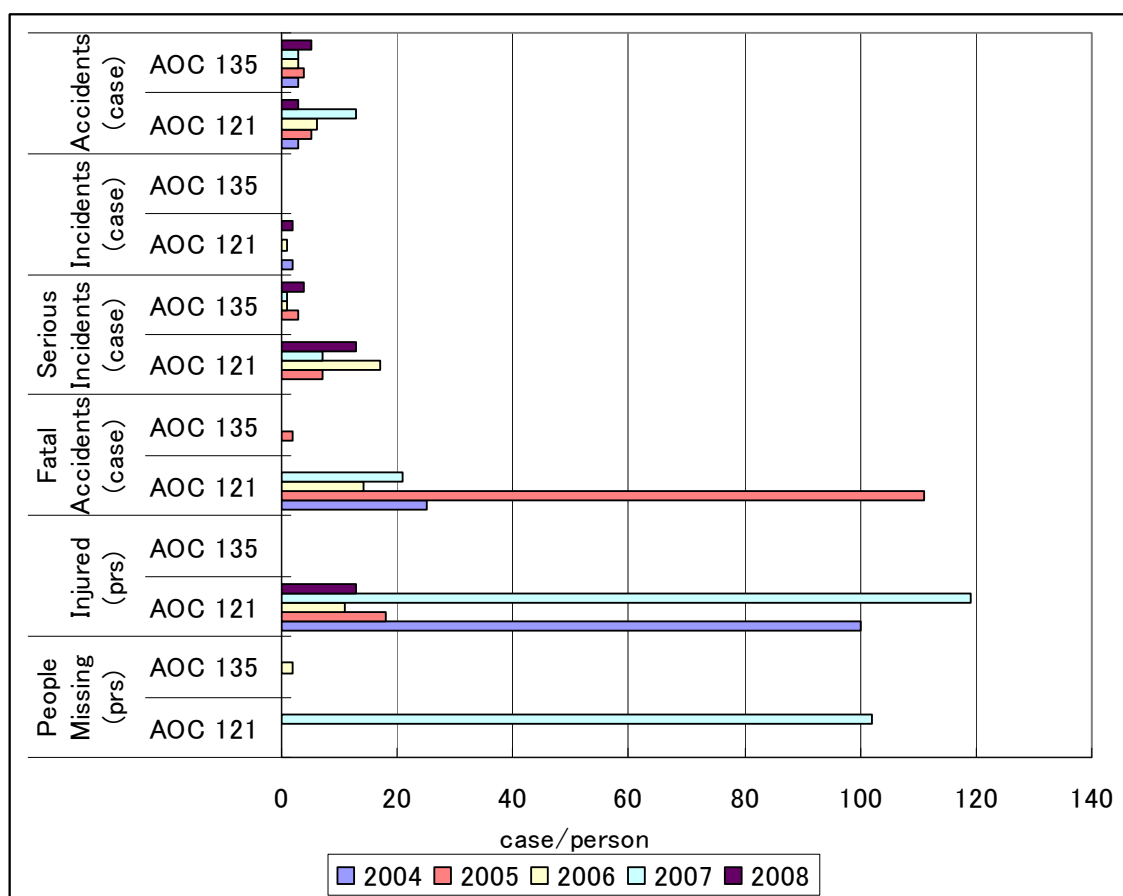
- Safety level in Papua Region

Safety level in Papua Region is seriously low: the region is surrounded by mountains and aircrafts have to circle to ascend. Pilots, however, often neglect these steps and cause accidents. Most crashes involve small carriers. In response, a pilot qualification requirement (procedure requirement) was established, and pilots flying to the Papua Region have to be more skilled (pilot requirement).

Table 4.5.39 Airport Security and Service Facilities

	2004	2005	2006	2007	2008
X-Ray	213	228	240	254	291
WTMD	133	142	142	161	202
PABX	71	73	73	80	-
CCTV	7	7	7	11	17
IGCS	3	3	3	4	-
Handy Talky (HT)	815	970	1,423	1,506	1,597
FIDS	24	25	28	30	33
PAS	29	30	30	36	39
Fire Alarm System	3	3	3	3	3
Total	1,298	1,481	1,949	2,085	2,182

Source: Statistik Perhubungan 2008



Note: AOC (Air Operator's Certificate) - AOC 121 is for airlines with more than 30 seats and 135 for airlines with less than 30 seats. AOC 91 is for general aviation such as private aircrafts, missionary's agency.

Source: Laporan Tahunan Dephub Tahun 2008, Ministry of Transportation

Figure 4.5.23 Number of Reported Accident

Table 4.5.40 The Total Number of Air Traffic Accidents (up to November 2008)

Aircrafts			
Accident	Serious Incident	Incident	Total
14	9	3	26
Victims			
Injured	Fatal	Missing	Total
10	4	2	16

Source: Laporan Tahunan Dephub Tahun 2008, Ministry of Transportation

Development of Eco Airports

Efforts to tackle environmental issues have begun in Indonesian airports.

The definition of an Eco Airport is “an airport which has passed a detailed measurement concerning components that potentially affect the surrounding environment,” with the

objective to create a healthy environment for the airport and its surroundings.

The Guidelines for eco airports were adopted in the ASEAN-Japan Transport Ministry Meeting in 2008, and the Directorate General of Civil Aviation's Letter of Decree was enacted in 2009.

The targeted airports are all international airports and hub airports with primary scale of service. These airports must have an Eco Airport Council in each airport. Eco Airport Councils establish airport environmental plan, and implement, monitor, evaluate and report. Standards are established by the Ministry of Environment and monitored by the Directorate of Airport, Directorate General of Civil Aviation, Ministry of Transportation.

The eight environmental factors are as follows:

- 1) Atmosphere (air quality): reduce the volume of air pollutants
- 2) Energy: reduce energy consumption from airport operations
- 3) Noise and vibration: reduce the level of noise and vibration
- 4) Water: prevent pollution and contamination of waterways
- 5) Soil: prevent ground pollution from oil, chemicals and agents, and other materials used in airports
- 6) Waste: encourage greater reuse of waste products generated at the airport as resources
- 7) Natural environment: conserve and create ecosystems within the airport for a healthy natural environment
- 8) Other: set environmental targets in accordance with the individual character of each airport

Six airports, namely SMB II-Palembang, Ngurah Rai-Bali, Juanda-Surabaya, Juwata-Tarakan and Hang Nadim-Batam, are likely to be certified as eco airports this year.

(4) Improvement of Legal and Regulatory Environments

Brief Overview of the New Shipping Law No 17, 2008

GOI enacted the new Aviation Law No 1, 2009 on January 12, 2009. Its main points are listed below.

- The law restricts licenses for airline companies operating at least 10 aircrafts.
- The law adopts the ICAO safety standard requirements and the government will impose sanctions upon the airlines and their personnel if the safety requirements are not met.
- Private companies will be allowed to manage airports and compete with the current operators, i.e. PT Angkasa Pura I and II.
- Under the new law, a new government agency will be set up for managing the air traffic control and navigation systems.

Situation after the 2009 Aviation Law

Under the law, the Air Traffic Control (ATC) function of AP-I, AP-II and DGCA will be merged into a new government agency (Air Navigation Single Provider: ANSP), which

will be established in three to five years. The management function will still remain in AP-I, AP-II and DGCA. Although the new law states the establishment of Air Navigation Single Provider (ANSP), the details are still being finalized.

Under the new law, many airports' operations were transferred from DGCA to local governments. The new law also invites private companies to enter the management of airports. Only a few private firms, however, showed interest in this opportunity. Even if they are interested, in the case an airport is currently operated by a local government, the operation could be a joint effort of the private firm and the local government.

Examples:

- 1) The new airport in Lombok

The financial source of the airport is approx. 80% AP-I and 20% local government.

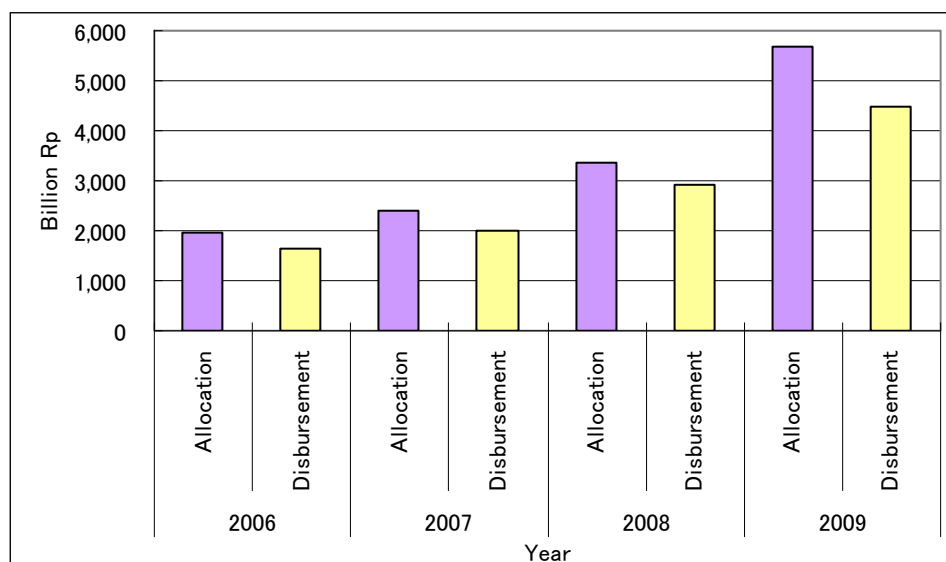
- 2) The new airport in Medan

The financial source of the airport is the government (airside, e.g. Taxi way, aprons) and AP-II (landside).

Before the 2009 Aviation Law, there was no regulation regarding safety but a few regulations were made under the new law, e.g. CASR (Civil Aviation Safety Regulations) 92, with the intention to improve the safety standards in Indonesian aviation.

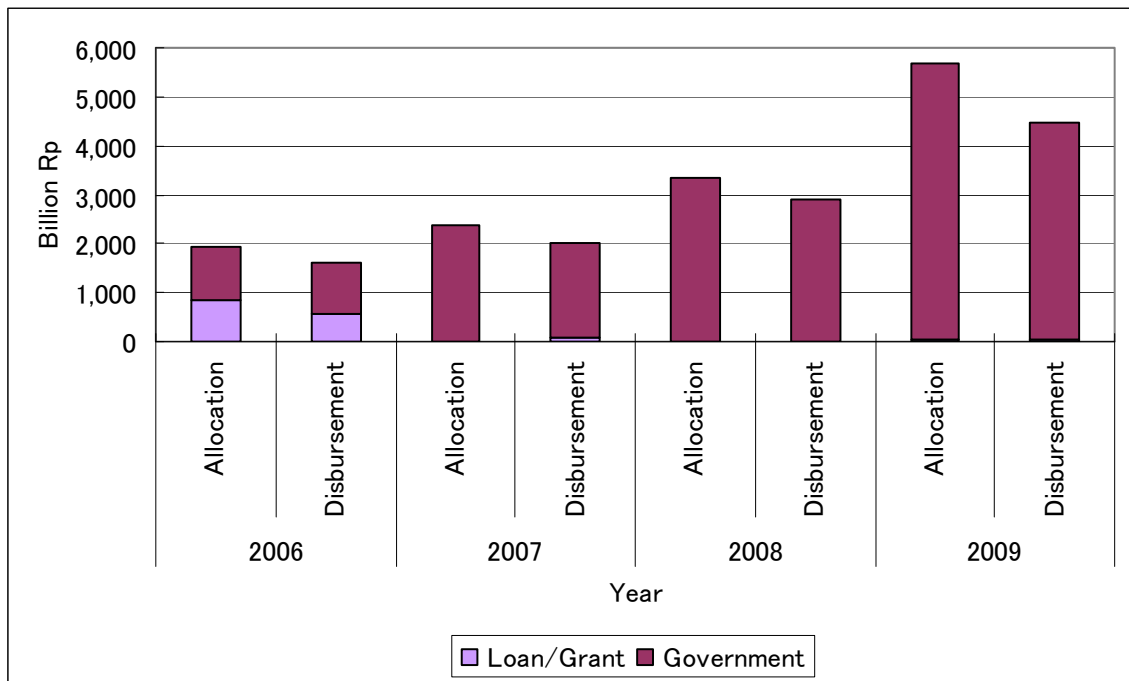
Budget Allocation for DGCA and its Source

Since 2006, the budget allocation for DGCA is increasing rapidly. The budget from the government was 57% in allocation and 66% in disbursement in 2006. The share has increased significantly and the national government bears over 99% of the budget in recent years.



Source: Planning Division, Directorate General of Civil Aviation, Ministry of Transportation

Figure 4.5.24 Annual Budget Allocation and Disbursement for the Directorate General of Civil Aviation



Source: Planning Division, Directorate General of Civil Aviation, Ministry of Transportation

Figure 4.5.25 Source of Annual Budget Allocation for the Directorate General of Civil Aviation

4.5.5. Common Issues for Transportation Infrastructure

(1) Integration of Transportation Modes

As stated above, each sub-sector of transportation infrastructure and facilities have capacity problems. Although the Ministry of Public Works and the Ministry of Transportation have worked to solve them, development of transportation infrastructure and facilities have been planned with sectoral or regional concept, and therefore plans are not appropriate.

To form efficient and effective transportation infrastructure network, GOI treated the capacity issues of transportation infrastructure development as integration issue of transportation network systems from the intermodal/inter-island viewpoint in RPJMN 2010-2014.

Efforts for Integration of Urban Transportation Modes

As one of the precedent projects, JICA and BAPPENAS conducted “The Study on Integrated Transportation Master Plan (SITRAMP) for the JABODETABEK” in 2004. The result of the study was applied as the base of presidential decree for the spatial plan of Jakarta metropolitan area (PERPRES 54-2008) and also for BRT expansion and construction of MRT (Mass Rapid Transit). According to this study, annual economic loss due to traffic congestion in 2002 was estimated to be three trillion rupiah for vehicle operational cost and 2.5 trillion rupiah for time value of human.

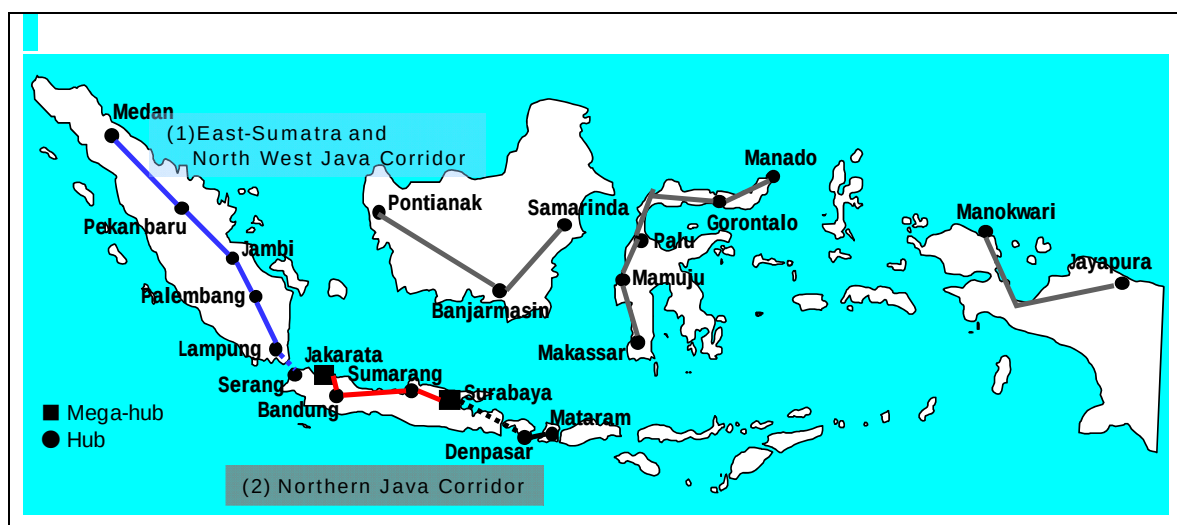
The modal share of private car seems to have increased and traffic jam is still major issue

in the urban area in Indonesia. JICA is now conducting the study for JABODETABEK, “JABODETABEK Urban Transportation Policy Integration” to update the result of SITAMP and to plan for development of broad area transportation network integration system.

Indonesian Economic Development Corridors

At the East Asia Summit held in June 2009, an agreement was reached to promote the formulation of a master plan (so-called “the Comprehensive Asian Development Plan”) for the East Asian economic growth through cooperation among the Economic Research Institute for ASEAN and East Asia (ERIA), ADB and the ASEAN Secretariat. Furthermore, GOI and the Government of Japan agreed on the promotion of Indonesia Economic Development Corridors (IEDC), which is to promote industrial development as well as infrastructure development as part of the Comprehensive Asian Development Plan made in the Japan-Indonesia Economic Joint Forum, which was held in Jakarta in January 2010.

Currently they are working intensively on Master plans for two Corridors with high priority, namely East-Sumatra and North West Java Corridor and Northern Java Corridor as shown in the figure below.



Source: JICA Study Team

Figure 4.5.26 Image of Economic Development Corridors

Based on this plan, GOI has planned following measures:

- Capital investment in transportation infrastructures based on the concepts such as realization of trans-Java and trans-Sumatera highways and railways
- Establishment of special economic zone and investment in high priority area
- Development of legal systems for PPP (Public-Private Partnership) considering community development such as modification on Presidential Decree 67-2005.

Indonesia needs almost Rp 2,000 trillion (US\$220 billion) of investment for infrastructure development between 2010 and 2014. According to the National Development Planning

Agency, most of those funds are expected to come from private investment.

(2) Acceleration of Investment through Public-Private Partnership Funding Scheme

One of the bottlenecks of development and maintenance of transportation infrastructure is insufficient national budget. BAPPENAS estimated the financing gap for the next five years to be USD 40.7 billion. Hence, GOI has strong reliance on Public-Private Partnership (PPP). As described above in each sector, new sector laws passed: Rail, Sea, Air and Land Transport.

Strong coordination at central level is essential to ensure a successful operation of the new framework and a consistent approach to PPP projects across the infrastructure sectors. The high-level inter-ministerial National Committee for the Acceleration of Infrastructure Provision (KKPPI), created in 2001 and strengthened in 2005, is responsible for such coordination. For the day-to-day coordination and management of PPP transactions, a network consisting of the PPP Central Unit (P3CU) under the KKPPI Secretariat and PPP nodes in the sector ministries is being established. The sector ministries and local governments are responsible for the preparation and execution of PPP transactions. The P3CU, on the other hand, is responsible for ensuring policy consistency, quality control and transparency.

In May 2006, the Ministry of Finance issued the Decree 38/PMK/2006 on Technical Directives for Controlling and Managing Risks of Infrastructure Development that defines the terms and conditions of government support for PPP projects. Under this regulation, the government is permitted to offer financial or other forms of compensation to private enterprises participating in infrastructure projects.

In order to enhance PPP investment further, Presidential Regulation 67/2005 was amended to 13/2010 which is intended to:

- Give certainty and increase the attractiveness of investment in infrastructures for the private sector.
- Synchronize with the latest prevailing regulations on infrastructure provision
- Clarify the whole process of Public Private Partnership on infrastructure.

The main points of the revision of the Presidential Regulation are as follows.

- Procurement Process is adjusted to anticipate current investment climate in Indonesia
- Transfer of Shares is allowed prior to project operation to improve project
- Government Support definition is clarified into direct/non-contingent support (Government Support, including land) and contingent support (Government Guarantee).
- Additional compensation provision for Unsolicited Project: Right to Match

In addition, the basis of government support mechanism was re-examined through establishment of Indonesia Infrastructure Financing Facility (IIFF) and Infrastructure Guarantee Fund (IGF).

The Process of PPP Project Implementation can be seen in the following figure.

