

Analytical Study of Kota Tua Jakarta



TOKO MERAH



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1 Introduction

Kota Tua Jakarta is an important historical icon of the past. Located in the capital city of Indonesia, this historic region of Jakarta boasts a rich variety of heritage places, such as colonial period buildings, which serve as high yielding cultural tourist attractions, and contribute to the city's great potential within the economic, social and cultural sectors.

Apart from its rich cultural heritage and its great potential, Kota Tua has serious problems. The declining quality of the region is compounded by poor systems and the poor provision of infrastructure services, utilities and other supporting facilities. Many buildings of historical value, as well as old buildings with typical architecture, were destroyed or lost because of economic pressures and collapsed ('self-destruction') due to natural factors as well as others. The area also has a profound problem with pollution, flooding, traffic management, waste disposal, crime and infrastructure that are related to a wide range of issues in Jakarta – one of the 'mega' cities in Asia.

In addition to protecting the cultural heritage buildings, the area is in need of a development plan to make it more attractive to visitors, as well as an establishment of important social education functions for its citizens. Moreover, the area has to be attractive for business sectors, which will be a fundamental element in making the place livelier.

Conservation efforts in Kota Tua Jakarta have been practised for years. The Governor Ali Sadikin was the first to introduce revitalisation to Kota Tua. During his tenure, a decree was issued in 1973 to protect heritage sites, such as Fatahillah Square, the Maritime Museum, the Fish Market, and Sunda Kelapa Harbour. In 2006, after putting Kota Tua Revitalisation as a major agenda of Governor Sutiyoso, an integrated approach was pushed forward to transition plans into reality. Then, a Gubernatorial Decree on the delineation of Kota Tua was passed as the basis for the Revitalisation Spatial Master Plan. The decree refers to the regulation passed in 1975, which covers an area of 846 Ha. The formulation of the Master Plan of Kota Tua began in 2004, which aimed to guide local government and other stakeholders in conducting revitalisation efforts.

As Kota Tua is developing into a major tourist destination, infrastructure is one of the most important elements which need to be addressed. This includes water and waste management, drainage systems, as well as traffic, accessibility and pedestrian areas. Infrastructure improvement then becomes the basis for developing and revitalising the area in a holistic manner. The government of DKI Jakarta has acknowledged the need to revitalise Kota Tua, however involvement from all related units and stakeholders is definitely required in order to realise this project.

The Government of Jakarta is currently taking a proactive approach in leading initiatives to conserve and revitalise Kota Tua. Some important initiatives that have already taken effect are the creation of new creative zones, street vendor management, and the launching of the revitalisation of Kota Tua. The Government of Indonesia, through the Ministry of Education and Culture (MoEC), are also supporting the area's revitalisation and aim to ensure its protection under national heritage legislation.

2 Brief History of Kota Tua Jakarta

With its rich history spanning over several centuries, Kota Tua has come to answer to many names – Sunda Kelapa, Jayakarta, Batavia, Oude Batavia, and Kota are to name but a few. The name “Kota Tua” was formally bestowed upon this capital city region only a few years ago by the Jakarta Provincial Government, seeing a need for the area’s revitalisation.

During the 14th century, at the time of the Kingdom of Sunda, Kota Tua (then Sunda Kelapa) was a major trading port. In 1522, the Portuguese secured *Luso Sundanese Padrao*, a political and economic agreement with the Sunda Kingdom that granted Portuguese free access to the pepper trade. This agreement was signed on a stone, which is on display at the Indonesian National Museum.

To prevent the Portuguese from gaining a foothold on Java, Fatahillah attacked the Portuguese at Sunda Kelapa in 1527, successfully conquering the harbour on 22 June. As a result of this accomplishment, Sunda Kelapa was then renamed “Jayakarta,” meaning victory. By the late 16th century, Jayakarta was under the rule of the Sultanate of Banten. In 1618, however, the city was conquered by the Dutch East India Company (VOC), then undergoing yet another name change to “Batavia.” The Dutch used Batavia as the centre of administration and trade during their occupation period between early and mid-18th century.

Batavia was fortified in the 17th century by the first Governor-General Jan Pieterszoon Coen to create a strong hold against the English and Bantenese threats. The city also had a network of canals and many fashionable homes built in a familiar Dutch style, which were reminiscent of Dutch cities. In terms of population at that time, Batavia was populated by many non-European residents and each of them had their own neighbourhood, e.g. Javanese, Malays, Chinese, Balinese, Ambonese, Buginese, Makassarese, Moors (the Muslim areas of the Indian coast), and the *Mardijkers* (freed slaves from Portuguese colonies). The architecture style during this period was the tropical counterpart of 17th-century Dutch architecture. Typical features include the Dutch high-sash windows with split shutters, gable roofs, and white-coral painted walls (as opposed to exposed brick architecture in the Netherlands).

In 1808, Herman Willem Daendels, Governor General of the Dutch East Indies, was quite displeased with the dilapidated and unhealthy state of Batavia. He decided to relocate to a new town centre that had subsequently been built further to the south near the estate of Weltevreden. Batavia thereby became a city with two centres: Kota as the hub of business, where the offices and warehouses of shipping and trading companies were located; while Weltevreden became the new home of the government, military, and shops. These two centres were connected by the Molenvliet Canal and a road (now Gajah Mada Road) that ran alongside the waterway.

The year 1870 ushered in the abolition of the *Cultuurstelsel*, which is forced plantation work implemented by the Dutch in Indonesia, leading to the rapid development of private enterprise in the Dutch Indies. Numerous trading companies and financial institutions established themselves in Java, with most settling in Batavia. The deteriorating structures of Jakarta’s Old Town were replaced with offices, typically along the Kali Besar. These private companies owned or managed plantations, oil fields, or mines. Railway stations were also designed during this period, in a style that was characteristic of the time.

This period showed a gradual adaptation to the tropical climate from the perspective of Dutch colonial architecture. This new form of architecture was called *the Indies*. The typical styles during this period included large roof overhangs, high roofs and ceilings, and front and rear verandahs that opened on to gardens. The Indies style can be described as a mix of Indonesian, Chinese, and European influences. Very often the local Javanese style *limasan* roof was employed, only with the

addition of 19th-century European architectural elements such as Tuscan columns, doors, windows, and a flight of three to four steps leading up to a veranda running the full width of the house.

On March 5, 1942, Batavia fell to the Japanese. The Dutch formally surrendered to the Japanese occupation forces on March 9, 1942, and rule of the colony was transferred to Japan. The city was renamed "Jakarta." This was a period of decline in Batavia — during three-and-a-half years of occupation, both the economic situation and the physical condition of Indonesian cities deteriorated. Many buildings were vandalised, as metal was needed for the war, and many iron statues from the Dutch colonial period were taken away by the Japanese troops.

Following the eventual surrender of the Japanese, Indonesia declared its independence on August 17, 1945. Buildings controlled by the Japanese in Kota Tua were transferred to the Indonesian government, and companies were nationalised. However, a lot of the buildings were abandoned and used as warehousing without permission from the owners. The environmental conditions were deteriorating with many illegal building occupations and activities, garbage polluting the rivers, and high crime activities.

The situation continued until in 1974, when Governor Ali Sadikin introduced the revitalisation programme for Kota Tua. During his tenure, Ali Sadikin established policies to protect heritage sites in Kota Tua. The revitalisation concept was continued through to the next governor in order to make Kota Tua a tourist attraction and heritage site. With the existence of such policies, Kota Tua was able to become a viable tourist destination, with different buildings having been revitalised with renewed purpose and functionality such as museums, restaurants, hotels and the like.. To protect the structure and unique qualities of the buildings, the Kota Tua Master Plan was established through The DKI Jakarta's Governor Regulation No. 36 of 2014 in order to control and develop Kota Tua as a Cultural Preserved Area.

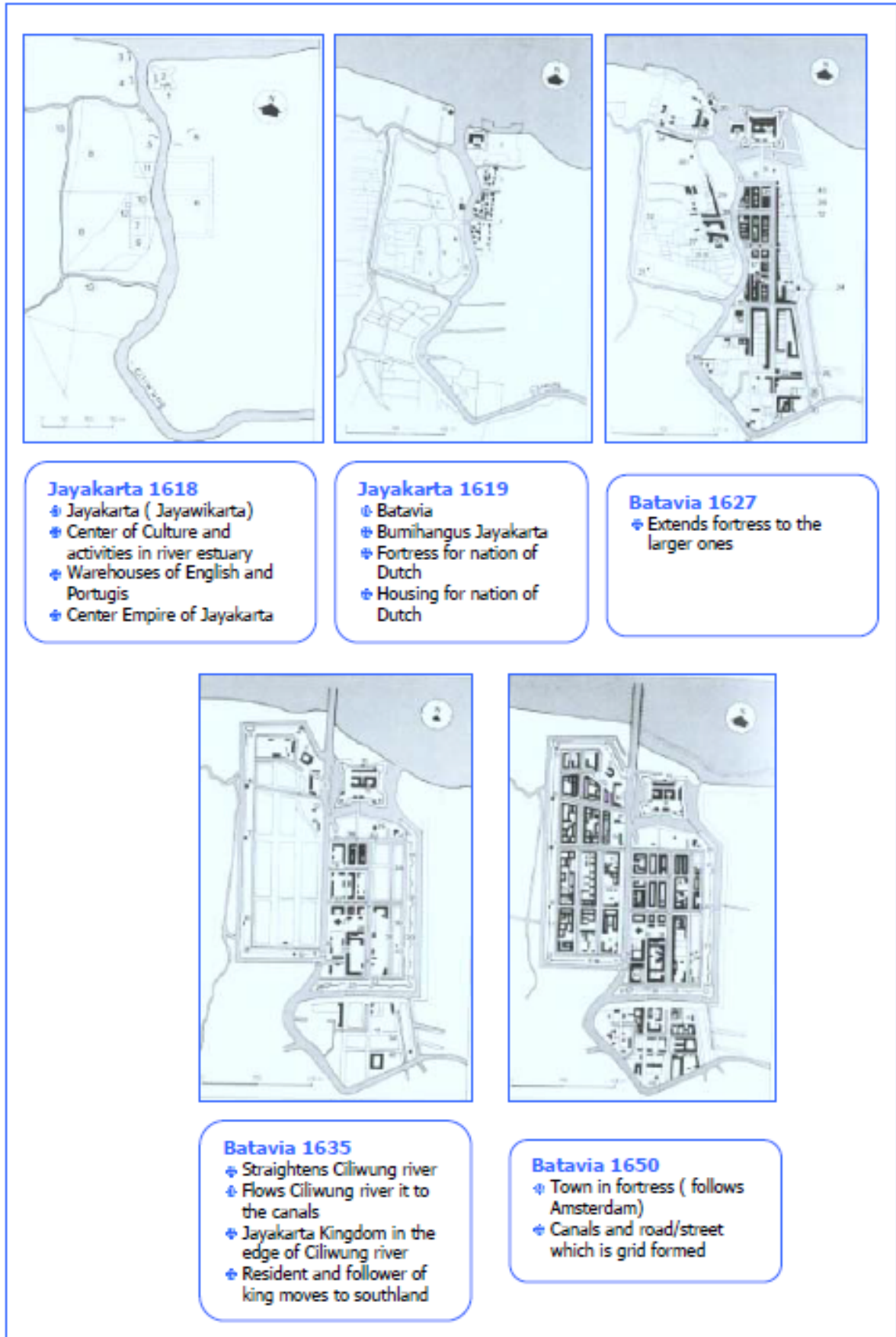
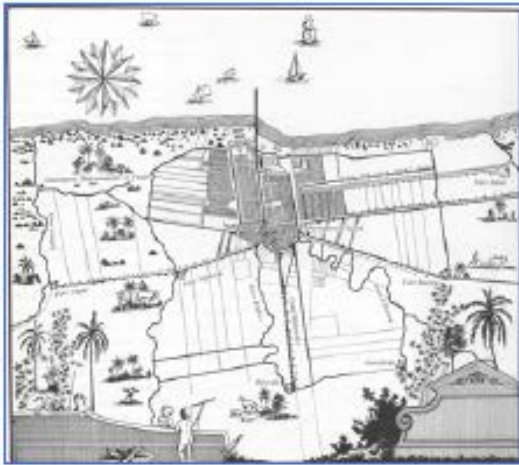


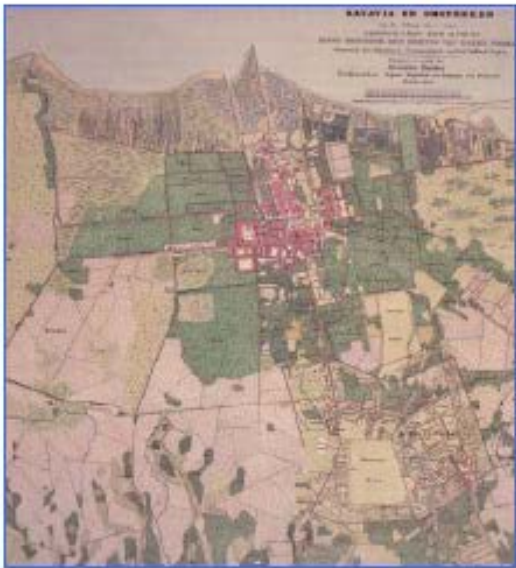
Figure 1: Evolution of Kota Tua in the 16th Century



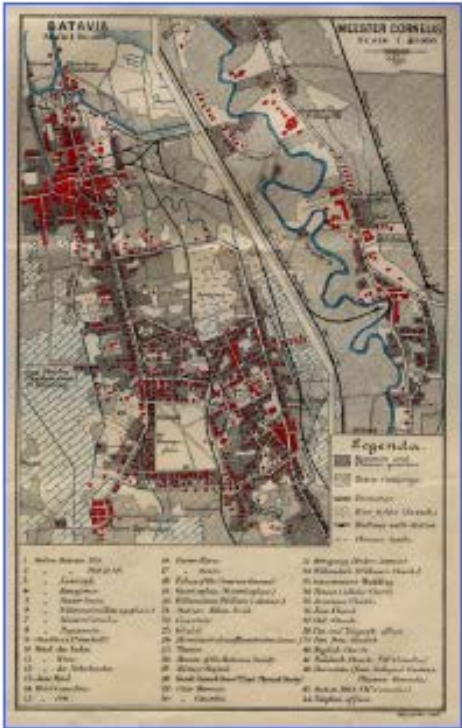
Batavia 1772
 ⚡ Kasteel Fortress of Batavia is broken
 ⚡ Some canals is piled up



Batavia 1780



Batavia 1853



Batavia 1897

Figure 2: Evolution of Kota Tua in the 17th and 18th Century

3 The Conditions of Kota Tua Jakarta

3.1 The Area of Kota Tua Jakarta

Kota Tua Jakarta is located in the Northern part of Jakarta, covering two sub-districts in the West Jakarta Municipality (Tamansari and Tambora) and one sub-district in the North Jakarta Municipality (Penjaringan). Total area of Kota Tua is about 334 hectare, divided into two clusters that are based on the historical significance of city morphology and Old City “Batavia” boundaries of the past. The first cluster is the inside City Wall area (also known as *Fort Jacatra*), which consists of Zona Inti (Core Zone) and Zona Penunjang (Support Zone) – boasting many historical buildings and high tourism potential. The area inside City Wall covers Fatahillah, Kali Besar, Roa Malaka, Galangan, Museum Bahari, and Sunda Kelapa. The second cluster is the outside City Wall area, which was developed to protect and reconstruct characteristics of the building blocks and forming elements of Kota Tua, with many of its buildings having been depleted. The area outside City Wall covers Kampung Luar Batang, Pekojan, Pecinan, and Onrust Island.

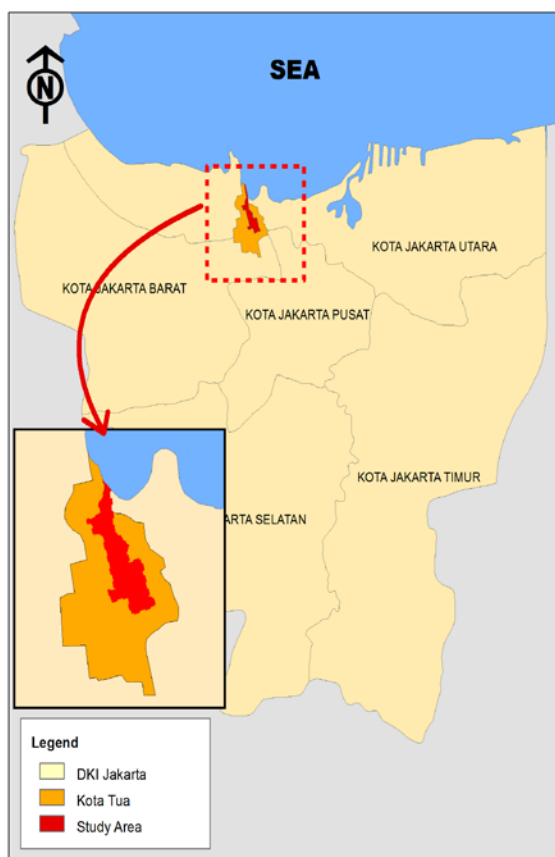


Figure 3: The Location of Kota Tua Jakarta
Source: Analysis, 2014

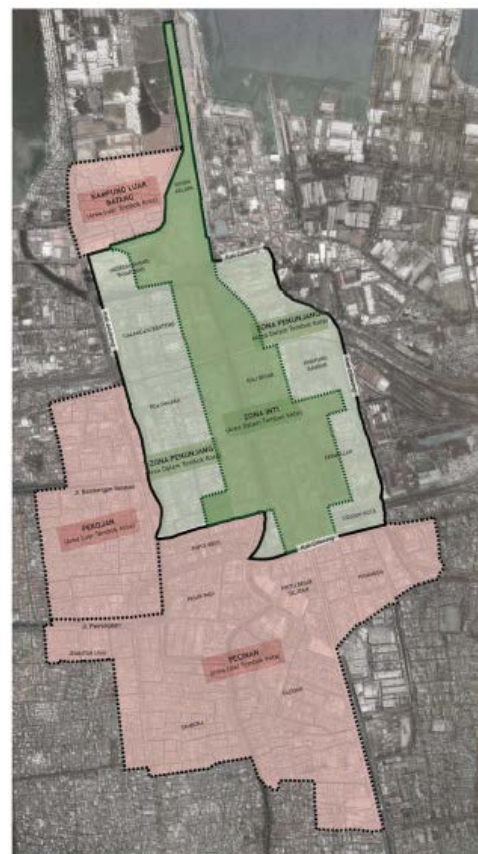


Figure 4: Kota Tua Delineation
Source: Kota Tua Master Plan, 2014

3.2 Land Use

The pattern of land use in Kota Tua, based on the Detailed Spatial Plan/Rencana Detail Tata Ruang (RDTR) Jakarta, 2014, consists of residential, commercial and services, industrial and warehousing, and public facilities and green open spaces. Overall land-use in Kota Tua Jakarta tends to be dominated by residential area (30.9%), industrial and warehousing area (30.16%), and trade and services area (28.7%).

Table 1: Land Use of Kota Tua, 2011

| District/Sub District | Village (ha) | Trade and Services (ha) | Housing (ha) | Industrial and Ware housing (ha) | Public and Social Facilities (ha) | Green Open Space (ha) |
|-----------------------|---------------|-------------------------|--------------|----------------------------------|-----------------------------------|-----------------------|
| West Jakarta | | | | | | |
| Taman Sari | Pinangisia | 43.5 | 15.01 | 3.4 | - | 3.41 |
| | Glodok | 10.86 | 17.98 | - | - | 0.23 |
| Tambora | Roa Malaka | 32.12 | - | - | 0.4 | 0.56 |
| | Jembatan Lima | 6.26 | 24.13 | - | 1.17 | 1.02 |
| | Pekojan | 24.86 | 22.57 | 0.09 | 2.14 | 2.44 |
| North Jakarta | | | | | | |
| Penjaringan | Penjaringan | 49.93 | 100.16 | 172.08 | 18.22 | 29.43 |
| *Total | | 167.53 | 179.85 | 175.57 | 21.93 | 37.09 |
| Percentage (%) | | 28.7 | 30.9 | 30.16 | 3.7 | 6.3 |

Source: Technical Document of Detailed Spatial Plan (RDTR) of Jakarta, 2014

*total land area on the table above is wider than in the core zone of Kota Tua Jakarta mentioned in the Kota Tua Jakarta Master Plan, as it covers the administrative boundary of each village / district.

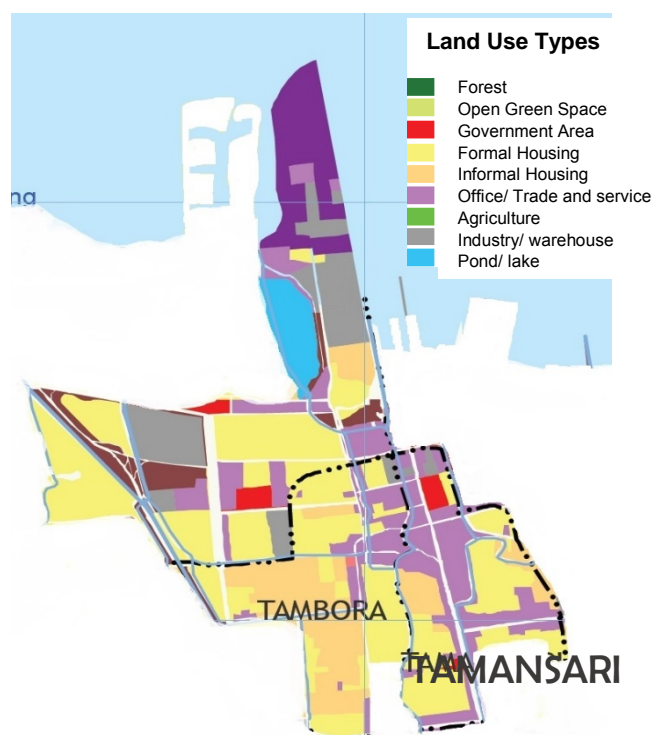


Figure 5: Land Use in Kota Tua, 2009

Source: Technical Document of Detailed Spatial Plan (RDTR) of Jakarta, 2014

Housing or residential buildings that were found in the northern region of the Penjaringan Village study area were fishermen settlements, traditional harbours, fish markets, and nautical instruments. This settlement area is not well-organised as the area is packed with houses and has a high density population. The housings and buildings are made mostly of combustible building materials such as cardboard, and plywood. In addition, this part of settlement has a low level of accessibility.

