THE GREAT SEMARANG

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Kick Off Meeting World City Project of the European Union in Indonesia and Vietnam

Pullman Hotel Jakarta, May, 21st, 2017
PROFILE OF SEMARANG CITY

- 16 Districts and 177 sub district (kelurahan)
- Total area: 373.7 km²
- Population: 1.65 million people (2016)
- Population growth: 1.5% per year
- Land subsidence: 8 cm/year at North of Semarang City
Geographically Semarang City is located between 109° 35’ – 110° 50’ East Longitude and 6° 50’ – 7° 10’ South Latitude with an area of 37,370.39 Ha and with administrative boundaries as follows:

- **North**: Java Sea
- **South**: Semarang District
- **East**: Demak District
- **West**: Kendal District
Topographic elevation is at an altitude between 0.75 m to about 350 m above sea level. Topographic conditions create beautiful panoramic potential and more diverse ecosystems.

Topographic condition of Semarang City consists of:

- **Coastal plains**: 1% of total area with altitude 0-0.75 meters above sea level
- **Lowland**: 33% of total area with altitude of 0.75-5 meters above sea level
- **Plateau**: 66% of the total area with an altitude of 5-348 meters above sea level
"Semarang City of Great Trade and Services Toward Increasingly Prosperous People"

MISSIONS:
1. Realizing the life of a cultured society and quality
2. Allows government to be more reliable to improve public services
3. Aim for a vibrant and eco-friendly Metropolitan City
4. Strengthening the populist economy based on local excellence and building a conducive business climate
SOME PRIORITY PROGRAMMES:

A. THE FLOOD CONTROL AND THE RISE OF THE SEA LEVEL PROGRAMME
B. PROGRAMME FOR DEVELOPING FACILITIES AND INFRASTRUCTURE INFRASTRUCTURE
C. SMART CITY DEVELOPMENT
D. ADDITIONAL THE OPEN GREEN SPACE
A. THE FLOOD CONTROL
AND THE RISE OF THE SEA LEVEL
PROGRAMME
CONCEPT TO HANDLING THE FLOODY KALI<br><br>DISTRIBUTION OF DRAINAGE SYSTEMS:

1. Mangkang’s Drainage System
   1. Sub Sistem Kali Mangkang
   2. Sub Sistem Kali Bringin

2. West Semarang’s Drainage System
   3. Sub Sistem Kali Tugurejo
   4. Sub Sistem Kali Silandak
   5. Sub Sistem Kali Siangker
   6. Sub Sistem Bandara A. Yani

3. Centre of Semarang’s Drainage System
   7. Sub Sistem BKB
   8. Sub Sistem Kali Bulu
   9. Sub Sistem Kali Asin
   10. Sub Sistem Kali Semarang
   11. Sub Sistem Kali Baru
   12. Sub Sistem Kali Bandarharjo
   13. Sub Sistem Kali Simpang Lima
   14. Sub Sistem Kali Banger

4. East Semarang’s Drainage System
   15. Sub Sistem BKT
   16. Sub Sistem Kali Tenggang
   17. Sub Sistem Kali Sringin
   18. Sub Sistem Kali Babon
   19. Sub Sistem Kali Pedurungan
What has and will be done to control the floody:

✓ Construction of Jatibarang Dam
✓ Development of West Flood Canal
✓ Development of East Flood Canal
✓ Normalization of the Tenggang River and Sringin River
✓ Construction of Semarang - Demak toll road section that also functions as sea embankmen
Normalization of West Flood Canal and East Flood Canal

West Flood Canal is able to reduce floods in Western and Central Semarang.

The hope of East Flood Canal is also able to reduce flood in Central and East Semarang.
The construction plan of Semarang – Demak toll road also functioned as sea embankment will reduce the puddle of rob in Kaligawe Street so it will accelerate the flow of goods and passengers from The Port of Tanjung Mas to the east (Demak, Surabaya, etc)
Normalization of Tenggang River and Sringin River
B. DEVELOPMENT OF FACILITIES AND INFRASTRUCTURE OF TRANSPORTATION PROGRAMME
DEVELOPMENT OF INFRASTRUCTURE TRANSPORTATION

- *Light Rail Transit (LRT)* Development;
- Addition of Operational Corridor of *Bus Rapid Transit (BRT)*;
- Construction of the BRT integration halte at the new airport passenger terminal of Ahmad Yani;
- Construction of parking lots and loading and unloading of goods;
- Development of *Area Traffic Control System (ATCS)*.
TRAFFIC DENSITY CONDITIONS

DO NOTHING or DO SOMETHING !!!!
STRATEGIES TO ADDRESS TRANSPORTATION ISSUES:

I. MANAGEMENT AND TRAFFIC ENGINEERING

1. Increased road capacity by building Semarang Outer Ring Road (SORR) and fly over
2. One Way System (SSA) improve Level Of Service and decrease the VC Ratio
3. Limitation of vehicle space in CBD area and peak hours
4. The development of environmentally friendly vehicles in the college area and in The Semarang Old City
5. Application of Parking Meter on Street (on 37 roads for 3,100 cars and 6,525 motorcycles) → Parking Management
6. Development of ATCS into 65 intersections → Intersections Management
7. The construction of truck parking facilities in Terboyo
II. IMPROVING THE QUALITY OF PUBLIC TRANSPORT