4	Preparation of standard guidelines, preparation of design and supervision of road safety equipments and materials for management of roads and bridges	785
5	Supervision and monitoring evaluation of the implementation of roads and bridge in the west region	1,047
6	Supervision and monitoring evaluation of the implementation of road and bridge in the east region	1,047
7	Other management support and technical support for the Directorate General of Bina Marga	523
8	Operation of toll roads	523
TOTAL		148,419

Source: RPJM 2010-2014

Table 4.6.2 Programs and Priority Activities of the Ministry of Transportation

PROGRAM/ PRIORITY ACTIVITY		TOTAL ALLOCATION 2010-2014 (Rp billion)
I. PROGRAM MANAGEMENT AND IMPLEMENTATION OF LAND TRANSPORTATION		
1	Management and Improvement of Land Transport Safety	332
2	Development and Management of Infrastructure and Facilities of Highway Transportation	3,959
3	Cultivation and Development of Urban Transport System	799
4	Development of Transport Infrastructure Facilities & SDP and SDP traffic infrastructure management	6,354
5	Other Management Support and Technical Support for the Directorate General of Land Transportation	407
Sub Total		11,851
II. PROGRAM MANAGEMENT AND IMPLEMENTATION OF RAILWAY TRANSPORTATION		
1	Development and management of safety and technical means	713
2	Development and management of infrastructure and train support facilities 1	4,361
3	Development and management of infrastructure and train support facilities 2	27,754
4	Development and management of safety and technical means	965
Sub Total		33,793
III. PROGRAM MANAGEMENT AND IMPLEMENTATION OF SEA TRANSPORTATION		
1	Management and implementation of activities in the field of navigation	3,765
2	Management and implementation of activities in the field of the Sea and Coast Guard	1,516
3	Management and implementation of activities in the field of shipping and seamanship	24
4	Management and implementation of activities in the field of Traffic	6,497

	and Sea Transport	
5	Management and implementation of activities in the field of Port and Dredging	12,672
6	Other Management Support and Technical Support for the Directorate General of Sea Transportation	8,571
Sub Total		33,045
IV. PROGRAM MANAGEMENT AND IMPLEMENTATION OF AIR TRANSPORTATION		
1	Pioneer Air Transportation Services	932
2	Supervision and Development of Air worthiness Plane Operation	91
3	Development, rehabilitation and maintenance of Airport Infrastructure	9,904
4	Development, rehabilitation and maintenance of Flight Navigation Infrastructure	2,232
5	Development, rehabilitation and maintenance of Aviation Security Infrastructure	1,057
6	Other Management Support and Technical Support for the Directorate General of Civil Aviation 1	443
7	Support Management and Other Technical Support Directorate General of Civil Aviation 2	4,876
Sub Total		19,536
V. MANAGEMENT SUPPORT PROGRAM AND OTHER TECHNICAL IMPLEMENTATION TASKS		2,332
VI. IMPROVEMENT PROGRAM OF FACILITIES AND INFRASTRUCTURE FOR MINISTRY OF TRANSPORTATION		189
VII. IMPROVEMENT PROGRAM of OVERSIGHT AND ACCOUNTABILITY OF STATE APPARATUS		459
VIII. EDUCATION AND TRAINING PROGRAMS OF TRANSPORTATION		15,938
IV. RESEARCH AND DEVELOPMENT PROGRAM OF TRANSPORTATION		623
TOTAL		117,764

Source: RPJM 2010-2014

4.7. Assistance from JICA

4.7.1. Assistance for Economic Infrastructure Development

After the Asian Currency Crisis, the amount of investment in infrastructure decreased. Therefore the Indonesian infrastructure development is behind those of neighboring countries such as Malaysia and Thailand. For the Indonesian economy to have a continuous growth, the expansion of infrastructure in the transportation sector is essential.

In the past, projects such as construction of access road to ports, corridor flyover project for mitigation of highway congestion, and railway double tracking project have been conducted by JICA, yet infrastructure development of roads, railways, ports and airports for the formation of transportation network and the reinforcement of transportation capacity remain as issues. In addition, JICA will assist in construction, expansion and

improvement of roads, as well as construction and double-tracking of railways with the perspective of modal shift from road-based to rail-based transportation. Furthermore, taking the Indonesian geographic characteristic into account, JICA will implement construction and development of new ports and airports for the enhancement of sea and air transportation as well.

- Assistance for Transportation Infrastructure Development

Recent projects include the following:

Table 4.7.1 Recent and Current Projects by JICA

Project	Scheme	Assistance Period
The Feasibility Study on Java High Speed Train Construction Plan	DS	Under Request
Infrastructure Reform Sector Development Program (IRSDP)	LA	2007~2010
Dumai Port Development Project (2)	LA	2007~2008
Surabaya Airport Construction Project (II)	LA	2007~2010
Road Policy Adviser	EXP	2007~2009
Railway Double Tracking of Cikampek-Cirebon Project (2)	LA	2007~2009
Railway Double Tracking on Java South Line (II)	LA	2007~2012
North Java Corridor Flyover Project	LA	2007~2011
Bandung Urban Railway Transport Development Project (E/S)	LA	Under Study

Source: Indonesia Country Assistance Implementation Report 2009-2010, JICA

4.7.2. Investment in the Business and Investment Environment

(1) Efficient Trade and Logistics in the Metropolitan Area

Although foreign direct investment for Indonesia is on the increase after the Asian Currency Crisis, the investment has not yet recovered to the level before the crisis. In order to improve the investment environment, port infrastructures and simplification of trading procedures are necessary. JICA projects include expansion and improvement of function of the Greater Jakarta Metropolitan Ports, among others.

Table 4.7.2 Recent and Current Projects by JICA

Project	Scheme	Assistance Period
Urgent Rehabilitation Project of Tanjung Priok Port	LA	2007~2011
Study on Formulation of Strategies on Public-Private Joint Cooperation on Port Development and Management	DS	2008~2009
Development Study of Master Plan of Upgrading Sea Trade in Greater Jakarta Metropolitan Area in the Republic of	DS	2008~2009

Indonesia		
The Master Plan Study on the Multiple-Airport Development for Jakarta Metropolitan Area	DS	2008~2009
Tanjung Priok Access Road Construction Project (I)(II)	LA	2007~2013
Study on Improvement of Railway System in East Jakarta Industrial Region	DS	2008~2010

Source: Indonesia Country Assistance Implementation Report 2009-2010, JICA

(2) Improvement in the Integrated Urban Transportation in the Jakarta Metropolitan Area

Slow progress in modal shift to public transportation together with increasing number of motor vehicle registrations is causing congestion on the roads. To tackle this problem, technical assistance by specialists in addition to the development of urban public transportation and infrastructure development are assisted by yen loans.

Recent projects include the following:

Table 4.7.3 Recent and Current Projects by JICA

Project	Scheme	Assistance Period
Project on JABODETABEK Urban Transport Policy Integration	TA	2008~2014
E/S for MRT Development	LA	2007~2014
Jakarta MRT project Advisor	EXP	2007~2010
MRT System Operation	EXP	2008~2010
Railway Electrification Double-Double Tracking of Java Main Line Project (I)	LA	2007~2011
Study on Traffic Control Integration Improvement	DS	2009~2010
Tanjung Priok Access Road Construction Project (II) - ITS Component	LA	2007~2011
Study on Toll and Non-Toll Road Network Improvement in JABODETABEK Area	DS	2009~2010

Source: Indonesia Country Assistance Implementation Report 2009-2010, JICA

4.7.3. Assistance for Safety and Stability

- Transportation Safety

Indonesian seas, including the Straits of Malacca and Singapore, link Asia, Middle East and Europe and have been key junctions of international sea transportation. At the same time, since they experience frequent occurrence of piracy, efforts to ensure safe navigation and projects to enforce maritime security such as countermeasures against piracy are in operation. Moreover, after the events of September 11, 2001, enforcement of security

system at ports and airports are strongly required on an international basis and assistance measures for the counterterrorism are also in progress.

Recent projects on traffic safety and security include the following:

Table 4.7.4 Recent and Current Projects by JICA

Project	Scheme	Assistance Period
Railway Safety Improving Project Phase 2	TA	2007~2009
Project for Improvement of Maritime Transport Safety	TA	2008~2010
The Project for Vessel Traffic Services in Malacca and Singapore Straits	CT	2007~2009
Maritime Education and Training Improvement Project	LA	2007~
Project for Improvement on Aviation Safety Policy	TA	Under Request
Aircraft Accident Investigation Project	TA	2007
Contingency Exercise on Airport Security	TA	2007
Airport Security System Improvement Project	CT	2007~2008
Strengthening Maritime Safety and Security System	EXP	2007~2008
Port Security System Improvement Project	CT	2007~2008
Port Security System Improvement Project Phase 2	CT	2009~2011

Source: Indonesia Country Assistance Implementation Report 2009-2010, JICA

4.8. Assistance from other Donors

4.8.1. World Bank

Infrastructure is regarded as the second of the five core engagements in “Country Partnership Strategy for Indonesia FY 2009-2012”. In line with the government’s financing plan in the RPJM, the World Bank Group (WBG) plans to support financially and give advice to energy, roads and urban infrastructure. For the roads sector, the Bank focuses on the design of a road asset management framework, transport network development plans and enhancement of planning capacity at provincial and district levels.

(1) Privately Financed Toll Roads

International Finance Corporation’s assistance plan is to offer long-term capital to invite private participation in infrastructure development. IFC will assist the government develop and expand concession agreements and plans to finance for a select number of model transactions.

(2) Strengthening the Institutional Framework

The WBG will support the government to improve road quality and capacity, together with Asian Development Bank (ADB), Australian Government's Overseas Aid Program (AusAID) and the Government of Japan, by strengthening the institutional framework. Improved effectiveness and accountability would be vital for the successful implementation of projects in infrastructure.

(3) Reduction of Greenhouse Gas Emissions

With the increasing role of the transportation sector to the Greenhouse Gas (GHG) emissions, the WBG will assist the government to take policy actions for the reduction of emissions as well as for improving the air quality.

4.8.2. Asian Development Bank

Following the RPJM (2005-2009), the ADB Country Strategy Program (CSP) for 2006-2009 and Country Operations Business Plan (COBP) for 2010-2012 was planned in order to assist Indonesia to achieve higher pro-poor sustainable growth as well as social development. Amongst the five areas of ADB's engagement in CSP, "better infrastructure and infrastructure services" comes as the first objective. This includes energy, road transportation and urban water supply and sanitation. Proposed indicative services for 2010 include the following.

(1) Regional Roads Development (Lending)

ADB will assist the country in the construction of 1,600 km of roads, rehabilitation of 169 bridges, preparation of a road safety action plan etc and work for the improvement in the accessibility and connectivity of the transportation system. This project aims for a sustainable economic growth and poverty reduction in Southern Java and Northern Kalimantan. With improved transportation system, people in rural area will have more opportunity to participate in economic activities.

(2) Infrastructure Reform Sector Development Program III (Lending)

In order to have a more-favorable investment climate, the coordination among ministries responsible for infrastructure development has to be improved by strategic cross-sector reforms. ADB will also take measures to facilitate the partnerships between public and private sector, invite more private sector participation in infrastructure development.

(3) Energy Efficiency and Climate Change (Non-lending)

To achieve a 17% reduction in GHGs and also secure energy by 2025, ADB will review and assess policy options to improve energy efficiency in the power, industry, transport and residential sectors, design GHG accounting methods, establish baselines for energy efficiency improvement and create both incentives and disincentives.

4.8.3. Australian Government Overseas Aid Program

Australian Government Overseas Aid Program (AusAID)'s strategic framework and

focuses are described in the Australia Indonesia Partnership (AIP) Country Strategy 2008-2013, which was written in accordance with RPJM 2004-2009⁸. Australia aims to work with Indonesia in partnership to help Indonesia achieve a more prosperous, democratic and safe Indonesia. Transportation comes into two of the four pillars of strategy.

- 1) Pillar 1: Sustainable Growth and Economic Management
- 2) Pillar 4: Safety and Peace

Table 4.8.1 Strategy Framework of AusAID

	Pillar 1	Pillar 4
GOI medium-term development objective	Creating a prosperous Indonesia	Ensuring a safe and peaceful Indonesia
Australia's focus areas and approach	Pillar 1: Sustainable Growth and Economic Management Australia recognizes Indonesia's growing economic prosperity and role in the regional and global economies. The AIP will provide expert technical and peer-to-peer exchanges to help Indonesia enhance the broad-based benefits of its growth. Targeted assistance to poor provinces with low human development indicators will be the focus with Indonesia and other donors on climate change and sustainable natural resource management, particularly through reducing from deforestation.	Pillar 4: Safety and peace The AIP assistance will focus on helping Indonesian institutions effectively manage disasters, complex emergencies and transnational crime and threats. The AIP will respond to emergencies where Indonesia asks for assistance and will integrate disaster reduction principles across the program. When AIP responds it will work in partnership with GOI and Indonesian-based organizations.
What success will look like	Improved natural resource management and response to climate change. Improved economic policy and strengthened economic management at the central level.	Improved response to humanitarian needs, emergencies and vulnerability to disasters. Improved capacity to ensure transport safety and security and to counter threats from

⁸ A mid-term review of the AIP will be undertaken soon, followed by the publication of RPJM 2010-2014.

	Reduced constraints to infrastructure and productivity growth.	transnational crime.
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Source: Australia Indonesia Partnership Country Strategy 2008–13, AusAID

The largest of the current projects related to infrastructure is “the Eastern Indonesia National Road Improvement Project (EINRIP)”. The quality of national road networks is seen as one of the critical determinants of growth and at the same time, one of the obstructing factors of Indonesia to make the most of its potentials. Australia focuses on regional economic and social development in Eastern Indonesia. The overview of the project is shown in the following table.

Table 4.8.2 Overview of EINRIP

AIPRD Funding ⁹	A\$300 million loan A\$28 million grants
Commenced	Project Preparation: March 2006 – March 2009 Road Construction: Commenced February 2009
Scheduled completion	June 2011
Counterpart Agencies	Directorate General of Highways, Ministry of Public Works
Main Locations	Eastern Indonesia
Brief description	- EINRIP comprises 24 major road and bridge projects in nice provinces. This includes the betterment and rehabilitation of around 500 km of roads and over 1,000 m of essential bridges. - The loan also funds technical assistance to DGH through international consultants to enhance project management, procurement and construction supervision capabilities.
Achievements/outcomes	- During 2006-09, consultants completed the project preparation including studies, survey, detailed engineering design, safety audits, preparation of bid documents and a Project Management Manual. - By mid 2009, 8 construction contracts have been tendered and it is expected that over 12 contracts will be underway by end of 2009.

Source: AusAID website (<http://www.indo.ausaid.gov.au/projects/einrip.html>)

⁹ AIPRD: Australia Indonesia Partnership for Reconstruction and Development

4.8.4. Indonesia Infrastructure Initiative

The Indonesia Infrastructure Initiative (IndII) is a three-year project which is funded by the Australian government. Regarding infrastructure investment as a key driver of economic growth, IndII's strategic focus has three components: water and sanitation, transport (principally by road, rail, and sea), and infrastructure policy and investment. IndII will contribute to economic growth both directly, by financing in development and implementation of infrastructures, and indirectly, through its efforts in reducing uncertainty in policy and regulatory environments and improving local capacity for investment and management of infrastructures.

Its main transport activities are listed below.

(1) Sea Transportation

IndII is working with the Directorate General of Sea Transport, Ministry of Transportation to develop the National Ports Master Plan (NPMP), which is a document that will be regulatory and institutional foundation for port sector and network development for the next 25 years.

Table 4.8.3 List of Activities for Sea Transportation

Activity	Location	Partner Agencies
National Port Masterplan	Jakarta	DGST, MOT
Developing a Vision for Indonesia's Ports: Forecasting Demand for port Services (NPMP 2b)		
Capacity building for the Ports Masterplan Team (NPMP 2a)		DGST, MOT BAPPENAS

Source: Indonesia Infrastructure Initiative website (<http://www.indii.co.id/index.php>)

(2) Rail Transportation

IndII is working with the Directorate General of Railways, Ministry of Transportation to develop the Railways Master Plan, and to address a range of policy and project-related issues within the context of the ongoing Railway Revitalization initiative.

Table 4.8.4 List of Activities for Rail Transportation

Activity	Location	Partner Agencies
Proposal for an Improved Railway PSO Scheme	Jakarta	PT KAI
National Railway Master Plan Stage 1		DGR, MOT
National Railway Master Plan Stage 2		DGR, MOT

Source: Indonesia Infrastructure Initiative website (<http://www.indii.co.id/index.php>)

(3) Road Transportation

In the road sector, IndII assists the Directorate General of Highways, Ministry of Public

Works in three key areas: road safety, procurement, and medium-term planning and performance-based budgeting.

Table 4.8.5 List of Activities for Road Transportation

Activity	Location	Partner Agencies
Road Safety Audit	Jakarta	DGH, MPW
Development of Medium Term Expenditure Framework (MTEF) in Road Sector		
Assistance to the Directorate general of Highways and other relevant GoI Agencies to determine the Potential for AusAID to Support Initiatives in the Road Transport Sector, and to Identify Specific Design Activities		

Source: Indonesia Infrastructure Initiative website (<http://www.indii.co.id/index.php>)

In addition, IndII is currently developing new transportation programs in urban transit and air navigation.

4.9. Data Sheet

Medium Term National Development Plan (2010 – 2014)
1. Improvement the facilities and infrastructure standards comply with minimum service standards,
2. Support the improvement of real sector competitiveness
3. Improvement of the government and private partnership
Sectoral Development Strategy (RENSTRA)
[Directorate General of Highways(Bina Marga), Ministry of Public Works]
1. Infrastructure Investment Synchronization: Road network planning to use the approach of Integrated Transportation System
2. Program Policies: The program includes road preservation organization that aims to maintain road assets existing roads to keep functioning properly
[Ministry of Transport]
1. Maintaining the level of transportation services;
2. Implementing consolidation through restructuring and reform in the field of legislation, institutional and human resources (HR);
3. Increasing accessibility to public transport services;
4. Increasing the capacity and encourage the development of transportation technologies in order to ensure a sustainable transport services with the quantity and quality sufficient.
Developmental Issues
[ROADS]
1. Improvement and Maintenance of Transportation Infrastructure and Facilities
2. The Volume of Road Transportation
3. Improvement of the Operation
4. Improvement of Legal and Regulatory Environment
[RAILWAYS]
1. Rehabilitation and Improvement of Transportation Infrastructure and Facilities
2. The Volume of Railway Transportation
3. Improvement of the Operation
4. Improvement of Legal and Regulatory Environment
[PORTS]
1. Maintenance of Transportation Infrastructure Facilities
2. The Volume of Sea Transportation
3. Improvement of the Operation
4. Improvement of Legal and Regulatory Environment
[AIRPORTS]
1. Maintenance of Airports in the Metropolitan Area, and Improvement in the Maintenance and Expansion of Facility Capacities of Existing Airports

2.	The Volume of Air Transportation
3.	Improvement of the Operation
4.	Improvement of Legal and Regulatory Environments

Basic Indicators				
INDICATOR	UNIT	VALUE	REMARKS	DS
Vehicles	unit	109	per 1,000 people	WB Online
Paved Roads	%	55.4	% of total roads	ADB (2009)
Roads, Total Network	km	391,009		ADB (2009)
Road Density	km	215.8	kilometers of road per thousand square kilometers of land area	ADB (2009)
Access to an All-Season Road	%	94.0	percent of rural population	ADB (2009)
No of Goods Vehicles	000	4,846.0		ASEAN (2008)
Rail Lines	km	5,324	total route	ADB (2009)
Rail Network, Length per Land Area	km	2.9	kilometers per thousand square kilometers	ADB (2009)
Passengers Carried (Railways)	passenger-km	25,535		WDI (2009)
Goods Hauled (Railways)	million ton-km	4,698		WDI (2009)
Port Container Traffic	000 TEU	4,481		WDI (2009)
Domestic Passenger Traffic (Sea)	million	5.1		ASEAN (2008)
International Passenger Traffic (Sea)	million	0.8		ASEAN (2008)
Domestic Cargo Throughput (Sea)	million Ton	232.0		ASEAN (2008)
International Cargo Throughput (Sea)	million Ton	211.0		ASEAN (2008)
No. of Domestic Airports	unit	163		ASEAN (2008)
No. of International Airports	unit	27		ASEAN (2008)
Domestic Passenger Traffic (Air)	000	36,130		ASEAN (2008)
International Passenger Traffic (Air)	000	11,341		ASEAN (2008)
Domestic Freight Traffic (Air)	000 metric ton	286		ASEAN (2008)

No. of Aircraft Traffic	unit	885,275		ASEAN (2008)
Cargo Loaded (Air)	000 metric ton	174.4		ASEAN (2008)
Cargo Unloaded (Air)	000 ton	148.5		ASEAN (2008)
Aircraft Departures	000	49.4		ASEAN (2008)
Aircraft Arrivals	000	48.0		ASEAN (2008)
Registered Carrier Departures Worldwide (Air)	000	358		WDI (2009)
Passengers Carried (Air)	000	30,406		WDI (2009)
Air Freight	million ton-km	485		WDI (2009)
Global Competitiveness Index	Score	4.3		GCP (2009–2010)
Global Competitiveness Index	Rank	54		GCP (2009–2010)
Global Competitiveness Index (Infrastructure)	Score	3.2		GCP (2009–2010)
Global Competitiveness Index (Infrastructure)	Rank	84		GCP (2009–2010)
Overall Logistics Performance Index (LPI)	Score	2.8		LPI (2010)
LPI- Customs	Score	2.4		LPI (2010)
LPI- Infrastructure	Score	2.5		LPI (2010)
LPI- International shipments	Score	2.8		LPI (2010)
LPI- Logistics competence	Score	2.5		LPI (2010)
LPI- Tracking & tracing	Score	2.8		LPI (2010)
LPI- Timeliness	Score	3.5		LPI (2010)

Note:

ASEAN: Compiled from data submission, websites and latest yearbooks of AMCs' national statistical offices and relevant departments/ministries as of December 2006; UNESCAP Statistical Indicators for Asia and the Pacific 2004 Compendium (online edition as of November 2005); UNESCAP Asia-Pacific in Figures 2004 (online edition as of May 2005); and Wikipedia.