Commercial buildings in the study area are located around Taman Fatahillah, the Eastern and Western part of Kali Besar Road, and are spread in the Taman Sari and Tambora sub-districts. The commercial buildings for trade and services are mostly used as restaurants, hotels and cafes, and for the manufacturing of tarpaulin.

Based on observations, residential and commercial buildings are being housed within old buildings. Some building owners retain the initial form of the old buildings; nevertheless, many of them choose to transform the old building into a completely new building with a more modern architectural style. The reason why building owners choose to transform these buildings is to make them more attractive and functional to tenants.



Figure 6: Cafe Galangan VOC



Figure 7: Bangi Kopitiam



Figure 8: Changing Appearance of Old to New Building



Figure 9: Housing in Penjaringan Village

Source: Primary Survey, 2014

3.3 Land Value

Property owners are the key stakeholders in revitalisation efforts. Identification of property ownership and land value is an important piece of data within the support of government (in various levels) when determining appropriate policies and promoting the area.

Although properties in Kota Tua are not the most expensive in Jakarta, they have limited development rights when compared to other areas with comparable land value. The building owners can not easily change the appearance and physical form of their heritage buildings without complying with the procedures of the TSP. As Kota Tua is currently seeking new investments, these property restrictions are not considered as beneficial to the area. Since the beginning of 2014 the Provincial Government of DKI Jakarta, through Governor Regulation No. 175, Year 2013, has raised the Tax Object Sales Value (NJOP) between 20-140%, depending on factors of land area, building type, and location. The policy has succeeded in increasing the value of the assets; however, the building owners inevitably have to pay higher property taxes.

Since many older buildings in the Kota Tua are not productive, high tax rates will certainly bother the building owners. The Jakarta Government will therefore provide incentives in the form of tax deductions for building owners who are willing to care for the heritage building in the correct way. However, if the owner is not willing to take care of the building, the Jakarta Government has also offered to purchase the building in order to ensure proper management.

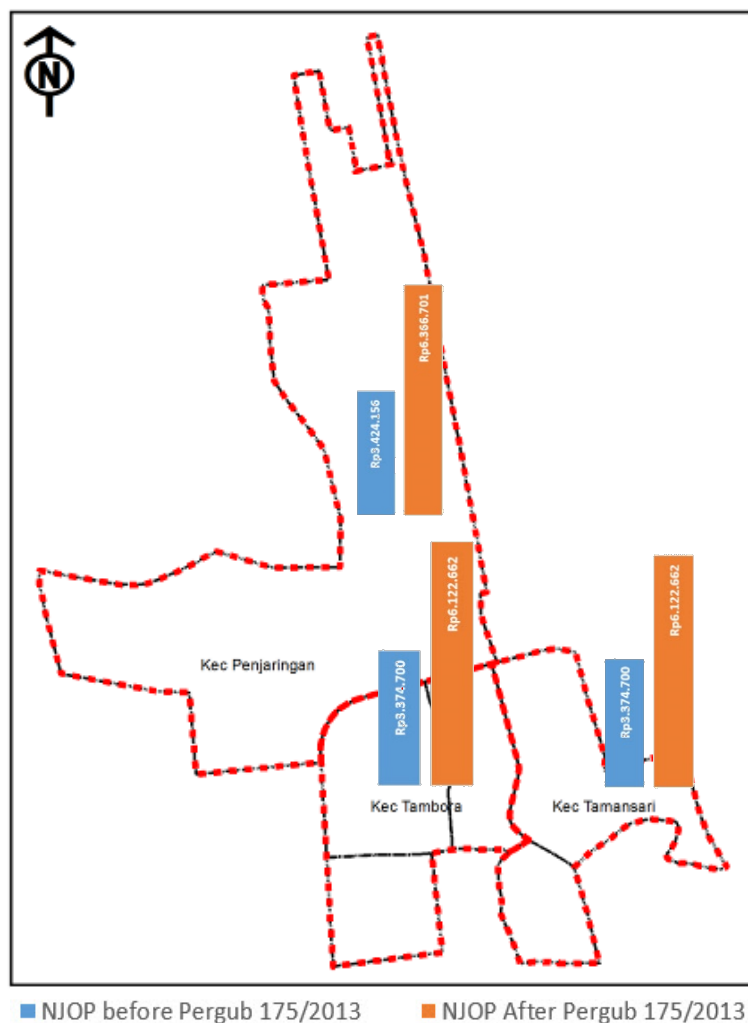


Figure 10: Comparison of NJOP in Kota Tua

Source: www.simproperty.com

3.4 Basic Services and Infrastructure

Located on the northern coast of Jakarta, Kota Tua's geographical condition makes it difficult to obtain good quality groundwater. Therefore, in order to meet the water needs of the population, the majority of households have to use clean water supplied by Water Supply Company (PDAM) via pipes and hydrants. Based on this study, the provision of drinking water in the study area has reached most of the population, although there remains a smaller population that is still dependent on ground water as their source of drinking water. Maps of water service provided by Water Supply Company (PDAM) in the study area can be seen on the map below.

Despite a well-spread water installation in the area, the water supply is often insufficient. Households in the study area and street hawkers purchase water from vendors to fulfil their daily needs. The percentage of Head of Household by Source of Water Supply in the study area can be seen in table below.

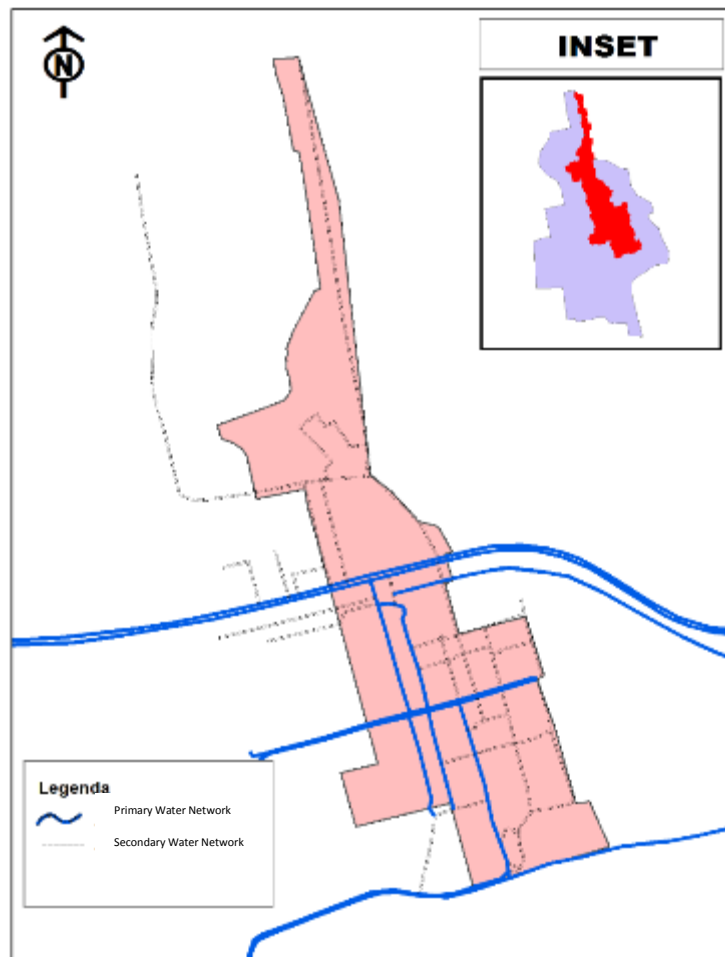


Figure 11: Water Service Installation by Water Service Company in Study Area
Source: Analysis, 2014

Table 2: Percentage of Head of Household by Source of Water Supply in Kota Tua Jakarta, 2012

| District | Sub District | Village | PAM (Water Supply Company) (%) | Other (%) |
|----------------------|--------------|---------------|--------------------------------|-----------|
| West Jakarta | Taman Sari | Pinangsia | No data | No data |
| | | Glodok | No data | No data |
| | Tambora | Roa Malaka | 67,1 | 32,8 |
| | | Jembatan Lima | 80,9 | 19,09 |
| | | Pekojan | 77,1 | 22,8 |
| North Jakarta | Penjaringan | Penjaringan | 67,5 | 32,5 |

Source: BPS of Jakarta, 2013

At the present time, Kota Tua does not have a collective waste treatment plant. Commercial areas usually have private septic tanks that need annual maintenance; while domestic waste is usually flushed untreated into a body of water.

In the context of Jakarta's wastewater management system, Kota Tua is part of the region that has a lack of wastewater management services. The drainage system in Kota Tua includes a network of micro channels and sub-macro (open) channels, which flows toward the macro channel (river), and finally flows to the Jakarta Bay.

Like any other part of Jakarta, solid waste management needs serious improvements. The government should enforce waste separation. The processing of such treatment is expensive and requires a considerable amount of subsidy. Kota Tua is not a specific case of Jakarta in terms of solid waste management; however, improper disposal remains to be the main issue. In addition, the existing solid waste facilities have not been able to handle solid waste entirely.

Table 3: Volume of Garbage in Kota Tua Jakarta, 2011

| District/Sub District | Village | Daily Volume of Garbage (m ³ /day) |
|-----------------------|---------------|---|
| West Jakarta | | |
| Taman Sari | Pinangsia | 343.70 |
| | Glodok | 241.05 |
| Tambora | Roa Malaka | 123.28 |
| | Jembatan Lima | 628.125 |
| | Pekojan | 724.63 |
| North Jakarta | | |
| Penjaringan | Penjaringan | 1,321.65 |

Source : BPS of Jakarta, 2012

Table 4: Solid Waste Facilities for the Disposal of Solid Waste, 2011

| District/Sub District | Village | Truck | | Garbage Disposal Location | Garbage Bin | Garbage Cart | Garbage Container |
|-----------------------|---------------|-------|-------|---------------------------|-------------|--------------|-------------------|
| | | Large | Small | | | | |
| West Jakarta | | | | | | | |
| Taman Sari | Pinangsia | 7 | 4 | 24 | 20 | 26 | 5 |
| | Glodok | 2 | 2 | 4 | 5 | 23 | 1 |
| Tambora | Roa Malaka | 6 | 4 | 28 | 38 | 35 | 5 |
| | Jembatan Lima | 7 | 4 | 18 | 22 | 27 | 5 |
| | Pekojan | 6 | 3 | 22 | 25 | 33 | 7 |
| North Jakarta | | | | | | | |
| Penjaringan | Penjaringan | 7 | 5 | 28 | 24 | 35 | 4 |

Source : BPS of Jakarta, 2012

At this time, waste management in the study area is handled by DKI Jakarta's waste management agreement with the Bantar Gebang landfill and installation in Bojong, West Java. The responsibility of waste management is undertaken by both government and private facilities; however, since early 2014, privatisation was eliminated and solid waste management was taken over by the West and North Jakarta City Government (sub-department of cleanliness). Solid wastes from households and streets are collected by garbage collectors to be disposed of in temporary landfills (TPS). From this TPS, the garbage is then transported to Bandar Gebang landfill.



Figure 12: Solid Waste in the Study Area
Source: Primary Survey, 2014

Transporting the waste from each building in Kota Tua is generally done once every three days by garbage collectors in each region. In addition, the local government also commissioned street sweepers to clean up the garbage every day in the morning and afternoon in order to maintain the city's hygiene. Implementation of street sweeping and trash hauling in several regions in Kota Tua, such as Pinangisia, Glodok, Roa Malaka, Jembatan and Pekojan has greatly involved the private sector. Cooperation between DKI Jakarta and the private sector was initiated in 1988.

Street sweeping activities are currently carried out in two ways: manual and mechanical. For the mechanical method, a sweep car will clean the protocol road sections, such as roads located adjacent to the central government offices. Then the manual sweeping is performed by individuals – working as a team or solo – assisted by some equipment such as a broom stick. Each team consists of 8 street sweepers and 2 towing carts. Individually, each sweeper is responsible to clean 1.875 m² on two sides of the road.

Although litter is routinely cleaned on a daily basis and the region has been provided with a number of waste bins, the condition of Kota Tua Jakarta is still polluted, especially concerning rubbish from visitors and street vendors who are not yet accustomed to the waste bin system. This is mainly caused by poor law enforcement with no strict punishments for people who discard the garbage carelessly.



Figure 13: Waste Disposal Facilities in the Study Area
Source: Primary Survey, 2014

Some RW (Household) have been making efforts towards minimising the garbage. Facilitated by the village officer, RW 3 Roa Malaka Village has already started processing organic waste into compost. The result from composting is used as fertiliser to grow tomatoes, peppers and eggplants. In the future they have plans to organise a "Bank Sampah" (Garbage Bank), although this is currently still being discussed with the land owners.



Figure 14: Composting Process and Result in the Study Area

Source: Primary Survey, 2014

Waste from the rivers / bodies of water, such as Kali Besar, is transported by the Department of Public Works and disposed at the Integrated Waste Treatment (TPST). Transporting waste of the Kali Besar River is not only done by the Department of Public Works, but also done by members of the community at certain times. One of the initiatives is coming from the Roa Malaka Village Government, where they have the “West Kali Besar Cleanliness Programme” and engage the community to participate in these activities. This activity aims to maintain cleanliness around the area of West Kali Besar that is often visited by foreign tourists.

Solid waste in Kota Tua are discarded into the temporary polling stations and dump sites before being transported to Bantar Gebang landfill. The transport of waste in Jakarta generally refers to the terms and schedules set by the Department of Health, as follows:

- Transportation of entire garbage contents from temporary polling stations located in the protocol lane has to be completed daily by 06.30 at the latest.
- Transportation of entire garbage contents from temporary polling stations located in the non-protocol lane must be completed daily.
- Transportation rit 1: 06.00 s / d 08:00 Completed.
- Transportation rit 2: 14.00 s / d 16:00 Completed.
- Waste must not be spilled around the lug.
- After 16.00 the temporary polling stations have to be in a clean condition.
- The third rit transportation is adapted to local conditions.
- The night waste transportation must be done when there is a new pile interfering with the local environmental conditions and must be transported / carried out within 24 hours.
- The disposal of all garbage collections are to be transported to the landfill that has been established by the Provincial Health Office Jakarta.

Kota Tua Jakarta is located at the Watershed of Ciliwung. Various historical villages have grown along the river flow, among others Kampung Bandan, Kampung Pecinan, Kampung Luar Batang, Kampung Pekojan, and Kampung Angke. Ciliwung Watershed is prone to flooding, which often occurs in the downstream areas due to the river becoming silted and overflowing. Ciliwung Watershed management – river planning, implementation, monitoring and evaluation of utilisation and control, and tributaries – is the responsibility of the Central Government authority, specifically the Ministry of Public Works. Nevertheless, the Jakarta Government also has responsibility to normalise and maintain cleanliness of the river in the



Figure 15: Daily Cleaning at Kali Besar and Kali Krukut

Source: Primary Survey, 2014

Jakarta area.

Drainage networks in the study area consist of main, sub-minor, and minor canals. The main canals contain rivers, small rivers and channels; sub-minor canals are made up of sluices; and minor canals consist of small channels that are connected to houses. According to the Jakarta flood control system, in addition to the network mentioned before, there are also reservoirs/situ, polders, water gates and water pumps.

The main canals that cross the study area are Gendong Pluit River, Pakin River, Angke River, Ciliwung River, and Sentiongand Krukut River. The major floodgates, which are integral to flood control in the area, are Citraland (consists of 3 sluices) and Tangki (consists of 1 sluice).

The Jakarta Government has acknowledged the need to improve drainage systems in the area as part of a larger drainage network. Based on the current conditions, it is foreseen that a tertiary drainage network is required in the future in order to improve the system quality. To keep the drainage channels clean and avoid flooding, each Village and its citizens often do community service to clean up local channels, while the main channel such as Kali Krukut and Kali Besar are cleaned on a daily basis by City Government.

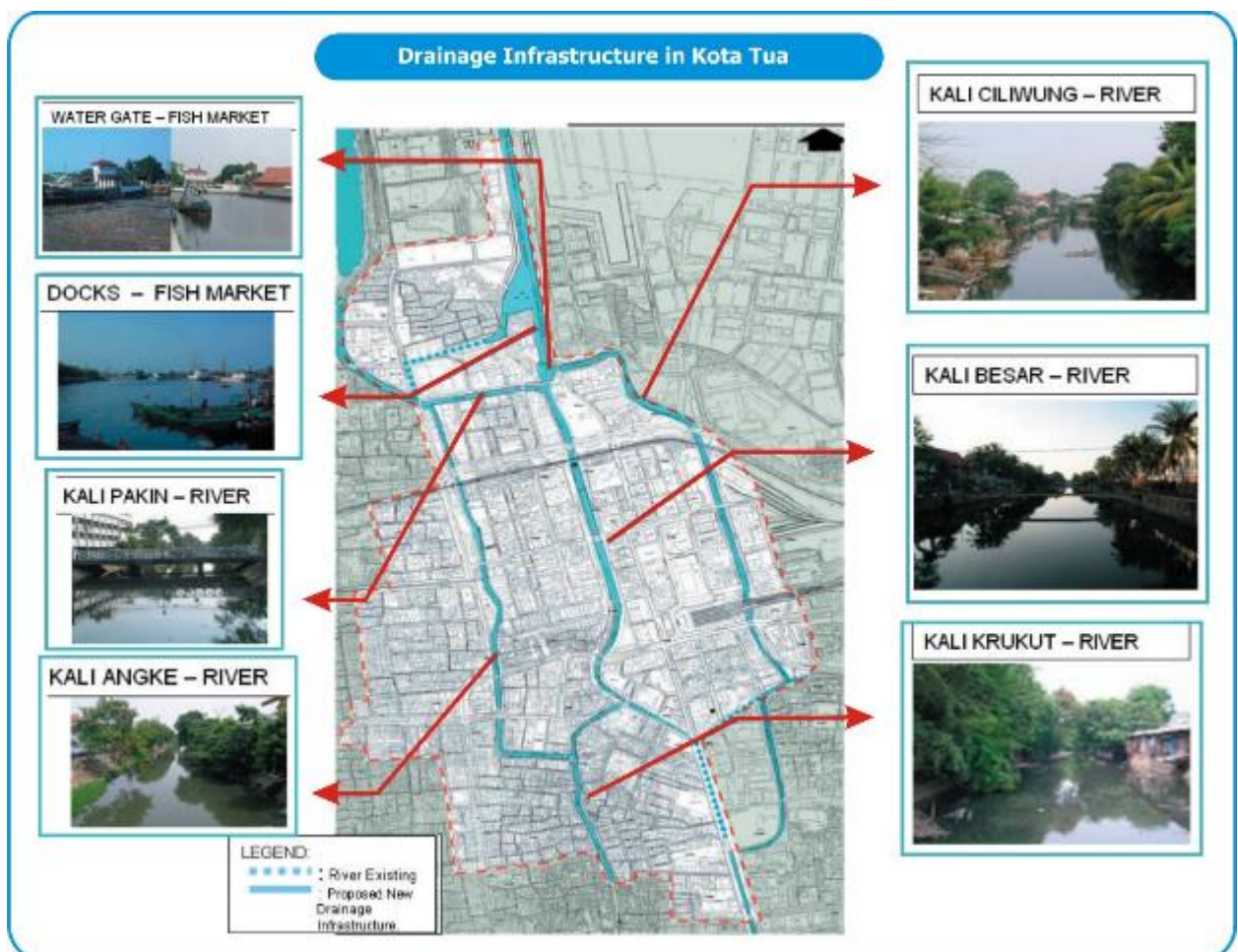


Figure 16: Drainage Infrastructure in Kota Tua Jakarta

Source: PRCUD, 2007

3.5 Transportation and Accessibility

Traffic jams and low accessibility in Kota Tua have been the most significant challenges in the region, which in the long term can cause dysfunction within the area. An improvement in these two aspects is needed in order to support Kota Tua in being able to sustain its function as a tourist destination and commercial area.

The physical condition of the primary and secondary arterial, connector, and neighbourhood road networks in Kota Tua Jakarta have been developed sufficiently; however, congestions are occurring due to high-intensity activities that generate movement to and from the area. The road networks in Kota Tua Jakarta can be seen in **Figure 17**. The areas in front of the Beos Station (Jakarta Kota Railway Station) and in front of Mandiri Museum are the main congestion points (see **Figure 18**).

Kota Tua Jakarta is also equipped with bus terminals and bus stops that are scattered in Kali Besar Timur Street, Kali Besar Timur I Street, Kali Besar Timur II Street, Kali Besar Timur III Street and Jembatan Batu Street; however some vehicles often do not stop at the provided bus stops to search for passengers, which impacts more chaos and congestion.

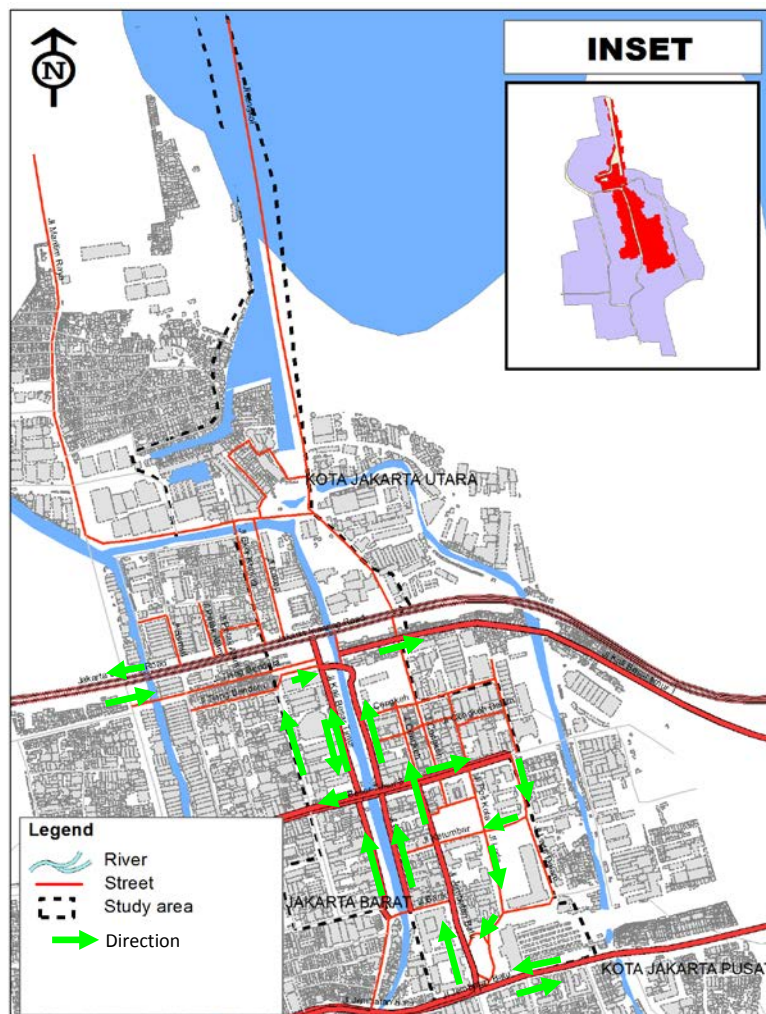


Figure 17: The Road Network in Kota Tua Jakarta

Source: Analysis, 2014



Figure 18: Congestion in front of Mandiri Museum and Jakarta Kota Railway Station

Source: Survey, 2014

To reach Kota Tua, visitors can use private vehicles or public transportation such as trains, transjakarta buses and public cars. The number of public transport options is plentiful and easy to find throughout the day, delivering passengers to and from Kota Tua Jakarta. A list of public transport systems operating to and from Kota Tua can be seen in the Appendix.

