

Jakarta – Urban Challenges Overview

<https://www.humancities.co/2017/01/jakarta-urban-challenges-overview/>



25/1/17

Late in 2016, Human Cities Coalition commissioned a rapid scan of our two pilot cities in order to help frame and contextualise the specific urban challenges we work to address. To follow-up on this, and to begin making connections to foster the work of a lasting coalition, Directors Ronald Lenz and Fleur Henderson paid the pilot cities of Jakarta and Manila a visit. In this instalment we focus on Jakarta to offer further insight into the political context, living conditions, and urban challenges city residents face.

Indonesia – Jakarta's urban profile

Jakarta is the capital city of Indonesia and with a population of well-over 11 million, it's the world's second largest city. The official metropolitan area is known as [Jabodetabek](#) – a name formed by combining the initial syllables of Jakarta, Bogor, Depok, Tangerang, and Bekasi areas. What many people do not realize is that wider Jakarta, or Jabodetabek, is sinking. While Jakarta owes its existence and growth to its waterfront location and geography – for centuries the natural harbour along North Jakarta has been an important port for Hindu, Muslim and then Dutch colonizers as well as local fishing communities – it is now threatened by the very water defines it.



Jakarta by night

The rapid pace of urbanization in Jakarta has given rise to multiple problems such as floods, traffic congestion, poverty and inequality. Yet Jakarta faces some unique water infrastructure challenges due to the 13 rivers that feed into it. Large swaths of the city sit below sea level, with some places sinking 25cm per year (on average 5-10cm). This means flooding and the ensuing pollution are a constant – if not life-threatening – challenge for the many low income inhabitants that currently call places like North Jakarta home. Floods are a perennial issue that occur yearly. Large floods, like the ones in 2007, caused billions of USD dollars in losses and claimed the lives of over 50 people. The 2007 floods served as a definitive wake-up call to both the local government and international community that action to save the city from water could no longer wait. Today urgent action is still needed.

Floods occur in Jakarta for various and overlapping reasons, such as: rivers brimming with garbage, waste-choked waterways, high levels of river sedimentation, and overflowing seawater. To tackle this, the government has issued various policies like the normalization of its 13 rivers and the construction of the Giant Sea Wall in an effort to prevent future flooding. The current Governor of Jakarta – Basuki Tjahaja Purnama (commonly referred to as Ahok) – organized groups to clean-up the entire water infrastructure and therefore reduce river flooding. Yet his tenure is not assured given the upcoming gubernatorial elections on February 15, 2017.



Jakarta from one of the many riverways
Directors' site visit – First impressions

Co-Director Fleur Henderson remarked that wider Jakarta shares many of the challenges other megacities in Africa and Asia face, namely the overabundance of traffic, congestion, pollution, inequality, and slums. What sets Jakarta apart, however, is that it is a Delta City and is continually struggling against the water. While visiting slums and interviewing locals in North Jakarta, water emerged as a clear theme. For example, the Directors Fleur Henderson

noted that locals spent a significant portion of their earnings – up to 30% of their salaries – to access semi-safe water.

Why? Throngs of people are not connected to official water suppliers, which leads to a rash of other economic, political and social consequences. For instance, a major contributor to flooding is pollution and the mishandling of waste management. This, in turn, clogs waterways and contributes to flooding. Additionally, the status quo lends itself to the growth of black market suppliers and the unauthorized drilling of groundwater wells. Not only does the latter cause the land to collapse around such wells, it also means there's no accurate way to measure water usage in Jakarta. Many people, predominately women, must fetch and carry water to their dwelling each day all against a backdrop where the price of accessing clean, safe water is continuously rising.

Human Cities Coalition was proud to join the Dutch trade mission on its November visit to Indonesia. With Prime Minister Rutte, hundreds of Dutch companies, VNO-NCW chairman Hans de Boer, and three ministers in tow, the group sought to uncover joint economic and social solutions to the myriad of issues, especially urban water challenges, Jakarta faces. When speaking to the [NRC](#) newspaper about Human Cities Coalition participation in the trade mission, Fleur Henderson commented: "It is useful to be able to speak many important players, from local officials to developers, at once." Acting in a coordinated way with a mix of government officials, businesses, and civil society organizations proved to be a useful mix of multi-level, cross-sector stakeholders. "If we had to organize this on our own, it would have taken months to arrange for all these meetings." Overall, this served as a crucial step in gauging the situation on the ground while beginning to forge relationships with key local players.