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No.	Indicator	Unit	Value	Remarks	DS
1	Vehicles	unit	109	per 1,000 people	WB Online
2	Paved Roads	%	55.4	% of total roads	ADB (2009)
3	Roads, Total Network	km	391,009		ADB (2009)
4	Road Density	km	215.8	kilometers of road per thousand square kilometers of land area	ADB (2009)
5	Access to an All-Season Road	%	94.0	percent of rural population	ADB (2009)
6	No of Goods Vehicles	000	4,846.0		ASEAN (2008)
7	Rail Lines	km	5,324	total route	ADB (2009)
8	Rail Network, Length per Land Area	km	2.9	kilometers per thousand square kilometers	ADB (2009)
9	Passengers Carried (Railways)	passenger-km	25,535		WDI (2009)
10	Goods Hauled (Railways)	million ton-km	4,698		WDI (2009)
11	Port Container Traffic	000 TEU	4,481		WDI (2009)
12	Domestic Passenger Traffic (Sea)	million	5.1		ASEAN (2008)
13	International Passenger Traffic (Sea)	million	0.8		ASEAN (2008)
14	Domestic Cargo Throughput (Sea)	million Ton	232.0		ASEAN (2008)
15	International Cargo Throughput (Sea)	million Ton	211.0		ASEAN (2008)
16	No. of Domestic Airports	unit	163		ASEAN (2008)
17	No. of International Airports	unit	27		ASEAN (2008)
18	Domestic Passenger Traffic (Air)	000	36,130		ASEAN (2008)
19	International Passenger Traffic (Air)	000	11,341		ASEAN (2008)
20	Domestic Freight Traffic (Air)	000 metric ton	286		ASEAN (2008)
21	No. of Aircraft Traffic	unit	885,275		ASEAN (2008)
22	Cargo Loaded (Air)	000 metric ton	174.4		ASEAN (2008)
23	Cargo Unloaded (Air)	000 ton	148.5		ASEAN (2008)
24	Aircraft Departures	000	49.4		ASEAN (2008)
25	Aircraft Arrivals	000	48.0		ASEAN (2008)
26	Registered Carrier Departures Worldwide (	000	358		WDI (2009)
27	Passengers Carried (Air)	000	30,406		WDI (2009)
28	Air Freight	million ton-km	485		WDI (2009)
29	Global Competitiveness Index	Score	4.3		GCP (2009–
30	Global Competitiveness Index	Rank	54		GCP (2009–
31	Global Competitiveness Index (Infrastructu	Score	3.2		GCP (2009–
32	Global Competitiveness Index (Infrastructu	Rank	84		GCP (2009–
33	Overall Logistics Performance Index (LPI)	Score	2.8		LPI (2010)
34	LPI- Customs	Score	2.4		LPI (2010)
35	LPI- Infrastructure	Score	2.5		LPI (2010)
36	LPI- International shipments	Score	2.8		LPI (2010)
37	LPI- Logistics competence	Score	2.5		LPI (2010)
38	LPI- Tracking & tracing	Score	2.8		LPI (2010)
39	LPI- Timeliness	Score	3.5		LPI (2010)

Note ASEAN: Compiled from data submission, websites and latest yearbooks of AMCs' national statistical offices and relevant departments/ministries as of December 2006; UNESCAP Statistical Indicators for Asia and the Pacific 2004

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No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-1: Improvement and Maintenance of Transportation Infrastructure and Facilities								
DEV-1-1: Extension and maintenance of road infrastructure and integration of transportation network system								
1	Road Length (Total)	Km		Statistik Transportasi 2008	Y	Annual	Y	Directorate General of Land Transport, MOT
2	Road, Paved	%	% of total roads	Key Indicators for Asia and the Pacific 2009	Y	Annual	Y	ADB
3	Access to All-Season Road	%	% of rural population	Key Indicators for Asia and the Pacific 2009	Y	Annual	Y	ADB
4	Road Length (Asphalted)	Km	by surface type	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
5	Road Length (Gravel)	Km	by surface type	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
6	Road Length (Soil)	Km	by surface type	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
7	Road Length (Other)	Km	by surface type	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
8	Road Length (National Road)	Km	by Level of Responsibility	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
9	Road Length (Province Road)	Km	by Level of Responsibility	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
10	Road Length (Regional Road)	Km	by Level of Responsibility	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
11	Road Length (Urban Road)	Km	by Level of Responsibility	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
12	National Road Length (Sumatra)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
13	National Road Length (Java)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
14	National Road Length (Kalimantan)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
15	National Road Length (Sulawesi)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
16	National Road Length (Bali)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
17	National Road Length (Nusa Tenggara Barat)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
18	National Road Length (Nusa Tenggara Timur)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
19	National Road Length (Sulawesi)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
20	National Road Length (Maluku)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
21	National Road Length (Maluku Utara)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
22	National Road Length (Papua)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
23	National Road Lane Length (Sumatra)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
24	National Road Lane Length (Java)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
25	National Road Lane Length (Kalimantan)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
26	National Road Lane Length (Sulawesi)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
27	National Road Lane Length (Bali)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
28	National Road Lane Length (Nusa Tenggara Barat)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
29	National Road Lane Length (Nusa Tenggara Timur)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
30	National Road Lane Length (Sulawesi)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
31	National Road Lane Length (Maluku)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
32	National Road Lane Length (Maluku Utara)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
33	National Road Lane Length (Papua)	Km	by each Island	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
34	Road Condition (Good)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
35	Road Condition (Fair/Moderate)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
36	Road Condition (Poor/Damaged)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
37	Road Condition (Very Poor/Seriously Damaged)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
38	Road Condition (Good)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
39	Road Condition (Fair/Moderate)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
40	Road Condition (Poor/Damaged)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
41	Road Condition (Very Poor/Seriously Damaged)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
42	Total length of toll road	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
43	Toll Road Development Progress (In Operation)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
44	Toll Road Development Progress (In Operation managed by PT. Jasa	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
45	Toll Road Development Progress (In Operation managed by Private	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
46	Toll Road Development Progress (Concession Agreement Signed)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
47	Toll Road Development Progress (Concession Agreement Preparation)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
48	Toll Road Development Progress (Tender Preparation)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
49	Toll Road Development Progress (Built by Government)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
50	Toll Road Development Progress (Other Toll Road - 6 Links of DKI Jakarta, Toll Road)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
51	Toll Road Development Progress (Other Toll Road - Tender Doc. Prep)	Section		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
52	Toll Road Development Progress (In Operation)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
53	Toll Road Development Progress (Concession Agreement Signed)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
54	Toll Road Development Progress (Concession Agreement Preparation)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
55	Toll Road Development Progress (Tender Preparation)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
56	Toll Road Development Progress (Built by Government)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
57	Toll Road Development Progress (Other Toll Road - 6 Links of DKI Jakarta, Toll Road)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
58	Toll Road Development Progress (Other Toll Road - Tender Doc. Prep)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
59	Toll Road Managed by PT. Jasa Marga (Total)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
60	Toll Road Managed by PT. Jasa Marga (Main Road)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU

No.	Indicator	Unit	Remarks	Source	AVL	FRO	ASN+CI	ORG
61	Toll Road Managed by PT. Jasa Marga (Access Road)	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
62	Toll Road Managed by Private Sector	Km		Toll Road Investment Opportunities in Indonesia EDISI 200	Y	Annual	N	Badan Pengatur Jalan Tol, PU
63	Bridge Length (Total)	Km		BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
64	Bridge Length (Condition 0=New bridge and without Damage)	Km	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
65	Bridge Length (Condition 1=Minor)	Km	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
66	Bridge Length (Condition 2=Damage that requires monitoring or maintenance in the future)	Km	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
67	Bridge Length (Condition 3=Damage that requires immediate action)	Km	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
68	Bridge Length (Condition 4=Critical condition)	Km	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
69	Bridge Length (Condition 5=bridge / element does not work anymore)	Km	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
70	Bridge Length (Box Culvert)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
71	Bridge Length (Girder)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
72	Bridge Length (Frame)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
73	Bridge Length (MISCELLANEOUS)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
74	Number of Bridges (Total)	Num		BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
75	Number of Bridges (Condition 0=New bridge and without Damage)	Num	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
76	Number of Bridges (Condition 1=Minor)	Num	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
77	Number of Bridges (Condition 2=Damage that requires monitoring or maintenance in the future)	Num	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
78	Number of Bridges (Condition 3=Damage that requires immediate action)	Num	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
79	Number of Bridges (Condition 4=Critical condition)	Num	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
80	Number of Bridges (Condition 5=bridge / element does not work anymore)	Num	by condition	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
81	Number of Bridges (Box Culvert)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
82	Number of Bridges (Girder)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
83	Number of Bridges (Frame)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
84	Number of Bridges (MISCELLANEOUS)	Km	by bridge constructio type	BMS	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
DEV-1-2 Improvement of accessibility to transportation services in rural area								
1	Road Density	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	Y	Pusta Pengolahan Data, Bina Marga, PU
2	Road Density(Sumatra)	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
3	Road Density(Java)	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
4	Road Density(Bali & Nusa Tenggara)	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
5	Road Density(Kalimantan)	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
6	Road Density(Sulawesi)	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
7	Road Density(Maluku & Papua)	km/km ²	need to calculate	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
8	National Road Condition(Sumatra)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
9	National Road Condition(Java)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
10	National Road Condition(Bali & Nusa Tenggara)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
11	National Road Condition(Kalimantan)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
12	National Road Condition(Sulawesi)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
13	National Road Condition(Maluku & Papua)	Km		National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
14	National Road Condition(Sumatra)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
15	National Road Condition(Java)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
16	National Road Condition(Bali & Nusa Tenggara)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
17	National Road Condition(Kalimantan)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
18	National Road Condition(Sulawesi)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
19	National Road Condition(Maluku & Papua)	%	% of total roads	National Road Network in Indonesia 2008	Y	Annual	N	Pusta Pengolahan Data, Bina Marga, PU
DEV-2: The Volume of Road Transportation								
DEV-2-1: Promotion of Public Transportation Use and restriction of private vehicle use								
1	Number of Vehicles (Passenger Cars)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
2	Number of Vehicles (Buses)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
3	Number of Vehicles (Trucks)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
4	Number of Vehicles (Motor Cycles)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
5	Annually Increase of Vehicles (Total)	%	need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
6	Annually Increase of Vehicles (Passenger Cars)	%	need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
7	Annually Increase of Vehicles (Buses)	%	need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
8	Annually Increase of Vehicles (Trucks)	%	need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
9	Annually Increase of Vehicles (Motor Cycles)	%	need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
10	Distribution of Vehicles (Passenger Cars)	%	% of total Vehicles need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
11	Distribution of Vehicles (Buses)	%	% of total Vehicles need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
12	Distribution of Vehicles (Trucks)	%	% of total Vehicles need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
13	Distribution of Vehicles (Motor Cycles)	%	% of total Vehicles need to calculate	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Land Transport, MOT
14	Number of Driver Licenses (Total)	Unit		Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
15	Number of Driver Licenses (SIM A)	Unit		Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
16	Number of Driver Licenses (SIM B I)	Unit		Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
17	Number of Driver Licenses (SIM B II)	Unit		Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
18	Number of Driver Licenses (SIM C)	Unit		Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
19	Annually Increase of Driver Licenses (Total)	%	need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
20	Annually Increase of Driver Licenses (SIM A)	%	need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
21	Annually Increase of Driver Licenses (SIM B I)	%	need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
22	Annually Increase of Driver Licenses (SIM B II)	%	need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
23	Annually Increase of Driver Licenses (SIM C)	%	need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
24	Distribution of Driver Licenses (SIM A)	%	% of total Licenses need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
25	Distribution of Driver Licenses (SIM B I)	%	% of total Licenses need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
26	Distribution of Driver Licenses (SIM B II)	%	% of total Licenses need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
27	Distribution of Driver Licenses (SIM C)	%	% of total Licenses need to calculate	Statistik Transportasi 2008	Y	Annual	N	Directorate General of Land Transport, MOT
28	Modal Share In Jabodetabek (Rail)	%		THE STUDY ON INTEGRATED TRANSPORTATION MASTER PLAN FOR JABODETABEK (PHASEII) 2004	Y	Project-based	N	JICA / Directorate of Transport, BAPPENAS
29	Modal Share In Jabodetabek (Bus)	%		THE STUDY ON INTEGRATED TRANSPORTATION MASTER PLAN FOR JABODETABEK (PHASEII) 2004	Y	Project-based	N	JICA / Directorate of Transport, BAPPENAS
30	Modal Share In Jabodetabek (Private Car)	%		THE STUDY ON INTEGRATED TRANSPORTATION MASTER PLAN FOR JABODETABEK (PHASEII) 2004	Y	Project-based	N	JICA / Directorate of Transport, BAPPENAS
31	Modal Share In Jabodetabek (Motorcycle)	%		THE STUDY ON INTEGRATED TRANSPORTATION MASTER PLAN FOR JABODETABEK (PHASEII) 2004	Y	Project-based	N	JICA / Directorate of Transport, BAPPENAS
32	Number of Goods Vehicles ('000)	000		ASEAN Statistical Yearbook 2008	Y	Annual	N	The ASEAN Secretariat
DEV-4: Improvement of Legal and Regulatory Environment								
DEV-4-2: Mitigation of air pollution								
1	CO Emission (Bandung)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
2	CO Emission (Bekasi)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
3	CO Emission (Depasar)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
4	CO Emission (Depok)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
5	CO Emission (Jakarta Barat)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
6	CO Emission (Jakarta Pusat)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
7	CO Emission (Jakarta Selatan)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
8	CO Emission (Jakarta Timur)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
9	CO Emission (Jakarta Utara)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
10	CO Emission (Makassar)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
11	CO Emission (Medan)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
12	CO Emission (Palembang)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
13	CO Emission (Semarang)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
14	CO Emission (Surabaya)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
15	CO Emission (Tangerang)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
16	CO Emission (Yogyakarta)	ug/Nm3	Quality Standard:30000	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
17	HC Emission (Bandung)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
18	HC Emission (Bekasi)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
19	HC Emission (Depasar)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
20	HC Emission (Depok)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
21	HC Emission (Jakarta Barat)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
22	HC Emission (Jakarta Pusat)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
23	HC Emission (Jakarta Selatan)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
24	HC Emission (Jakarta Timur)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
25	HC Emission (Jakarta Utara)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
26	HC Emission (Makassar)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
27	HC Emission (Medan)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
28	HC Emission (Palembang)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
29	HC Emission (Semarang)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
30	HC Emission (Surabaya)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
31	HC Emission (Tangerang)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
32	HC Emission (Yogyakarta)	ug/Nm3	Quality Standard:400	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
33	NO2 Emission (Bandung)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
34	NO2 Emission (Bekasi)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
35	NO2 Emission (Depasar)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
36	NO2 Emission (Depok)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
37	NO2 Emission (Jakarta Barat)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
38	NO2 Emission (Jakarta Pusat)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
39	NO2 Emission (Jakarta Selatan)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
40	NO2 Emission (Jakarta Timur)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
41	NO2 Emission (Jakarta Utara)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
42	NO2 Emission (Makassar)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
43	NO2 Emission (Medan)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
44	NO2 Emission (Palenbang)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
45	NO2 Emission (Semarang)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
46	NO2 Emission (Surabaya)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
47	NO2 Emission (Tangerang)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment
48	NO2 Emission (Yogyakarta)	ug/Nm3	Quality Standard:160	Evaluasi Kualitas Udara Perkotaan Tahun 2008	Y	Annual	N	Ministry of Environment

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-1: Rehabilitation and Improvement of Transportation Infrastructure and Facilities								
1	Length of Rail	Km		Statistik Perhubungan 2008	Y	Annual	Y	Directorate General of Railways, MOT
2	Length of Rail (R54)	Km	by Type of Railways	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
3	Length of Rail (R50)	Km	by Type of Railways	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
4	Length of Rail (R42)	Km	by Type of Railways	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
5	Length of Rail (R33)	Km	by Type of Railways	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
6	Length of Rail (R25)	Km	by Type of Railways	Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
7	Number of Rail crossing (Total)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
8	Number of Rail crossing (Guarded)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
9	Number of Rail crossing (Unguarded)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
10	Number of Rail crossing (Illegal)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
11	Number of Railway Electric Signal by Division	Set		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
12	Number of Railway Stations (Total)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
13	Number of Railway Stations (Java)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
14	Number of Railway Stations (Sumatera)	Unit		Statistik Perhubungan 2008	Y	Annual	N	Directorate General of Railways, MOT
DEV-2: The Volume of Railway Transportation								
1	Number of Passengers (Total)	Mill. Pass		Statistik Perhubungan 2008	Y	Annual	Y	Directorate of Railway Traffic and Transport, Directorate General of Railways, MOT + PT. Kereta
2	Number of Passengers (Total)	Mill. Pass		Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	Y	Directorate of Railway Traffic and Transport, Directorate General of Railways, MOT + PT. Kereta
3	Number of Passengers (Java)	Mill. Pass	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate General of Railways, MOT + PT. Kereta
4	Number of Passengers (Sumatera)	Mill. Pass	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate General of Railways, MOT + PT. Kereta
5	Number of Passengers (Executive Class)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
6	Number of Passengers (Business Class)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
7	Number of Passengers (Economy Class)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
8	Number of Passengers (Local Business)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
9	Number of Passengers (Local Economy)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
10	Number of Passengers (Jabotabek Commercial)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
11	Number of Passengers (Jabotabek Economy)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
12	Number of Passengers (Jabotabek Economy AC)	Mill. Pass	by class	Laporan Mnjajemen Perusahaan Tahun Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
13	Number of Passengers (Main Line Trace)	Mill. Pass	by Track	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
14	Number of Passengers (Local Line Trace)	Mill. Pass	by Track	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
15	Number of Passengers (Commuter Trace)	Mill. Pass	by Track	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
16	Passengers - Km (Total)	pass - Mill. Km		Statistik Perhubungan 2008	Y	Annual	Y	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
17	Passengers - Km (Total)	pass - Mill. Km		Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	Y	PT. Kereta Api (Persero)
18	Passengers - Km (Java)	pass - Mill. Km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
19	Passengers - Km (Sumatera)	pass - Mill. Km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
20	Passengers - Km (Executive Class)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
21	Passengers - Km (Business Class)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
22	Passengers - Km (Economy Class)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
23	Passengers - Km (Local Business)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
24	Passengers - Km (Local Economy)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
25	Passengers - Km (Jabotabek Commercial)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
26	Passengers - Km (Jabotabek Economy)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
27	Passengers - Km (Jabotabek Economy AC)	pass - Mill. Km	by class	Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
28	Average passengers trip (All region)	Km		Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
29	Average passengers trip (Java)	Km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
30	Average passengers trip (Sumatera)	Km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
31	Cargo (Total)	Mill. Ton		Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
32	Cargo (Total)	Mill. Ton		Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)
33	Cargo (Java)	Mill. Ton	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
34	Cargo (Sumatera)	Mill. Ton	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
35	Cargo (Negotiation)	Mill. Ton		Laporan Mnajemen Perusahaan Januari sampai Desember Tahun	Y	Annual	N	PT. Kereta Api (Persero)

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
36	Cargo (Non-Negotiation)	Mill. Ton		Laporan Mnjajemen Perusahaan Januari sampai Desember Tahun 2008	Y	Annual	N	PT. Kereta Api (Persero)
37	Cargo - Km (Total)	Mill. ton-km		Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
38	Cargo - Km (Java)	Mill. ton-km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
39	Cargo - Km (Sumatera)	Mill. ton-km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
40	Cargo - Km (Negotiation)	Mill. Ton		Laporan Mnjajemen Perusahaan Januari sampai Desember Tahun 2008	Y	Annual	N	PT. Kereta Api (Persero)
41	Cargo - Km (Non-Negotiation)	Mill. Ton		Laporan Mnjajemen Perusahaan Januari sampai Desember Tahun 2008	Y	Annual	N	PT. Kereta Api (Persero)
42	Average freight length distance (Total)	Km		Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
43	Average freight length distance (Java)	Km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
44	Average freight length distance (Sumatera)	Km	by region	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
DEV-3: Improvement of the Operation								
1	Profit Margin	%		Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
2	Asset Turn Over	%		Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
3	Return on Asset	%		Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
4	Financial Leverage	%		Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
5	Return on Equity	%		Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
6	Ebitda	%	Ebitda: earnings before interest, taxes, depreciation, and amortization	Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
7	ROCE	%	ROCE: Return on Capital Employed	Laporan Menegemen Perusahaan, TriwuLan IV Tahun 2009 dan Tahun 2009	Y	Annual	N	PT. Kereta Api (Persero)
8	Average Accuracy (Passenger Service / Arrival)	Min.		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
9	Average Accuracy (Passenger Service / Departure)	Min.		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
10	Average Accuracy (Cargo Service / Arrival)	Min.		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
11	Average Accuracy (Cargo Service / Depature)	Min.		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
12	Avarage Delays (Passenger Service / Arrival)	%		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
13	Avarage Delays (Passenger Service / Departure)	%		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
14	Avarage Delays (Cargo Service / Arrival)	%		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
15	Avarage Delays (Cargo Service / Departure)	%		PT. KAI Website	Y	Annual	N	PT. Kereta Api (Persero)
16	Number of Train Accidents (Total)	Accidents		Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
17	Number of Train Accidents (Accidents Between Trains Against Trains)	Accidents	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
18	Number of Train Accidents (Accident Between Trains Against Vehicles)	Accidents	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
19	Number of Train Accidents (Derailment)	Accidents	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
20	Number of Train Accidents (Rolling)	Accidents	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
21	Number of Train Accidents (Flood / Lanslide)	Accidents	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
22	Number of Train Accidents (Others)	Accidents	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
23	Number of Victims (Total)	Person	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
24	Number of Victims (Dead)	Person	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
25	Number of Victims (Seriously Injured)	Person	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
26	Number of Victims (lightly Injured)	Person	by type	Statistik Perhubungan 2008	Y	Annual	N	Directorate of Railway Traffic and Transport, Directorate Genral of Railways, MOT + PT. Kereta
DEV-4: Improvement of Legal and Regulatory Environment								
1	Annual APBN Funding for DGR	Billion Rupiah		Directorate General of Railways,	Y	Annual	N	Directorate General of Railways, MOT
2	Realizationl of APBN Funding for DGR	Billion Rupiah		Directorate General of Railways,	Y	Annual	N	Directorate General of Railways, MOT
3	Achievement rate of Railway Facilities	%		Directorate General of Railways,	Y	Annual	N	Directorate General of Railways, MOT