Trains are one of the transportation modes that support travel to and from Kota Tua Jakarta. Kota Train Station / Beos Train Station is a terminus station that serves both long-distance trains and commuter trains. Long distance trains service travels to and from Surabaya, Bandung, Tegal, and Kroja. Whereas commuter trains service areas of Jakarta, Bogor, Bekasi, Tangerang, and South Tangerang. The existence of this transportation method provides travelers with easier access to Kota Tua heritage tourism.

Currently, the Municipality of West Jakarta City has been providing parking spaces at some areas in the Core Zone of Kota Tua. Visitors with motorcycles can park near Kota Intan Bridge and cars may be parked at Kunir Road, Kali Besar Timur Road and around the West Jakarta Immigration Office. To get around Kota Tua, visitors can use bajaj (3-wheeled car), ojek (motorcycle taxi) and onthel (traditional bicycle).

Another issue decreasing the liveability and attractiveness of Kota Tua is lack of pedestrian areas, hindering people's ability to walk safely within the region. The Jakarta Government has issued a regulation prohibiting the passing of motorcycles and cars around Fatahillah square, the core historic area. Although the policy gained a negative public opinion in the beginning, the pedestrian project proved to be beneficial, increasing the attractiveness of Kota Tua due to more comfortable walking areas for tourists.

The condition of pedestrian areas around Fatahillah Square is good, but in other regions many spaces are damaged and are unusable as pedestrian areas as sidewalks are misused for parking. Unregulated occupation by semi-permanent street vendors is also a major problem so that people tend to choose to walk on the main street, mixed with other vehicles that may prove dangerous to their safety.



Sidewalk on Kalibesar Barat Street



Sidewalk on Kalibesar Timur Street



Sidewalk on Kalibesar Timur Street



Sidewalk on Kunir Street

Figure 19: Poor Condition of Sidewalks

Source: Primary Survey, 2014

Kota Tua has a number of public open spaces, but not all of them are well functioning. The well-functioning public spaces in Kota Tua cover Fatahillah Square and along the bank of Kali Besar, which are used as the public's meeting points and as venues for special events such as bazaars, art festivals, and food festivals. Although this area has attracted tourists, future development should consider connecting different public spaces in Kota Tua through pedestrian friendly facilities in order to improve access and attractiveness to the area. The Public open space in Kota Tua Jakarta can be seen in the map below.

In addition to the existing public space, there are plans to develop new public areas in the Kali Besar region, but this project will only take place once Kali Besar has been cleaned. The initial steps planned by the West Jakarta Municipality are to improve garden lights and the arrangement of plants in the vicinity.

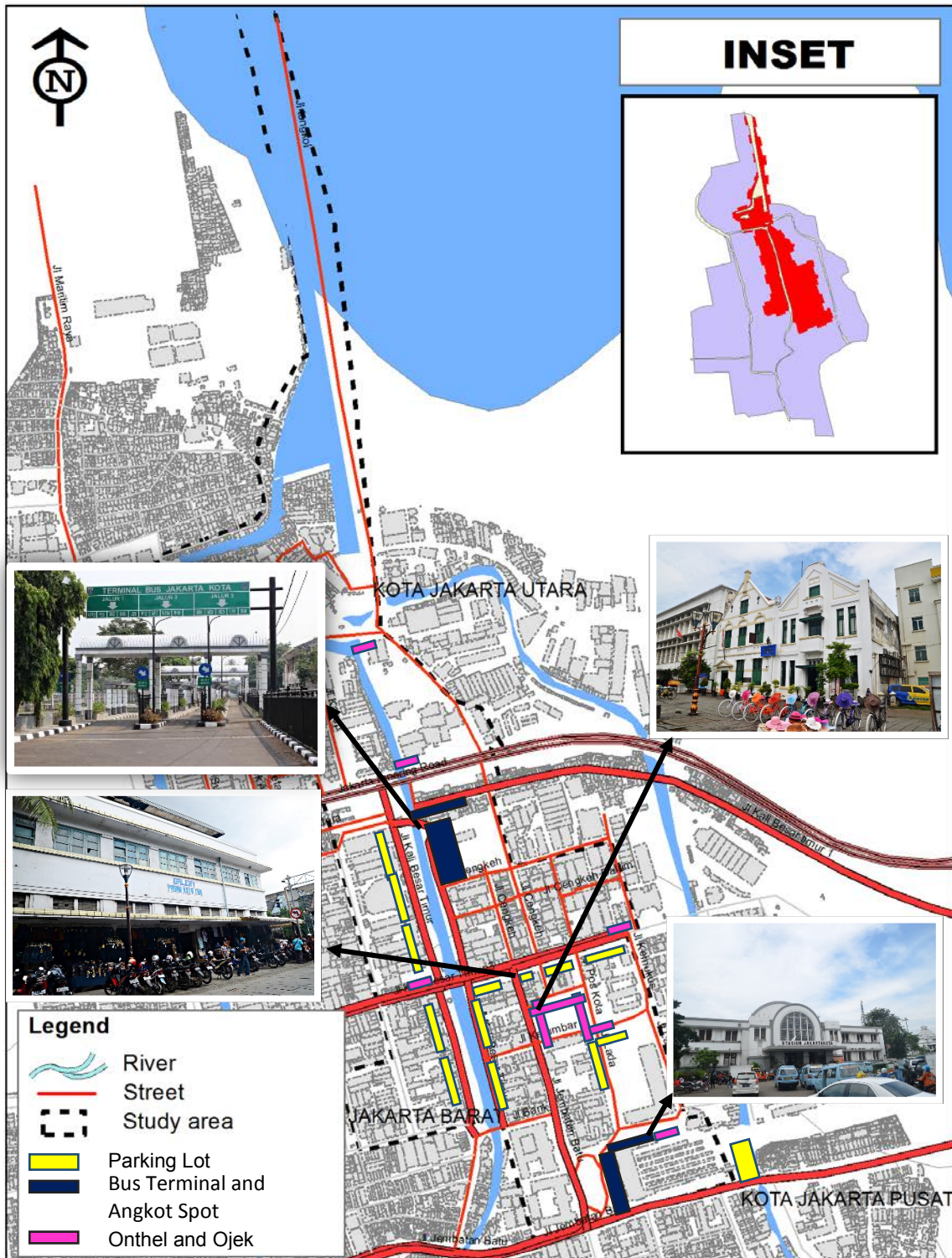


Figure 20: Train Stations, Bus Terminals, Bus Stops, Onthels and Parking Spaces in Kota Tua Jakarta
Source : Primary Survey, 2014



Figure 21: Public Space in Kota Tua
 Source: Primary Survey, 2014

3.6 Local Economy

Commercial and trade are Kota Tua's current main local economic activities, especially in the form of foods and clothes home-based enterprises. The two activities are inherited from the area's historic practices. Until the late 1970s, during Kota Tua's time as the Central Business District (downtown) of Jakarta, warehouses were built and wholesale activities were conducted.

For the next two decades, Jakarta is projected to maintain its status as a strong service and financial centre. The prospect of economic growth in DKI Jakarta until the end of the 2030 planning year is increasing with a rate between 7% - 9% per year with the support of the trade-finance, service, creative industry and tourism sectors (RDTR, 2013). According to the data concerning the North Jakarta Economic Growth (Berita Resmi Statistik, 2013), the three sectors which have the highest growth are transportation & communication (9.20 %), service (8.42 %), and trade-hotel-restaurant (7.78 %). North Jakarta has the biggest amount of industry units and has the widest industrial area. This could be a good opportunity to support the economic development of North Jakarta generally and Kota Tua specifically. This is also a structuring function of Kota Tua – to support office activities, trade, service, and tourism in North Jakarta.

Table 5: The Area of Industry in DKI Jakarta, 2011

| Administration | Area (Ha) | Area of industry (Ha) | Total unit of industry |
|-----------------|---------------|-----------------------|------------------------|
| Central Jakarta | 4,790 | 12.62 | 279 |
| North Jakarta | 15,400 | 2,408.31 | 983 |
| West Jakarta | 12,620 | 789.36 | 586 |
| South Jakarta | 14,570 | 79.15 | 65 |
| East Jakarta | 18,870 | 1,219.27 | 198 |
| Total | 66,250 | 4,508.71 | 2,052 |

Source: BPS of Jakarta, 2011

Besides the three sectors mentioned above, tourism possesses the most potential for supporting economic growth in Kota Tua. Some stakeholders of Kota Tua launched the Local Working Group (LWG) as a part of Destination Management Organisation (DMO), which was established on 9 April 2013 under the Ministry of Tourism and Creative Economy. DMO signifies that the destination management system of Kota Tua is formally implemented. Based on the principles of participation, collaboration and sustainability, LWG of DMO of Kota Tua is expected to prove more beneficial to all stakeholders, especially to the local community with increasing Kota Tua's ability to compete as a leading Indonesian tourist destination.

In spite of economic prospects in several sectors, Jakarta is also facing economic problems within poverty and slum areas. There are 416 slum community groups in Jakarta (BPS DKI, 2011), with 95 slum community groups of the total 416 community groups located in West Jakarta. Unfortunately, these slum areas have been exploited in Kota Tua, packaged as popular tourist destinations. While there is a type of tourism in that 'sells' slum areas as attractions, such as "Jakarta Hidden Tour" (Ramadani, 2012) – this is neither a sustainable nor acceptable form of economic growth..

Kota Tua is a dense, highly populated area compared to the average population density in the North Jakarta and West Jakarta. Although the study area is only small part of the whole Kota Tua area, the population analysis in the table below measured the population in the wider region of Kota Tua, consisting of 7 villages, namely Penjaringan, Roa Malaka, Pekojan, Tambora, Jembatan Lima, Pinangsia, and Glodok.

Table 6: Population Density in Kota Tua Compared To The Average Density in Jakarta, North Jakarta & West Jakarta

| | Kota Tua | Jakarta | North Jakarta | West Jakarta |
|--|----------|-----------|---------------|--------------|
| Population | 241,116 | 9,607,787 | 1,645,659 | 2,281,945 |
| Area (km²) | 11 | 662 | 142 | 126 |
| Density (people/km²) | 21,920 | 14,513 | 11,589 | 18,111 |

Source: Analysis of BPS Data, DKI Jakarta, North Jakarta, West Jakarta, 2010

Dense population in Kota Tua triggers not only criminal activities but also slum area development, which needs improvement, especially slums in Kampung Luar Batang, Glodok (Chinese quarters), Tambora, and Kampung Baru. Kota Tua is located in an area which is one of 10 villages that have the highest Social Crime Potential Index (IPKS). The ten villages that have the highest IPKS according to BPS (2013) are Kampung Rawa Village (44.78), Kalibaru Village (44.34), Penjaringan Village (43.21), Galur Village (43.11), Kampung Melayu Village (41.87), Ancol Village (40.00), Tanah Tinggi Village (39.73), Kartini Village (38.47), Manggarai Village (37.66), and Lagoa Village (37.45). Informal settlements are located under the flyover which separates the two municipalities. Kampung Baru, located in Sunda Kelapa, is the only area where a group of fishermen live. They are not native Jakartans, but are mostly migrants from Makassar, Sumatera and other parts of Java Island.

3.7 Physical Environment

As Jakarta is located in the lowland area, 40% of its area is located under sea level. The tilt of Jakarta's area is between 0 – 3 %, and thus can be categorised as relatively flat (RDTR, 2013). Jakarta has 13 rivers flowing towards Jakarta Bay, with high sedimentation, slope ramps, and solid waste deposits having narrowed the river bodies. These conditions cause runoff and inundation to the surrounding areas, especially during wet season.

The physical environment in Kota Tua is very alarming. Located in the coastal lowland and directly adjacent to Java Sea in the north increases Kota Tua's vulnerability to floods and high tide. Some efforts have been implemented to reduce the impact of flooding, such as housing relocation, drainage improvement and embankment construction, including Muara Baru, Muara Angke, Luar Batang, Waduk Pluit, Kapuk Muara, Pelabuhan Pelindo and Pantai Muara that were constructed in 2008. According to **Table 7**, North Jakarta is vulnerable to frequent flooding in January, November and December as those months have the highest average rainfall.

Table 7: Average Rainfall Per Month in North Jakarta, 2013

| Location | Monthly Average Rainfall (mm) | | | | | | | | | | | |
|-----------------------------------|-------------------------------|--------|--------|--------|--------|-------|-------|------|-------|-------|--------|--------|
| | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
| Station Meteorology 745 Kemayoran | 275.10 | 157.90 | 173.60 | 196.20 | 118.00 | 67.20 | 13.60 | 2.40 | 16.20 | 44.30 | 251.90 | 254.00 |

Source: Meteorology & Geophysics of North Jakarta, 2013

Besides the intensity of rainfall, flooding in Jakarta is worsened by land subsidence. Jakarta is sinking at a rate of seven centimetres per year. Subsidence is recorded in almost all parts of Jakarta, especially between the central part and the north. Seventeen percent of the sinking is caused by land extraction due to underground water exploration, and 83 percent is caused by natural factors. **Figure 22:** Shows that North Jakarta has the worst land subsidence compared to neighbouring areas

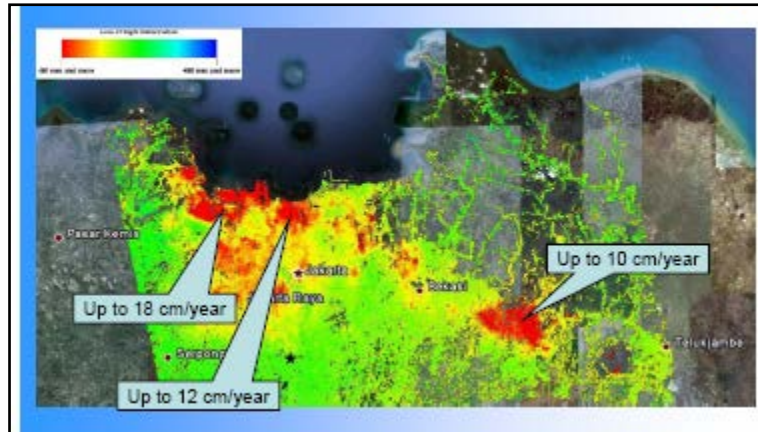


Figure 22: Land Subsidence in North Jakarta According to Jakarta Coastal Defense Strategy Report
 Source: Jan Jaap Brinkman, 2012

With this velocity rate of land subsidence, high ground will decline more than 1 metre within a period of 20 years (RDTR, 2013). The prediction for areas in North Jakarta until the year 2030 can be seen in **Figure 23**.

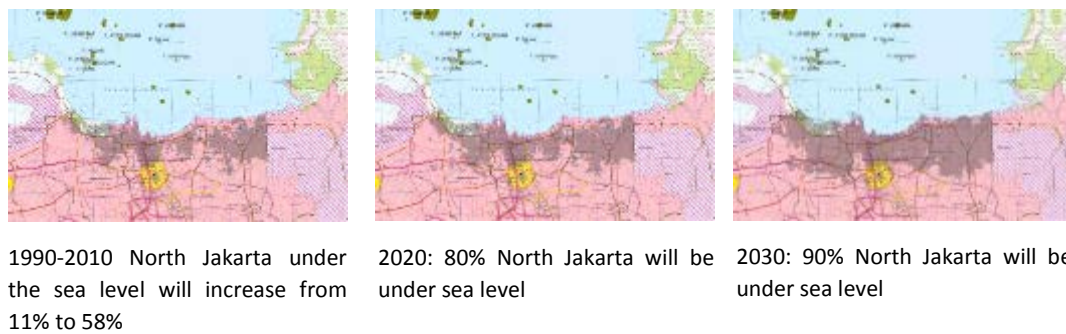


Figure 23: North Jakarta Areas Under Sea Level
 Source: Technical Document of Detailed Spatial Plan (RDTR) of Jakarta, 2014

Mangrove forests have been established to reduce the impact of high tide flooding. Mangrove forests in the Penjaringan Sub-district (around 1,344.62 hectare wide), “Suaka Margasatwa Muara Angke,” were supposed to be protected by the local government, but some were destroyed by human error and environmental destruction. In November 1998, the status of this area was changed to a Wildlife Sanctuary (25.02 hectare) for species protection, but in the meantime challenges still affect the area including illegal mangrove cutting, water pollution, and housing development at the edge of the area. Another mangrove forest in Penjaringan Village is Taman Wisata Alam Angke Kapuk (99.82 hectare), which is owned by the private sector and is developed as an ecological resort.

The quality of environment around Kota Tua is further worsened by the high level of air pollution, poor traffic management, lack of public space, lack of access, poor parking systems, and lack of discipline from road users. According to RDTR (2013), West Jakarta has the highest level of road density in the Jabodetabek (Jakarta, Bogor, Depok, Tangerang, Bekasi) region based on area and population, and there are several parts of the road that are misused by many street vendors around the area. Furthermore, there are missing links between the main and supporting roads, which greatly affects the traffic flow. The west and east outer ring roads were developed to give alternative routes and improve the traffic flow from the artery roads to the toll road (inner ring road)

(RDTR 2013). Figure 24 and Figure 25 illustrate the level of Particulate Matter and O3 in the Jakarta area compared to quality standards (labelled as BM).

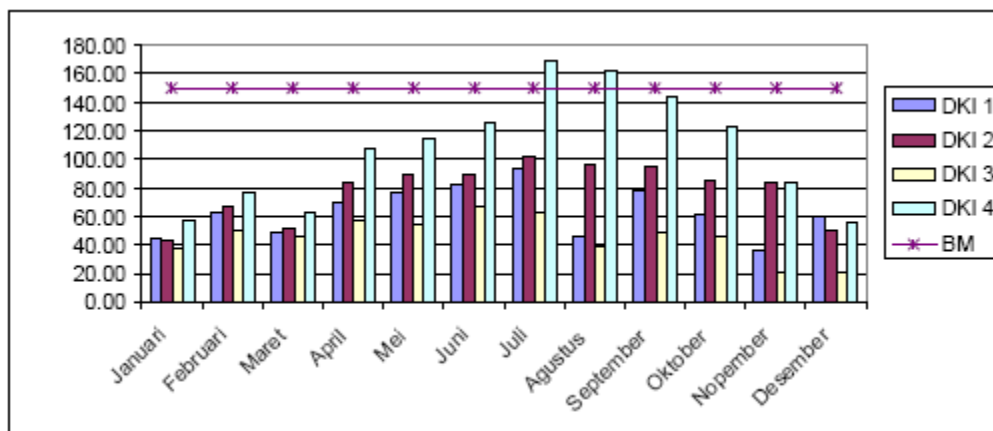


Figure 24: Graphic of Particulate Matter Index in Jakarta, 2012
Source: BPLHD-DKI Jakarta, 2012

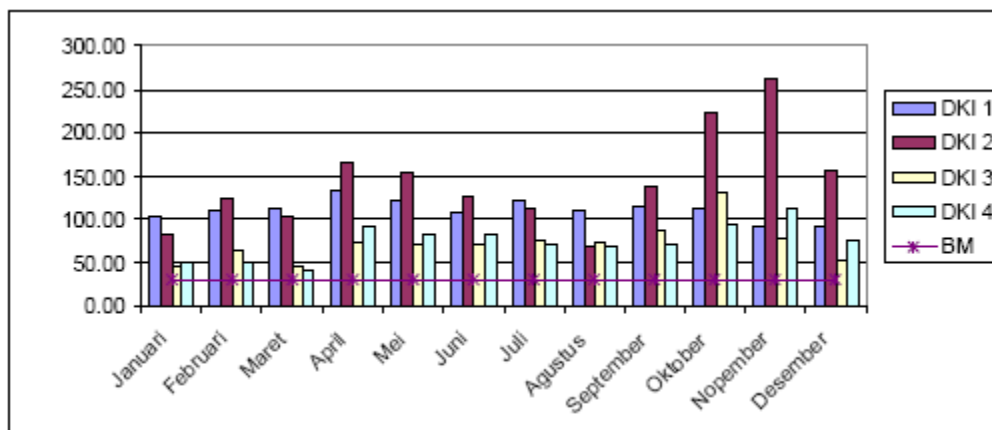


Figure 25: Graphic of O3 Index in Jakarta, 2012
Source: BPLHD DKI Jakarta, 2012

Water pollution in Kota Tua is another issue that needs to be addressed. The odour coming from the river, for those passing the Ciliwung River bank along Kali Besar decreases the environmental quality in the area. The weight (load) distribution on Biochemical Oxygen Demand (BOD) in Ciliwung River (at Jakarta's position) is very high, achieving 23,400 kg/hour and Chemical Oxygen Demand (COD) is 51,300 kg/hour, compared to Depok that measures a BOD of only 4,680 kg/hour and a COD of only 7,560 kg/hour. Moreover, solid waste management further complicates the situation and requires serious improvement.

To make Kota Tua greener, the West Jakarta Administration and PT Jababeka cultivated 200 trees along Kali Besar Street in November 2011. Trees consist of tamarind trees, mahogany, and cape trees. Director of Jababeka, Darmono, mentioned that this idea took place to make Kota Tua greener and to clean the river water between West Kali Besar and East Kali Besar. Jababeka's experience in purifying water helped the implementation of the project.

4 Identification and Mapping of Heritage Buildings

Kota Tua was built based upon a sophisticated, classical European town plan and architecture, yet there is hardly any reference found within today's Indonesian society (van Dunn, 2006). Currently, the condition of the region has been fading from the image of a vivid trading town (with all the economic and administrative functions included) into a slowly disappearing historic scene. The degradation of Kota Tua's condition should be considered the main concern when planning a conservation scheme within the region. It is important to integrate the historical context of the area within the greater area of Jakarta.

The conservation of Kota Tua Jakarta has been set by Local Regulation No. 9/1999 on Conservation and Utilisation of Environment and Heritage Buildings. This regulation sets the criteria under which historical buildings are considered of heritage value.