Dutch Prime Minister Rutte addresses the trade mission in Jakarta



The Dutch trade mission discussing water infrastructure

In addition to visiting the slums areas of the city with the Dutch Trade Mission, Directors Fleur and Ronald also held meetings with World Bank officials, AkzoNobel in Jakarta, and with the Ministry of National Development and Planning (Bappenas). They also met with urban designers and researchers like the students at [Pulse Lab Jakarta](#) about uses for their innovative research and data collection projects. Pulse Lab Jakarta was established five years ago as a partnership between the UN and Development and Bappenas. As the first innovation lab of its kind in Asia, Pulse Lab Jakarta brings together experts from United Nations agencies, the Indonesian government, NGOs and the private sector to research and, most importantly, facilitate the adoption of new approaches for applying digital data sources and real-time analysis techniques to social development.

Jakarta's main urban challenges – rapid scan findings

1. Rapid urban growth: The Megacity of Jakarta increased from 11.91 million inhabitants in 1980, 17.14 million in 1990, and 20.63 million in 2000 to 28.01 million in 2010. In 2010, wider Jakarta accounted for 11.79 percent of Indonesia's total population, but with this population residing in less than 0.3 percent of the country's total area.
2. Flooding: Recurring floods, particularly during the rainy season, indicate problems in Jakarta's water management. During the wet season floods are commonplace, while in the dry season water scarcity becomes a major issue. Effective water management makes sure that excess water during the rainy season does not lead to disasters, while in the dry season, water especially potable water, remains adequately available.

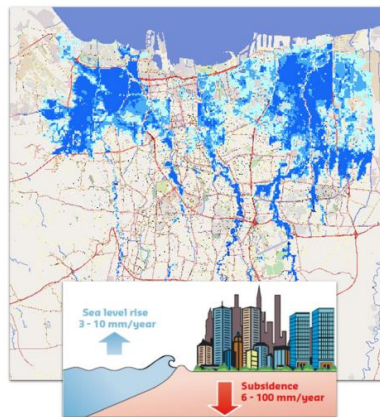
Jakarta & Water

Rising of the sea combined with land subsidence causes floods. However flooding from the 13 rivers in the city coming from the mountains proves a larger problem due to the sedimentation.

People living in slums pay 1/3 of their daily spend on water, often still polluted.

Hardly anybody living in slums has proper sanitation and waste management is a big issue.

Giant seawalls are planned to 'stop the ocean'.



An overview of Jakarta's

water challenges

Jakarta last suffered from massive flooding in 2007, which inundated over 23,000 hectares of Jakarta's land area. Some 422,300 people were displaced and 1,500 houses destroyed. Total losses caused by the devastating floods reached USD 695 million (World Bank, 2010). Moreover, in the post-flood period, the people of Jakarta were afflicted by many health problems such as diarrhoea, flu and skin diseases. The flood also had a serious impact on the property market.

3. **Traffic & Congestion:** Jakarta is regularly rated as having some of the world's worst traffic and congestion. The city is estimated to lose US\$3 billion a year because of traffic congestion, which is linked to the high growth rate of private vehicle ownership, inadequate road development, and sprawl. Alternative modes of public transport such as the busway is currently being developed to ease traffic. Yet people who live in the outskirts of Jakarta can save as much as 30% of their transportation costs using motorcycles to work rather than public transport.



Traffic congestion is an everyday affair in Jakarta

4. **Poverty and Inequality:** Based on statistical data released in 2014, at least 412.79 thousand people in Jakarta live in poverty, with the poverty line in Indonesia sitting at USD 25 per month per person (Asian Development Bank 2015). North Jakarta has the largest number of

poor people, followed by East Jakarta. Edi Suadi from Urban Poor Consortium (UPC) highlights 5 key dynamics of Jakarta's poverty situation: (1) land tenure and the right to adequate housing (2) right to employment, (3) access to healthcare (4) access to education and (5) disaster resilience.



Visiting a school in one of Jakarta's slums

Not only do the poor have no permanent place to stay, which ultimately forces them to settle along riverbanks, but they are also denied access to vital healthcare, education, and other public services. Educational and health services are accessible only to residents with DKI Jakarta identity cards, but for settlers with little to no documentation it is extremely difficult to gain access to existing government social programmes. Government and development projects to address these issues include the construction of low-cost apartments for poor households, issue education cards for free education until high school, distribute health cards, and open more job centres.

Preliminary Jakarta Findings

First and foremost, it clear to us that further scoping and community assessments are needed before we proceed in Jakarta. Accessing funding for inclusive infrastructure projects is not necessarily the issue, instead the challenge remains the complexity of public institutions and their necessary mobilization to push to large-scale projects forward in an inclusive manner. The scoping exercise and site visit also laid bare that large water projects in Jakarta currently lack a human component in that they do not bring the working poor in as part of a lasting, inclusive and sustainable solution. There is both an opportunity and a real need to include the voices of local residents when investing and shaping infrastructure projects in Jakarta.