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-1: Maintenance of Transportation Infrastructure Facilities								
1	Length of Berth Managed by Indonesia Port Corporation I	m		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
2	Length of Berth Managed by Indonesia Port Corporation II	m		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
3	Length of Berth Managed by Indonesia Port Corporation III	m		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
4	Length of Berth Managed by Indonesia Port Corporation IV	m		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
5	Number of Open Storages Facilities Managed by Indonesian Port Cooperation I (Strage I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
6	Number of Open Storages Facilities Managed by Indonesian Port Cooperation I (Strage yard I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
7	Number of Open Storages Facilities Managed by Indonesian Port Cooperation II (Strage I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
8	Number of Open Storages Facilities Managed by Indonesian Port Cooperation II (Strage yard I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
9	Number of Open Storages Facilities Managed by Indonesian Port Cooperation III (Strage I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
10	Number of Open Storages Facilities Managed by Indonesian Port Cooperation III (Strage yard I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
11	Number of Open Storages Facilities Managed by Indonesian Port Cooperation IV (Strage I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
12	Number of Open Storages Facilities Managed by Indonesian Port Cooperation IV (Strage yard I and II)	m2		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
13	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation I	Unit		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
14	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation II	Unit		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
15	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation III	Unit		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
16	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation IV	Unit		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
17	Number of Cargo Handling Equipments - Total DEV-2: The Volume of Sea Transportation	Unit		Statistik Perhubungan 2008	Y	Annual	S	DPD-DGST-MOT
1	Domestic Passenger Traffic (Sea)	million		ASEAN Statistical Yearbook 2008	Y	Annual	ASN	ASEAN
2	International Passenger Traffic (Sea)	million		ASEAN Statistical Yearbook 2008	Y	Annual	ASN	ASEAN
3	Domestic Cargo Throughput (Sea)	million Ton		ASEAN Statistical Yearbook 2008	Y	Annual	ASN	ASEAN
4	International Cargo Throughput (Sea)	million Ton		ASEAN Statistical Yearbook 2008	Y	Annual	ASN	ASEAN
5	Production of Sea Transport by National Company - Domestic	Ton		Statistik Perhubungan 2008	Y	Annual	S	DTST-DGST-MOT
6	Production of Sea Transport by National Company - Foreign (Import/ Export)	Ton		Statistik Perhubungan 2008	Y	Annual	S	DTST-DGST-MOT
7	Production of Sea Transport by Foreign Company - Domestic	Ton		Statistik Perhubungan 2008	Y	Annual	S	DTST-DGST-MOT
8	Production of Sea Transport by Foreign Company - Foreign (Import/ Export)	Ton		Statistik Perhubungan 2008	Y	Annual	S	DTST-DGST-MOT
9	Number of Ships Call	Unit (GRT)		Statistik Perhubungan 2008	Y	Annual	S	DPD-DGST-MOT
10	Total Production of Loading / Unloading in Quay	m3		Statistik Perhubungan 2008	Y	Annual	S	DPD-DGST-MOT
11	Total Production of Containers Handling by Terminal Yard	Box		Statistik Perhubungan 2008	Y	Annual	S	DPD-DGST-MOT
12	Total Production of Cargos Terminal Services	m3		Statistik Perhubungan 2008	Y	Annual	S	DPD-DGST-MOT
13	Number of Ship's Call (25 Strategic Port)	unit		BPS website	Y	Annual	N	PAO
14	Number of Ship's Call (25 Strategic Port)	GT (000)		Badan Pusat Statistik (BPS) website	Y	Annual	N	PAO
15	Number of Ship's Call (All Sea Port)	unit		Badan Pusat Statistik (BPS) website	Y	Annual	S	PAO
16	Number of Ship's Call (All Sea Port)	GT (000)		Badan Pusat Statistik (BPS) website	Y	Annual	S	PAO
	Belawan							
17	Production of Inter Island Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
18	Production of Inter Island Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT

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No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
19	Production of Inter Island Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
20	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
21	Production of International Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
22	Production of International Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
23	Production of International Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
24	Production of International Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
Tanjung Priok								
25	Production of Inter Island Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
26	Production of Inter Island Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
27	Production of Inter Island Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
28	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
29	Production of International Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
30	Production of International Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
31	Production of International Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
32	Production of International Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
Tanjung Perak								
33	Production of Inter Island Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
34	Production of Inter Island Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
35	Production of Inter Island Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
36	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT

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No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
37	Production of International Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
38	Production of International Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
39	Production of International Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
40	Production of International Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
Makassar								
41	Production of Inter Island Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
42	Production of Inter Island Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
43	Production of Inter Island Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
44	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
45	Production of International Sea Transport for Cargo Loading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
46	Production of International Sea Transport for Cargo Unloading	Ton		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
47	Production of International Sea Transport for Cargo Loading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
48	Production of International Sea Transport for Cargo Unloading Ratio	%		Statistik Perhubungan 2008	Y	Annual	N	DPD-DGST-MOT
DEV-3: Improvement of the Operation Safety and Security of Transportation								
1	Number of Ship accidents by type of incident - Sink	Case		N/A	Y	Annual	N	DGST-MOT
2	Number of Ship accidents by type of incident - Fire	Case		N/A	Y	Annual	N	DGST-MOT
3	Number of Ship accidents by type of incident - Crash	Case		N/A	Y	Annual	N	DGST-MOT
4	Number of Ship accidents by type of incident - Strand	Case		N/A	Y	Annual	N	DGST-MOT
5	Number of Ship accidents by type of incident - Others	Case		N/A	Y	Annual	N	DGST-MOT

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No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
6	Number of deaths	Case		N/A	Y	Annual	N	DGST-MOT
7	Number of Ship accidents by type of causation - Human	Case		N/A	Y	Annual	N	DGST-MOT
8	Number of Ship accidents by type of causation - Nature	Case		N/A	Y	Annual	N	DGST-MOT
9	Number of Ship accidents by type of causation - Technical and others	Case		N/A	Y	Annual	N	DGST-MOT
10	Number of Actual and Attempted Pirates Attacks in Indonesia	Case		2009 Annual IMB Piracy Report	Y	Annual	N	IMB
11	Number of Actual and Attempted Pirates Attacks in Malacca Straits	Case		2009 Annual IMB Piracy Report	Y	Annual	N	IMB
12	Growth of Marine Inspector Ship	Unit		Statistik Perhubungan 2008	Y	Annual	S	DSS-DGST-MOT
13	Number of Ships Navigation Fleet	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
14	Number of Port Facilities with ISPS Compliance	Unit	Data for 2008 is only upto November	N/A	Y	Annual	N	DGST-MOT
15	Number of Ships with ISPS Compliance	Unit	Data for 2008 is only upto November	N/A	Y	Annual	N	DGST-MOT
16	Number of Recognized Security Organizations (RSO) with ISPS Compliance	Unit	Data for 2008 is only upto November	N/A	Y	Annual	N	DGST-MOT
Marine Aids to Navigation								
17	Number of Marine Aids to Navigation - Lighthouse (Milik DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
18	Number of Marine Aids to Navigation - Light Beacon (Milik DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
19	Number of Marine Aids to Navigation - Light Buoy (Milik DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
20	Number of Marine Aids to Navigation - Day mark (Milik DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT

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No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
21	Number of Marine Aids to Navigation - Unlighted buoy (Milik DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
22	Number of Marine Aids to Navigation - Light Beacon (Milik Non DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
23	Number of Marine Aids to Navigation - Light Buoy (Milik Non DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
24	Number of Marine Aids to Navigation - Day mark (Milik Non DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
25	Number of Marine Aids to Navigation - Unlighted buoy (Milik Non DJPL)	Unit		Statistik Perhubungan 2008	Y	Annual	S	DN-DGST-MOT
Guard and Rescue Patrol Boats								
26	Number of Guard and Rescue Patrol Boats - Class I	Unit		Statistik Perhubungan 2008	Y	Annual	S	DCS-DGST-MOT
27	Number of Guard and Rescue Patrol Boats - Class II	Unit		Statistik Perhubungan 2008	Y	Annual	S	DCS-DGST-MOT
28	Number of Guard and Rescue Patrol Boats - Class III	Unit		Statistik Perhubungan 2008	Y	Annual	S	DCS-DGST-MOT
29	Number of Guard and Rescue Patrol Boats - Class IV	Unit		Statistik Perhubungan 2008	Y	Annual	S	DCS-DGST-MOT
30	Number of Guard and Rescue Patrol Boats - Class V	Unit		Statistik Perhubungan 2008	Y	Annual	S	DCS-DGST-MOT
31	Number of Guard and Rescue Patrol Boats - Total	Unit		Statistik Perhubungan 2008	Y	Annual	S	DCS-DGST-MOT
Operation of operating bodies								
PT Pelabuhan Indonesia I								
32	Operating Revenue	Rp		Laporan Keuangan Beserta Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia I
33	Operating Expenses	Rp		Laporan Keuangan Beserta Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia I
34	Operating Income	Rp		Laporan Keuangan Beserta Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia I
35	Income Before Income Tax	Rp		Laporan Keuangan Beserta Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia I
36	Net Income	Rp		Laporan Keuangan Beserta Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia I
PT Pelabuhan Indonesia II								
37	Operating Revenue	Rp		Financial Statements of PT Pelabuhan Indonesia II 2008	Y	Annual	S	PT Pelabuhan Indonesia II

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Developmental Issues' Indicators
Ports

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
38	Operating Expenses	Rp		Financial Statements of PT Pelabuhan Indonesia II 2008	Y	Annual	S	PT Pelabuhan Indonesia II
39	Operating Income	Rp		Financial Statements of PT Pelabuhan Indonesia II 2008	Y	Annual	S	PT Pelabuhan Indonesia II
40	Income Before Income Tax	Rp		Financial Statements of PT Pelabuhan Indonesia II 2008	Y	Annual	S	PT Pelabuhan Indonesia II
41	Net Income	Rp		Financial Statements of PT Pelabuhan Indonesia II 2008	Y	Annual	S	PT Pelabuhan Indonesia II
PT Pelabuhan Indonesia III								
42	Operating Revenue	000Rp		Laporan Keuangan Konsolidasian Dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia III
43	Operating Expenses	000Rp		Laporan Keuangan Konsolidasian Dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia III
44	Operating Income	000Rp		Laporan Keuangan Konsolidasian Dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia III
45	Income Before Income Tax	000Rp		Laporan Keuangan Konsolidasian Dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia III
46	Net Income	000Rp		Laporan Keuangan Konsolidasian Dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia III
PT Pelabuhan Indonesia IV								
47	Operating Revenue	Rp		Laporan Keuangan dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia IV
48	Operating Expenses	Rp		Laporan Keuangan dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia IV
49	Operating Income	Rp		Laporan Keuangan dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia IV
50	Income Before Income Tax	Rp		Laporan Keuangan dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia IV
51	Net Income	Rp		Laporan Keuangan dan Laporan Auditor Independen 2008	Y	Annual	S	PT Pelabuhan Indonesia IV

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-4: Legal and Regulatory Environment								
1	Annual Budget Plan for DGST - Loan/Grant	Rp		N/A	Y	Annual	N	PD-DGST-MOT
2	Annual Budget Plan for DGST - Government	Rp		N/A	Y	Annual	N	PD-DGST-MOT
3	Annual Budget Plan for DGST - Total	Rp		N/A	Y	Annual	N	PD-DGST-MOT
4	Annual Budget Realisation for DGST - Loan/Grant	Rp		N/A	Y	Annual	N	PD-DGST-MOT
5	Annual Budget Realisation for DGST - Government	Rp		N/A	Y	Annual	N	PD-DGST-MOT
6	Annual Budget Realisation for DGST - Total	Rp		N/A	Y	Annual	N	PD-DGST-MOT
Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source ASEAN: Compiled from data submission, websites and latest yearbooks of AMCs' national statistical offices and relevant departments/ministries as of December 2006; UNESCAP Statistical Indicators for Asia and the Pacific 2004 Compendium (online edition as of November 2005); UNESCAP Asia-Pacific in Figures 2004 (online edition as of May 2005): and Wikipedia ASEAN Statistical Yearbook 2008 (http://www.aseansec.org/publications/aseanstats08.pdf) BPS: Badan Pusat Statistik (http://www.bps.go.id/aboutus.php?label=1&id_subyek=17) DCS-DGST-MOT: Directorate of Custody and Saving, Directorate General of Sea Transportation, Ministry of Transportation DGST-MOT: Directorate General of Sea Transportation, Ministry of Transportation DN-DGST-MOT: Directorate of Navigations, Directorate General Of Sea Transportation, Ministry of Transportation DPD-DGST-MOT: Directorate of Port and Dredging, Directorate General of Sea Transportation, Ministry of Transportation DSS-DGST-MOT: Directorate Of Ship and Seafarer's, Directorate General of Sea Transportation, Ministry of Transportation DTST-DGST-MOT: Directorate of Traffic and Sea Transport, Directorate General Sea Transportation, Ministry of Transportation IMB: International Maritime Bureau PAO: Port Administrator Office PD-DGST-MOT: Planning Division, Directorate General of Sea Transportation, Ministry of Transportation PUSDATIN-MOT: The Centre of Data and Information (PUSDATIN), Ministry of Transportation								

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-1: Maintenance of Airports in the Metropolitan Area, and Improvement in the Maintenance and Expansion of Facility Capacities of Existing Airports								
1	No. of Domestic Airports	unit		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
2	No. of International Airports	unit		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
Flight Communication Facilities								
3	Number of Flight Communication Facilities - Total	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
4	Number of Flight Communication Facilities - VHF	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
5	Number of Flight Communication Facilities - HF - SSB	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
6	Number of Flight Communication Facilities - T - S	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
7	Number of Flight Communication Facilities - AMSC /	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
8	Number of Flight Communication Facilities - ATIS	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
9	Number of Flight Communication Facilities -	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
10	Number of Flight Communication Facilities - Recorder	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
11	Number of Flight Communication Facilities - VHF - ER	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
12	Number of Flight Communication Facilities - VSAT	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
13	Number of Flight Communication Facilities - T-S APP	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
14	Number of Flight Communication Facilities - Radio	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
15	Number of Flight Communication Facilities - Link VHF Repeater	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
16	Number of Flight Communication Facilities - RDARA	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
Air Navigation Facilities								
17	Number of Air Navigation Facilities - Total	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
18	Number of Air Navigation Facilities - NDB	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
19	Number of Air Navigation Facilities - VOR	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
20	Number of Air Navigation Facilities - DME	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
21	Number of Air Navigation Facilities - PSR	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
22	Number of Air Navigation Facilities - SSR	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
23	Number of Air Navigation Facilities - MSSR	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
24	Number of Air Navigation Facilities - ADS-B	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
Landing Equipment Facilities								
25	Number of Landing Equipment Facilities - Total	Unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
26	Number of Landing Equipment Facilities - ILS	Paket		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
27	Number of Landing Equipment Facilities - PALS	Edge R / W		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
28	Number of Landing Equipment Facilities - MALS/SALS	Edge R / W		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
29	Number of Landing Equipment Facilities - SQFL	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
30	Number of Landing Equipment Facilities - LIL	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
31	Number of Landing Equipment Facilities - VASIS	Edge R / W		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
32	Number of Landing Equipment Facilities - PAPI	Edge R / W		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
33	Number of Landing Equipment Facilities - R/W Light	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
34	Number of Landing Equipment Facilities - RTIL	Set		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-2: The Volume of Air Transportation								
1	Domestic Passenger Traffic (Air)	000		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
2	International Passenger Traffic (Air)	000		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
3	Domestic Freight Traffic (Air)	000 metric ton		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
4	No. of Aircraft Traffic	unit		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
5	Cargo Loaded (Air)	000 metric ton		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
6	Cargo Unloaded (Air)	000 ton		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
7	Aircraft Departures	000		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
8	Aircraft Arrivals	000		ASEAN Statistical Yearbook	Y	Annual	ASN	ASEAN
Juanda/Surabaya								
9	Aircraft Movement Production of Domestic Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
10	Aircraft Movement Production of International Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
11	Passengers Production of Domestic Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
12	Passengers Production of International Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
13	Cargoes Production of Domestic Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
14	Cargoes Production of International Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
Ngurahrai/Bali								
15	Aircraft Movement Production of Domestic Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
16	Aircraft Movement Production of International Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
17	Passengers Production of Domestic Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
18	Passengers Production of International Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
19	Cargoes Production of Domestic Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
20	Cargoes Production of International Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
Polonia/Medan								
21	Aircraft Movement Production of Domestic Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
22	Aircraft Movement Production of International Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
23	Passengers Production of Domestic Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
24	Passengers Production of International Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
25	Cargoes Production of Domestic Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
26	Cargoes Production of International Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
Soekarno Hatta/Cengkareng								
27	Aircraft Movement Production of Domestic Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
28	Aircraft Movement Production of International Flights	Unit		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
29	Passengers Production of Domestic Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
30	Passengers Production of International Flights	Prs		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
31	Cargoes Production of Domestic Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
32	Cargoes Production of International Flights	Kg		Statistik Perhubungan 2008	Y	Annual	N	DAT-DGCA-MOT
Flight Productions- Total								
33	Scheduled Domestic Flight Production - Aircraft KM	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
34	Scheduled Domestic Flight Production - Aircraft	times		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT

Transport
Developmental Issues' Indicators
Airports

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
35	Scheduled Domestic Flight Production - Aircraft Hours	hours		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
36	Scheduled Domestic Flight Production - Passenger	passenger		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
37	Scheduled Domestic Flight Production - Freight	ton		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
38	Scheduled Domestic Flight Production - Passenger	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
39	Scheduled Domestic Flight Production - Available	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
40	Scheduled Domestic Flight Production - Passenger	%		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
41	Scheduled Domestic Flight Production - Ton KM Performed (Passenger)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
42	Scheduled Domestic Flight Production - Ton KM Performed (Freight)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
43	Scheduled Domestic Flight Production - Ton KM Performed (Mail)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
44	Scheduled Domestic Flight Production - Ton KM Performed (Total)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
45	Scheduled Domestic Flight Production - Available Ton	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
46	Scheduled Domestic Flight Production - Weight L/F	%		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
47	Scheduled International Flight Production - Aircraft	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
48	Scheduled International Flight Production - Aircraft	times		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
49	Scheduled International Flight Production - Aircraft	hours		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
50	Scheduled International Flight Production - Passenger Carried	passenger		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
51	Scheduled International Flight Production - Freight	ton		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
52	Scheduled International Flight Production - Passenger	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
53	Scheduled International Flight Production - Available Seat KM	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
54	Scheduled International Flight Production - Passenger L/F (%)	%		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
55	Scheduled International Flight Production - Ton KM Performed (Passenger)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
56	Scheduled International Flight Production - Ton KM Performed (Freight)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
57	Scheduled International Flight Production - Ton KM Performed (Mail)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
58	Scheduled International Flight Production - Ton KM Performed (Total)	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
59	Scheduled International Flight Production - Available	000		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT
60	Scheduled International Flight Production - Weight L/F	%		Statistik Perhubungan 2008	Y	Annual	S	DAT-DGCA-MOT