Table 8: Historical Area and Historical Building Criteria in Kota Tua Jakarta

| Criterion | Description |
|------------------|---|
| Historical Value | Related to the figures, and political, social, and cultural events that symbolise the historical value of Jakarta. |
| Age | > 50 years old |
| Originality | Related to the scarcity of buildings that support unique facilities, infrastructure, structures, and materials |
| Rare of/ scarce | Related to the scarcity of the building type as a complete structure that is the only one of its kind in existence in the area. |
| Landmark | Related to the scarcity of buildings that are monumental and symbolic to the area. |
| Architecture | Related to the aesthetic values of architecture that defines its origins from a particular period and style. |

Source: The Local Regulation of DKI Jakarta No. 9 of 1999 on Conservation and Utilisation of Environment and Heritage Buildings

Restoring historic buildings should retain building authenticity to give a certain identity and landmark to the area. Local Regulation No. 9/1999 classifies historic buildings into three factions and these factions are used as guidance to reconstruct heritage buildings in Kota Tua.

Table 9: The Description of Factions in Historic Building

| Faction | Description |
|---------|--|
| A | <ol style="list-style-type: none"> 1. Building is prohibited to be dismantled or changed 2. If the physical condition of the building is falling apart, it may be torn down to be reconstructed 3. Materials with the same characteristics have to be used to maintain a sense of authenticity, especially with the ornamental details 4. Adjustment to the building function is allowed in the revitalisation effort as long as the original façade and structure are not changed 5. Additional building is allowed on a heritage building plot or land as long as it is unified with the main building. |
| B | <ol style="list-style-type: none"> 1. Building is prohibited to be dismantled and if the physical condition is bad, it may be torn down to be reconstructed 2. Preservation and conservation efforts should give special attention to the ornaments and details and those should not be changed or eliminated 3. Spatial changes on rehabilitation and revitalisation works are allowed as long as they do not affect the whole structure of the building |

| Faction | Description |
|---------|--|
| C | <ol style="list-style-type: none"> 1. Building façade, structure, and roof have to be kept intact during works 2. Ornament detail and construction material have to be adapted with the surrounding building architecture 3. Additional building has to be constructed behind the main heritage attraction and it has to be compatible with the surrounding environment. 4. The function of the building may be changed in accordance with city planning |

Source: The Local Regulation of DKI Jakarta No. 9 of 1999 on Conservation and Utilisation of Environment and Heritage Buildings

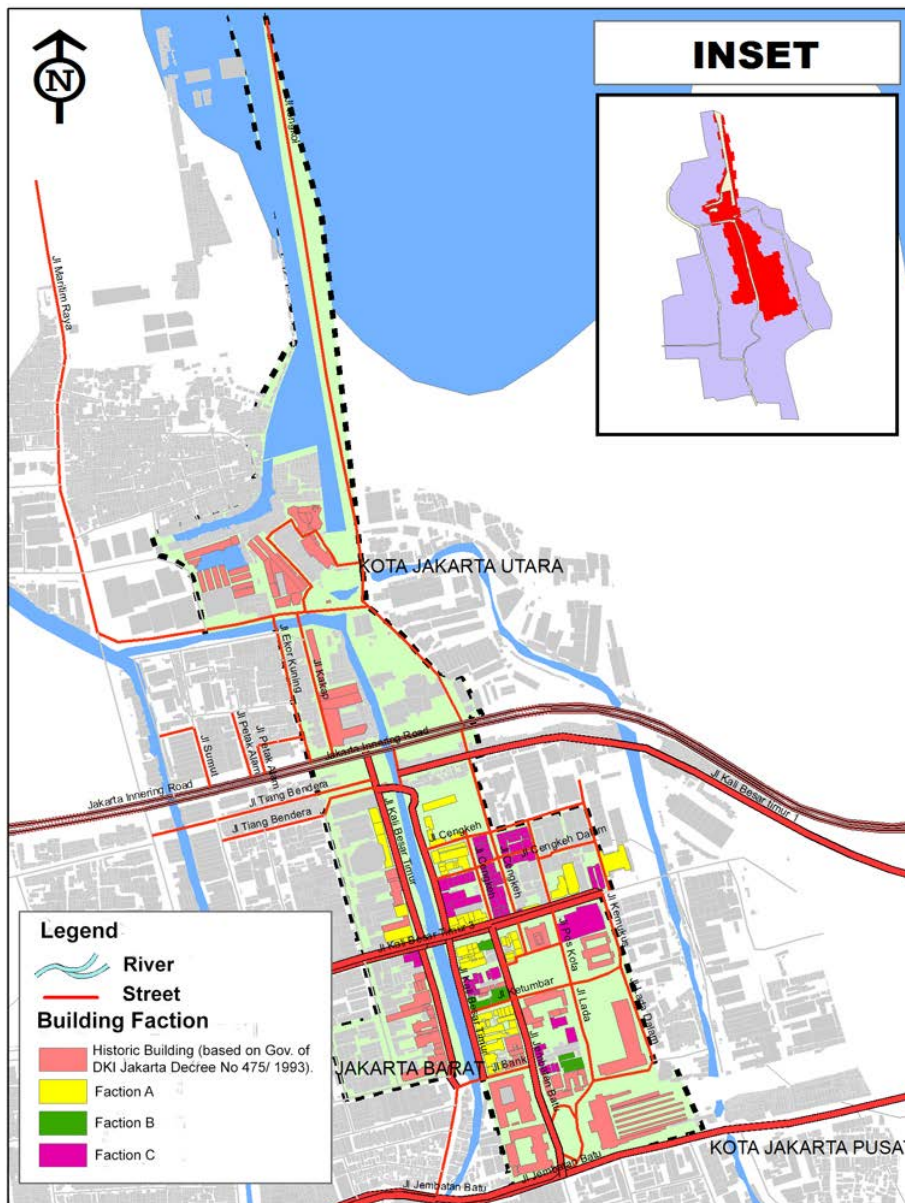


Figure 26: Map of Building Factions in Kota Tua Jakarta

Source: Governor Regulation No. 36/2014 of Kota Tua Master Plan on Core Zone and Primary Survey, 2014

Governor Regulation No. 36/2014 on Kota Tua Master Plan has mapped the building factions in Kota Tua Jakarta. As the scope area of this study was focused on the heritage buildings in the Core Zone, **Figure 26** shows the historic buildings and bulding factions that spread from Stasiun Kota Tua into the Fish Market in the north.

4.1 Building Condition

Heritage buildings in Kota Tua are mainly in need of major repair and restoration due to general neglect and damage. These buildings are located outside of the main area, i.e., buildings in East Kali Besar and Penjaringan Village. Buildings in good condition are located in the area surrounding the Jakarta Historic Museum (Fatahillah Museum), indicating that this site is a landmark of Kota Tua. Buildings owned by private companies, i.e. banks and restaurants, also remain in good condition.

Table 10: Building Conditions in Study Area

| Building Condition | Sample Pictures | Note |
|--------------------|--|--|
| Good (Yellow) |  | No renovation needed. |
| Moderate (Green) |  | Needs partial restoration, mainly exterior repair. |
| Bad (Red) |  | Needs structural repair. |

Source: Primary Survey, 2014

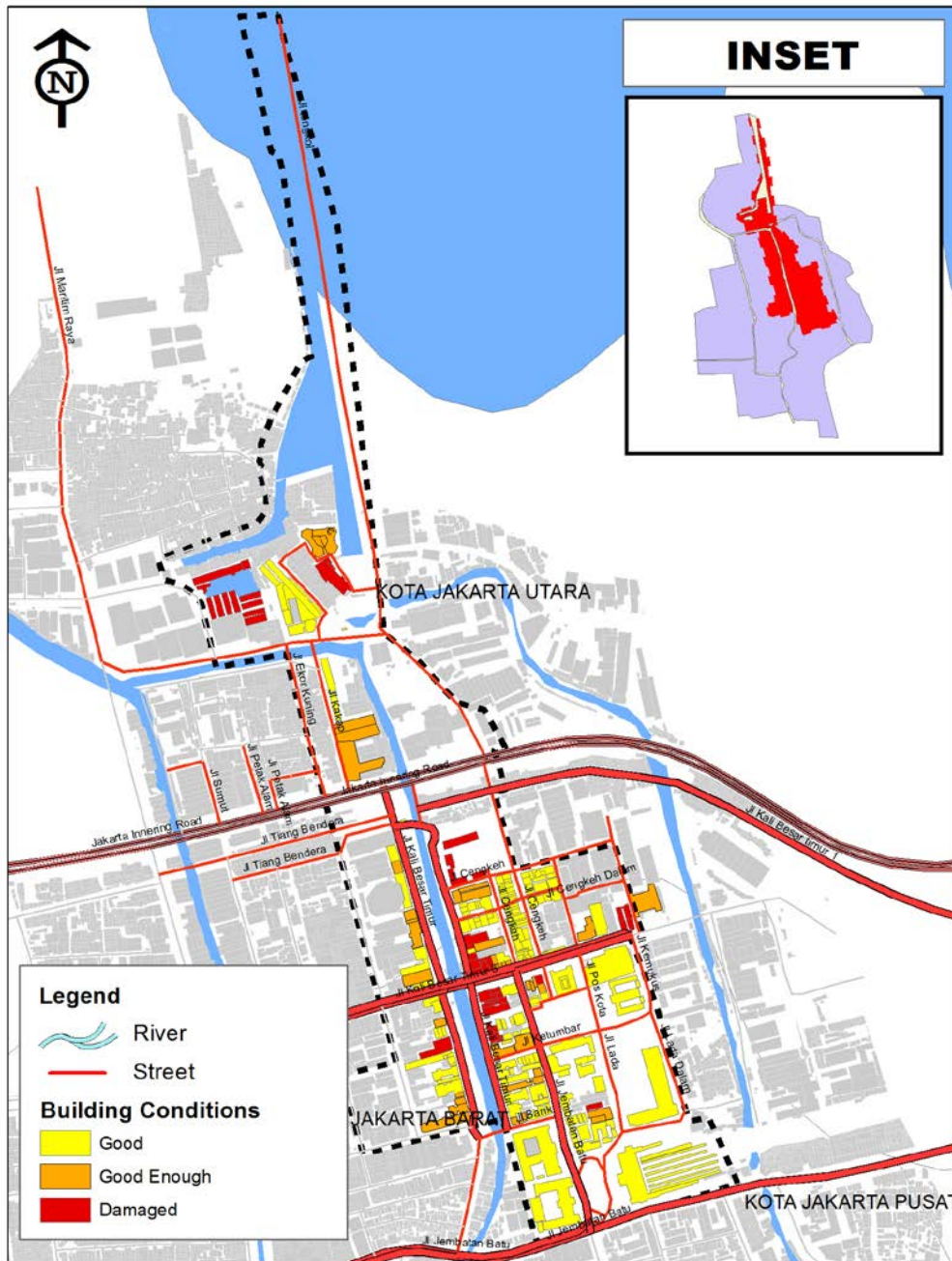


Figure 27: Current Building Conditions of Kota Tua Jakarta

Source: Primary Survey, 2014

4.2 Function

The majority of historic buildings in Kota Tua have been adapted to function within the service and trade sectors. As for the service sector, buildings were reallocated to banks, tax offices, function halls, and public service offices; while buildings within the trade sector are predominantly used as restaurants and hotels.

Historic buildings are also used for public and institutional purposes, which are mostly manifested as museums. There are also vacant buildings along Kali Besar Street (i.e the former Standard Chartered Bank, the Singa Kuning Building, and Toko Merah). Toko Merah has been restored and used for TV shoots, pre-wedding locations, and also as a fashion show venue. While the former Standard Chartered Bank and Singa Kuning Building seem to be abandoned and left vacant. Some of the vacant buildings are being used as illegal shelters and garbage collectors (lapak).

evident by the preceding sections, DKI Jakarta Government still struggles in coping with problems within the Kota Tua area, such as street vendors, parking, waste management, traffic congestion, and tax incentives for attracting building owners towards participating in the revitalisation project.

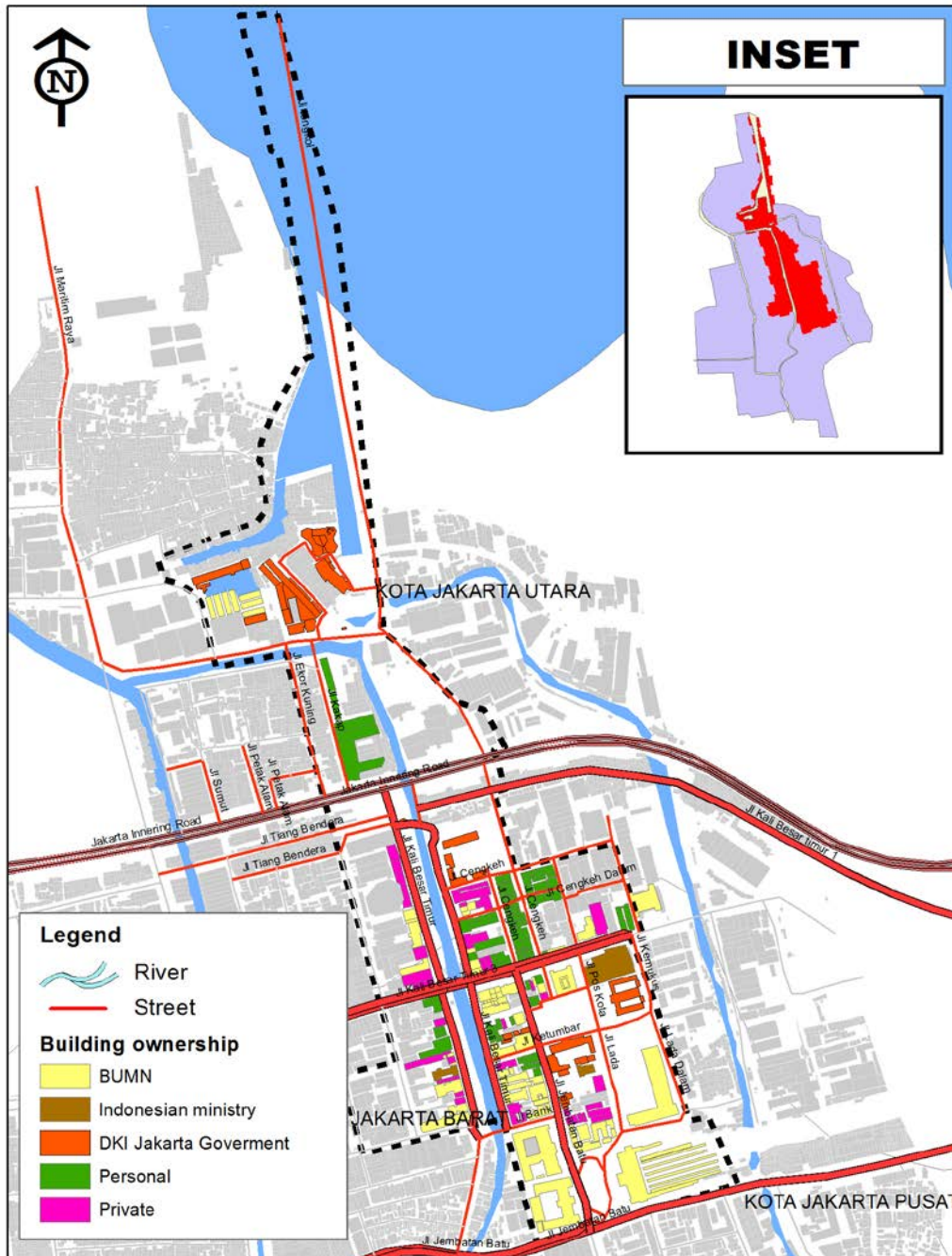


Figure 29: Current Building Owners in Kota Tua Jakarta

Source: Primary Survey, 2014

5 Regulatory Frameworks for Kota Tua Preservation

5.1 Cultural Heritage Preservation

The Law No. 11/2010 explains that individuals have the right to own and/or manage Cultural Heritage Objects, Cultural Heritage Buildings, Cultural Heritage Structures, and/or Cultural Heritage Sites as long as its social functions do not contradict the provision of the law. Thus, protection, development, and utilisation of Cultural Heritage Buildings fall to both local government and building owners, e.g. individuals, legal entities, foundations, associations, or similar organisations. This also dictates both public and personal participation in cultural heritage building preservation.

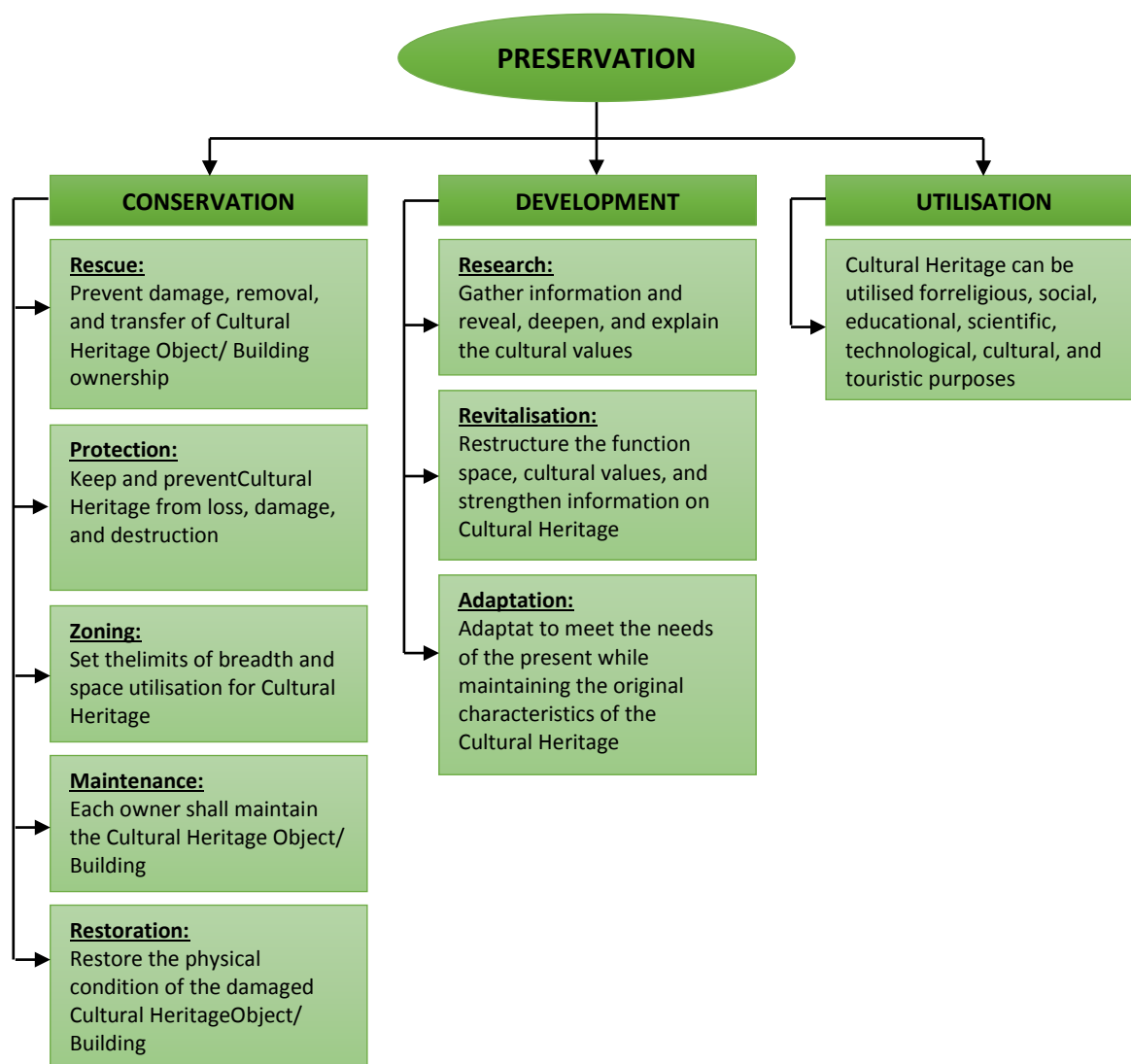
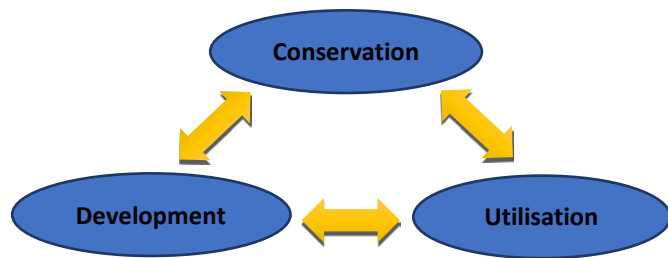


Figure 30: The Scope of Cultural Heritage Preservation
Source: Summarised from Law No. 11/ 2010 on Cultural Heritage

As summarised from Law No. 11 Year 2010 on Cultural Heritage, preservation is seen as a system that connects the elements of conservation, development, and utilisation which are inseparable from one another. The word "preservation" is seen as dynamic rather than static, in which each element provides functionality to the other related elements.



Conservation of cultural heritage is intended to prevent or mitigate the threat of damage or destruction, which can be achieved through rescue, protection, zoning, maintenance, and restoration efforts. Development of cultural heritage is an effort to increase the potential value of information and promotion of cultural heritage by utilising it for diverse purposes while still preserving the heritage object. Utilisation of cultural heritage is intended for the benefit of people's welfare while also maintaining preservation. This context of preservation can be used as a reference to preserve the Kota Tua area (see **Figure 31**).