Many people living in slum-like conditions exhibited little faith in their current government and continued scepticism about the Dutch involvement. This lack of trust must be bridged given that residents fear eviction and displacement without proper and sufficient dialogue given that past river normalisation projects were accompanied by forced evictions. This is an unfortunate legacy that NCICD and future large-scale projects inherit and must strive to overcome. Together Human Cities Coalition will continue its research into how to address the challenges residents in Jakarta face in an inclusive manner – ensuring opportunities for the poor and the private sector alike.

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Manila – Urban Challenges Overview

<https://www.humancities.co/2016/12/manila-urban-challenges-overview/>



21/12/16

Recently, we commissioned a rapid scan of our two pilot cities to help frame and contextualise the specific urban challenges we work to address. To follow-up on this, and to begin making connections to foster the work of a lasting coalition, Human Cities Coalition Directors Ronald Lenz and Fleur Henderson paid the pilot cities of Manila and Jakarta a visit. In this installment we focus in on the city of Manila, or rather what is known as Mega Manila. These scoping efforts – based both on desk research and site visits– offer insight into the political context, living conditions, and urban challenges residents of Manila face.

The Philippines – Manila's urban profile

Manila is the capital of the Philippines. Founded on June 24, 1571 by a Spanish conquistador, it is one of the oldest cities in the Philippines and was the seat of power for most of the country's colonial rulers. Nowadays the Philippines has an urbanization rate of 45.3 percent and is considered a highly-urbanized nation. Research shows that the steep increase in urbanization over the last decade has contributed to an increase of 300 percent in inequality across the country.



many rivers

Alongside one of Manila's

The Philippines' capital is Metro Manila, also known as the National Capital Region or NCR. Metro Manila is the 12th most populous city in the world, with a population of 12,877,253. It is made up of 16 cities and one municipality and a land area of 620 square kilometres. Metro Manila contributes 36.5 percent of the country's GDP. Mega Manila, which comprises Metro Manila and surrounding cities makes up 50 percent of the nation's total GDP. The region has an employment rate of 93.5 percent – one of the highest rates in the country.

Directors visit to Manila

To follow-up on the rapid city scans and to meet with identified stakeholders, HCC Directors visited Manila and Jakarta in late November. Human Cities Coalition used the site visits to get an understanding for the slum areas in Manila, to hold first focus group discussions with the target groups, and to speak with all the types of stakeholders with which we aim to work in the coming year. The trip provided the Directors a thorough overview of the different interests and power relations at work between local stakeholders. Furthermore, this trip served to meet with candidates and ultimately hire the Manila-based Programme Manager.

With the help of the Dutch embassy, HCC was able to meet with the Vice President of the Philippines, related financial intuitions like the World Bank and the Asian Development Bank, and various local government bodies. They also visited various slums across several of Mega Manila's smaller cities. This experience was perhaps the most impactful. Given it was their first visit to Manila, the Directors were struck again and again by the power of the people – through ingenuity, strength and resilience – to survive and make a life for themselves in such conditions. How do you run a business without resources? They find a way regardless.



Meeting with the Vice President by Housing & Urban Development Coordinating Council



Meeting with women in the slums

In Manila, the impact of flooding cannot be emphasized enough. Locals indicated that the rainy season last for four months and causes considerable business disruption along with a host of other issues around health and sanitation. For many of the city's poorest, the rainy season creates conditions so severe they can no longer work. For HCC, the Manila visit also highlighted how interconnected water-related systems and issues are. For instance, without flood prevention and management, regular flooding will occur. The combination of sediment carried by floods along with other waste leads to further clogging and river overflow, which in turn, contributes to contamination and pollution.

Another true eye-opener was the cost of accessing water – water used for wash and cooking as well as water that is safe enough to drink. For many this can cost up to one third of their total income. Water continues to be highly rationed. Those in informal settlements have it even worse given that you cannot get a water pipeline unless you own the land. In turn, such insecurities and lack of access to basic amenities does little to encourage locals to invest in their houses or local infrastructure. What you end up with is scenarios where there are 4 pit toilets for more than 25,000 people – a health and sanitation nightmare beyond imagination.

Notably, and unlike Jakarta, there was a huge contrast in the history and conditions of two slums HCC visited in the sub-cities of Malabon and Tondo. The slums in Malabon were built anew by a community after resettlement whereas the Hapilan slums in Tondo represent the poorest of the poor and the country's main port area. Those living in the newer and more planned Malabon tend to have a higher income, children attend school on a more regular basis (about a half a day each weekday), and residents have access to sewage and

waterlines. In contrast, those living in Hapilan live day-to-day, lack basic schooling, and have no water and sewage systems. What this means is that interventions in Tondo will need a different approach than those in Malabon. Thankfully, due to the Presidential Commission for the Urban Poor (PICUP) – a semi-governmental body that shares best practices and trains organisations that work with the urban poor – we are hopeful there's effectively work with community organisations in Mega Manila's sub-cities.