Transport
Developmental Issues' Indicators
Airports

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
DEV-3: Improvement in the Operation								
Safety and Security of Transportation								
Number of Reported Accidents								
1	Number of Breakdown of separation	Case		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
2	Number of Breakdown of coordination	Case		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
3	Number of Incidents	Case		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
4	Number of Accidents	Case		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
5	Number of Accidents (AOC 121)	Case		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
6	Number of Incidents (AOC 121)	Case		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
7	Number of Serious Incidents (AOC 121)	Case		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
8	Number of Fatal Accidents (AOC 121)	Prs		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
9	Number of Injured (AOC 121)	Prs		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
10	Number of People Missing (AOC 121)	Prs		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
11	Number of Accidents (AOC 135)	Case		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
12	Number of Incidents (AOC 135)	Case		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
13	Number of Serious Incidents (AOC 135)	Case		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
14	Number of Fatal Accidents (AOC 135)	Prs		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
15	Number of Injured (AOC 135)	Prs		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
16	Number of People Missing (AOC 135)	Prs		Laporan Tahunan Dephub Tahun 2008	Y	Annual	S	MOT
Air Operator Certificate								
17	Number of Aircrafts based on Air Operator Certificate (AOC-121)	unit		Statistik Perhubungan 2008	Y	Annual	S	DAAO-DGCA-MOT
18	Number of Aircrafts based on Air Operator Certificate (AOC-135)	unit		Statistik Perhubungan 2008	Y	Annual	S	DAAO-DGCA-MOT
19	Number of Aircrafts based on Air Operator Certificate (AOC-91)	unit		Statistik Perhubungan 2008	Y	Annual	S	DAAO-DGCA-MOT

Transport
Developmental Issues' Indicators
Airports

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
Airport Security and Service Facilities								
20	Number of Airport security and service Facilities -	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
21	Number of Airport security and service Facilities - X-	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
22	Number of Airport security and service Facilities -	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
24	Number of Airport security and service Facilities -	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
25	Number of Airport security and service Facilities -	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
26	Number of Airport security and service Facilities -	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
28	Number of Airport security and service Facilities - Handy Talky (HT)	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
29	Number of Airport security and service Facilities -	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
30	Number of Airport security and service Facilities - PAS	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
32	Number of Airport security and service Facilities - Fire Alarm System	unit		Statistik Perhubungan 2008	Y	Annual	S	PD-GDCA-MOT
Human Resources								
33	Number of Air Traffic Controller (ATC) - Junior ATC	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
34	Number of Air Traffic Controller (ATC) - Senior ATC	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
35	Number of Aeronautical Information Services Officer (AIS) - Junior AIS	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
37	Number of Aeronautical Information Services Officer (AIS) - Senior AIS	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
38	Number of Airport Security Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
39	Number of Dangerous Goods Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
41	Number of Fire Fighting Security Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
42	Number of Salvage Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
43	Number of Rescue and Fighting Technician Licence	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
45	Number of Marshaller	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
46	Number of Avionbridge Operator	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
47	Number of Ground Support Equipment Operator	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
48	Number of Helicopter Landing Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
50	Number of Flight Safety Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
51	Number of Air Ground and Ground to Ground Radio Telephony Officer	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
52	Number of Basic Air Traffic Services Operation of operating bodies	Licence		Statistik Perhubungan 2008	Y	Annual	S	DAS-DGCA-MOT
PT Angkasa Pura I								
53	Total Operating Revenue	000 Rp		Laporan Auditor Independen Atas Laporan Keuangan 2008	Y	Annual	S	PT Angkasa Pura I
54	Total Operating Expenses	000 Rp		Laporan Auditor Independen Atas Laporan Keuangan 2008	Y	Annual	S	PT Angkasa Pura I

No.	Indicator	Unit	Remarks	Source	AVL	FRQ	ASN+CI	ORG
55	Operating Income	000 Rp		Laporan Auditor Independen Atas Laporan Keuangan 2008	Y	Annual	S	PT Angkasa Pura I
56	Profit/Loss Before Tax	000 Rp		Laporan Auditor Independen Atas Laporan Keuangan 2008	Y	Annual	S	PT Angkasa Pura I
57	Net Profit After Tax	000 Rp		Laporan Auditor Independen Atas Laporan Keuangan 2008	Y	Annual	S	PT Angkasa Pura I
PT Angkasa Pura II								
58	Total Operating Revenue	Billion Rp		Laporan Tahunan 2008	Y	Annual	S	PT Angkasa Pura
59	Total Operating Expenses	Billion Rp		Laporan Tahunan 2008	Y	Annual	S	PT Angkasa Pura
60	Operating Income	Billion Rp		Laporan Tahunan 2008	Y	Annual	S	PT Angkasa Pura
61	Profit/Loss Before Tax	Billion Rp		Laporan Tahunan 2008	Y	Annual	S	PT Angkasa Pura
62	Net Profit After Tax	Billion Rp		Laporan Tahunan 2008	Y	Annual	S	PT Angkasa Pura
DEV-4: Legal and Regulatory Environment								
1	Annual Budget Allocation for DGCA - Loan/Grant	000 Rp		N/A	Y	Annual	N	PD-GDCA-MOT
2	Annual Budget Allocation for DGCA - Government	000 Rp		N/A	Y	Annual	N	PD-GDCA-MOT
3	Annual Budget Allocation for DGCA - Total	000 Rp		N/A	Y	Annual	N	PD-GDCA-MOT
4	Annual Budget Disbursement for DGCA - Loan/Grant	000 Rp		N/A	Y	Annual	N	PD-GDCA-MOT
5	Annual Budget Disbursement for DGCA -	000 Rp		N/A	Y	Annual	N	PD-GDCA-MOT
6	Annual Budget Disbursement for DGCA - Total	000 Rp		N/A	Y	Annual	N	PD-GDCA-MOT

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

ASEAN: Compiled from data submission, websites and latest yearbooks of AMCs' national statistical offices and relevant departments/ministries as of December 2006; UNESCAP Statistical Indicators for Asia and the Pacific 2004 Compendium (online edition as of November 2005);

UNESCAP Asia-Pacific in Figures 2004 (online edition as of May 2005): and Wikipedia

ASEAN Statistical Yearbook 2008 (<http://www.aseansec.org/publications/aseanstats08.pdf>)

DAAO-DGCA-MOT: Directorate of Airworthiness And Aircraft Operations, Directorate General of Civil Aviation, Ministry of Transportation

DAS-DGCA-MOT: Directorate of Aviation Safety, Directorate General of Civil Aviation, Ministry of Transportation

DAT-DGCA-MOT: Directorate of Air Transportation, Directorate General of Civil Aviation, Ministry of Transportation

MOT: Ministry of Transportation

PD-GDCA-MOT: Planning Division, Directorate General of Civil Aviation, Ministry of Transportation

PT Angkasa Pura II (<http://www.angkasapura2.co.id/>)

PUSDATIN-MOT: The Centre of Data and Information (PUSDATIN), Ministry of Transportation

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-1: Improvement and Maintenance of Transportation Infrastructure and Facilities														
DEV-1-1: Extension and maintenance of road infrastructure and integration of transportation network system														
1	Road Length (Total)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	437,759	N/A
2	Road, Paved	%	45.1	N/A	N/A	N/A	N/A	N/A	N/A	55.4	N/A	N/A	N/A	N/A
3	Access to All-Season Road	%	N/A	N/A	N/A	N/A	N/A	94.0	N/A	N/A	N/A	N/A	N/A	N/A
4	Road Length (Asphalted)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	258,744	N/A
5	Road Length (Gravel)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	72,933	N/A
6	Road Length (Soil)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	91,444	N/A
7	Road Length (Other)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14,638	N/A
8	Road Length (National Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	34,629	34,318	34,318	36,318	36,318	N/A
9	Road Length (Province Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	46,498	46,771	46,771	50,044	50,044	N/A
10	Road Length (Regional Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	229,080	229,208	229,208	245,253	245,253	N/A
11	Road Length (Urban Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	21,863	21,934	21,934	23,469	23,469	N/A
12	Road Length (Tol Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	660	772	772	772	772	N/A
13	National Road Length (Sumatra)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10,588.92	N/A
14	National Road Length (Java)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,119.12	N/A
15	National Road Length (Kalimantan)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,705.97	N/A
16	National Road Length (Bali)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	501.64	N/A
17	National Road Length (Nusa Tenggara Barat)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	601.83	N/A
18	National Road Length (Nusa Tenggara Timur)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,273.02	N/A
19	National Road Length (Sulawesi)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7,091.50	N/A
20	National Road Length (Maluku)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	985.46	N/A
21	National Road Length (Maluku Utara)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	458.21	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
22	National Road Length (Papua)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,303.16	N/A
23	National Road Lane Length (Sumatra)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	22.380	22.900	23.590	24.859	N/A
24	National Road Lane Length (Java)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16.980	17.590	18.400	18.743	N/A
25	National Road Lane Length (Kalimantan)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.580	11.830	12.160	13.007	N/A
26	National Road Lane Length (Sulawesi)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	13.510	13.540	13.580	13.956	N/A
27	National Road Lane Length (Bali)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.500	1.510	1.520	1.543	N/A
28	National Road Lane Length (Nusa Tenggara Barat)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.240	1.240	1.240	1.274	N/A
29	National Road Lane Length (Nusa Tenggara Timur)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.040	2.050	2.060	2.080	N/A
30	National Road Lane Length (Maluku)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.360	1.370	1.370	1.503	N/A
31	National Road Lane Length (Maluku Utara)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.730	0.730	0.730	0.752	N/A
32	National Road Lane Length (Papua)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.610	3.830	4.130	4.473	N/A
33	Road Condition (Good & Fair)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	27,911	28,272	29,054	29,781	N/A
34	Road Condition (Poor/Damaged)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,874	3,828	3,809	3,809	N/A
35	Road Condition (Very Poor/Seriously Damaged)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,844	2,529	1,766	1,039	N/A
36	Road Condition(Good & Fair)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	80.60	81.64	83.90	83.23	N/A
37	Road Condition (Poor/Damaged)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8.30	11.06	11.00	13.34	N/A
38	Road Condition (Very Poor/Seriously Damaged)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.10	7.30	5.10	3.43	N/A
39	Total length of toll road	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,087.88	N/A
40	Toll Road Development Progress (In Operation)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	N/A
41	Toll Road Development Progress (In Operation managed by PT. Jasa Marga)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16	N/A
42	Toll Road Development Progress (In Operation managed by Private Sector)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	8	N/A
43	Toll Road Development Progress (Concession Agreement Signed)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	22	N/A
44	Toll Road Development Progress (Concession Agreement Preparation)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
45	Toll Road Development Progress (Tender Preparation)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11	N/A
46	Toll Road Development Progress (Built by Government)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A
47	Toll Road Development Progress (Other Toll Road - 6 Links of DKI Jakarta Toll Road)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6	N/A
48	Toll Road Development Progress (Other Toll Road - Tender Doc. Prep)	Section	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14	N/A
49	Toll Road Development Progress (In Operation)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	687.87	N/A
50	Toll Road Development Progress (Concession Agreement Signed)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	802.13	N/A
51	Toll Road Development Progress (Concession Agreement Preparation)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	169.46	N/A
52	Toll Road Development Progress (Tender Preparation)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	475.42	N/A
53	Toll Road Development Progress (Built by Government)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	75.91	N/A
54	Toll Road Development Progress (Other Toll Road - 6 Links of DKI Jakarta Toll Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	87.51	N/A
55	Toll Road Development Progress (Other Toll Road - Tender Doc. Prep)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	789.58	N/A
56	Toll Road Managed by PT. Jasa Marga (Total)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	529.42	N/A
57	Toll Road Managed by PT. Jasa Marga (Main Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	459.65	N/A
58	Toll Road Managed by PT. Jasa Marga (Access Road)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	69.77	N/A
59	Toll Road Managed by Private Sector	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	158.45	N/A
60	Bridge Length (Total)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	298.566	307.659	314.339	N/A
61	Bridge Length (Condition 0=New bridge and without Damage)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	149.600	146.503	143.528	N/A
62	Bridge Length (Condition 1=Minor)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	53.418	58.038	63.398	N/A
63	Bridge Length (Condition 2=Damage that requires monitoring or maintenance in the future)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	40.899	47.949	53.019	N/A
64	Bridge Length (Condition 3=Damage that requires immediate action)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24.347	24.475	25.131	N/A
65	Bridge Length (Condition 4=Critical condition)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12.974	13.278	11.889	N/A
66	Bridge Length (Condition 5=bridge / element does not work anymore)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	17.329	17.417	17.373	N/A
67	Bridge Length (Box Culvert)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			13.807	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
68	Bridge Length (Girder)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			134,380	N/A
69	Bridge Length (Frame)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			109,214	N/A
70	Bridge Length (MISCELLANEOUS)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			89,068	N/A
71	Number of Bridges (Total)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11,967	12,305	12,512	N/A
72	Number of Bridges (Condition 0=New bridge and without Damage)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5,971	5,899	5,806	N/A
73	Number of Bridges (Condition 1=Minor)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,282	2,323	2,501	N/A
74	Number of Bridges (Condition 2=Damage that requires monitoring or maintenance in the future)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,784	2,091	2,260	N/A
75	Number of Bridges (Condition 3=Damage that requires immediate action)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,010	1,044	1,043	N/A
76	Number of Bridges (Condition 4=Critical condition)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	561	589	548	N/A
77	Number of Bridges (Condition 5=bridge / element does not work anymore)	Num	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	359	359	354	N/A
78	Number of Bridges (Box Culvert)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,030
79	Number of Bridges (Girder)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7,888
80	Number of Bridges (Frame)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,677
81	Number of Bridges (MISCELLANEOUS)	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6,467
DEV-1-1: Improvement of accessibility to transportation services in rural area														
1	Road Density	km/km ²	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0186	N/A
2	Road Density(Sumatra)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0237	N/A
3	Road Density(Java)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0396	N/A
4	Road Density(Bali)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0921	N/A
5	Road Density(Nusa Tenggara)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0285	N/A
6	Road Density(Kalimantan)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0112	N/A
7	Road Density(Sulawesi)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0366	N/A
8	Road Density(Maluku)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0165	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
9	Road Density(Papua)	km/km2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.0054	N/A
10	National Road Condition(Sumatra)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	9522.46	N/A
11	National Road Condition(Java)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4883.36	N/A
12	National Road Condition(Kalimantan)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4243.22	N/A
13	National Road Condition(Bali)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	500.9	N/A
14	National Road Condition(Nusa Tenggara Barat)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	562.69	N/A
15	National Road Condition(Nusa Tenggara Timur)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1033.76	N/A
16	National Road Condition(Maluku)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	592.88	N/A
17	National Road Condition(Maluku Utara)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	365.63	N/A
18	National Road Condition(Sulawesi)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5949.74	N/A
19	National Road Condition(Papua)Stable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1166.44	N/A
20	National Road Condition(Sumatra)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1066.46	N/A
21	National Road Condition(Java)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	235.76	N/A
22	National Road Condition(Kalimantan)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1462.75	N/A
23	National Road Condition(Bali)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.74	N/A
24	National Road Condition(Nusa Tenggara Barat)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	39.14	N/A
25	National Road Condition(Nusa Tenggara Timur)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	239.26	N/A
26	National Road Condition(Maluku)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	392.58	N/A
27	National Road Condition(Maluku Utara)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	92.58	N/A
28	National Road Condition(Sulawesi)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1141.76	N/A
29	National Road Condition(Papua)Unstable	Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1136.72	N/A
30	National Road Condition(Sumatra)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	89.93	N/A
31	National Road Condition(Java)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	95.39	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
32	National Road Condition(Kalimantan)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	74.36	N/A
33	National Road Condition(Bali)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	99.85	N/A
34	National Road Condition(Nusa Tenggara Barat)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	93.50	N/A
35	National Road Condition(Nusa Tenggara Timur)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	81.21	N/A
36	National Road Condition(Maluku)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	60.16	N/A
37	National Road Condition(Maluku Utara)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	79.80	N/A
38	National Road Condition(Sulawesi)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	83.90	N/A
39	National Road Condition(Papua)Stable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	50.65	N/A
40	National Road Condition(Sumatra)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.07	N/A
41	National Road Condition(Java)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.61	N/A
42	National Road Condition(Kalimantan)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	25.64	N/A
43	National Road Condition(Bali)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.15	N/A
44	National Road Condition(Nusa Tenggara Barat)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6.50	N/A
45	National Road Condition(Nusa Tenggara Timur)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18.79	N/A
46	National Road Condition(Maluku)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	39.84	N/A
47	National Road Condition(Maluku Utara)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	20.20	N/A
48	National Road Condition(Sulawesi)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	16.10	N/A
49	National Road Condition(Papua)Unstable	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	49.35	N/A
DEV-2: The Volume of Road Transportation														
DEV-2-1: Promotion of Public Transportation Use and restriction of private vehicle use														
1	Number of Vehicles (Passenger Cars)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	6,748,762	7,484,175	7,678,891	9,501,241	10,779,687	N/A
2	Number of Vehicles (Buses)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	4,260,889	4,573,864	4,896,065	5,013,544	6,025,023	N/A
3	Number of Vehicles (Trucks)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	2,013,176	2,413,711	2,737,610	2,854,990	3,870,741	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
4	Number of Vehicles (Motor Cycles)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	#####	#####	#####	#####	51,697,879	N/A
5	Annually Increase of Vehicles (Total)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	13.52	5.77	25.59	14.30	N/A
6	Annually Increase of Vehicles (Passenger Cars)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	10.90	2.60	23.73	13.46	N/A
7	Annually Increase of Vehicles (Buses)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.35	7.04	2.40	20.17	N/A
8	Annually Increase of Vehicles (Trucks)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19.90	13.42	4.29	35.58	N/A
9	Annually Increase of Vehicles (Motor Cycles)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14.60	5.75	30.90	12.51	N/A
10	Distribution of Vehicles (Passenger Cars)	%	N/A	N/A	N/A	N/A	N/A	N/A	16.07	15.70	15.23	15.01	14.89	N/A
11	Distribution of Vehicles (Buses)	%	N/A	N/A	N/A	N/A	N/A	N/A	10.15	9.60	9.71	7.92	8.32	N/A
12	Distribution of Vehicles (Trucks)	%	N/A	N/A	N/A	N/A	N/A	N/A	4.79	5.06	5.43	4.51	5.35	N/A
13	Distribution of Vehicles (Motor Cycles)	%	N/A	N/A	N/A	N/A	N/A	N/A	68.98	69.64	69.63	72.57	71.43	N/A
14	Number of Driver Licenses (Total)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	5,117,641	5,344,220	6,449,196	7,689,394	9,083,263	N/A
15	Number of Driver Licenses (SIM A)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	1,223,978	1,264,314	1,328,313	1,549,261	1,813,109	N/A
16	Number of Driver Licenses (SIM B I)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	362,476	405,034	433,805	475,402	474,818	N/A
17	Number of Driver Licenses (SIM B II)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	102,377	129,280	129,333	157,511	148,544	N/A
18	Number of Driver Licenses (SIM C)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	3,428,810	3,545,592	4,557,745	5,507,220	6,646,792	N/A
19	Annually Increase of Driver Licenses (Total)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.43	20.68	19.23	18.13	N/A
20	Annually Increase of Driver Licenses (SIM A)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.30	5.06	16.63	17.03	N/A
21	Annually Increase of Driver Licenses (SIM B I)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	11.74	7.10	9.59	-0.12	N/A
22	Annually Increase of Driver Licenses (SIM B II)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	26.28	0.04	21.79	-5.69	N/A
23	Annually Increase of Driver Licenses (SIM C)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.41	28.55	20.83	20.69	N/A
24	Distribution of Driver Licenses (SIM A)	%	N/A	N/A	N/A	N/A	N/A	N/A	23.92	23.66	20.60	20.15	19.96	N/A
25	Distribution of Driver Licenses (SIM B I)	%	N/A	N/A	N/A	N/A	N/A	N/A	7.08	7.58	6.73	6.18	5.23	N/A
26	Distribution of Driver Licenses (SIM B II)	%	N/A	N/A	N/A	N/A	N/A	N/A	2.00	2.42	2.01	2.05	1.64	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
27	Distribution of Driver Licenses (SIM C)	%	N/A	N/A	N/A	N/A	N/A	N/A	67.00	66.34	70.67	71.62	73.18	N/A
28	Modal Share In Jabodetabek (Rail)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A
29	Modal Share In Jabodetabek (Bus)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	58	N/A
30	Modal Share In Jabodetabek (Private Car)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	17	N/A
31	Modal Share In Jabodetabek (Motorcycle)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	23	N/A
32	Number of Goods Vehicles	000	N/A	N/A	1,707	1,777	1,865	2,047	2,316	2,921	3,542	4,846	N/A	N/A
DEV-4: Improvement of Legal and Regulatory Environment														
DEV-4-2: Mitigation of air pollution														
1	CO Emission (Bandung)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19,384.63	N/A
2	CO Emission (Bekasi)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	35,814.79	N/A
3	CO Emission (Depasar)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14,961.25	N/A
4	CO Emission (Depok)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19,683.63	N/A
5	CO Emission (Jakarta Barat)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	26,278.86	N/A
6	CO Emission (Jakarta Pusat)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	27,376.35	N/A
7	CO Emission (Jakarta Selatan)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	22,412.55	N/A
8	CO Emission (Jakarta Timur)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18,052.96	N/A
9	CO Emission (Jakarta Utara)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	23,099.01	N/A
10	CO Emission (Makasaar)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18,124.53	N/A
11	CO Emission (Medan)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	33,095.02	N/A
12	CO Emission (Palenbang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12,120.09	N/A
13	CO Emission (Semarang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	32,240.51	N/A
14	CO Emission (Surabaya)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	31,710.73	N/A
15	CO Emission (Tangerang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15,842.96	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
16	CO Emission (Yogyakarta)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12,911.12	N/A
17	HC Emission (Bandung)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	220.97	N/A
18	HC Emission (Bekasi)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	190.52	N/A
19	HC Emission (Denpasar)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	197.12	N/A
20	HC Emission (Depok)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	214.95	N/A
21	HC Emission (Jakarta Barat)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	181.14	N/A
22	HC Emission (Jakarta Pusat)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	152.80	N/A
23	HC Emission (Jakarta Selatan)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	169.69	N/A
24	HC Emission (Jakarta Timur)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	188.53	N/A
25	HC Emission (Jakarta Utara)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	167.69	N/A
26	HC Emission (Makassar)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	143.38	N/A
27	HC Emission (Medan)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	168.11	N/A
28	HC Emission (Palenbang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	117.02	N/A
29	HC Emission (Semarang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	216.36	N/A
30	HC Emission (Surabaya)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	264.12	N/A
31	HC Emission (Tangerang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	280.22	N/A
32	HC Emission (Yogyakarta)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	199.92	N/A
33	NO2 Emission (Bandung)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	108.25	N/A
34	NO2 Emission (Bekasi)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	51.43	N/A
35	NO2 Emission (Denpasar)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	95.63	N/A
36	NO2 Emission (Depok)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	28.40	N/A
37	NO2 Emission (Jakarta Barat)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	42.45	N/A
38	NO2 Emission (Jakarta Pusat)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	56.02	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
39	NO2 Emission (Jakarta Selatan)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	46.63	N/A
40	NO2 Emission (Jakarta Timur)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	39.26	N/A
41	NO2 Emission (Jakarta Utara)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	140.10	N/A
42	NO2 Emission (Makassar)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	45.22	N/A
43	NO2 Emission (Medan)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	68.86	N/A
44	NO2 Emission (Palenbang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	40.28	N/A
45	NO2 Emission (Semarang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	148.90	N/A
46	NO2 Emission (Surabaya)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77.24	N/A
47	NO2 Emission (Tangerang)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	130.12	N/A
48	NO2 Emission (Yogyakarta)	ug/Nm3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	149.72	N/A