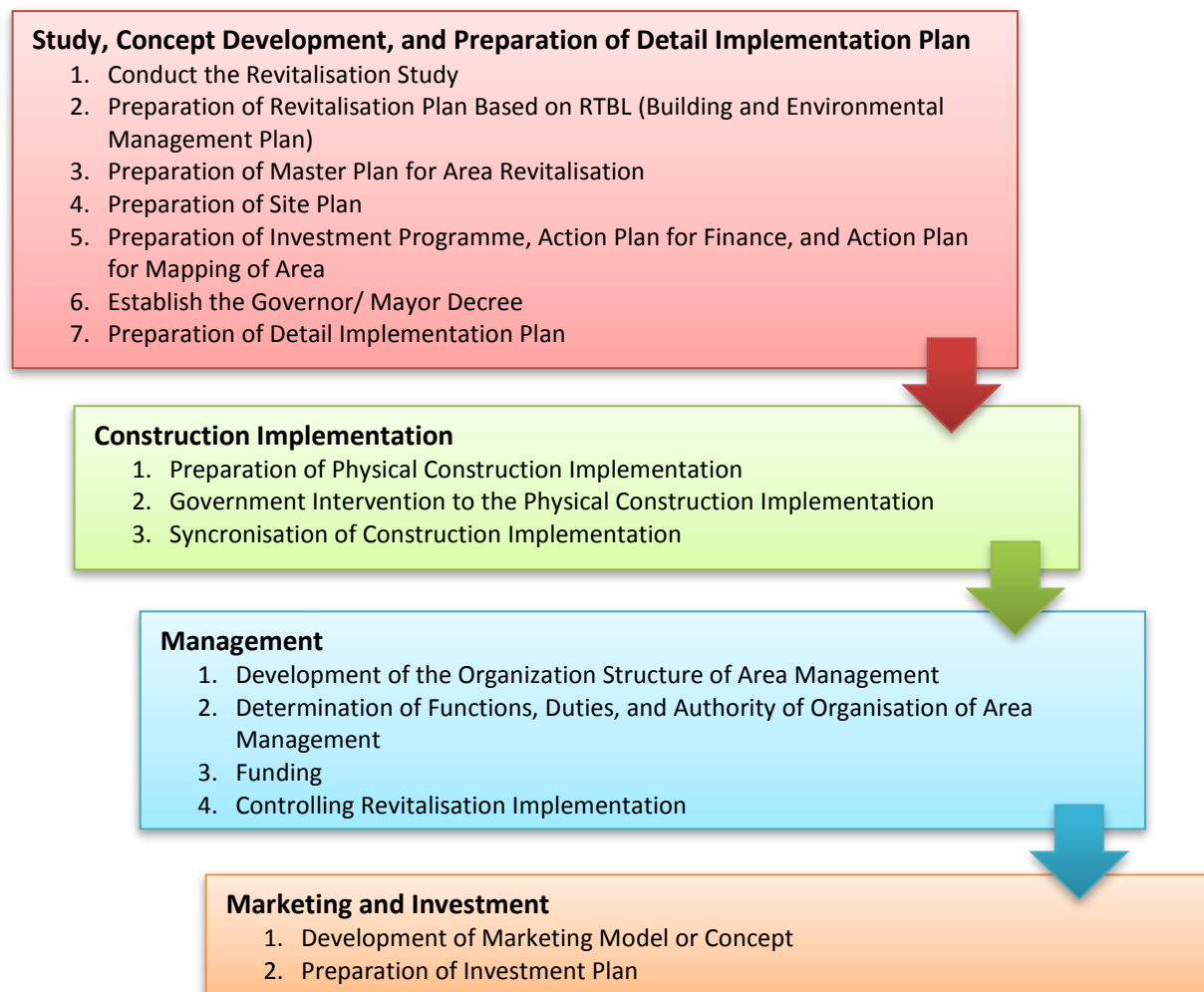


Figure 31: Revitalisation Mechanism

Source: Summarised from Public Work Ministry Regulation No. 18/PRT/M/2010

Details on revitalisation can also be found in the Regulation of the Ministry of Public Works No. 18/PRT/M/2010 under the Revitalisation Guidelines section, identifying the technical stages for revitalisation (i.e. identification of the location; concept development; and implementation of detailed plans, construction, management, marketing, and investment plan (see **Figure 32**)). These regulations emphasise that cultural heritage preservation is intended for economic revitalisation by improving the quality and productivity of the spatial planning and environment. The improvements are then expected to empower the social, economic, and cultural conditions in the area. In the long term, it is also foreseen that the region will be able to have sustainable management.

Other regulations that must be considered for the Kota Tua revitalisation is Jakarta Provincial Regulation No. 9/ 1999 about Conservation and Utilisation of Cultural Heritage Environment and Buildings. This regulation set the criteria for the determination and classification of the cultural heritage environment and buildings, preservation of the cultural heritage environment and buildings, and the utilisation of the cultural heritage environment and buildings.

Through the existence of the above regulations, it is expected that the Kota Tua revitalisation project will improve the vitality of urban areas in Jakarta, the integration of infrastructure, and an increase of the location’s value. Thus, the historic, scientific, and cultural values can be maintained, restored, and protected through joint efforts by the government, local communities, and private sectors for the sustainable development of the area.

5.2 Spatial Planning and Building Regulations

The position of Kota Tua as a cultural heritage area has been protected by Law No. 26/2007 on Spatial Planning that guides the preparation of spatial planning and its derivatives. This law establishes “heritage areas” as areas that should be protected and preserved, including its resources (i.e. buildings or historic objects).





DKI Jakarta Province Regulation No. 1/2012 regarding the Jakarta Spatial Plan 2030 stipulates that heritage areas are regions which fulfil a protective function. As a heritage area, Kota Tua has been designated as one of the Provincial Strategic Areas which has socio-cultural interests, particularly in cultural history. The emphasis for the development of this strategic area is to meet the needs of facilities and infrastructure for visitors in Kota Tua and the surrounding communities. In addition to maintaining the historical buildings, revitalisation will have a positive impact on increasing cultural history tourism and the local economy in Kota Tua. The Jakarta Spatial Plan 2030 has become a reference for the Detail Spatial Plan and Zoning Regulation.

The Detail Spatial Plan (RDTR) concerns the spatial sub-district level equipped with zoning regulations, which is a translation of the Spatial Plan with a map scale of 1: 5,000. While the Zoning Regulation (PZ) governs the use of space and control, elements are arranged for each zone designation in accordance with the Detail Spatial Plan. The land use and zoning regulations in RDTR of DKI Jakarta Province in Kota Tua Jakarta can be seen below:

Table 11: RDTR and PZ in Kota Tua Jakarta Area

| Region | Regulation | Block Code | Zoning | Map |
|--------|--------------------------|------------|--|-----|
| 1. | North Jakarta City | | | |
| 1.1 | Penjaringan Sub-district | | | |
| 1.1.a | Penjaringan Village | a | <ul style="list-style-type: none"> ● Industrial and warehousing zone ● Office, trade, and service zone ● City park zone | |
| | | b | <ul style="list-style-type: none"> ● Industrial and warehousing | |

| Region | Regulation | Block Code | Zoning | Map |
|---------------------------------|------------------------------|------------|---|-----|
| | | | zone <ul style="list-style-type: none"> • Office, trade, and service zone • Public and social service zone • City park zone | |
| | | c | <ul style="list-style-type: none"> • Mixed use zone • Office, trade, and service zone • City park zone • Public and social service zone | |
| | | d | <ul style="list-style-type: none"> • Blue open space zone • City park zone • Industrial and warehousing zone • Office, trade, and service zone with a low coefficient of basic building • Public and social service zone | |
| | | e | <ul style="list-style-type: none"> • Office, trade, and service zone with a low coefficient of basic building • Local Government zone • Horizontal housing zone • Public and social service zone • Blue open space zone • Industrial and trade zone • Mixed use zone | |
| | | f | <ul style="list-style-type: none"> • Industrial and warehousing zone • City park zone | |
| 2. West Jakarta City | | | | |
| 2.1 Tambora Sub-district | | | | |
| | 2.1.a Tambora Village | a | <ul style="list-style-type: none"> • Office, trade, and service zone • Public and social service zone • Horizontal housing zone | |

| Region | Regulation | Block Code | Zoning | Map |
|------------------------------------|-----------------------|------------|---|---|
| 2.1 | Jembatan Lima Village | a | <ul style="list-style-type: none"> • Horizontal housing zone • Vertical housing zone • Public and social service zone • City park/ environmental zone • Local Government zone • Blue open space |  |
| | | a | <ul style="list-style-type: none"> • Mixed use zone • Office, trade, and service zone • Public and social service zone • City park/ environmental zone |  |
| | | b | <ul style="list-style-type: none"> • Office, trade, and service zone • Public and social service zone • Local Government zone | |
| 2.1 | Pekojaan Village | a | <ul style="list-style-type: none"> • Mixed use zone • Vertical housing zone • Office, trade, and service zone • Public and social service zone • Horizontal housing zone • City park zone |  |
| | | b | <ul style="list-style-type: none"> • Horizontal housing zone • Mixed use zone • Public and social service zone • Local Government zone | |
| | | c | <ul style="list-style-type: none"> • Horizontal housing zone • Mixed use zone • Public and social service zone • Local Government zone • City park zone | |
| 2.2 Taman Sari Sub-district | | | | |
| 2.2 | Pinangsia Village | a | <ul style="list-style-type: none"> • Office, trade, and service zone • Mixed use zone • Blue open space zone • Public and social service zone |  |
| | | b | <ul style="list-style-type: none"> • Mixed use zone • Office, trade, and service zone | |
| | | c | <ul style="list-style-type: none"> • Office, trade, and service zone • Blue open space zone | |

| Region | Regulation | Block Code | Zoning | Map |
|-----------------------------|------------|------------|---|-----|
| | | | <ul style="list-style-type: none"> • City park zone | |
| | | d | <ul style="list-style-type: none"> • Mixed use zone • Local Government zone | |
| | | e | <ul style="list-style-type: none"> • Public and social service zone • City park zone | |
| | | f | <ul style="list-style-type: none"> • Office, trade, and service zone • Public and social service zone • Blue open space zone | |
| | | g | <ul style="list-style-type: none"> • Mixed use zone • Office, trade, and service zone • Public and social service zone • Blue open space zone | |
| | | h | <ul style="list-style-type: none"> • Mixed use zone • Office, trade, and service zone • Vertical housing zone • City park zone • Blue open space zone | |
| 2.2.b Glodok Village | | a | <ul style="list-style-type: none"> • Mixed use zone • Public and social service zone • Vertical housing zone • Public and social service zone • Blue open space zone | |
| | | b | <ul style="list-style-type: none"> • Office, trade, and service zone • Horizontal housing zone • City park zone • Local Government zone • Mixed use zone • Blue open space zone | |

Source: Detailed Spatial Plan (RDTR) Jakarta, 2014

Revitalisation of Kota Tua must focus on various elements since there are many historical buildings that are used for different functions, such as museums, offices, trades and services, and residential areas. Building operation and maintenance policies are clearly stipulated in Law No. 28/ 2012 on Buildings. Under the framework of this law, we understand the process of building construction to include several steps, such as development, utilisation, conservation, and demolition. This building-use rule should be considered in revitalising Kota Tua Jakarta in order to preserve the existing buildings and restore the area's natural environment. Building construction should fit within the requirements stated in this law since its inception. The first requirement is to assess whether the location, density, height, and building clearances correspond to spatial plans and that these elements do not have a negative impact on the environment during and after building construction.

Based on the description about spatial planning and building regulations, it can be concluded that building layouts in the area have strong links with predefined spatial planning, since the allotment of the location, density, height, and building clearances shall be in accordance with the provisions of spatial planning that have been established. The linkage of spatial planning and building construction policies can be seen in **Figure 32**.

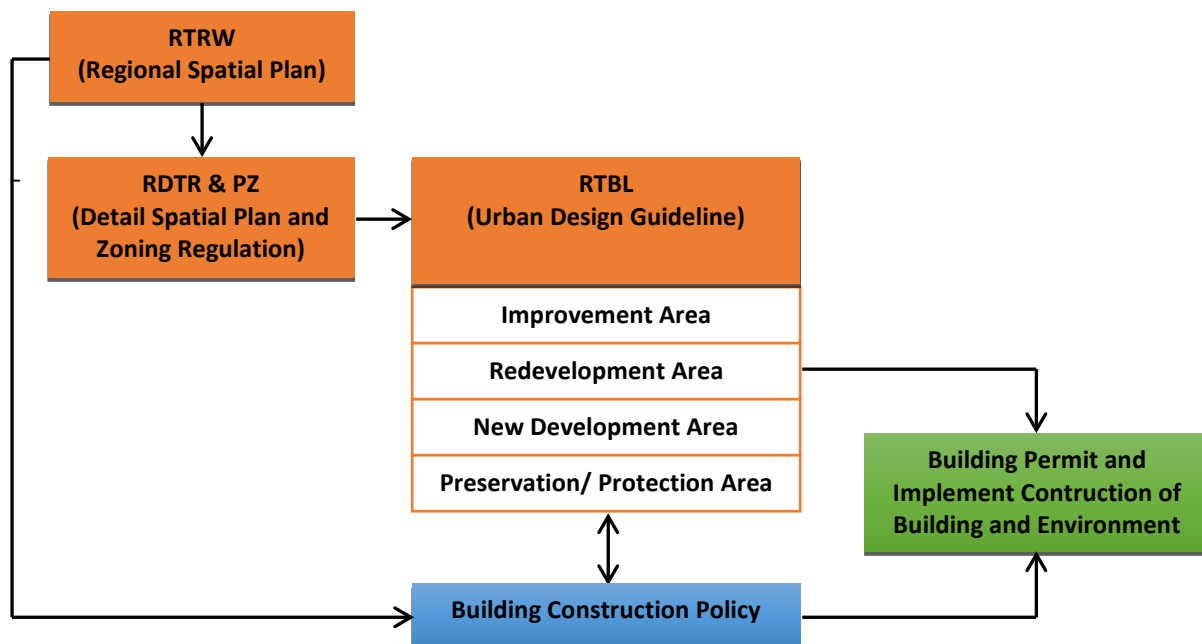


Figure 32: The Linkage of Spatial Planning, Building Regulation, and Revitalisation
 Source: Analysis, 2014

5.3 Kota Tua Jakarta Master Plan 2014

The Master Plan for Kota Tua Jakarta as the guideline for Kota Tua’s development programme was approved by the Governor Decree of DKI Jakarta No. 36/2014. It is designed to be a provincial strategic area that needs to be preserved for its historic significance. The direction of Kota Tua development refers to the RTRW of DKI Jakarta Province 2030, from which the plan would be integrated accordingly with the Master Plan.

The building arrangement in Kota Tua has a great importance to the area due to the numbers of historic buildings and the need for adaptive re-use of the buildings. The character of Kota Tua should be retained even with the introduction of new functions for the old buildings. This adaptive re-use of a building should not ignore the principles of heritage conservation and protection; it should have the capability to create a synergy between activities and encourage economy development in the area. In physical appearance, building restoration should maintain the height and space boundaries of the original building.

Kota Tua Master Plan is still used as guideline for development control and spatial planning that includes the arrangement and building infrastructure in the area. Currently the timing of programme implementation has not been indicated in the Master Plan; therefore it should be followed up by the preparation of the Action Plan for revitalisation of Kota Tua in order to be able to find solutions for various complex problems in the region.

The Master Plan also mentions about developing Kota Tua to a Special Economic Zone (SEZ) in order to optimise management in the area and the provision of adequate incentives in preservation. This is an important step to be taken as SEZ status means that management of the area of Kota Tua will be handled by an Authority Board. In other words, Kota Tua will be managed by a particular agency instead of managed by various parties as it occurs today. The establishment of SEZ for Kota Tua has been submitted to the President and is currently waiting for a decision in the form of a Presidential Decree (Kepres).

5.4 Incentive and Penalty

The arrangement for incentives and penalties for the Kota Tua revitalisation plan is described in detail in the Master Plan for Kota Tua Jakarta. Incentives are given to the involved parties in the development of Kota Tua, whose contribution in solving urban problems related to spatial planning and heritage building preservation is done accordingly with the Master Plan of Kota Tua Jakarta. The incentives may be given in forms of:

- a. Tax relief, compensation, cross-subsidies, benefits, space rental, and stocks/shares;
- b. Additional Building Floor Coefficient value in the transfer system according to Building Rights legislation norms;
- c. The utilisation of ground floor as public space is not counted as Building Floor Coefficient value;
- d. Infrastructure on development and procurement; and
- e. Awards to public and/or private sector in material and non-material forms.

Penalty is given to inconsistent and conflicting parties conducting works on the development of Kota Tua and negatively affecting urban activities. Penalty may be given in forms of:

- a. Imposing fines to parties offending the rules and directions on the Master Plan of Kota Tua Jakarta;
- b. Imposing high taxes tailored to the costs required in addressing the impact caused by the improper use of space; and
- c. Restrictions on infrastructure provision, imposing compensation, and penalties.

There are no quantitative measures for the incentive and penalty system in the Kota Tua Master Plan, such as the amount of tax incentives and fines as penalty. This condition weakens the regulation as stakeholders might interpret each incentive and penalty differently, leading to subjective assessments and negotiations between the involved parties. In addition, it is also not clear whether the sanctions or penalties will be executed in the form of administrative sanctions and/or criminal sanctions. Despite the existing regulations, the fact that building owners abandon their buildings, it hinders the implementation. Therefore it is necessary to define the incentives and penalties to ensure the Kota Tua Master Plan is able to be realised in accordance with its objectives and expectations.

5.5 *Tim Sidang Pemugaran* (Heritage Committee)

Tim Sidang Pemugaran is an ad-hoc team responsible for formulating renovation and revitalisation standards for heritage buildings in Jakarta that operates under the Tourism and Cultural Agency. Every building that needs renovation in order to keep the original intact must have permission granted to ensure the harmony and beauty of the Kota Tua environment. Restoration works include maintaining the authenticity of the environment and heritage buildings through rehabilitation, restoration, reconstruction, adaptation, and preservation that is assessed archeologically, historically, and technically. Cultural Heritage Object Supervision and Control, better known as the Restoration Council Team, under the Tourism and Cultural Office, is in charge of assisting within these procedures. Members of this team consist of experts from various fields, such as architecture, archeology, and urban planning. The team is responsible for the assessment restoration proposals and issuance of letters of recommendation.

Restoration guidelines issued by the Department of Culture and Museums in 2007 state that:

1. Every heritage building (faction A, B, and C) which are lightly degraded, or moderately or severely damaged must be restored in accordance with their faction.

2. Implementation on Technical Provision of Restoration followed by the Restoration and Rehabilitation Technical Guidelines were issued by the Department of Culture and Museums in 2003.
3. To protect archaeological assets in Zone 2 Kota Tua Heritage, every physical development activity in the region, especially on excavation below ground level, should involve archaeologists and receive approval from the Department of Culture and Museums.
4. The implementation of restoration procedures for heritage buildings must be carried out by a team of experts who possess powerful capabilities in conducting restoration.

5.6 *Pelayanan Terpadu Satu Pintu (PTSP)/One Stop Service (OSS)*

Jakarta is a barometer for business development in Indonesia. Therefore, to smooth out the business flow, including procedure simplification for business licenses, is especially important to help investors in foreseeing business opportunities in Indonesia. However, the procedures, cost, and processing time for creating business licenses in Jakarta have not really been effective and efficient. The investors are required to wait a month longer (8 procedures, 45 days) compared to countries in East Asia and the Pacific (7 procedures, 37 days). Even Jakarta’s service performance is inferior compared to other major cities in Indonesia such as Yogyakarta (29 days), Surakarta (29 days), and Denpasar (31 days) (KPPOD, 2014). These conditions require Jakarta to improve their licensing services in order to retain its appeal to investors.

To improve the performance of business licensing services, the Jakarta Government and Jakarta Provincial Government has imposed Local Regulation No. 12/ 2013 on the Implementation of One Stop Services (OSS) to improve authority and strengthen the institution of OSS. This regulation asserts that the authority of OSS covers receiving, processing, and issuing the permit/non-permit application documents, as well as submitting the documents that have been fully processed. In other words, all types of permit/non-permit documents that were previously under the authority of the City Agency will instead be handled by the OSS. However, further attention and actions are needed following the enactment of this Local Regulation. Simplification is not only needed in the field of business licensing but also within the entire arena of procedures and requirements in order to attract more investors.

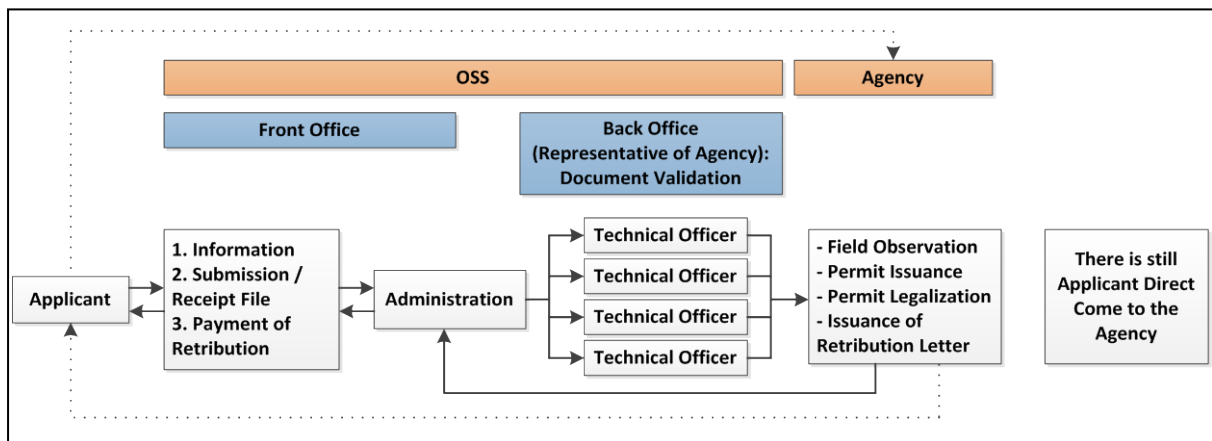


Figure 33: Process of Permit/ Non-Permit Service in Jakarta Pre Local Regulation No. 12/ 2013

Source: KPPOD, 2014

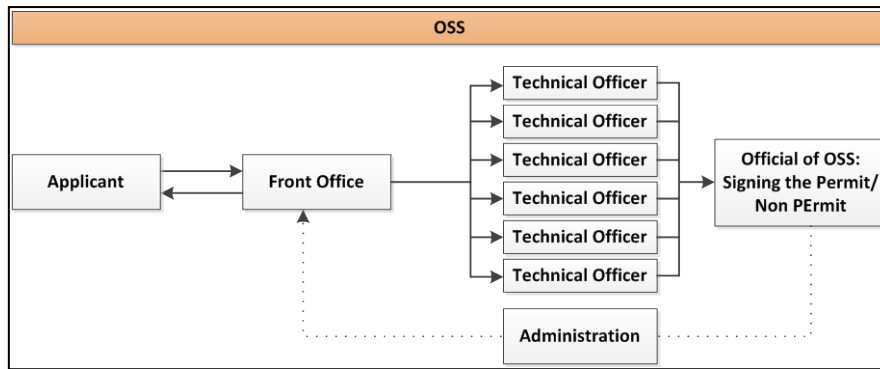


Figure 34: Process of Permit/ Non-Permit Service in Jakarta on Local Regulation No. 12/ 2013
 Source: KPPOD, 2014

While these permits are issued specifically for restoring cultural heritage buildings as well as for setting up business in cultural heritage areas, it is important to note that authority is still held by the Tourism and Culture Agency of the Jakarta Government. This can be considered as a special case, considering the special rules that regulate the development in heritage areas. In order to process the restoration, applicants are required to submit building designs and construction budgets. The applicants must also designate an architect team that will perform the so-called Restoration Trial held by the Heritage Committee. The Restoration Trial can be performed more than once until the design and construction plans are approved by the Heritage Committee. Upon approval, the Heritage Committee will provide a recommendation letter to the applicant concerning the restoration, followed by issuance of the restoration permit by the Tourism and Culture Agency of the Jakarta Government.