Hapilan slum in Tondo, Manila



Slum conditions in

Malabon, Manila

Manila's main urban challenges – rapid scan findings

1. Rapid urban growth – The Philippines is one of Asia's fastest urbanizing countries, with: 138 cities, 1,496 municipalities, and 42,027 barangays. Metro Manila's population is projected to reach 14 million by 2030, while Mega Manila's population is projected to increase from 23 million to 30 million by 2030
2. Habitation challenges – More than a third of the Philippines' urban populations are slum dwellers. The country has 5 million informal settler families (ISFs), 2.2 million of whom are receiving government services. Furthermore, 778,458 people live in danger areas.

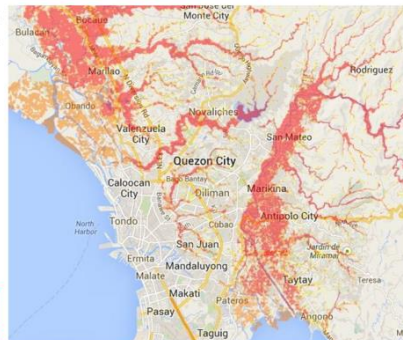
3. Increasing unemployment and limited economic growth – Increasing unemployment and underemployment rates, and economic growth that is limited in reaching the poor, are reasons for the increase in urban poverty and the number of informal settlements. Of key concern is the quality of as estimates place informal labour at 63-75 percent of total labour force. Youth unemployment was an alarming 28.1 percent, more than four times the rates for adults.
4. Lack of urban basic services – There is an ever-widening gap between demand and supply in infrastructure services. Basic services are simply insufficient in urban areas. The government itself states that 92.5 percent of households had access to sanitation in 2011 while less than 5 percent of households are actually connected to a sewerage network. The government has allocated less than 1 percent of the total government expenditures for the housing sector in recent years, or less than one-tenth of a percent of GDP on the average. This makes Philippine public spending on housing one of the lowest in Asia. Simply put, expenditures for urban infrastructure and the delivery of municipal services have not kept pace with urbanization, and consequently, the urban environment in most cities is deteriorating rapidly.
5. Ineffective urban planning and land management – Local Governments Units (LGUs) have been given the principal role in urban and land use planning, including socialized housing. At the macro level, the absence of a strong national agency to assume the urban mandate makes a fragmented and incomplete institutional framework. The political cycle contributes to the lack of strategies for urban development.
6. Increasing vulnerability of the urban poor – Urban poverty in the Philippines is pegged at 14% in 2014 with 778,458 informal settlements in danger areas. Given the deprived living conditions – both in informal settlements and relocation sites – the urban poor are more vulnerable to climate-related risks.
7. Water management issues – As described above and depicted in the photos below.

Manila & Water

Flooding has a major impact on not just Metro Manila but also Mega Manila. Much is part of every day life, because when it's raining season flooding is continuous in slums (4 months a year).

Water distribution to slums is often monopolised by overcharging middlemen making access to affordable water a big issue.

Sanitation in slums is often non-existent (e.g. 4 toilets for 25000 people in Tondo), even on-site relocation sites.



Initial Findings from

Manila and Jakarta Site Visits

Overall, the site visits served as a first step to obtaining a better understanding of the urban development agenda and its main stakeholders and policy frameworks. What we learned is that there is considerable political complexity in both locations. The stakeholder ecosystem is very complex, plus local governments can be very fluid. Given the vastly different ecosystems between and within each city, it is likely that programs in each city will have their own speed and planning. As such, the inclusive business case will likely be blended.

The site visits also helped emphasize the potential role of embassies in our coalition's work. Embassies can play a vital role in liaising with stakeholders ranging from local

politicians to international companies. Furthermore, two theme arose from these visits: affordable housing and water challenges. Given the complexity of the urban field and interconnecting/cross-cutting challenges of water-related issues, continued scoping is needed.



Children at play in Manila's slums

Within the pilot cities, we will begin our work by creating and convening a multi-stakeholder platform – one for each city. This platform is expected to create a space where the water-related needs of Manila's urban poor meet with sustainable marketable solutions that address those needs. This requires involvement from urban poor communities and (international) companies willing and able to understand and respond to such market opportunities. Bringing together demand and innovative marketable solutions (supply) is meant to help the platform define actionable inclusive business opportunities that can meet water-related challenges.