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-1: Rehabilitation and Improvement of Transportation Infrastructure and Facilities														
1	Length of Rail	Km	N/A	N/A	N/A	N/A	N/A	N/A	4,517,197	4,517,197	4,682,343	4,802,547	4,813,000	N/A
2	Length of Rail (R54)	Km	N/A	N/A	N/A	N/A	N/A	N/A	1,423,324	1,423,324	1,870,111	2,198,538	2,234,193	N/A
3	Length of Rail (R50)	Km	N/A	N/A	N/A	N/A	N/A	N/A	204,803	204,803	213,780	213,780	311,753	N/A
4	Length of Rail (R42)	Km	N/A	N/A	N/A	N/A	N/A	N/A	1,932,453	1,932,453	1,386,264	1,284,328	1,299,973	N/A
5	Length of Rail (R33)	Km	N/A	N/A	N/A	N/A	N/A	N/A	699,619	699,619	791,906	755,861	755,861	N/A
6	Length of Rail (R25)	Km	N/A	N/A	N/A	N/A	N/A	N/A	256,998	256,998	420,282	350,040	211,220	N/A
7	Number of Rail crossing (Total)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	8,328	8,385	8,385	8,674	5,058	N/A
8	Number of Rail crossing (Guarded)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	1,161	1,145	1,145	1,142	1,164	N/A
9	Number of Rail crossing (Unguarded)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	6,681	6,926	6,926	6,940	3,415	N/A
10	Number of Rail crossing (Illegal)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	486	314	314	592	479	N/A
11	Number of Railway Electric Signal by Division Regional (DRIVE)	Set	N/A	N/A	N/A	N/A	N/A	N/A	0	199	199	197	204	N/A
12	Number of Railway Stations (Total)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	571	569	568	568	570	N/A
13	Number of Railway Stations (Java)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	437	435	439	439	441	N/A
14	Number of Railway Stations (Sumatera)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	134	134	129	129	129	N/A
DEV-2: The Volume of Railway Transportation														
1	Number of Passengers (Total)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	149,698	151,487	161,288	175,456	197,773	N/A
2	Number of Passengers (Total)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	196,215	207,161
3	Number of Passengers (Java)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	146,348	148,422	157,965	172,043	193,764	N/A
4	Number of Passengers (Sumatera)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	3,350	3,065	3,323	3,413	4,009	N/A
5	Number of Passengers (Executive Class)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6,460	6,394
6	Number of Passengers (Business Class)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7,050	7,248
7	Number of Passengers (Economy Class)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	15,551	17,572

Transport
Time-series Data
Railways

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
8	Number of Passengers (Local Business)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.423	6.449
9	Number of Passengers (Local Economy)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	36.031	38.866
10	Number of Passengers (Jabotabek Commercial)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	14.725	15.915
11	Number of Passengers (Jabotabek Economy)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	111.975	86.699
12	Number of Passengers (Jabotabek Economy AC)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.000	28.018
13	Number of Passengers (Main Line Trace)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	24.255	24.002	25.190	24.199	30.599	N/A
14	Number of Passengers (Local Line Trace)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	24.863	26.517	31.674	33.162	40.475	N/A
15	Number of Passengers (Commuter Trace)	Mill. Pass	N/A	N/A	N/A	N/A	N/A	N/A	100.579	100.969	104.425	118.096	126.700	N/A
16	Passengers - Km (Total)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	14.286	14.344	15.438	15.871	18.509	N/A
17	Passengers - Km (Total)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18.511	18.906
18	Passengers - Km (Java)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	13.500	13.610	14.658	15.091	17.606	N/A
19	Passengers - Km (Sumatera)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	0.786	0.734	0.780	0.780	0.903	N/A
20	Passengers - Km (Executive Class)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,753.423	2,652.164
21	Passengers - Km (Business Class)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,622.470	2,697.065
22	Passengers - Km (Economy Class)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	6,651.399	7,518.623
23	Passengers - Km (Local Business)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	294.904	415.472
24	Passengers - Km (Local Economy)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,229.734	2,424.820
25	Passengers - Km (Jabotabek Commercial)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	537.558	572.580
26	Passengers - Km (Jabotabek Economy)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3,421.443	2,624.850
27	Passengers - Km (Jabotabek Economy AC)	pass N/A Mill. Km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.000	883.574
28	Average passengers trip (All region)	Km	N/A	N/A	N/A	N/A	N/A	N/A	327	331	328	317	316	N/A
29	Average passengers trip (Java)	Km	N/A	N/A	N/A	N/A	N/A	N/A	92	92	93	88	91	N/A
30	Average passengers trip (Sumatera)	Km	N/A	N/A	N/A	N/A	N/A	N/A	235	239	235	229	225	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
31	Cargo (Total)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	17.454	17.328	17.483	17.034	19.554	N/A
32	Cargo (Total)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	19.268	19.011
33	Cargo (Java)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	4.498	4.479	3.910	3.928	4.316	N/A
34	Cargo (Sumatera)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	12.956	12.849	13.573	13.106	15.238	N/A
35	Cargo (Negotiation)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18.074	17.807
36	Cargo (Non-Negotiation)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1.194	1.204
37	Cargo - Km (Total)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.349	5.487
38	Cargo - Km (Java)	Mill. Ton	N/A	N/A	N/A	N/A	N/A	N/A	4.587	0.936	0.872	0.896	1.114	N/A
39	Cargo - Km (Sumatera)	Mill. ton-km	N/A	N/A	N/A	N/A	N/A	N/A	3.641	3.454	3.662	3.508	4.337	N/A
40	Cargo - Km (Negotiation)	Mill. ton-km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.085	5.098
41	Cargo - Km (Non-Negotiation)	Mill. ton-km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.264	0.388
42	Average freight length distance (Total)	Km	N/A	N/A	N/A	N/A	N/A	N/A	1.301	478	493	496	543	N/A
43	Average freight length distance (Java)	Km	N/A	N/A	N/A	N/A	N/A	N/A	1.020	209	223	228	258	N/A
44	Average freight length distance (Sumatera)	Km	N/A	N/A	N/A	N/A	N/A	N/A	281	269	270	268	285	N/A

DEV-3: Improvement of the Operation

1	Profit Margin	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.22
2	Asset Turn Over	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	89.34
3	Return on Asset	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.43
4	Financial Leverage	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	143.23
5	Return on Equity	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4.92
6	Ebitda	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7.52
7	ROCE	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.77
8	Avarage Accuracy (Passenger Service / Arrival)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	77	81	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
9	Average Accuracy (Passenger Service / Depature)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	24	32	N/A
10	Average Accuracy (Cargo Service / Arrival)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	21	26	N/A
11	Average Accuracy (Cargo Service / Depature)	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	18	25	N/A
12	Average Delays (Passenger Service / Arrival)	Min.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7	5	N/A
13	Average Delays (Passenger Service / Depature)	Min.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	46	37	N/A
14	Average Delays (Cargo Service / Arrival)	Min.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	90	111	N/A
15	Average Delays (Cargo Service / Depature)	Min.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	90	97	N/A
16	Number of Train Accidents (Total)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	170	102	116	159	147	N/A
17	Number of Train Accidents (Accidents Between Trains Against Trains)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	7	10	5	3	3	N/A
18	Number of Train Accidents (Accident Between Trains Against Vehicles)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	30	15	24	20	21	N/A
19	Number of Train Accidents (Derailment)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	91	66	68	110	99	N/A
20	Number of Train Accidents (Rolling)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5	7	8	N/A
21	Number of Train Accidents (Flood / Lanslide)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	4	3	3	3	8	N/A
22	Number of Train Accidents (Others)	Accidents	N/A	N/A	N/A	N/A	N/A	N/A	38	8	11	16	8	N/A
23	Number of Victims (Total)	Person	N/A	N/A	N/A	N/A	N/A	N/A	192	232	178	326	196	N/A
24	Number of Victims (Dead)	Person	N/A	N/A	N/A	N/A	N/A	N/A	85	36	50	34	45	N/A
25	Number of Victims (Seriously Injured)	Person	N/A	N/A	N/A	N/A	N/A	N/A	78	85	76	128	78	N/A
26	Number of Victims (lightly Injured)	Person	N/A	N/A	N/A	N/A	N/A	N/A	29	111	52	164	73	N/A
DEV-4: Improvement of Legal and Regulatory Environment														
1	Annual APBN Funding for DGR	Billion Rupiah	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,128.48	5,655.27	12,407.14	21,393.88	31,353.16
2	RealizationI of APBN Funding for DGR	Billion Rupiah	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,070.76	2,931.07	5,221.98	8,219.54	10,922.60
3	Achievement rate of Railway Facilities Investment	%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	94.9	51.8	42.1	38.4	34.8

Note:AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-1: Maintenance of Transportation Infrastructure Facilities														
1	Length of Berths Managed by Indonesia Port Corporation I	m	N/A	N/A	N/A	N/A	N/A	N/A	7,854	7,904	7,904	8,694	9,563	N/A
2	Length of Berths Managed by Indonesia Port Corporation II	m	N/A	N/A	N/A	N/A	N/A	N/A	20,473	20,508	20,508	22,559	22,558	N/A
3	Length of Berths Managed by Indonesia Port Corporation III	m	N/A	N/A	N/A	N/A	N/A	N/A	28,526	30,649	35,020	38,522	38,371	N/A
4	Length of Berths Managed by Indonesia Port Corporation IV	m	N/A	N/A	N/A	N/A	N/A	N/A	10,366	11,428	19,567	21,524	11,548	N/A
5	Open Storages Facilities Managed by Indonesian Port Corporation I (Storage I and II)	m2	N/A	N/A	N/A	N/A	N/A	N/A	126,586	115,953	127,186	133,545	146,900	N/A
6	Open Storages Facilities Managed by Indonesian Port Corporation I (Storage yard I)	m2	N/A	N/A	N/A	N/A	N/A	N/A	176,272	408,789	176,771	194,448	213,893	N/A
7	Open Storages Facilities Managed by Indonesian Port Corporation II (Storage I and II)	m2	N/A	N/A	N/A	N/A	N/A	N/A	270,949	255,154	255,154	255,154	280,669	N/A
8	Open Storages Facilities Managed by Indonesian Port Corporation II (Storage yard I)	m2	N/A	N/A	N/A	N/A	N/A	N/A	1,221,682	1,226,632	1,226,632	1,266,632	1,349,295	N/A
9	Open Storages Facilities Managed by Indonesian Port Corporation III (Storage I and II)	m2	N/A	N/A	N/A	N/A	N/A	N/A	192,306	190,271	202,737	212,874	203,456	N/A
10	Open Storages Facilities Managed by Indonesian Port Corporation III (Storage yard I)	m2	N/A	N/A	N/A	N/A	N/A	N/A	857,483	724,131	2,497,038	2,497,038	3,005,128	N/A
11	Open Storages Facilities Managed by Indonesian Port Corporation IV (Storage I and II)	m2	N/A	N/A	N/A	N/A	N/A	N/A	77,958	69,368	54,024	56,725	63,368	N/A
12	Open Storages Facilities Managed by Indonesian Port Corporation IV (Storage yard I)	m2	N/A	N/A	N/A	N/A	N/A	N/A	333,659	386,890	206,318	216,634	395,210	N/A
13	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation I	Unit	N/A	N/A	N/A	N/A	N/A	N/A	100	100	76	85	85	N/A
14	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation II	Unit	N/A	N/A	N/A	N/A	N/A	N/A	837	811	116	116	116	N/A
15	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation III	Unit	N/A	N/A	N/A	N/A	N/A	N/A	286	109	109	109	525	N/A
16	Number of Cargo Handling Equipments Managed by Indonesia Port Corporation IV	Unit	N/A	N/A	N/A	N/A	N/A	N/A	147	147	147	157	180	N/A
17	Number of Cargo Handling Equipments - Total	Unit	N/A	N/A	N/A	N/A	N/A	N/A	1,370	1,167	448	467	906	N/A
DEV-2: The Volume of Sea Transportation														
1	Domestic Passenger Traffic (Sea)	million	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.1	N/A	N/A
2	International Passenger Traffic (Sea)	million	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.8	N/A	N/A
3	Domestic Cargo Throughput (Sea)	million Ton	N/A	N/A	265.0	302.0	308.0	305.0	301.0	313.0	N/A	232.0	N/A	N/A
4	International Cargo Throughput (Sea)	million Ton	N/A	N/A	187.0	162.0	84.0	223.0	206.0	211.0	N/A	N/A	N/A	N/A
5	Production of Sea Transport by National Company - Domestic	Ton	N/A	N/A	N/A	N/A	N/A	N/A	#####	#####	135,335,338	148,740,629	192,763,874	N/A
6	Production of Sea Transport by National Company - Foreign (Import/ Export)	Ton	N/A	N/A	N/A	N/A	N/A	N/A	16,277,341	24,599,718	29,363,757	31,381,870	38,196,693	N/A
7	Production of Sea Transport by Foreign Company - Domestic	Ton	N/A	N/A	N/A	N/A	N/A	N/A	86,285,752	91,879,206	85,444,321	79,214,358	50,126,180	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
8	Production of Sea Transport by Foreign Company - Foreign (Import/ Export)	Ton	N/A	N/A	N/A	N/A	N/A	N/A	#####	#####	485,789,846	500,514,225	498,273,709	N/A
9	Number of Ships Call	Unit (GRT)	N/A	N/A	N/A	N/A	N/A	N/A	291,094	280,573	268,458	275,355	283,067	N/A
10	Total Production of Loading / Unloading in Quay	m3	N/A	N/A	N/A	N/A	N/A	N/A	273,973	286,186	359,319	377,285	403,722	N/A
11	Total Production of Containers Handling by Terminal Yard	Box	N/A	N/A	N/A	N/A	N/A	N/A	5,848,311	5,582,029	5,783,007	6,122,105	7,496,195	N/A
12	Total Production of Cargos Terminal Services	m3	N/A	N/A	N/A	N/A	N/A	N/A	51,074	26,146	28,304	29,152	32,302	N/A
13	Number of Ship's Call (25 Strategic Port)	unit	N/A	241,625	244,270	246,986	335,504	167,978	204,623	335,504	238,448	296,000	352,043	N/A
14	Number of Ship's Call (25 Strategic Port)	GT (000)	N/A	376,004	500,508	500,668	552,800	434,818	435,643	552,800	460,329	430,130	450,399	N/A
15	Number of Ship's Call (All Sea Port)	unit	N/A	863,672	665,245	678,234	755,781	713,415	531,250	755,781	509,228	591,278	729,564	N/A
16	Number of Ship's Call (All Sea Port)	GT (000)	N/A	535,998	731,851	735,293	909,546	752,059	734,532	909,546	743,463	786,272	822,968	N/A
Belawan														
17	Production of Inter Island Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	665,490	903,938	474,127	497,833	768,761	N/A
18	Production of Inter Island Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	7,802,591	7,473,749	6,608,043	7,014,045	5,181,778	N/A
19	Production of Inter Island Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.08	0.11	0.07	0.07	0.08	N/A
20	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.92	0.89	0.93	0.93	1.02	N/A
21	Production of International Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	5,623,436	5,525,676	4,505,600	4,730,880	5,203,968	N/A
22	Production of International Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	1,825,246	2,759,586	2,192,030	2,301,632	2,531,795	N/A
23	Production of International Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.75	0.67	0.67	0.67	0.74	N/A
24	Production of International Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.25	0.33	0.33	0.33	0.04	N/A
Tanjung Priok														
25	Production of Inter Island Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	4,688,972	5,738,610	6,025,541	6,326,865	6,959,552	N/A
26	Production of Inter Island Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	13,547,588	13,054,157	13,765,265	14,455,208	15,900,729	N/A
27	Production of Inter Island Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.26	0.31	0.30	0.30	0.33	N/A
28	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.74	0.69	0.70	0.70	0.77	N/A
29	Production of International Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	5,675,937	7,622,715	8,003,851	8,404,043	9,244,447	N/A
30	Production of International Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	12,161,257	11,738,888	72,825,832	72,948,124	80,242,536	N/A
31	Production of International Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.32	0.39	0.10	0.10	0.11	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
32	Production of International Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.68	0.61	0.90	0.90	0.99	N/A
Tanjung Perak														
33	Production of Inter Island Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	2,047,564	2,134,910	1,453,739	1,926,426	2,149,574	N/A
34	Production of Inter Island Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	4,852,302	4,050,943	3,289,633	3,454,115	4,376,714	N/A
35	Production of Inter Island Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.30	0.44	0.44	0.44	0.42	N/A
36	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.70	0.56	0.56	0.56	0.56	N/A
37	Production of International Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	752,694	873,123	786,464	825,787	4,782,139	N/A
38	Production of International Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	3,784,135	3,560,909	5,398,620	5,668,551	3,710,256	N/A
39	Production of International Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.17	0.20	0.13	0.13	0.14	N/A
40	Production of International Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.83	0.80	0.87	0.87	0.96	N/A
Makassar														
41	Production of Inter Island Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	2,464,842	2,665,155	2,665,155	2,798,413	1,269,862	N/A
42	Production of Inter Island Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	3,113,755	3,326,535	3,326,535	3,492,862	1,743,911	N/A
43	Production of Inter Island Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.44	0.44	0.44	0.44	0.42	N/A
44	Production of Inter Island Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.56	0.56	0.56	0.56	0.56	N/A
45	Production of International Sea Transport for Cargo Loading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	1,253,643	1,036,423	1,036,423	1,085,204	434,289	N/A
46	Production of International Sea Transport for Cargo Unloading	Ton	N/A	N/A	N/A	N/A	N/A	N/A	708,689	690,222	690,222	724,735	800,580	N/A
47	Production of International Sea Transport for Cargo Loading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.64	0.60	0.60	0.60	0.35	N/A
48	Production of International Sea Transport for Cargo Unloading Ratio	%	N/A	N/A	N/A	N/A	N/A	N/A	0.36	0.40	0.40	0.40	0.65	N/A
DEV-3: Improvement of the Operation Safety and Security of Transportation														
1	Number of Ship accidents by type of incident - Sink	Case	N/A	N/A	N/A	N/A	N/A	N/A	32	25	72	59	54	N/A
2	Number of Ship accidents by type of incident - Fire	Case	N/A	N/A	N/A	N/A	N/A	N/A	11	36	28	25	22	N/A
3	Number of Ship accidents by type of incident - Crash	Case	N/A	N/A	N/A	N/A	N/A	N/A	11	21	14	14	15	N/A
4	Number of Ship accidents by type of incident - Strand	Case	N/A	N/A	N/A	N/A	N/A	N/A	10	29	26	26	17	N/A
5	Number of Ship accidents by type of incident - Others	Case	N/A	N/A	N/A	N/A	N/A	N/A	15	14	3	21	29	N/A
6	Number of deaths	Case	N/A	N/A	N/A	N/A	N/A	N/A	61	131	727	182	92	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
7	Number of Ship accidents by type of causation - Human	Case	N/A	N/A	N/A	N/A	N/A	N/A	37	56	39	23	31	N/A
8	Number of Ship accidents by type of causation - Nature	Case	N/A	N/A	N/A	N/A	N/A	N/A	26	35	67	35	75	N/A
9	Number of Ship accidents by type of causation - Technical and others	Case	N/A	N/A	N/A	N/A	N/A	N/A	16	34	37	87	32	N/A
10	Number of Actual and Attempted Pirates Attacks in Indonesia	Case	N/A	N/A	N/A	N/A	N/A	N/A	N/A	79	50	43	28	15
11	Number of Actual and Attempted Pirates Attacks in Malacca Straits	Case	N/A	N/A	N/A	N/A	N/A	N/A	N/A	12	11	7	2	2.0
12	Growth of Marine Inspector Ship	Unit	N/A	N/A	N/A	N/A	N/A	N/A	303	380	382	382	382	N/A
13	Number of Ships Navigation Fleet	Unit	N/A	N/A	N/A	N/A	N/A	N/A	65	63	61	60	57	N/A
14	Number of Port Facilities with ISPS Compliance	Unit	N/A	N/A	N/A	N/A	N/A	N/A	189	212	220	231	243	N/A
15	Number of Ships with ISPS Compliance	Unit	N/A	N/A	N/A	N/A	N/A	N/A	353	480	521	630	720	N/A
16	Number of Recognized Security Organizations (RSO) with ISPS Compliance	Unit	N/A	N/A	N/A	N/A	N/A	N/A	20	26	26	18	12	N/A
	Marine Aids to Navigation													
17	Number of Marine Aids to Navigation - Lighthouse (Milik DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	246	247	252	274	275	N/A
18	Number of Marine Aids to Navigation - Light Beacon (Milik DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	1183	1192	1236	1216	1244	N/A
19	Number of Marine Aids to Navigation - Light Buoy (Milik DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	371	346	346	329	351	N/A
20	Number of Marine Aids to Navigation - Day mark (Milik DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	216	121	121	150	172	N/A
21	Number of Marine Aids to Navigation - Unlighted buoy (Milik DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	55	63	63	78	77	N/A
22	Number of Marine Aids to Navigation - Light Beacon (Milik Non DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	412	416	416	543	565	N/A
23	Number of Marine Aids to Navigation - Light Buoy (Milik Non DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	347	380	380	418	431	N/A
24	Number of Marine Aids to Navigation - Day mark (Milik Non DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	64	62	62	62	61	N/A
25	Number of Marine Aids to Navigation - Unlighted buoy (Milik Non DJPL)	Unit	N/A	N/A	N/A	N/A	N/A	N/A	26	40	40	40	20	N/A
	Guard and Rescue Patrol Boats													
26	Number of Guard and Rescue Patrol Boats - Class I	Unit	N/A	N/A	N/A	N/A	N/A	N/A	2	4	3	3	3	N/A
27	Number of Guard and Rescue Patrol Boats - Class II	Unit	N/A	N/A	N/A	N/A	N/A	N/A	9	9	9	9	9	N/A
28	Number of Guard and Rescue Patrol Boats - Class III	Unit	N/A	N/A	N/A	N/A	N/A	N/A	23	27	23	24	18	N/A
29	Number of Guard and Rescue Patrol Boats - Class IV	Unit	N/A	N/A	N/A	N/A	N/A	N/A	37	41	36	36	45	N/A
30	Number of Guard and Rescue Patrol Boats - Class V	Unit	N/A	N/A	N/A	N/A	N/A	N/A	71	78	69	77	87	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
31	Number of Guard and Rescue Patrol Boats - Total	Unit	N/A	N/A	N/A	N/A	N/A	N/A	142	159	140	149	162	N/A
Operation of operating bodies														
PT Pelabuhan Indonesia I														
32	Operating Revenue	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	640,843,414,759	801,371,429,000	N/A
33	Operating Expenses	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	438,970,953,241	609,476,878,689	N/A
34	Operating Income	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	201,872,461,518	191,894,550,311	N/A
35	Income Before Income Tax	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	220,155,042,416	245,231,851,744	N/A
36	Net Income	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	170,367,851,351	180,366,109,676	N/A
PT Pelabuhan Indonesia II														
37	Operating Revenue	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,041,640,270,735	2,457,386,245,127	N/A
38	Operating Expenses	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,423,978,353,706	1,860,527,909,423	N/A
39	Operating Income	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
40	Income Before Income Tax	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,069,911,762,589	1,312,949,225,854	N/A
41	Net Income	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	852,088,751,181	1,047,182,025,383	N/A
PT Pelabuhan Indonesia III														
42	Operating Revenue	000Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,057,319,019	2,387,871,843	N/A
43	Operating Expenses	000Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,270,894,576	1,537,099,994	N/A
44	Operating Income	000Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	786,424,443	850,771,849	N/A
45	Income Before Income Tax	000Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	863,818,516	1,017,883,033	N/A
46	Net Income	000Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	455,315,825	516,356,704	N/A
PT Pelabuhan Indonesia IV														
47	Operating Revenue	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	499,974,895,412	613,250,467,401	N/A
48	Operating Expenses	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	363,676,604,113	429,430,455,226	N/A
49	Operating Income	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	136,298,291,299	183,820,012,175	N/A
50	Income Before Income Tax	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	151,298,909,556	202,094,189,184	N/A
51	Net Income	Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	107,048,216,835	145,047,393,377	N/A
DEV-4: Legal and Regulatory Environment														
1	Annual Budget Plan for DGST - Loan/Grant	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	758,143,744	765,197,400	865,197,400	991,136,500
2	Annual Budget Plan for DGST - Government	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,529,149,917	2,124,522,364	4,015,557,156	#####
3	Annual Budget Plan for DGST - Total	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,287,293,661	2,889,719,764	4,880,754,556	#####
4	Annual Budget Realisation for DGST - Loan/Grant	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	279,874,734	711,042,349	225,798,457
5	Annual Budget Realisation for DGST - Government	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,021,054,588	3,328,995,738	#####
6	Annual Budget Realisation for DGST - Total	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,300,929,322	4,040,038,087	#####