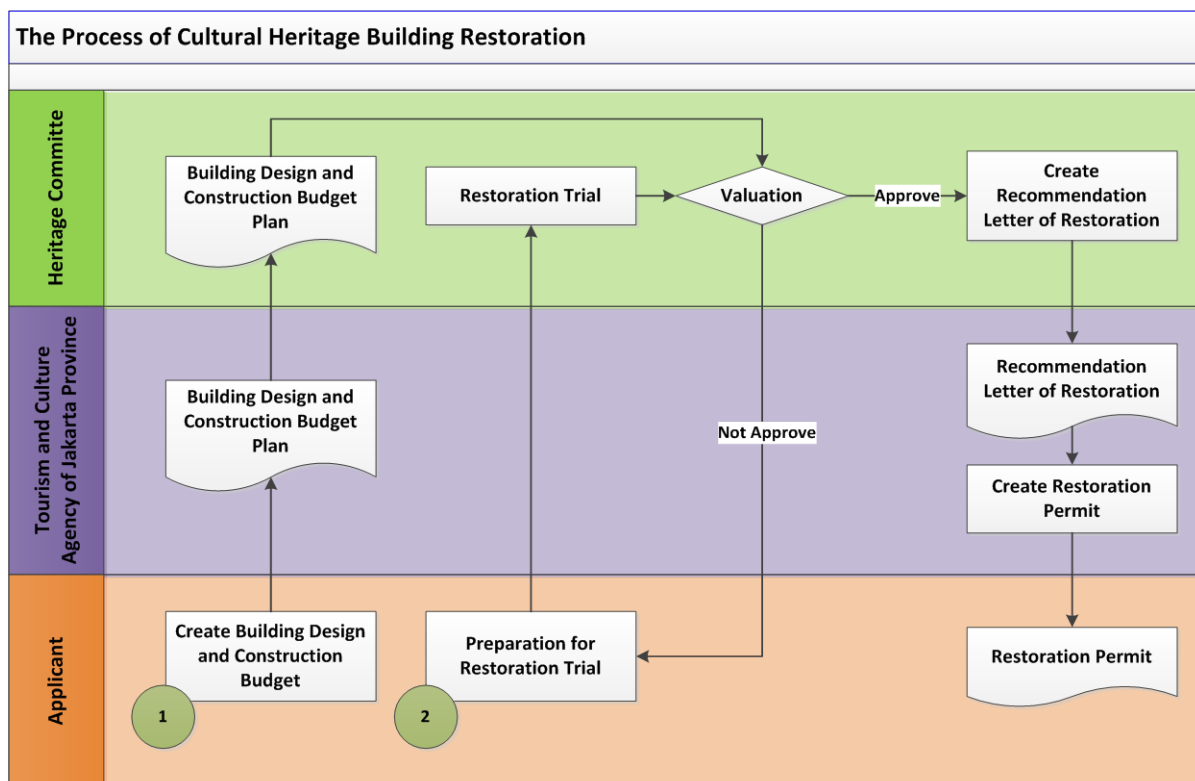


Figure 35: The Process of Cultural Heritage Building Restoration
 Source: Interview, 2014

6 Stakeholder’s Mapping

Stakeholders for the Kota Tua Jakarta Revitalisation are people or organisations whose interests are linked with the policies, programmes, and projects of revitalisation. Some of them have influential roles in the revitalisation efforts that can be very helpful in affecting the revitalisation process in Kota Tua Jakarta. To make sure the Kota Tua revitalisation goes well and is sustainable, these stakeholders should be involved in the planning, decision-making, implementation, and monitoring and evaluation processes in accordance with their interests, roles, and capacities. A list of stakeholders for the Kota Tua Jakarta Revitalisation can be seen in **Table 12** below.

Table 12: List of Stakeholders

| | Stakeholder | Main Interest (role and function) | Arena (related to revitalisation) |
|---|---|---|---|
| Central Government | | | |
| 1. | Ministry of Culture, Elementary and Secondary Education | Formulate norms, standards, guidelines, and criteria on culture and education; conduct policy formulation and implementation, coordination, technical guidance, supervision, and control in the form of monitoring and evaluation in culture and education affairs | Support the Kota Tua area through conserving heritage buildings and cultural areas in Indonesia by conducting seminars and discussion on how to promote historical and cultural value through museums on Kota Tua Jakarta |
| 2. | Ministry of Tourism | Formulate norms, standards, guidelines, and criteria on tourism; conduct policy formulation and implementation, coordination, technical guidance, supervision, and control in the form of monitoring and evaluation in tourism affairs | Develop historical buildings as tourist attractions and increase the quality of heritage areas. Sixteen National Tourism Strategic Areas have been planned by the Ministry to promote cultural heritage areas in becoming tourist’s spots to an international standard |
| 3. | Ministry of Public Works | Formulate norms, standards, guidelines, and criteria on providing infrastructure; conduct policy formulation and implementation, coordination, technical guidance, supervision, and control in the form of monitoring and evaluation in infrastructure affairs | Improve primary infrastructure in Kota Tua Jakarta such as roads and rivers, and also enhance the supporting facilities such as water lines, sidewalks, and street lights, etc. |
| Provincial Government of DKI Jakarta | | | |
| | Bappeda (Planning and Development Board of DKI Jakarta) | Formulate development planning and policy of DKI Jakarta; set up technical policy in development planning; coordinate and integrate programmes with other institutions; monitor the preparation and implementation of local development planning progress and organise the administrative and technical support | Conduct, control, and monitor Spatial Planning (RTRW); take part in the Kota Tua project by providing spatial planning and development for public facilities; plan for developing more pedestrian spaces around Fatahillah Square by diverting the traffic in front of BNI Bank; plan of cleaning up Ciliwung River |
| | Spatial Planning Agency | Formulate spatial planning and policy of DKI Jakarta; set up technical policy in spatial planning; coordinate and integrate programmes with other institutions | Formulate Master Plan of Kota Tua Jakarta and Detailed Spatial Plan as guidance for Development Implementation in Kota Tua Jakarta |
| | Culture and Tourism Agency of Jakarta Local Government | Set up and implement a work plan, tourism budget, and culture; set up the technical policy to implement tourism and culture; implement and promote tourism and culture through empowering the community in tourism and culture; service, train, and | Develop and maintain Kota Tua Jakarta as one of the tourist destinations in Jakarta; conduct local cultural events to promote and revitalise activities on Kota Tua Jakarta. |

| Stakeholder | Main Interest (role and function) | Arena (related to revitalisation) |
|---|---|---|
| | control for certification recommendations and/or business licenses in tourism and culture | |
| Transportation Agency of Jakarta Local Government | Organise, develop, manage, control, and coordinate all activities in ground, sea, and air transport; coordinate with related institutions regarding the implementation of operational tasks; set up and plan the networking of road transport | Establish more pedestrian areas around Fatahillah Square; establish more public transportation to avoid traffic; set up a plan for communal parking lots at Jalan Kopi (1.2 Ha) to accommodate visitor's cars; and make more space for pedestrian areas which are free from air pollution |
| Building Control and Supervision Agency (<i>Dinas Pengawasan dan Penertiban Bangunan/ P2B</i>) | P2B is responsible for assessing old buildings which need to be renovated and issuing the licenses for further construction | Control the development of heritage buildings in Kota Tua Jakarta |
| Region Management Unit (<i>Unit Pengelola Kawasan</i>) under Tourism Agency of Jakarta Local Government | Set up and propose technical policies on planning and development; coordinate, monitor, control, and publish about planning and implementation of SKPD/UKPD activities related to Kota Tua; coordinate activities about inventory, data bases, ownership updates, facilities, cultural assets, and investment | Information Center for Kota Tua Jakarta; conduct events in Kota Tua Jakarta |
| Municipalities | | |
| West Jakarta Municipality | | |
| Tourism Agency of West Jakarta Administrative City | Implement and coordinate government affairs, especially in the field of tourism affairs; coordination of technical supervision, control, and evaluation of the implementation of tourism development and management in West Jakarta | Support revitalisation of Kota Tua Jakarta; conduct events on Kota Tua Jakarta to promote Kota Tua Jakarta as one a tourist destination |
| Water Management - Public Works Agency of West Jakarta Administrative City | Implement and coordinate government affairs, especially in the field of public works affairs; supervise and control the strategic policies of urban development, drinking water and water supply systems, and wastewater infrastructure and facilities; implement strategic policy development | Implement the development of Kota Tua Jakarta related to water supply and waste water systems; conduct river cleaning |
| Spatial Planning of West Jakarta Administrative City | Implementat and coordinate government affairs, especially in the field of spatial planning and housing, as well as public services; coordinate technical supervision, and control and evaluation in implementating spatial planning and management of West Jakarta | Control and evaluate the implementation of spatial planning and management of Kota Tua Jakarta in West Jakarta |
| North Jakarta Municipality | | |
| Water Management - Public Works Agency of North Jakarta Administrative City | Implementat and coordinate government affairs, especially in the field of public works affairs; supervise and control strategic policies on urban development, drinking water and water supply systems, and wastewater infrastructure and facilities; implement strategic policy development in North Jakarta | Implement the development of Kota Tua Jakarta related to water supply and waste water system; conduct river cleaning |
| Spatial Planning of North Jakarta Administrative City | Implementat and coordinate government affairs, especially in the field of spatial planning and housing, as well as public | Control and evaluate of the implementation of spatial planning and management of Kota Tua Jakarta in North Jakarta |

| Stakeholder | Main Interest (role and function) | Arena (related to revitalisation) |
|---|--|---|
| | services; coordinate technical supervision, control, and evaluation in the implementation of spatial planning and management in North Jakarta | |
| Tourism Agency of North Jakarta Administrative City | Implement and coordinate government affairs, especially in the field of tourism affairs; coordination technical supervision, control, and evaluation in the implementation of tourism development and management in North Jakarta | Support revitalisation of Kota Tua Jakarta; conduct events on Kota Tua Jakarta to promote Kota Tua Jakarta as one of the tourist destinations of Jakarta. |
| Private Sectors | | |
| Building Owner | Manage their historic building assets | Maintain and renovate the buildings in Kota Tua Jakarta; joint effort to restore the buildings as part of the revitalisation plan |
| Bussiness Sector | Run business in Kota Tua Jakarta such as restaurants, hotel, shops, SMEs | Support revitalisation of Kota Tua Jakarta; generate tourism and economic life |
| JEFORAH (Jakarta Endowment for Art and Heritage) | Revitalise Kota Tua with support from the Local Government of Jakarta for non-physical activities; encourage mutual trust (strong relationship) between the Local Government (public authorities) and community; encourage entrepreneurial spirit, initiatives, creativity, and ideas for maintaining Kota Tua | Perform “Fiesta Fatahillah;” rganising regular and continuous art performances at Kota Tua; open the “Jakarta Contemporary Art Space & Gallery” with 48 artist in Post Office |
| JOTRC (Jakarta Old Town Revitalisation Corp) | Develop and Revitalise Kota Tua with support from the Local Government of Jakarta to become an area for resettlement, work, and entertainment; restore old buildings and reuse them for new functions; become a mediator between the owners of old buildings with the Local Government in order to restore the old buildings in regards to funding and building licenses | Plan to restore 85 old buildings (3 buildings every 6 months); accomplish the Visitor Centre as a venue for investor, expert, and art lovers to meet; accomplish a face lift for Fatahillah Square and Pos Indonesia by March 2015; empowerment the street vendors around Fatahillah Square |
| Civil Society | | |
| Association | Association such as Jakarta Heritage Trust aims to strengthen, encourage, and support cultural heritage preservation in Jakarta. JHT members are coming from building owners, local government, and local police. | Propose a special authority unit to maintain, control, and provide bureaucratic ease to renovate historic buildings; coordinate with local government and JOTRC to analyse and decide which buildings need renovating, and to identify and solve Kota Tua problems |
| Community Group | Some cultural groups and activities emerge such as Barongsai & Tanjidor, Old Bike Community (Kosti), Cultural Adventurer Community (KJB), Ruhha Fatahillah, Past Community, Fatahillah’s Onthel Bike Activator, Trotoart (painting artist), Friends of Old City (Sakata), Dragon Swamp Dance, etc. They were already registered and cooperate with UPK | Participate in Kota Tua Jakarta events to promote cultural heritage value |

Source : Analysis

7 Some Issues for the Revitalisation of Kota Tua Jakarta

Besides the conservation of old buildings, the revitalisation of Kota Tua lends itself to potentially becoming one of the world's leading tourist destinations. With this in mind, Kota Tua still has several issues that should be considered, such as water management, creative industries, traffic management, informal economy, the importance of institutions, etc. Each of them can be presented as a great opportunity if we manage it well. The power of human resources, culture, history, and art might serve as areas for potential to be managed as creative industries, supporting the tourism sector. Street vendors, informal economy, and artists (batik, painting, traditional dance, music, handicraft, culinary, graphic design, etc.) should be empowered to promote creative industries in Kota Tua. The Local Government should give spaces to the vendors, as well as opportunities to develop the abilities of art workers. To achieve this target, infrastructure and basic services for the tourism sector must be improved, such as providing accessibility, information facilities, tourism amenities (hotels, restaurants, comfortable and safe pedestrian areas, and transportation and parking). The last important thing is the existence of tourism institutions through which all communities in Kota Tua may be led and all events and activities may be organised in order to enliven Kota Tua.



Figure 36: Painting Competition Event in the Terrace of the Fine Arts & Ceramics Museum

Source: Primary Survey, 2014



Figure 37: Illegal Street Vendors Selling Souvenirs and Products

Source: Primary Survey, 2014

Water management in Kota Tua could become an attractive element as long as it is managed in a good way. Water areas such as rivers in Kota Tua could be considered as interesting tourism destinations. First of all, solving the flood problem is a target to provide a safe environment for Kota Tua community members and visitors. Flooding and inundation in Kota Tua Jakarta is not only economically detrimental and inhibits activities, but it also damages historic buildings. For example, the building owned by Samudera Indonesia in Kali Besar Street was damaged, a few columns of the Bahari Museum collapsed, Kota Intan Bridge was exposed to corrosion, etc. Images depicting these occurrences around Kota Tua Jakarta and a flood hazard map from 2013 can be seen below.



Source : www.tribunnews.com 12th January 2014



Source : www.satuharapan.com 12th January 2014

Figure 38: Flood Situation in Several Spot of Kota Tua Jakarta

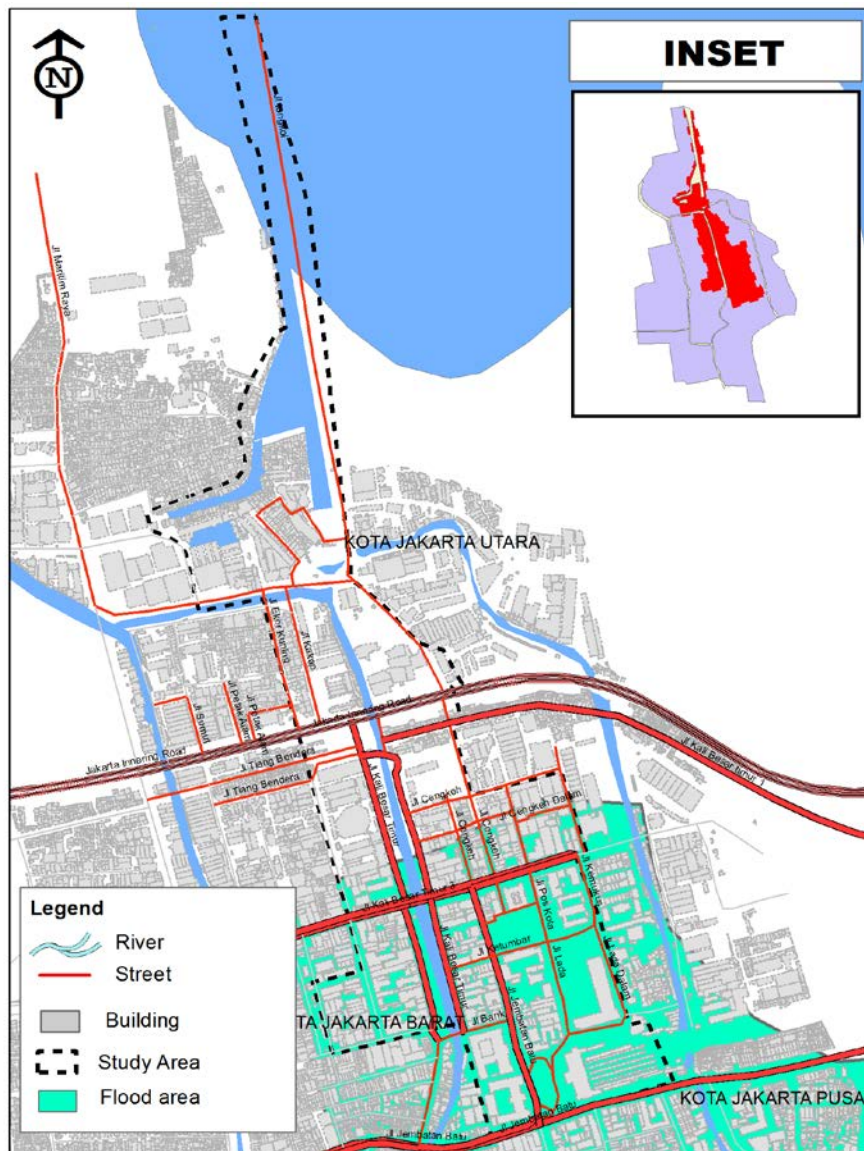


Figure 39: Flood Hazard Map, 2013

Source : Technical Document of Detailed Spatial Plan (RDTR) of Jakarta, 2014

In order to reduce 40% of the flooding problem, the Local Government will be dredging 13 rivers and 56 channels as well as the East Flood Canal and West Flood Canal. The target of reducing 35% of the flooding problem in 2016 is expected to be achieved through the development of a programme that covers a tunnel connecting the West Flood Canal and the East Flood Canal, dam rehabilitation, and the construction of Pluit Reservoir. In the future, flood control efforts by Jakarta Provincial Government are predicted to be more stable due to the government's increased preparedness in handling floods when compared to the previous years. Additionally, the flood early warning system has been running effectively this year. Long before the flooding arrives, people in Jakarta will have received notification about the possibility of flooding and will then be able to prepare for evacuation. However, flood control cannot be done by the Jakarta Government alone and also requires the central government and other provinces to be more consistent in developing flood control facilities, such as in the construction of Ciawi Reservoirs in order to control the flow of water that enters the Jakarta region.

Among other issues, transportation (or accessibility in a broad sense), is the single-most acute problem of Kota Tua. Officials from the Jakarta Government have often stated that severe traffic

congestion makes the area unattractive. Although traffic is very busy, Kota Tua is not a significant trip attractor or a destination area. The roads mainly accommodate traffic connecting North and South Jakarta. Almost all traffic of goods and people pass through Kota Tua and this has been creating congestions at certain points, such as the City Train Station, Harbour Entrance, and other points, which further reduces accessibility to the area.

The cause of congestion in Kota Tua Jakarta is, among others, due to the volume of trucks and other large cars the parking of public transport outside of the predetermined areas, the bottlenecking of traffic, queuing at traffic lights, market traffic parking on the streets for the unloading of goods, and railroad crossings.

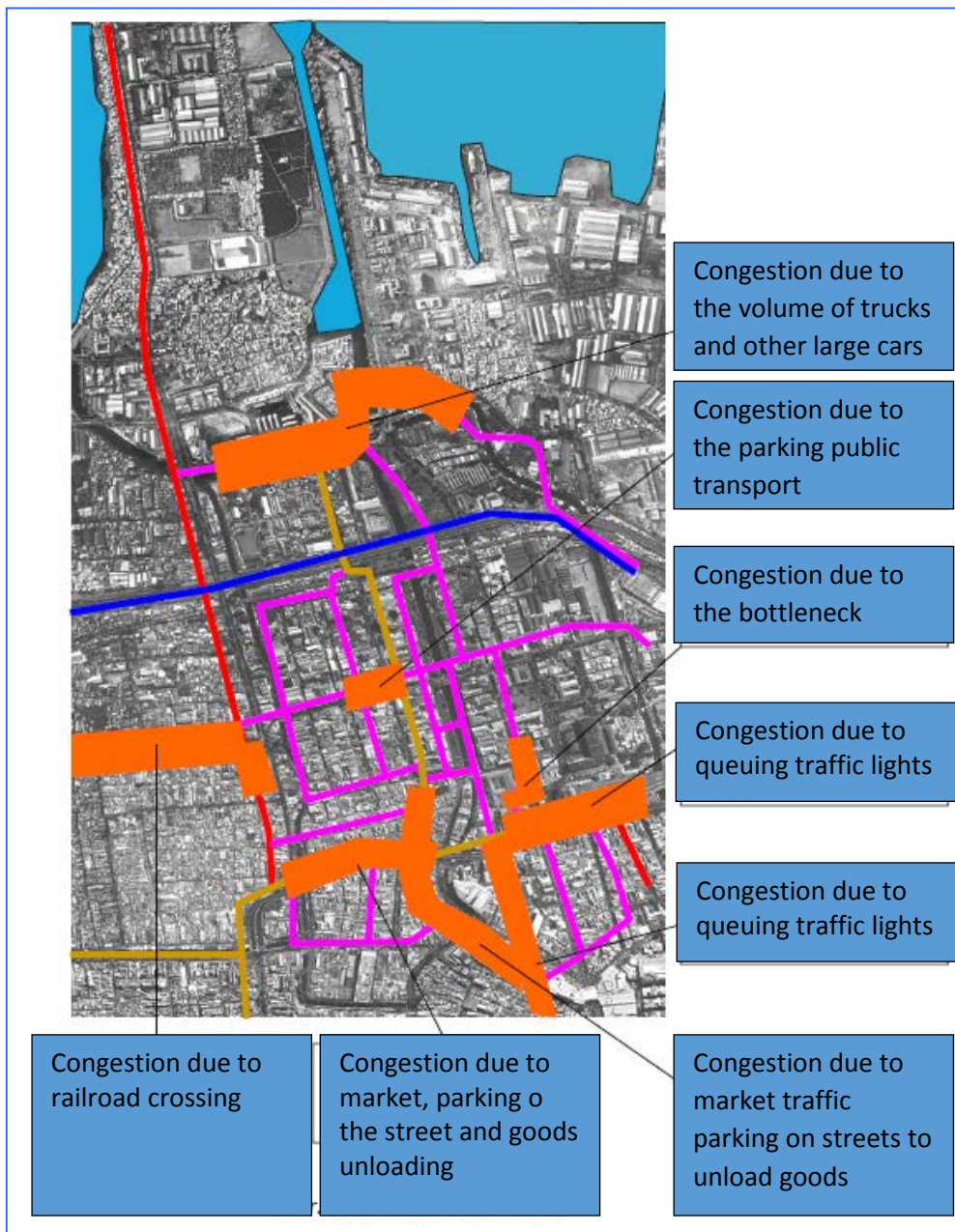


Figure 40: Congestion Point

Source: Final Report URDI and Jakarta Spatial Office, 2007 and Primary Survey, 2014

Another problem is access difficulty when walking from Jakarta Kota Railway Station toward Fatahillah Square and vice versa. The Pedestrian Tunnel is only useful for people who are heading to Jakarta Kota Railway Station, Trans Jakarta Bus Shelter, and Mandiri Museum (and vice versa); however, for those people that wish to access the area from other directions, such as from Lada Street, The Bank Street, and Asemka Street, it is extremely difficult and dangerous due to the need for crossing busy and crowded roads.