1. Development of public transport (BRT) ➔ Main road and branch services
2. Provision of public transports feeders – Service branches and twigs
3. Interconnection between modes of transport
4. Improving the quality of service that is timely, convenient, fast, cheap, friendly for the disabled, convenient halte, vehicle age restriction and road worthy test
5. Subsidized public transport for students
Rail-based mass transportation (LRT/Tram)

Route plan: Mangkangs Bus Station – Ahmad Yani Airport - Penggaron
Tram Construction Plan

1. Built sister city with Toyama City, Japan
2. Compile urban train studies
3. City tramway plan: Gajah Mada Road – Thamrin – Pemuda– Imam Bonjol - Pierre Tendean - Pemuda
Provision of Mass Transportation (BRT)

- Provision of environmentally friendly mass transportation
- Development of regional transportation modes

**BUS RAPID TRANSIT**
- Corridor I: Mangkang – Penggaron
- Corridor II: Terboyo – Sisemut
- Corridor III: Taman Diponegoro – Pelabuhan Tanjung Mas
- Corridor IV: Cangkiran – A. Yani Airport – Tawang Railways Station
- Corridor V: PRPP-Meteseh
- Corridor VI: Campus Undip-Unnes
Kedungsepur Regional Transport (Kendal, Semarang City, Semarang District, Demak, Grobogan)

**Service Integration**

**KAWASAN STRATEGIS:**
- BREGASMALANG
- PETANGLONG
- KEDUNGSEPUR
- WANARAKUTI
- BANGLOR
- BARLINGMASCAKEB
- PURWOMANGGUNG
- SUBOSUKOWONOSRATEN

**KORIDOR BST/BRT:**
- BST koridor Kendal-Semarang
- BST koridor Semarang-Demak
- BST koridor Semarang-Purwodadi
- BST koridor Ungaran-Salatiga
- BST koridor Ungaran-Ambarawa
- BST koridor Salatiga-Godong
- BST koridor Ungaran-Boja
- BST koridor Boja-Weleri
- BST koridor Demak-Godong

- BRT koridor-1 Mangkang-Penggaran
- BRT koridor-2 Terboyo-Sisemut,Ungaran
- BRT koridor-3 Tj.Emas-Kaliwiru-S5-Pemuda-Tawang-Tj.Emas
- BRT koridor-4 Ahmad Yani-Cangkiran
- BRT koridor-5 Campus to Campus (Undip-Unnes)
- BRT koridor-6 Ahmad Yani-S5-Bangetayu-Terboyo
- BRT koridor-7 Penggaron-Johar-Terboyo
Airport integration plan with LRT
Green Transport Environmentally Friendly:

- Changing the use of fuel to gas or electricity
- Environmentally friendly mass transportation
- Quality mass transportation
  - Pedestrian-friendly walking spaces and bicycle users
- Improve health and ecosystem
C. SMART CITY DEVELOPMENT
• ATCS (Android based applications)
• Used of LED lamps for general street lighting
• Licensing process online (http://www.semarangkota.go.id/)
• Using of Geographic Information System
Application of city touch technology on general street lighting

Each installed lamp is equipped with smart system technology called City Touch for operational management and asset management.
SEMARANG CITY PARK INFORMATION SYSTEM
SEMARANG CITY PARK INFORMATION SYSTEM
# SEMARANG CITY PARK INFORMATION SYSTEM

## Ekologis

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D. THE ADDITION OF GREEN OPEN SPACE
Kondisi eksisting ruang terbuka hijau di Kota Semarang jika menurut kriteria Permendagri Nomor 1 Tahun 2007 adalah sebesar 52,31 % dari luas wilayah. Sedangkan jika menurut kriteria Permen PU Nomor 5 Tahun 2008, luas ruang terbuka hijau di Kota Semarang hanya seluas 7,5 % dari seluruh wilayah.
GREEN OPEN SPACE DEVELOPMENT STRATEGY

1. PARK
2. GREENING THE ROAD
3. DECORATION
1. Development of Parks in Development Areas

- 8 Parks with area > 5000 m² in 8 Subdistricts in Semarang Town Development Area (Tugu Sub-district, Ngaliyan, Mijen, Gunungpati, Banyumanik, Tembalang, Pedurungan, Genuk)

2. Development of Park in Central City Area

- Parks with area < 2500 m² on 8 Subdistricts in City Center area (Centrale Semarang Subdistrict, Candisari, Gayamsari, Gajahmungkur)

3. Construction of Tematik Park

- Mijen City Forest Park (Area of 30,000 m²)
- Campsite for Earth Campground in Jatirejo, Gunungpati (Area 50,000 m²)
- THE OLD CITY PARK
- TRAFFIC GARDEN
STRATEGY FOR DEVELOPMENT AND MAINTENANCE OF MEDIAN ROAD:

1. Development of the Flower Lane
2. Development of Planst Pot
3. Plant Replacement and Plant Maintenance
SEMARANG HEBAT!