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
DEV-1: Maintenance of Airports in the Metropolitan Area, and Improvement in the Maintenance and Expansion of Facility Capacities of Existing Airports														
1	No. of Domestic Airports	unit	N/A	N/A	N/A	N/A	N/A	162	162	163	163	163	N/A	N/A
2	No. of International Airports	unit	N/A	N/A	N/A	N/A	N/A	25	25	27	27	27	N/A	N/A
Flight Communication Facilities														
3	Number of Flight Communication Facilities - Total	Unit	N/A	N/A	N/A	N/A	N/A	N/A	755	805	843	932	1,026	N/A
4	Number of Flight Communication Facilities - VHF Portable	Unit	N/A	N/A	N/A	N/A	N/A	N/A	71	91	112	142	160	N/A
5	Number of Flight Communication Facilities - HF - SSB	Unit	N/A	N/A	N/A	N/A	N/A	N/A	337	348	351	387	440	N/A
6	Number of Flight Communication Facilities - T - S ADC	Set	N/A	N/A	N/A	N/A	N/A	N/A	47	48	53	58	67	N/A
7	Number of Flight Communication Facilities - AMSC / AMSS	Unit	N/A	N/A	N/A	N/A	N/A	N/A	19	30	30	34	34	N/A
8	Number of Flight Communication Facilities - ATIS	Unit	N/A	N/A	N/A	N/A	N/A	N/A	18	18	18	18	19	N/A
9	Number of Flight Communication Facilities - Teleprinter	Unit	N/A	N/A	N/A	N/A	N/A	N/A	9	14	16	20	24	N/A
10	Number of Flight Communication Facilities - Recorder	Unit	N/A	N/A	N/A	N/A	N/A	N/A	31	33	35	43	50	N/A
11	Number of Flight Communication Facilities - VHF - ER	Set	N/A	N/A	N/A	N/A	N/A	N/A	25	25	28	28	30	N/A
12	Number of Flight Communication Facilities - VSAT	Unit	N/A	N/A	N/A	N/A	N/A	N/A	135	135	135	135	135	N/A
13	Number of Flight Communication Facilities - T-S APP	Set	N/A	N/A	N/A	N/A	N/A	N/A	23	23	25	26	26	N/A
14	Number of Flight Communication Facilities - Radio Link	Unit	N/A	N/A	N/A	N/A	N/A	N/A	22	22	22	23	23	N/A
15	Number of Flight Communication Facilities - Link VHF Repeater	Unit	N/A	N/A	N/A	N/A	N/A	N/A	4	4	4	4	4	N/A
16	Number of Flight Communication Facilities - RDARA	Set	N/A	N/A	N/A	N/A	N/A	N/A	14	14	14	14	14	N/A
Air Navigation Facilities														
17	Number of Air Navigation Facilities - Total	Unit	N/A	N/A	N/A	N/A	N/A	N/A	326	3326	332	347	388	N/A
18	Number of Air Navigation Facilities - NDB	Unit	N/A	N/A	N/A	N/A	N/A	N/A	173	173	173	173	173	N/A
19	Number of Air Navigation Facilities - VOR	Unit	N/A	N/A	N/A	N/A	N/A	N/A	59	59	62	67	74	N/A
20	Number of Air Navigation Facilities - DME	Unit	N/A	N/A	N/A	N/A	N/A	N/A	59	59	62	66	79	N/A
21	Number of Air Navigation Facilities - PSR	Unit	N/A	N/A	N/A	N/A	N/A	N/A	13	13	13	13	14	N/A
22	Number of Air Navigation Facilities - SSR	Unit	N/A	N/A	N/A	N/A	N/A	N/A	17	17	17	17	17	N/A
23	Number of Air Navigation Facilities - MSSR	Unit	N/A	N/A	N/A	N/A	N/A	N/A	5	5	5	6	6	N/A
24	Number of Air Navigation Facilities - ADS-B	Unit	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5	25	N/A
Landing Equipment Facilities														
25	Number of Landing Equipment Facilities - Total	Unit	N/A	N/A	N/A	N/A	N/A	N/A	326	274	277	287	311	N/A
26	Number of Landing Equipment Facilities - ILS	Paket	N/A	N/A	N/A	N/A	N/A	N/A	29	28	28	30	38	N/A
27	Number of Landing Equipment Facilities - PALS	Edge R / W	N/A	N/A	N/A	N/A	N/A	N/A	51	29	29	29	29	N/A
28	Number of Landing Equipment Facilities - MALS/SALS	Edge R / W	N/A	N/A	N/A	N/A	N/A	N/A	19	19	19	20	20	N/A
29	Number of Landing Equipment Facilities - SQFL	Set	N/A	N/A	N/A	N/A	N/A	N/A	24	28	28	28	28	N/A
30	Number of Landing Equipment Facilities - LIL	Set	N/A	N/A	N/A	N/A	N/A	N/A	1	1	1	1	1	N/A
31	Number of Landing Equipment Facilities - VASIS	Edge R / W	N/A	N/A	N/A	N/A	N/A	N/A	66	21	21	20	20	N/A
32	Number of Landing Equipment Facilities - PAPI	Edge R / W	N/A	N/A	N/A	N/A	N/A	N/A	41	69	72	78	84	N/A
33	Number of Landing Equipment Facilities - RW Light	Set	N/A	N/A	N/A	N/A	N/A	N/A	50	46	46	48	58	N/A
34	Number of Landing Equipment Facilities - RTIL	Set	N/A	N/A	N/A	N/A	N/A	N/A	45	33	33	33	33	N/A
DEV-2: The Volume of Air Transportation														
1	Domestic Passenger Traffic (Air)	000	N/A	N/A	18537	21841	28012	37966	47526	51500	N/A	36130	N/A	N/A
2	International Passenger Traffic (Air)	000	N/A	N/A	9022	9195	9471	8518	10641	11341	N/A	N/A	N/A	N/A
3	Domestic Freight Traffic (Air)	000 metric ton	N/A	N/A	296	311	265	296	314	439	N/A	286	N/A	N/A
4	No. of Aircraft Traffic	unit	N/A	N/A	446,818	466,020	436,570	435,873	480,933	885,275	N/A	N/A	N/A	N/A
5	Cargo Loaded (Air)	000 metric ton	N/A	N/A	146.3	156	130.3	132.4	135.2	141.7	174.4	N/A	N/A	N/A
6	Cargo Unloaded (Air)	000 ton	N/A	N/A	96.1	93.7	116.5	100	100.1	94.9	107.6	148.5	N/A	N/A
7	Aircraft Departures	000	N/A	N/A	40.1	42.6	46.7	41.2	54.5	56.3	53.5	49.4	N/A	N/A
8	Aircraft Arrivals	000	N/A	N/A	40.6	42.8	46.8	41.2	54.2	56.2	55.6	48	N/A	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Juanda/Surabaya														
9	Aircraft Movement Production of Domestic Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	83,835	76,454	77,735	68,168	72,482	N/A
10	Aircraft Movement Production of International Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	7,269	7,090	8,448	7,371	4,519	N/A
11	Passengers Production of Domestic Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	7,193,846	6,669,026	7,402,988	6,779,171	7,305,444	N/A
12	Passengers Production of International Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	769,443	789,433	827,215	817,468	1,004,446	N/A
13	Cargoes Production of Domestic Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	42,445,279	70,946,955	67,876,691	42,819,029	42,881,593	N/A
14	Cargoes Production of International Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	9,881,177	9,578,799	12,567,125	12,754,881	14,683,031	N/A
Ngurah/Bali														
15	Aircraft Movement Production of Domestic Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	36,741	41,780	38,961	38,048	44,691	N/A
16	Aircraft Movement Production of International Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	19,274	19,951	17,702	17,344	23,875	N/A
17	Passengers Production of Domestic Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	2,920,717	3,321,893	3,267,643	3,501,222	4,146,151	N/A
18	Passengers Production of International Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	2,998,650	3,031,209	2,751,503	3,317,833	4,204,820	N/A
19	Cargoes Production of Domestic Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	17,335,057	19,273,093	14,654,208	15,584,867	19,519,549	N/A
20	Cargoes Production of International Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	38,903,381	37,731,259	28,707,498	28,382,794	37,516,950	N/A
Polonia/Medan														
21	Aircraft Movement Production of Domestic Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	35,100	46,006	41,404	37,243	42,081	N/A
22	Aircraft Movement Production of International Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	8,266	9,629	8,845	6,892	472,952	N/A
23	Passengers Production of Domestic Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	3,015,039	3,110,255	3,599,362	3,271,135	3,730,921	N/A
24	Passengers Production of International Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	763,709	822,704	867,089	734,067	933,929	N/A
25	Cargoes Production of Domestic Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	24,071,051	27,353,194	27,666,594	24,563,536	28,416,136	N/A
26	Cargoes Production of International Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	4,013,242	3,993,699	3,725,725	2,685,171	4,768,480	N/A
Soekarno Hatta/Cengkareng														
27	Aircraft Movement Production of Domestic Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	190,101	200,438	203,163	167,850	167,972	N/A
28	Aircraft Movement Production of International Flights	Unit	N/A	N/A	N/A	N/A	N/A	N/A	43,184	41,148	44,729	36,154	48,242	N/A
29	Passengers Production of Domestic Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	19,027,544	20,674,258	22,632,616	19,496,781	19,680,178	N/A
30	Passengers Production of International Flights	Prs	N/A	N/A	N/A	N/A	N/A	N/A	5,576,461	5,799,061	6,063,458	5,512,265	5,846,480	N/A
31	Cargoes Production of Domestic Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	#####	#####	181,603,899	164,553,855	187,917,587	N/A
32	Cargoes Production of International Flights	Kg	N/A	N/A	N/A	N/A	N/A	N/A	#####	#####	191,031,304	157,413,483	215,918,030	N/A
Flight Productions - Total														
33	Scheduled Domestic Flight Production - Aircraft KM	000	N/A	N/A	N/A	N/A	N/A	N/A	201,107	245,350	255,008	289,723	268,333	N/A
34	Scheduled Domestic Flight Production - Aircraft Departure	times	N/A	N/A	N/A	N/A	N/A	N/A	281,824	343,825	339,327	484,128	340,480	N/A
35	Scheduled Domestic Flight Production - Aircraft Hours	hours	N/A	N/A	N/A	N/A	N/A	N/A	356,763	435,251	460,204	510,144	466,745	N/A
36	Scheduled Domestic Flight Production - Passenger Carried	passenger	N/A	N/A	N/A	N/A	N/A	N/A	23,763,950	28,992,019	34,015,981	39,162,430	37,350,688	N/A
37	Scheduled Domestic Flight Production - Freight Carried	ton	N/A	N/A	N/A	N/A	N/A	N/A	208,902	254,860	288,495	288,392	331,265	N/A
38	Scheduled Domestic Flight Production - Passenger KM	000	N/A	N/A	N/A	N/A	N/A	N/A	23,623,779	28,821,011	36,469,337	41,761,157	44,818,953	N/A
39	Scheduled Domestic Flight Production - Available Seat KM	000	N/A	N/A	N/A	N/A	N/A	N/A	30,377,683	37,060,773	46,541,982	56,764,846	55,574,400	N/A
40	Scheduled Domestic Flight Production - Passenger L/F (%)	%	N/A	N/A	N/A	N/A	N/A	N/A	77.77	77.77	78.36	73.57	80.65	N/A
41	Scheduled Domestic Flight Production - Ton KM Performed	000	N/A	N/A	N/A	N/A	N/A	N/A	1,839,131	2,437,340	3,102,957	3,717,714	3,447,924	N/A
42	Scheduled Domestic Flight Production - Ton KM Performed	000	N/A	N/A	N/A	N/A	N/A	N/A	287,972	355,571	3,513,869	2,929,863	426,075	N/A
43	Scheduled Domestic Flight Production - Ton KM Performed (Mail)	000	N/A	N/A	N/A	N/A	N/A	N/A	7,274	6,954	174,341	157,821	12,035	N/A
44	Scheduled Domestic Flight Production - Ton KM Performed (Total)	000	N/A	N/A	N/A	N/A	N/A	N/A	2,134,377	2,799,865	6,762,775	6,803,398	3,886,035	N/A
45	Scheduled Domestic Flight Production - Available Ton KM	000	N/A	N/A	N/A	N/A	N/A	N/A	4,903,630	6,182,810	12,140,240	12,810,229	9,320,542	N/A
46	Scheduled Domestic Flight Production - Weight L/F (%)	%	N/A	N/A	N/A	N/A	N/A	N/A	43.53	45.28	55.71	53.12	41.69	N/A
47	Scheduled International Flight Production - Aircraft KM	000	N/A	N/A	N/A	N/A	N/A	N/A	53,597	59,054	47,523	50,356	67,038	N/A
48	Scheduled International Flight Production - Aircraft Departure	times	N/A	N/A	N/A	N/A	N/A	N/A	25,573	28,570	27,767	29,275	37,152	N/A
49	Scheduled International Flight Production - Aircraft Hours	hours	N/A	N/A	N/A	N/A	N/A	N/A	79,295	84,734	70,042	74,439	97,326	N/A
50	Scheduled International Flight Production - Passenger Carried	passenger	N/A	N/A	N/A	N/A	N/A	N/A	2,757,344	3,022,280	2,963,776	3,188,893	4,099,786	N/A
51	Scheduled International Flight Production - Freight Carried	ton	N/A	N/A	N/A	N/A	N/A	N/A	50,429	53,997	77,864	42,322	42,321	N/A
52	Scheduled International Flight Production - Passenger KM	000	N/A	N/A	N/A	N/A	N/A	N/A	7,327,167	9,586,521	7,859,611	8,531,826	10,712,568	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
53	Scheduled International Flight Production - Available Seat KM	000	N/A	N/A	N/A	N/A	N/A	N/A	12,064,739	14,654,972	11,501,349	11,313,905	14,545,086	N/A
54	Scheduled International Flight Production - Passenger L/F (%)	%	N/A	N/A	N/A	N/A	N/A	N/A	60.73	65.41	68.34	75.41	73.65	N/A
55	Scheduled International Flight Production - Ton KM Performed	000	N/A	N/A	N/A	N/A	N/A	N/A	436,045	801,979	372,900	825,378	1,036,578	N/A
56	Scheduled International Flight Production - Ton KM Performed	000	N/A	N/A	N/A	N/A	N/A	N/A	111,548	338,737	89,828	145,241	163,037	N/A
57	Scheduled International Flight Production - Ton KM Performed	000	N/A	N/A	N/A	N/A	N/A	N/A	163	299	482	669	636	N/A
58	Scheduled International Flight Production - Ton KM Performed	000	N/A	N/A	N/A	N/A	N/A	N/A	597,335	1,176,961	463,209	971,288	1,200,251	N/A
59	Scheduled International Flight Production - Available Ton KM	000	N/A	N/A	N/A	N/A	N/A	N/A	2,064,379	1,983,637	1,551,788	1,560,611	2,044,237	N/A
60	Scheduled International Flight Production - Weight L/F (%)	%	N/A	N/A	N/A	N/A	N/A	N/A	28.94	62.48	29.85	62.24	58.71	N/A
DEV-3: Operating body														
Safety and Security of Transportation														
Number of Reported Accidents														
1	Number of Breakdown of separation	Case	N/A	N/A	N/A	N/A	N/A	N/A	4	40	7	8	8	N/A
2	Number of Breakdown of coordination	Case	N/A	N/A	N/A	N/A	N/A	N/A	24	21	35	49	13	N/A
3	Number of Incidents	Case	N/A	N/A	N/A	N/A	N/A	N/A	18	22	70	0	32	N/A
4	Number of Accidents	Case	N/A	N/A	N/A	N/A	N/A	N/A	2	8	2	2	3	N/A
5	Number of Accidents (AOC 121)	Case	N/A	N/A	N/A	N/A	N/A	N/A	3	5	6	13	3	N/A
6	Number of Incidents (AOC 121)	Case	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	1	N/A	2	N/A
7	Number of Serious Incidents (AOC 121)	Case	N/A	N/A	N/A	N/A	N/A	N/A	N/A	7	17	7	13	N/A
8	Number of Fatal Accidents (AOC 121)	Prs	N/A	N/A	N/A	N/A	N/A	N/A	25	111	14	21	N/A	N/A
9	Number of Injured (AOC 121)	Prs	N/A	N/A	N/A	N/A	N/A	N/A	100	18	11	119	13	N/A
10	Number of People Missing (AOC 121)	Prs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	102	N/A	N/A
11	Number of Accidents (AOC 135)	Case	N/A	N/A	N/A	N/A	N/A	N/A	3	4	3	3	5	N/A
12	Number of Incidents (AOC 135)	Case	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
13	Number of Serious Incidents (AOC 135)	Case	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	1	1	4	N/A
14	Number of Fatal Accidents (AOC 135)	Prs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A	N/A
15	Number of Injured (AOC 135)	Prs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
16	Number of People Missing (AOC 135)	Prs	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2	N/A	N/A	N/A
Air Operator Certificate														
17	Number of Aircrafts based on Air Operator Certificate (AOC-121)	unit	N/A	N/A	N/A	N/A	N/A	N/A	350	343	388	326	351	N/A
18	Number of Aircrafts based on Air Operator Certificate (AOC-135)	unit	N/A	N/A	N/A	N/A	N/A	N/A	204	237	264	209	209	N/A
19	Number of Aircrafts based on Air Operator Certificate (AOC-91)	unit	N/A	N/A	N/A	N/A	N/A	N/A	172	173	190	171	142	N/A
Airport Security and Service Facilities														
20	Number of Airport security and service Facilities - Total	unit	N/A	N/A	N/A	N/A	N/A	N/A	1,298	1,481	1,949	2,085	2,182	N/A
21	Number of Airport security and service Facilities - X-Ray	unit	N/A	N/A	N/A	N/A	N/A	N/A	213	228	240	254	291	N/A
22	Number of Airport security and service Facilities - WTMD	unit	N/A	N/A	N/A	N/A	N/A	N/A	133	142	142	161	202	N/A
24	Number of Airport security and service Facilities - PABX	unit	N/A	N/A	N/A	N/A	N/A	N/A	71	73	73	80	-	N/A
25	Number of Airport security and service Facilities - CCTV	unit	N/A	N/A	N/A	N/A	N/A	N/A	7	7	7	11	17	N/A
26.3	Number of Airport security and service Facilities - IGCS	unit	N/A	N/A	N/A	N/A	N/A	N/A	3	3	3	4	-	N/A
27.6	Number of Airport security and service Facilities - Handy Talky (HT)	unit	N/A	N/A	N/A	N/A	N/A	N/A	815	970	1,423	1,506	1,597	N/A
28.9	Number of Airport security and service Facilities - FIDS	unit	N/A	N/A	N/A	N/A	N/A	N/A	24	25	28	30	33	N/A
30.2	Number of Airport security and service Facilities - PAS	unit	N/A	N/A	N/A	N/A	N/A	N/A	29	30	30	36	39	N/A
31.5	Number of Airport security and service Facilities - Fire Alarm	unit	N/A	N/A	N/A	N/A	N/A	N/A	3	3	3	3	3	N/A