Kota Tua, or Batavia, has existed before the invention of automobiles. Therefore, it is safe to say that Batavia was not designed for car-based transportation. Kota Tua also has less space to create more roads and parking spaces, and was never designed to accommodate large scale parking. In fact, Kota Tua lost its attractiveness as a result of more recent developments in providing higher road accessibility and parking space. Nowadays, there are new commercial areas that promote larger parking spaces and better access using artery roads and even highways.

Currently, West Jakarta City Government has been providing parking spaces at some points in the Core Zone, Kota Tua Jakarta. Visitors with motorcycles are able to park near Kota Intan Bridge, while those with cars may park at Kunir Road, East Kali Besar Road, and around the West Jakarta Immigration Office. The building owners and visitors, however, still feel uncomfortable because parking is quite far from the buildings they need to access. As a result, there are still a lot of visitors who park on the pavement and in the vacant land around the old buildings.

The Kota Tua area can be used as a tourist destination and a trade place. The existing trading activities in Kota Tua are not just for the big trades owned by companies, but also for the small trades owned by community members. People who live or have a building in Kota Tua realise that local trading activities can be the source for their income. Some people open stores, stalls, or kiosks at home, either for themselves or for rent. They sell a variety of products, such as food and beverage, groceries, household appliances, tents, and others. The shops, stalls, and kiosks in Kota Tua are frequented daily by customers, whether they are tourists, residents, or local office workers. The average income earned by traders is around IDR 2,200,000 per month. Due to the lack of parking spaces for the stores, stalls, and kiosks, owners and customers must park their cars or motorcycles on the pavement or roadside. This problem interferes with pedestrians and traffic around the road.



Figure 41: Store, Stall, and Kiosk in Kota Tua Area
Source: Primary Survey, 2014

The potential for tourism in Kota Tua is very strong and is quite attractive for trading activities in this area, which has resulted in the area mostly being used by street vendors. They gathered in Kota Tua because this area always has a great number of visitors, both from Jakarta and outside Jakarta (including foreign tourists). The street vendors sell many products consisting of food and beverage, accessories, children's toys, clothing, sandals and shoes, tattoos, and others. The net profit earned by street vendors is around IDR 200,000 per day on regular days, and increases on weekends and

national holidays, potentially reaching IDR 600,000 per day. Therefore, they depend on trading in Kota Tua in order to meet their survival needs.

Although the presence of street vendors in Kota Tua can support tourism, their presence has its setbacks. Kota Tua is much polluted due to the street vendors' lack of organisation, which causes a lot of trash to accumulate along the way. Organisation and proper arrangement of the street vendors has already been attempted several times, but the problem is a difficult one to resolve, especially for the street vendors who are located in Taman Fatahillah. This area is an icon of Kota Tua, attracting many people and visitors to the area. The number of street vendors in the Kota Tua area, based on the number of street vendors who joined in the Fatahillah Square Traders Cooperative, totals \pm 260 members; while the number of street vendors who joined the Society of Kota Tua Warrior Traders amounts to roughly \pm 446 members.

Last year, in order to support the revitalisation programme, Jakarta Provincial Government made efforts to control street vendors in Kota Tua. One of the steps taken was to combine the two organisations of street vendors (Fatahillah Square Traders Cooperative and Society of Kota Tua Warrior Traders) into one organisation, namely the Kota Tua Traders Community, for easy coordination, rearrangement, and management of the street vendors. Furthermore, Jakarta Provincial Government also provided a place for street vendors around Taman Fatahillah, prohibiting them to trade inside or around Fatahillah Square. All of street vendors who trade in the space provided by Jakarta Provincial Government are legal street vendors.



**Figure 42: Street Vendors around Fatahillah Square
(a) Legal Street Vendors; and (b) Illegal Street Vendors**

Source: Primary Survey, 2014

However, controlling the street vendors does not last long, with illegal street vendors returning to trade around Fatahillah Square. This condition is caused by street vendor growth in the Kota Tua area, which could reach 200% -- figures that are unsustainable within the Kota Tua area. The land allocated for the relocation of street vendors is very limited. Therefore, the ideal form of street vendor control carried out by Jakarta Provincial Government is always destined to fail. The most important thing in the revitalisation of Kota Tua is coordination and cooperation. Although there are good initiatives, participation, planning, and strategies, if coordination amongst them does not exist, the revitalisation would not be able to achieve its goal. Therefore, the institution plays an important role. In 2007, Jakarta Provincial Government established a unit for the management of the Kota Tua area (UPK Kota Tua) under the coordination of the Culture and Museum Agency of Jakarta Province (now called the Tourism and Culture Agency). This organisation controls the entire Kota Tua area and coordinates all of the activities for which may be accounted. However, the UPK Kota Tua authority is limited in its management abilities because the authority to set up infrastructure, cleanliness, traffic, and so on still rests with the relevant Local Government Agencies. Thus, while UPK Kota Tua is supposed to be the right hand of Jakarta Provincial Government, it currently only plays a role in licensing the use of buildings and Fatahillah Square for exhibitions or festivals.

This year, Jakarta Provincial Government decided to cooperate with the private sector, state enterprises, and cultural activists – members of the Kota Tua consortium – through establishing the Jakarta Old Town Revitalisation Corporation (JOTRC) and Jakarta Endowment for Art and Heritage (Jeforah). Both institutions aim to revitalise the Kota Tua area through maintaining and renovating the physical condition of the building, improving infrastructure, and developing cultural arts activities in the Kota Tua region.

The formation of the consortium cooperation adds a new story surrounding concerns for authority within Kota Tua management, becoming more and more unclear in departmental overlaps. Increasing the number of organisations involved in Kota Tua management does not warrant accelerating the implementation of the Kota Tua revitalisation programme, but it will hamper efforts since inter-organisational coordination is very weak. In addition, the stakeholders from NGOs and communities do not understand the purpose of Jakarta Provincial Government within the consortium cooperation, of which most members are from the private sector, and this cooperation was not socialised with them beforehand.

To resolve institutional and authority conflicts, Jakarta Provincial Government proposes to establish an Authority Board so that the tasks and overall authority for Kota Tua management lies entirely under the Authority Board. According to Jakarta Provincial Government, the Authority Board is considered as an effective strategy for managing Kota Tua, allowing for clearer lines of authority and control. In addition, Kota Tua development will be more advanced if this area is set to Special Economic Zones (SEZ). If Kota Tua passes into SEZ, however, Jakarta Provincial Government will experience new challenges concerning management as there will be a possibility for a changeover in these organisations.

Based on Law No. 39/ 2009, the institutional element of SEZ within development and management consists of a National Council, Regional Council, SEZ Administrator, Enterprises, and Entrepreneurs. The National Council is a council established at the national level to organise SEZ, consisting of ministers and heads of non-ministerial government agencies, and is chaired by the Coordinating Minister for Economic Affairs. While the Regional Council consists of the Governor as Chairman, the Mayor as vice-chairman, and members of the Provincial Government and District/ City Government as the remaining seat holders. The SEZ Administrator is part of the Regional Council, assigned to assist the Regional Council with SEZ implementation. Finally, Enterprises and Entrepreneurs are responsible for organising business activities.

Once Kota Tua is set as SEZ, the formulation of the master plan, public policies, infrastructure, minimum service standards of SEZ, and monitoring and evaluation of SEZ will be a task of the National Council, no longer residing under the Jakarta Provincial Government. While the Regional Council together with the SEZ Administrator will be responsible for implementing regulation, which is determined by the National Council; supervising and controlling the operation of SEZ; and implementing a one-stop service system for business permits and other permits that are necessary for entrepreneurs.

Jakarta Provincial Government must be prepared to deal with changes of organisation within Kota Tua management. These changes are not only expected in form and structure, but also within tasks and responsibilities. Thus, UPK Kota Tua will no longer fulfil the role of Kota Tua management, avoiding any overlap of authority. In addition, the consortium cooperation must be clarified in regards to the pattern of partnership, as well as in the limitation of roles, tasks, and authorities for Kota Tua revitalisation.

8 Conclusions and Recommendations

Regarding the literature within this study, data was collected via surveys, interviews with key stakeholders in Kota Tua, and process of analysis. As a result of this study, several issues may be concluded:

1. Heritage Buildings in Kota Tua

Most of the heritage or old buildings in Kota Tua are in poor condition and lack proper care and maintenance. Many of them are left empty without occupants and damaged. The reason that the building owners do not have any willingness to renovate the buildings are varied, like no available funding for the renovation (the construction fee is too expensive); complicated process of licensing from the local government; as well as the complicated process of construction for heritage buildings, which requires approval from *Team Sidang Pemugaran* (TSP) and is yet another time consuming process. Besides this, the Government does not give clear incentives for the building owners to renovate their buildings.

2. Regulation

There are many laws and regulations concerning heritage and preservation around Kota Tua developed by the government. However, most of these regulations have yet to reach implementation. Moreover, the institutions responsible for the management of the Kota Tua area lack strict rules or policies for the building occupants or community members to obey, such as solid waste regulations, security/safety regulations, etc. Since there are no strict regulations, occupants of Kota Tua can dispose of their solid waste anywhere in their vicinity, and even illegal street vendors can occupy any space they wish without the threat of any real consequences.

3. Infrastructure

Infrastructure has an important role in Kota Tua revitalisation. Revitalisation of heritage buildings will not be success without good infrastructure. So far, Kota Tua does not have good solid waste management. Likewise, the region also lacks good water management, while clean water provision has yet to reach 100% of the community. Moreover some areas surrounding Kota Tua still experience flooding during the wet season. Transportation infrastructure is also a key factor in supporting the economic and tourism sectors. Although Kota Tua has sufficient transportation systems such as buses, trains, and taxis, the road networks simply cannot accommodate the volume of vehicles. With poor infrastructure, Kota Tua's economic activities will also be negatively affected.

4. Tourism and Creative Industry

Kota Tua Jakarta has the potential to be an international tourism destination, offering big attractions through history, building heritage, and culture. Tourism is certainly the biggest asset for Kota Tua towards stimulating economic activity and growth. However to this point, tourism in Kota Tua has not been able to thrive since the area still faces many obstacles, such as poor infrastructure for dealing with traffic, area accessibility, amenities, and well developed tourism programmes. Also, museums are potentially a strong asset for tourism in Kota Tua; however, currently the content of the museums needs to be improved and they are not well maintained –

lacking collection variation and effective interpretation. The museums tend to look like warehouses rather than sources for historical and cultural information.

Besides tourism, the creative industry is another great source of economic support for the region, offering the potential of good income for the Kota Tua community. Once again, many obstacles hamper the creative industry such as less financial capacity, lack of support from the government, as well as lack of cooperation with other big industries. These factors make it so that the creative industry experiences difficulty in promoting their products and extending their businesses into wider networks.

5. Stakeholders

It is amazing to acknowledge that many stakeholders in Kota Tua are interested in participating in the region's revitalisation. Not only the National Government, Local Government, and private sectors (JOTRC, JEFFORAH), but more than 60 community organisations (Local Working Group) are involved in various activities in order to enliven Kota Tua. It shows that although some people are not aware of Kota Tua, there are still communities/institutions who want to contribute something towards improving the area. Unfortunately, there is a lack of coordination amongst them so that the roles and functions are overlapping, causing confusion. Secondly, there is no obvious authority amongst the institutions. For example, the role of UPK (*Unit Pengelola Kawasan*) is to manage the area of Kota Tua as a whole, but it does not have authority for construction and infrastructure (infrastructure is the responsibility of the Tourism and Cultural Agency). It means UPK has a role/responsibility for the whole of Kota Tua, but has limited access to take action in the overall revitalisation of Kota Tua. Lastly, funding will be a problem for the community organisations that organise activities with their own funds. If coordination efforts are strong and well managed, then finance will no longer be a problem because funding can be covered and shared by all stakeholders.

6. Old Building Conservation

Based on three buildings as case studies, although some old buildings are left empty and damaged, we acknowledge that old building can be maintained well if it is used properly. It is possible to change the function of heritage buildings (adaptive reuse) as long as there is no significant change to the structure (construction), appearance, and building materials. Nevertheless, the revitalisation of heritage buildings requires expertise, not only architectural knowledge but also preservation skills. These skills can lead to the preservation of the heritage buildings, allowing them to remain in good condition for longer.

After analysing the conditions of Kota Tua and identifying the major obstacles in the revitalisation process, we recommend several solutions in order to improve the Kota Tua revitalisation process in the future, such as:

1. Revitalisation of Kota Tua needs a strong conceptual master plan. It is not about what needs to be sold or what events need to be organised in the region, but more about making an integrated conceptual plan that divides Kota Tua into several core areas where there is also connectivity amongst them. If Kota Tua is designed with one centralised core, then there is centralised activity, which causes problems with traffic, access, etc. (for example Fatahillah Square as the main and only core of Kota Tua is always full of people, street vendors, tourists; also other destinations such as the Dutch Drawbridge, Tembok Kota, and the Fish Market are

neglected as tourism destinations as a result). We have to create different activities in different core zones in order to enliven other areas (for example River Core Zone, the Dutch Drawbridge Core Zone, Harbour Core Zone, Street Vendor Core Zone, etc.). We can spread the major destinations into core zones to enliven Kota Tua as a whole, rather than having Fatahillah Square as the only destination core.

2. Regulation to manage Kota Tua needs to be implemented within monitoring and evaluation institutions, and penalties also need to be applied in the instance of violations. The regulations are needed, for example, in solid waste management, permission for streets vendors, etc.
3. As tourism is a great asset for Kota Tua, the tourism sector should be improved, for example, providing a tourism information centre, adding tourism signage in English, developing a well organised cultural programme, etc. Besides this, infrastructure and facilitation for tourism should be improved to an international standard, fulfilling the needs of international tourists.
4. As museums are important destinations for tourists, there should be improvement made for the local museums.
5. The licensing process or heritage building renovation process needs to be clear, simple, and easy. A simplified process of licensing will stimulate the building owners to be more active in maintaining or utilising their buildings in the revitalisation programme. If a “One Stop Service” is well implemented, then it will be a good solution.
6. The government should provide incentives and disincentives for building owners in Kota Tua to stimulate the revitalisation process.
7. The government should prohibit the use of cars in certain regions of Kota Tua in order to give more space for pedestrian areas. As an alternative for parking, the government should provide centralised and sufficient parking lots outside of Kota Tua in order to facilitate people coming in by car or bus. To support and promote the tourism sector and mass, rapid transportation, tourism shuttle buses could be another solution.
8. There should be a library in Kota Tua as a source for information about history, culture, or architecture. Since most of the museums lack this information, a library would be a good solution to provide an educational facility for tourists, students, or researchers.
9. Regarding the flooding hazard, the Local Government should coordinate with other Local Governments in the Jabodetabek area to make a master plan for the flooding hazard. As Kota Tua is located in the estuary of rivers coming from many areas in Jabodetabek, flooding management cannot be done by the Local Government of Jakarta alone. Efforts should be made from upstream to downstream, with better integrated water management systems.
10. After acknowledging the existing condition of Kota Tua Jakarta, UNESCO could consider contributing to Kota Tua’s cause in order to help solve its problems and challenges. UNESCO’s contribution could give, among others, supporting concepts and funding towards community development based on garbage management, like “bank sampah” and composting in Kota Tua Jakarta. Beside that, UNESCO could help the Local Government to formulate a sustainable management strategy for Kali Besar river.

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APPENDIX

Adaptive Reuse Buildings

Case Study 1 – Fine Arts and Ceramic Museum

Ownership

The Fine Arts and Ceramic Museum is located in east side of Fatahillah Square at Jalan Pos Kota No. 2, Pinangsia Village, Taman Sari Sub-district. This museum is one of the museums owned by the Jakarta Provincial Government. The museum is dedicated especially to the display of traditional fine arts and ceramic of Indonesia.

About The Building

The Fine Arts and Ceramic Museum is a masterpiece of Jhr. Willem Herman Frederik Hendrik van Raders that was completed on the 21 January 1870. It has an Empire European style, which was invented by Emperor Napoleon, who combined Ancient Roman and Greek architectural styles. It is more popularly known as the Neo-Classic style. The main characteristics of this architecture style are the upper part of the front is triangular in shape, which represents the Crown of the King/ Queen, while the front veranda has fourteen Doric pillars.

The Fine Arts and Ceramic Museum has a \pm 2430 m² building area and \pm 8875 m land area. This building was used as the Court of Justice (Dutch: de Raad van Justitie). The building was known as Paleis van Justitie. During the Japanese occupation between 1942 and 1945, this building was used as the military dormitory and armoury of Japan. Two years after Indonesia's declaration of independence in 1947, the Dutch came back to Indonesia and the building was used as the headquarters for the Royal Netherlands East Indies Army (Koninklijk Nederlands Indisch Leger; KNIL) due to many Japanese weapons having been stored in this building.



Figure 43: Raad van Justitie Building
Source: Fine Arts and Ceramic Museum

After the independence of Indonesia, the building was handed over to the Indonesian National Army and was used as a logistic warehouse. From 1970 to 1973, this building was used as the West Jakarta Mayoral Office. Then in 1972, it was designated as a heritage building through Monument Law (Monumenten Ordonantie RTBL. 1931 No. 238) and Jakarta Governor Decree No. CB. 11/1/12/72. In 1974, it was renovated to be used as the Jakarta Museum and History Office. Based on the idea of the Indonesian Vice President of that time, Adam Malik, the building was officially inaugurated as the Fine Arts Bureau by President Soeharto on 20 August 1976. Furthermore, the front of this

building was inaugurated by the Governor of Jakarta, Ali Sadikin, as the Ceramic Museum on 10 June 1977. And in early 1990 the Fine Arts Bureau and the Ceramic Museum were united, becoming the Fine Arts and Ceramic Museum.



Figure 44: Fine Arts and Ceramic Museum

Source: Survey, 2014

The Process of Revitalisation

Before 1990, the building was under the management of two agencies, namely the Fine Arts Bureau and the Ceramic Museum. At the time of its inauguration as the Fine Arts and Ceramic Museum in 1990, its management fell under the authority of the Culture and Museum Agency of Jakarta Province. Because of bureaucratic reform, both at the central and local levels, the organisational structure of the Jakarta Provincial Government was changed. Based on Jakarta Provincial Regulation No. 10/ 2008 on the Organisational of Local Government Institutions, the Tourism Agency and Culture and Museum Agency were joined into the Tourism and Culture Agency of Jakarta Province.

Since its establishment in 1870 as the Raad van Justitie or Judicial Council of the Netherlands Indies, the building has served several functions; however, as the Fine Arts and Ceramic Museum it has not undergone significant changes. The authenticity of architecture and the vital parts of this building have been maintained and protected from damage, for example the museum floor is made of the original granite laid by architect Jhr. Herman Frederik Hendrik Willem van Raders.

Protection of historic buildings has been stipulated in Law No. 11/ 2010 about Cultural Heritage, which is a renewal of Law No. 5/ 1992 on Cultural Heritage Objects. The existence of this law further strengthened the Jakarta Provincial Government's ability to preserve this building in such a way as to protect, develop, and use it in accordance with the principles of conservation and cultural values.

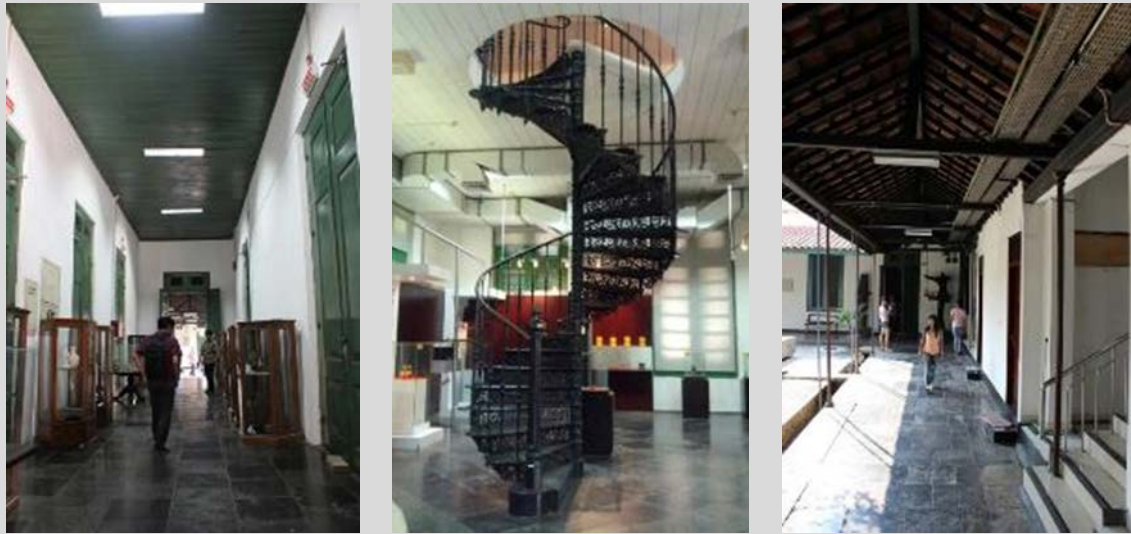


Figure 45: The Authenticity of Architecture and Building Structure in Fine Arts and Ceramic Museum
 Source: Survey, 2014

The allocation of space in the Fine Arts and Ceramic Museum adapted to the existing spaces without dismantling the building structure, so doing the restoration did not present a problem. The facilities at this museum consist of an exhibition room, hall, library, souvenir shop, earthenware and painting studio, management office, collection storage, public facilities such as musholla and toilet, a garden inside and outside of the building, and parking areas.