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Human Resources														
32.8	Number of Air Traffic Controller (ATC) - Junior ATC	Licence	N/A	N/A	N/A	N/A	N/A	N/A	0	0	42	35	84	N/A
34.1	Number of Air Traffic Controller (ATC) - Senior ATC	Licence	N/A	N/A	N/A	N/A	N/A	N/A	27	28	717	22	20	N/A
35.4	Number of Aeronautical Information Services Officer (AIS) - Junior	Licence	N/A	N/A	N/A	N/A	N/A	N/A	20	70	57	2	52	N/A
36.7	Number of Aeronautical Information Services Officer (AIS) - Senior	Licence	N/A	N/A	N/A	N/A	N/A	N/A	20	57	57	25	76	N/A
38	Number of Airport Security Officer	Licence	N/A	N/A	N/A	N/A	N/A	N/A	129	127	442	906	1,980	N/A
39.3	Number of Dangerous Goods Officer	Licence	N/A	N/A	N/A	N/A	N/A	N/A	420	424	395	780	670	N/A
40.6	Number of Fire Fighting Security Officer	Licence	N/A	N/A	N/A	N/A	N/A	N/A	264	216	1,050	890	209	N/A
41.9	Number of Salvage Officer	Licence	N/A	N/A	N/A	N/A	N/A	N/A	28	40	104	3	60	N/A
43.2	Number of Rescue and Fighting Technician Licence	Licence	N/A	N/A	N/A	N/A	N/A	N/A	6	0	30	0	0	N/A
44.5	Number of Marshaller	Licence	N/A	N/A	N/A	N/A	N/A	N/A	222	233	214	294	1,423	N/A
45.8	Number of Airdrome Operator	Licence	N/A	N/A	N/A	N/A	N/A	N/A	38	89	43	0	175	N/A
47.1	Number of Ground Support Equipment Operator	Licence	N/A	N/A	N/A	N/A	N/A	N/A	401	371	330	724	3,468	N/A
48.4	Number of Helicopter Landing Officer	Licence	N/A	N/A	N/A	N/A	N/A	N/A	181	353	0	185	253	N/A
49.7	Number of Flight Safety Officer	Licence	N/A	N/A	N/A	N/A	N/A	N/A	2	33	30	55	177	N/A
51	Number of Air Ground and Ground to Ground Radio Telephony	Licence	N/A	N/A	N/A	N/A	N/A	N/A	120	188	30	86	245	N/A
52.3	Number of Basic Air Traffic Services	Licence	N/A	N/A	N/A	N/A	N/A	N/A	40	50	0	47	124	N/A
Operation of operating bodies														
PT Angkasa Pura I														
53	Total Operating Revenue	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,549,397,817	1,861,406,558	N/A
54	Total Operating Cost	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,305,756,898	1,460,557,911	N/A
55	Operating Income	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	243,640,919	400,848,647	N/A
56	Profit/Loss Before Tax	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	388,771,070	662,331,598	N/A
57	Net Income	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	326,962,501	528,655,016	N/A
PT Angkasa Pura II														
58	Total Operating Revenue	Billion Rp	N/A	N/A	N/A	N/A	N/A	N/A	1,506,328	1,710,379	1,869,764	2,057,767	2,276,523	N/A
59	Total Operating Expenses	Billion Rp	N/A	N/A	N/A	N/A	N/A	N/A	966,712	1,068,627	1,275,433	1,435,654	1,499,226	N/A
60	Operating Income	Billion Rp	N/A	N/A	N/A	N/A	N/A	N/A	539,616	641,752	594,331	622,113	777,297	N/A
61	Profit/Loss Before Tax	Billion Rp	N/A	N/A	N/A	N/A	N/A	N/A	606,898	634,392	640,535	736,097	970,983	N/A
62	Net Income	Billion Rp	N/A	N/A	N/A	N/A	N/A	N/A	419,412	417,826	435,148	498,588	692,394	N/A
DEV-4: Legal and Regulatory Environment														
1	Annual Budget Allocation for DGCA - Loan/Grant	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	839,869,439	165,000	12,500,000	60,000,000
2	Annual Budget Allocation for DGCA - Government	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,100,827,800	2,385,428,694	3,337,883,015	5,606,790,000
3	Annual Budget Allocation for DGCA - Total	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,940,697,239	2,385,593,694	3,350,383,015	5,666,790,000
4	Annual Budget Disbursement for DGCA - Loan/Grant	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	549,687,703	74,940,724	2,200,000	38,801,654
5	Annual Budget Disbursement for DGCA - Government	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,071,828,350	1,941,469,731	2,913,514,428	4,444,171,000
6	Annual Budget Disbursement for DGCA - Total	000 Rp	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,621,516,053	2,016,410,455	2,915,714,428	4,482,972,654

Note AVL: Availability, FRQ: Frequency ASN+CI: Neighboring countries (ASEAN, China and India), ORG: Origin of the Source

No.	Indicator	Unit	Indonesia	Brunei	Cambodia	Lao	Malaysia	Myanmar	Philippines	Singapore	Thailand	Vietnam	China	India
1	Vehicles *1	Unit	109	389	36	57	272	6	34	141	N/A	8	28	12
2	Paved Roads *2	%	55.4	77.2	6.3	13.4	79.8	11.9	9.9	100.0	98.5	25.1	70.7	47.4
3	Roads, Total Network *3	Km	391,009	3,650	38,257	29,811	93,109	2,700	200,037	3,262	180,053	222,179	3,456,999	3,316,452
4	Road Density *4	Km	215.8	692.6	216.7	129.2	283.4	41.1	670.9	4,734.4	352.4	716.5	370.6	1,115.5
5	Access to an All-Season Road *5	%	94.0	N/A	80.7	59.0	N/A	N/A	N/A	N/A	N/A	83.5	N/A	60.0
6	Number of Goods Vehicles *22	000	4,846.0	20.0	37.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
7	Rail Lines *6	Km	5,324	N/A	650	N/A	1,667	3,336	491	N/A	4,044	3,147	63,637	63,327
8	Rail Network, Length per Land Area *7	Km	2.9	N/A	3.7	N/A	5.1	5.1	1.6	N/A	7.9	10.1	6.8	21.3
9	Passengers Carried (Railways)	passenger-km	25,535	N/A	45	N/A	2,193	N/A	144	N/A	9,195	4,659	689,616	694,764
10	Goods Hauled (Railways)	million ton-km	4,698	N/A	92	N/A	1,355	N/A	1	N/A	4,037	3,881	2,211,246	480,993
11	Port Container Traffic	000 TEU	4,481	N/A	N/A	N/A	14,873	N/A	3,835	27,932	6,200	3,937	104,559	7,372
12	Domestic Passenger Traffic (Sea) *8	million	5.1	N/A	N/A	1.8	11.1	0.4	35.5	N/A	N/A	171.4	N/A	N/A
13	International Passenger Traffic (Sea) *9	million	0.8	0.0	N/A	N/A	1.9	3.5	N/A	0.9	0.3	0.2	N/A	N/A
14	Domestic Cargo Throughput (Sea) *10	million Ton	232.0	2.6	N/A	N/A	85.5	2.2	75.0	N/A	30.0	14,003.3	N/A	N/A
15	International Cargo Throughput (Sea) *11	million Ton	211.0	1.0	2.2	N/A	126.0	11.0	83.0	515.0	143.0	N/A	N/A	N/A
16	No. of Domestic Airports *12	unit	163	N/A	9	9	16	60	85	N/A	33	19	N/A	N/A
17	No. of International Airports *13	unit	27	1	2	3	5	2	9	1	5	3	N/A	N/A
18	Domestic Passenger Traffic (Air) *14	000	36,130.0	N/A	187.0	285.0	23,956.0	1,029.0	19,845.0	N/A	26,614.0	4,314.0	N/A	N/A
19	International Passenger Traffic (Air) *15	000	11,341.0	1,448.0	2,979.0	463.0	17,652.0	878.0	11,849.0	36,288.0	35,946.0	3,132.0	N/A	N/A
20	Domestic Freight Traffic (Air) *16	000 metric ton	286.0	N/A	2.1	N/A	178.0	4.0	278.0	N/A	1,122.0	73.2	N/A	N/A
21	No. of Aircraft Traffic *17	unit	885,275.0	N/A	6,410.0	N/A	320,000.0	33,649.0	478,289.0	N/A	248,860.0	N/A	N/A	N/A
22	Cargo Loaded (Air) *18	000 metric ton	174.4	1,712.9	15.6	248.0	474.2	6.1	220.9	905.0	466.0	N/A	N/A	N/A
23	Cargo Unloaded (Air) *19	000 ton	148.5	139.8	10.5	N/A	387.6	4.7	182.2	952.0	718.0	N/A	N/A	N/A
24	Aircraft Departures *20	000	49.4	5.5	N/A	N/A	N/A	3.0	22.9	116.0	124.9	N/A	N/A	N/A
25	Aircraft Arrivals *21	000	48.0	5.5	N/A	N/A	N/A	3.0	23.0	116.0	124.6	N/A	N/A	N/A
26	Registered Carrier Departures Worldwide	000	358	N/A	4	10	185	29	65	85	130	60	1,754	569
27	Passengers Carried (Air)	000	30,406	N/A	308	328	21,326	1,663	8,818	19,566	21,192	7,194	183,613	51,897
28	Air Freight	million ton-km	485	N/A	2	3	2,662	3	286	7,981	2,455	258	11,190	968
29	Global Competitiveness Index	Score	4.3	4.6	3.5	N/A	4.9	N/A	3.9	5.6	4.6	4.0	4.7	4.3
30	Global Competitiveness Index	Rank	54	32	110	N/A	24	N/A	87	3	36	75	29	49
31	Global Competitiveness Index (Infrastruct	Score	3.2	4.6	2.9	N/A	5.1	N/A	2.9	6.4	4.6	3.0	4.3	3.5
32	Global Competitiveness Index (Infrastruct	Rank	84	41	95	N/A	26	N/A	98	4	40	94	46	76
33	Overall Logistics Performance Index (LPI)	Score	2.8	N/A	2.4	2.5	3.4	2.3	3.1	4.1	3.3	3.0	3.5	3.1
34	LPI- Customs	Score	2.4	N/A	2.3	2.2	3.1	1.9	2.7	4.0	3.0	2.7	3.2	2.7
35	LPI- Infrastructure	Score	2.5	N/A	2.1	2.0	3.5	1.9	2.6	4.2	3.2	2.6	3.5	2.9
36	LPI- International shipments	Score	2.8	N/A	2.2	2.7	3.5	2.4	3.4	3.9	3.3	3.0	3.3	3.1
37	LPI- Logistics competence	Score	2.5	N/A	2.3	2.1	3.3	2.0	3.0	4.1	3.2	2.9	3.5	3.2
38	LPI- Tracking & tracing	Score	2.8	N/A	2.5	2.5	3.3	2.4	3.3	4.2	3.4	3.1	3.6	3.1
39	LPI- Timeliness	Score	3.5	N/A	2.8	3.2	3.9	3.3	3.8	4.2	3.7	3.4	3.9	3.6

*1 Indonesia(2002), Brunei(2001), Cambodia(2001), Lao(2002), Malaysia(2003), Myanmar(2006), Philippines(2005), Singapore(2006), Vietnam(2002), China(2006), India(2003)

*2 Indonesia(2005), Brunei(2005), Cambodia(2004), Lao(2006), Malaysia(2005), Myanmar(2005), Philippines(2003), Singapore(2006), Thailand(2000), Vietnam(1998), China(2007), India(2002)

*3 Indonesia(2005), Brunei(2005), Cambodia(2004), Lao(2006), Malaysia(2005), Myanmar(2005), Philippines(2003), Singapore(2006), Thailand(2006), Vietnam(2004), China(2006), India(2006)

*4 Indonesia(2005), Brunei(2005), Cambodia(2004), Lao(2006), Malaysia(2005), Myanmar(2005), Philippines(2003), Singapore(2006), Thailand(2006), Vietnam(2004), China(2006), India(2006)

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*20 Indonesia(2007), Brunei(2001), Myanmar(2001), Philippines(2001), Singapore(2008), Thailand(2003)

*21 Indonesia(2007), Brunei(2001), Myanmar(2001), Philippines(2001), Singapore(2008), Thailand(2003)

*22 Indonesia (2007), Brunei(2005), Cambodia(2007)

No.	Indicator	Unit	1990	1995	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
1	Vehicles	Unit	N/A	N/A	N/A	N/A	109	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
2	Paved Roads	%	45.1	N/A	N/A	N/A	N/A	N/A	N/A	55.4	N/A	N/A	N/A	N/A	N/A
3	Roads, Total Network	Km	288,727	N/A	N/A	N/A	N/A	N/A	N/A	391,009	N/A	N/A	N/A	N/A	N/A
4	Road Density	Km	159.4	N/A	N/A	N/A	N/A	N/A	N/A	215.8	N/A	N/A	N/A	N/A	N/A
5	Access to an All-Season Road	%	N/A	N/A	N/A	N/A	N/A	94	N/A	N/A	N/A	N/A	N/A	N/A	N/A
6	Number of Goods Vehicles	000	N/A	N/A	1707	1777	1865	2047	2316	2921	3542	4846	N/A	N/A	N/A
7	Rail Lines	Km	N/A	5041	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
8	Rail Network, Length per Land Area	Km	N/A	2.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
9	Passengers Carried (Railways) *1	passenger-km	N/A	N/A	N/A	N/A	N/A	25,535	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10	Goods Hauled (Railways) *1	million ton-km	N/A	N/A	N/A	N/A	4,698	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
11	Port Container Traffic	000 TEU	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4,481	N/A	N/A	N/A
12	Domestic Passenger Traffic (Sea)	million	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	5.1	N/A	N/A	N/A
13	International Passenger Traffic (Sea)	million	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0.809	N/A	N/A	N/A
14	Domestic Cargo Throughput (Sea)	million Ton	N/A	N/A	265	302	308	305	301	313	N/A	232	N/A	N/A	N/A
15	International Cargo Throughput (Sea)	million Ton	N/A	N/A	187	162	84	223	206	211	N/A	N/A	N/A	N/A	N/A
16	No. of Domestic Airports	unit	N/A	N/A	N/A	N/A	N/A	162	162	163	163	163	N/A	N/A	N/A
17	No. of International Airports	unit	N/A	N/A	N/A	N/A	N/A	25	25	27	27	27	N/A	N/A	N/A
18	Domestic Passenger Traffic (Air)	000	N/A	N/A	18,537	21,841	28,012	37,966	47,526	51,500	N/A	36,130	N/A	N/A	N/A
19	International Passenger Traffic (Air)	000	N/A	N/A	9,022	9,195	9,471	8,518	10,641	11,341	N/A	N/A	N/A	N/A	N/A
20	Domestic Freight Traffic (Air)	000 metric ton	N/A	N/A	296	311	265	296	314	439	N/A	286	N/A	N/A	N/A
21	No. of Aircraft Traffic	unit	N/A	N/A	446,818	466,020	436,570	435,873	480,933	885,275	N/A	N/A	N/A	N/A	N/A
22	Cargo Loaded (Air)	000 metric ton	N/A	N/A	146.3	156	130.3	132.4	135.2	141.7	174.4	N/A	N/A	N/A	N/A
23	Cargo Unloaded (Air)	000 ton	N/A	N/A	96.1	93.7	116.5	100	100.1	94.9	107.6	148.5	N/A	N/A	N/A
24	Aircraft Departures	000	N/A	N/A	40.1	42.6	46.7	41.2	54.5	56.3	53.5	49.4	N/A	N/A	N/A
25	Aircraft Arrivals	000	N/A	N/A	40.6	42.8	46.8	41.2	54.2	56.2	55.6	48	N/A	N/A	N/A
26	Registered Carrier Departures Worldwide (All)	000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	358	N/A	N/A	N/A
27	Passengers Carried (Air)	000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	30,406	N/A	N/A	N/A
28	Air Freight	million ton-km	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	485	N/A	N/A	N/A
29	Global Competitiveness Index	Score	N/A	N/A	N/A	N/A	N/A	N/A	3.7	89.0	4.3	4.2	4.3	4.3	N/A
30	Global Competitiveness Index	Rank	N/A	N/A	N/A	N/A	64	67	69	74	50	54	55	54	N/A
31	Global Competitiveness Index (Infrastructure)	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.7	2.7	3.0	3.2	N/A
32	Global Competitiveness Index (Infrastructure)	Rank	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	89	91	86	84	N/A
33	Overall Logistics Performance Index (LPI)	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.0	N/A	N/A	2.8
34	LPI- Customs	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.7	N/A	N/A	2.4
35	LPI- Infrastructure	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.8	N/A	N/A	2.5
36	LPI- International shipments	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.1	N/A	N/A	2.8
37	LPI- Logistics competence	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.5
38	LPI- Tracking & tracing	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2.8
39	LPI- Timeliness	Score	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3.5

* 1 Latest data between 2000 and 2007 are shown (WDI 2009).