The exhibition room in the museum consists of a room for fine arts and another room for ceramics. The interior designs of the exhibition rooms are adaptable for the display of fine art and ceramic collections by using a system of “second walls” to allow the hanging of paintings. The “second walls” utilise non-permanent materials since the original walls of heritage buildings should not be tampered with, including the use of nails. The exhibition rooms use chandeliers so as not to damage the ceiling of building. These are the technical requirements that must be followed in accordance with applicable legislation.

The museum presents works from several Indonesian artists’ collections from the 1800s until present. The fine arts collection consists of paintings, sculptures, and wood totems. Among those collections are masterpieces that are significant to the history of Indonesian fine art development, such as the Cianjur Regent painting by Raden Saleh, Refuge by Hendra Gunawan, Fighter by Agus Djaya, Self Portrait and Mask by Affandi, etc. The Museum also has traditional classical sculptures from Bali, magical and symbolic wood totems by I Wayan Tjokot and families, and totem and wood sculptures by modern artists such as G. Sidharta and Oesman Effendi.

The ceramic collection has around 8,000 pieces which consist of local and foreign ceramics. The new local ceramics are derived from many ceramic industry centres in Indonesia, such as Kasongan, Plered, and Singkawang, while the old ceramics have historical value from the Majapahit era (14th century), which shows extraordinary aesthetic characteristics through various shapes and functions. The foreign ceramics are derived from Europe (Netherlands) and Asia (China, Japan, Vietnam, and Thailand). Among the foreign ceramics, the greatest numbers are from China, especially from Ching and Ming Dynasty.



Figure 46: Restoration of Building Uses the Second Wall and Chandelier in Fine Arts and Ceramic Museum
Source: Survey, 2014



Figure 47: Exhibition Room in Fine Arts and Ceramic Museum
Source: Survey, 2014

To support revitalisation, the Fine Arts and Ceramic Museum provides the location and means for regular educational programmes and exhibitions. As one of the non-formal educational institutions, this museum should serve as a centre for information, recreation, and study by helping people develop their knowledge, arouse their interest in museum collections, as well as inspire them to do constructive things. For that reasons, the Fine Arts and Ceramic Museum offers various educational programmes for high school and university students, art observers, and the general public (both individually and in groups) in the form of pottery-making and painting courses. The Fine Arts and Ceramic Museum also carries out routine events like periodic exhibitions located inside the museum

or hosting outdoor exhibitions in Fatahillah Square organised by UPK Kota Tua. This building also has a hall that can be rented out to the public for exhibitions, seminars, and wedding receptions. These types of promotional activities provide opportunities towards the support of the revitalisation of the Fine Arts and Ceramic Museum and also Kota Tua.

Problems Faced by Fine Arts and Ceramic Museum

Because the Fine Arts and Ceramic Museum is the property of the Jakarta Provincial Government, the operational and maintenance costs (include restoration of the museum) are funded by the Jakarta Provincial Government through the Tourism and Culture Agency. However, the implementation of restoration cannot be carried out as quickly as desired due to rules and regulations of bureaucracy within the Jakarta Provincial Government. At present, construction for restoration can be started about 2-4 years after planning.

The idea of restoration must be derived from the museum's officer or the Tourism and Culture Agency. The museum's officer should create a proposal for restoration for the museum with a budget plan and then submit this plan to the Development Planning Board of Jakarta Province (Bappeda) for approval. After the proposal has been approved by Bappeda, Bappeda gives the museum restoration budget to the Tourism and Culture Agency in the next financial year.

Disbursement for the restoration project will be carried out in stages. At the design preparation and restoration trial process stage, assisted by an architectural team, only funds for consultant services will be disbursed. The restoration trial process can be done repeatedly until the Heritage Committee agrees with the restoration plan and provides a letter of recommendation to the Tourism and Cultural Agency. After this process, the budget for the construction cost of restoration can be disbursed.

Adaptive Reuse Building

Case Study 2 – Jakarta Kota Railway Station

Ownership

Jakarta Kota Railway Station is located in Stasiun Kota Road, Pinangsia Village, Taman Sari Sub-district. This Station is the biggest Train Station in Indonesia and belongs to PT KAI (Indonesian State-Owned Railway). Jakarta Kota Railway Station used to be one of the few terminus stations in Indonesia (the final station of a route).

About The Building

The Jakarta Kota Railway Station has another name, Beos Station. Beos is an abbreviation for Bataviasche Ooster Spoorweg Maatschappij. It means “The East Batavia Railways that connects Batavia with Kedunggedeh.” In other versions of the name’s origin, Beos is derived from Batavia En Omstreken, which means “Batavia and surrounding” because it functioned as the central railway transport that linked Batavia with other cities such as Bekassie (Bekasi), Buitenzorg (Bogor), Paria Van Java (Bandung), Karavam (Karawang), and others.

Beos Station is a masterpiece of Frans Johan Louwrens Ghijsels that was built between 1926-1929 with his friends like Hein von Essen and F. Stolts. Known as Het Indische Bouwen or "Hindia Building," the structure and techniques used were the result of a combination of modern western - art deco and local traditional forms. This Train Station has a linear building configuration that is similar to the letter “T” in the alphabet. The platform is covered by a butterfly shaped roof frame with supporting steel columns. It has a brown ceramic-coated inner wall and a black stucco outer wall. The station floor is constructed of yellow and grey floor tiles, while in the platform floors used yellow waffle patterned tiles.



Figure 48: Jakarta Kota Train Station



Figure 49: Platform of Jakarta Kota Train Station

Jakarta Kota Train Station was designated as cultural heritage through Governor Decree No. 475 1993. Although already declared as cultural heritage, the Jakarta Kota Train Station was not well maintained and was in a dirty and chaotic state. Its beauty and historical value, and technology and educational value could not be maximised. Garbage was strewn on the platform and railways, with many street vendors selling inside and outside Jakarta Kota Station. With its strategic function and historical value, the revitalisation of Jakarta Kota Station was mandatory in order to prevent further damage.

The Process of Revitalisation

Since early 2009, led by Managing Director Ignasius Jonan, PT KAI began to repair and improve their services. Gradually, PT KAI restored their lost assets, improved the company image, and performed well orchestrated operations and services. Along with the overall spirit of PT KAI to improve the performance as public services, PT KAI also sought to revitalise their stations, which have high historical and aesthetic value. Due to this desire, management of PT KAI created a Conservation and Heritage Centre Unit on 1 April 2009, responsible for identifying, inventorying, protecting, and planning the usage of heritage objects and buildings – that are owned by companies – in accordance with mandates of Law Number 5/1992 on Cultural Heritage.

In its first year, the Conservation and Heritage Centre Unit published guidelines for railway buildings that were intended as an instructional for those involved in the development of the railway building preservation process. These preservation activities include nurturing, caring, repairing/refitting (restoration and reconstruction), adapting (renovation or rehabilitation), and managing the stations spatial organisation. Each building has its own uniqueness and privileges such as history, character, location, and current condition. With this guideline, a universal understanding may be applied within efforts to extend the railway building age, keeping its historical values and maximising the benefits of railway buildings for today and the future.

In carrying out its responsibility to protect the heritage building, initially the Conservation and Heritage Centre Unit conducted the same basic steps applied to all of railway stations in Java and Sumatera (when now, almost all of the 680 railway stations in Indonesia have been touched by a revitalisation programme, but only about 50 percent of the improvements were wide scale). To conduct the revitalisation process, the unit conducted an inventory of assets owned by PT KAI. After that, they followed up by identifying, conserving, renovating, and exploring the history and values of Jakarta Kota Station.

To revitalise Jakarta Kota Railway Station, PT KAI also conducted sterilisation of the platforms and surrounding areas of the station so that the capacity of the platforms and parking lots was enough to accommodate the needs of passengers. While solving the backlog problem and replacing the old trains with the new ones, PT KAI also implemented an electronic gate (or e-gate) and an electronic card (or e-ticketing) system as a substitute for conventional ticket services, which allowed passengers to conduct transactions more quickly. Improvement efforts followed by developing a disciplinary system for hawkers and beggars inside and outside Jakarta Kota Railway Station in order to restore the functionality of the station as an optimal public service. In Jakarta, Bogor, Depok, Tangerang, and Bekasi (Jabodetabek), 67 railway stations have been sterilised from hawkers and stalls, with a total of 4,525 stalls being demolished across all stations.



Figure 50: E - gate on Jakarta Kota Station

Improved service performance of PT KAI also resulted in an increase of the number of train users. Since 2009 the number of passengers increased by 247%. Currently, about 600,000 passengers per day use the Jakarta Commuter Trains and 35 million passengers use the Long-Distance trains. Due to the mobility of users, the potential for stations to house public spaces was also increasing. This phenomenon was seen as an opportunity to increase revenue by offering rent spaces to tenants.

Currently, PT KAI has a lot of retail tenants in Jakarta Kota Station, such as Starbucks, KFC, CFC, A & W, Roti Boy, Indomart, Alfamart, and so on. The rental rate offered by PT KAI in Jakarta Kota Station is IDR 450,000 per m²/month. The revenue gained from the station rentals can be used to finance station operations and improvements.



Figure 51: Starbucks



Figure 52: Minimarket



Figure 53: KFC

Conservation efforts can be seen from the strict requirements proposed by PT KAI for the tenants. The tenant must comply with the requirements and prohibitions in order to protect the original building. PT KAI requires feasible documentation (drawing plans, as-built drawings, photographs, sketches, and other materials) from the leased railway building. In the more complex scope (restoration, reconstruction, and adaptation/renovation/rehabilitation), PT KAI requires the involvement of competent experts who will handle the scope of work according to the available time and within the available budget. Tenants are also prohibited from causing damage and/or changing the original building, so they are encouraged to use the “second wall” and “double ceiling” systems to avoid any damage to the original walls and roof.

Right now Jakarta Kota Railway Station is clean from street vendors. The inside of the station now looks more beautiful, neat, and attractive. The beauty and grandeur of the station can be experienced by the visitors. The beauty and sturdy colonial era character can be seen to be clearly in line with the efforts of PT KAI to discipline the traders, hawkers, and stall owners inside and around the station areas.

Problems Faced by Jakarta Kota Railway Station

In the process of revamping the railway station, PT KAI has had to deal with some opposition from various parties. As we previously disclosed, some space in the station were opened for rental purposes, which was welcomed by large retailers and franchises such as Starbucks, Alfamart, KFC, etc. Some parties, however, do not agree with this action, especially street vendors and other organisations that think this action is not aligned to the common people. This problem occurs not only in the Jakarta Kota Railway Station, but also across Jakarta, Bogor, Depok, Tangerang, and Bekasi (Jabodetabek). Another problem is that PT KAI has to confront railway assets thieves, remove beggars and homeless people from the premises, and convince their employees that old buildings should be repaired and preserved rather than left unoccupied.

This problem arose as a result of the old paradigm that was difficult to change. Many believe that the train station should be freely entered by traders because it belongs to government and its function is as a public place. Along with the management improvement, however, PT KAI gradually made people aware that PT KAI is similar to other large state-owned companies, such as PT Garuda Indonesia, which will do everything in its power to provide good services to the public. Furthermore, they emphasised that the actions taken by PT KAI were not against the rules because there are no regulations requiring PT KAI to provide room for hawkers or other parties that might interfere with their service performance. Some discussions, coordination, and socialisation efforts have been done by PT KAI in an effort to educate the public. Now the hard work of PT KAI shows the result, both from performance improvements within social services and measures and safeguarding the wealth of cultural heritage of Indonesian railways.

Adaptive Reuse Building

Case Study 3 – Kedai Seni Jakarta

Ownership

“Kedai Seni Jakarta” is located in the Kota Tua Area, Jalan Pintu Besar No. 17, West Jakarta. It is now being maintained by a new owner – the daughter of the former building owner who retired from the Indonesian Army. The former building owner was awarded the structure from the Government of Indonesia in 1963 along with the Building Use Rights Certificate (Sertifikat Hak Guna Bangunan). At that time he used the building for the operation of his company until 1993, which dealt with importing laboratory alcohol. The building was left empty from 1993 to 2013. The new owner had the initiative to take adaptive reuse of the building after hearing about the issues surrounding Kota Tua’s revitalisation. After many efforts, she has been using the building as a restaurant since June 2013.

About the Building

The building has 130 M² (land) and 500 M² (build area) over 2 floors. The existing building has been able to maintain its original aesthetic appearance as no past renovations had ever taken place. Before the new owner used the building as a restaurant, she only implemented small renovations due to a roof collapse. At that time, she rebuilt the roof (from wood) and replaced the ceiling of the second floor only. Also, she left the door frames, window frames, floor tiles, staircase railings, canopy, and walls in their original condition. The problem that she is currently facing is that the new ceiling, which was renovated in 2013, has become defective again due to the effects of humidity and mildew.



Figure 54: The façade, floors, and staircase railings remain in their original state

Source: Field Survey, 2014



Figure 55: Ceiling and wall of Kedai Seni Jakarta (second floor) became humid and defective

Source: Field Survey, 2014



Figure 56: Window frames of Kedai Seni Jakarta remain in their original state

Source: Survey, 2014

Licensing and Process of Renovation

The first time the new owner of the building decided to introduce an adaptive reuse plan for the building, she scheduled a meeting with UPK to have a discussion. The staff of UPK offered 3 options for functionality reallocation, namely as a hotel, restaurant, or art gallery. The owner made the decision to refit the building as a restaurant mainly due to the funding requirements being less when compared to a hotel or gallery. She also thought that the restaurant would return her investment money at a faster rate.

Since the roof collapsed before it was used as a restaurant, the building owner tried to contact UPK Kota Tua as she understood that the building was categorised as an old building under preservation heritage conditions. The staff of UPK advised her to renovate the roof immediately in order to avoid any worse damage occurring. In this case, the owner did not go through *Tim Sedang Pemugaran* (TSP) for the renovation after considering that the process via TSP would take some time and they were racing against the clock to avoid any more damage to the building's condition. As this is an extraordinary case, the staff of UPK allowed this bypass as long as repairs to the damage were made without changing the building's form and original materials. Finally, the owner was able to conduct the renovation by repairing the roof, ceiling, and wall paint for the cost about IDR 200,000,000 (two hundred million rupiah).

Although the restaurant of *Kedai Seni Jakarta* has been operating for about 1 year (by June 2014), the building owner does not have all the licenses required for such an operation. The administration she prepared at the beginning was as follows:

- Payment for Building Use Rights Certificate (SHGB) in the amount of IDR 3,500,000 for a 3 year period
- Letter of Domicile (Surat Domisili) from the Sub-district of Taman Sari in the amount of IDR 200,000
- Personal Tax Number (Nomor Pokok Wajib Pajak)
- Property Taxes (Pajak Bumi Bangunan) in the amount of IDR 6,000,000
- Garbage Fee in the amount of IDR 200,000 from the Sanitation Agency (Dinas Kebersihan)
- Security Fee in the amount of IDR 250,000 from the community group (Rukun Warga)

Other licenses that the building owner is still in the process of preparing for the restaurant are:

- Business License (Ijin Usaha) from the Tourism and Cultural Agency
- Permit Interference (Ijin Gangguan) from the Agency of Peace Order and Public Protection (Dinas Ketentraman Ketertiban dan Perlindungan Masyarakat)
- Business Permit (Surat Ijin Usaha Perdagangan) from Trade Agency (Dinas Perdagangan)

Problems Faced by the *Kedai Seni Jakarta*

The owner of *Kedai Seni Jakarta* is one of the building owners in Kota Tua who has undertaken initiative to make an adaptive reuse of her building. She also has intentions of participating in and supporting the Government's programme in the Old City Revitalisation. Unfortunately there is currently a lack of coordination among the local government and certain institutions (such as JOTRC, JEFFORAH, UPK, etc.), which makes the community (in this case: the owner of *Kedai Seni Jakarta*) confused about how and where to turn for information regarding old building renovations. Besides this, preparing the licenses requires a lot of time, effort, and funding. The license process is complicated, which makes the owners of old buildings reluctant to take part in the revitalisation programme.

Besides a lack of coordination, there is currently no support from the government, so the process of renovation for an old building really depends on the initiative taken by the building owner. Moreover, the government does not give any incentives for the building owners to renovate their buildings. In this case, the owner of *Kedai Seni Jakarta* has frequently received assistance from DMO and LWG in order to promote her restaurant and the various organised events through advertisements and social media (for example during her hosted event on Batik Day).

With no clear stakeholder responsible for revitalising Kota Tua, the entire process is worsened. Additionally, the lack of universal regulations for stakeholders and Kota Tua community members to follow is another source of debilitation, for example the regulation on solid waste management and zoning. So far there are no penalties in place to dissuade the throwing of trash in improper areas. Therefore, every event in Kota Tua will leave a pile of solid waste. Moreover, there are no obvious

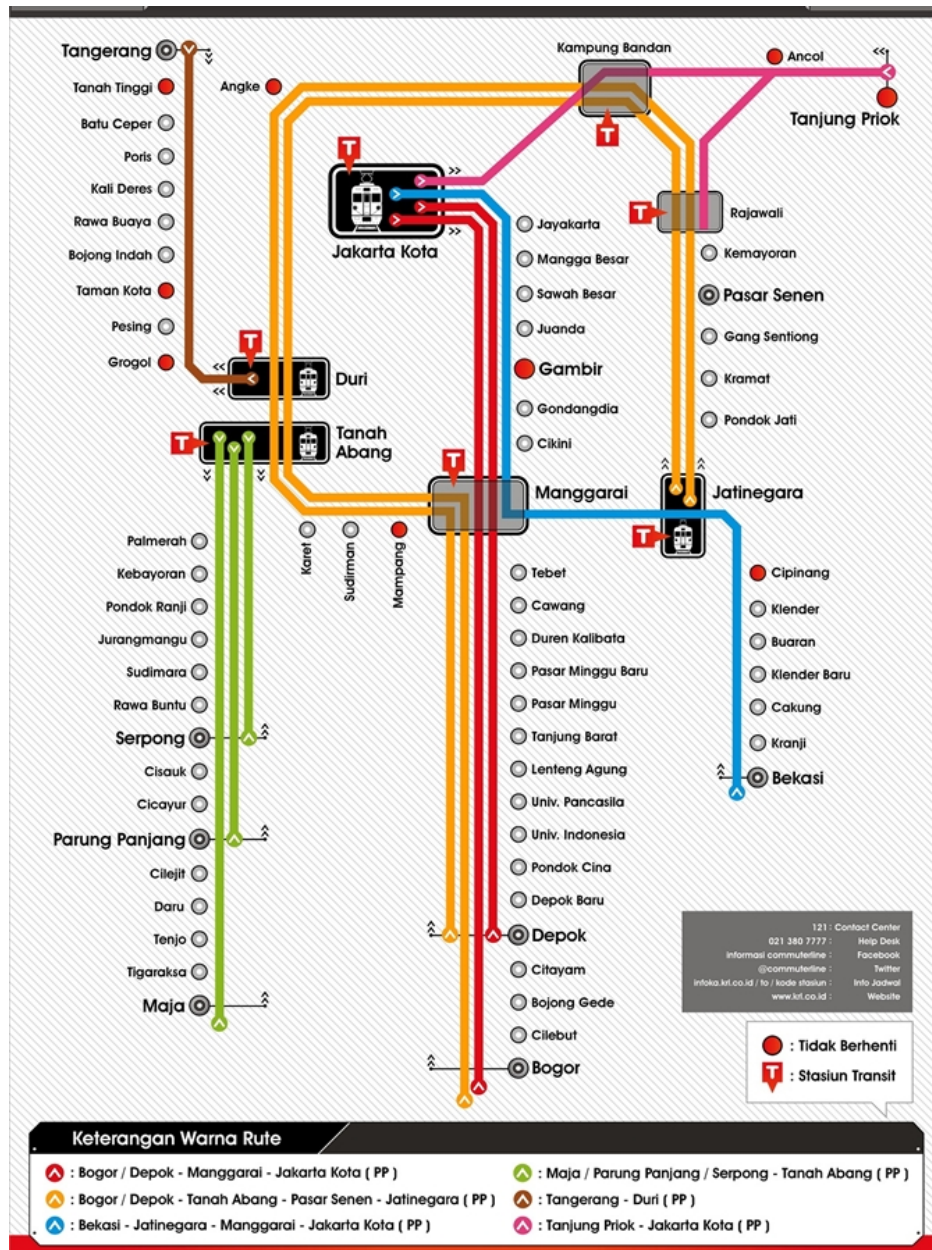
zonings in place for holding activities. Most activity areas are mixed within public spaces and causes crowded conditions and uncomfortable situations. Secondly, there are no obvious security guards surrounding the Kota Tua region. Although the building owners have to pay a certain amount for the security fee, there is no guarantee that they will live safely as there are often fights and brawls around midnight until dawn in the Kota Tua area.

Public Transportation Connected to Kota Tua Jakarta

| Name and Type of Public Transport | Destination |
|-----------------------------------|---------------------------------|
| KRL Jabodetabek | Bogor, Depok, Tangerang, Bekasi |
| Transjakarta | The whole area in DKI Jakarta |
| Mikrolet M08 | Tanah Abang |
| Mikrolet M12 | Senen |
| Mikrolet M15 | Tanjung Priok |
| Mikrolet M 15A | Tanjung Priok |
| Mikrolet M 25 | Grogol |
| Mikrolet M 39 | Pademangan |
| Mikrolet M 41 | Grogol |
| Mikrolet M 43 | Grogol |
| Mikrolet M 53 | Pulo Gadung |
| KWK B02 | Warung Gantung |
| KWK B06 | Kamal |
| KWK U10 | Pademangan – Muara Angke |
| Kopami P02 | Senen Muara Karang |
| Kopaja B86 | Lebak Bulus |
| Metromini B84 | Kalideres |
| Metromini B29 | Sunter |
| Metromini B30 | Muara Angke |
| PPD P02 patas | Cililitan |
| Mayasari Bakti AC27 patas | Bekasi |
| APTB 04 | Ciputat |

Source: wikipedia.com

Jabodetabek Commuter Train (KRL Commuter Jabodetabek) Route Map



Source : www.krl.co.id



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