

Conurbations in Java, Indonesia

Sprawl as the predominant form of urbanization in Indonesia is an obvious fact yet statistically hidden. In order to better understand urbanization in Indonesia, it is important for me to briefly describe the legal basis for administrative-spatial configuration of urban areas in Indonesia, which hitherto influences our statistic calculation, and later on our planning and budgeting system.

The first level of local government in Indonesia is (i) *Propinsi* local government, which is headed by *Gubernur*; while the second level of local government comprised of 2(two) different types: (ii) *Kota* local government, which is headed by *Walikota*; and (iii) *Kabupaten* local government, which is headed by *Bupati*. Therefore, urban area is further *administratively* differentiated into:

1. An autonomous area called *Kota* (which literally means City); which is governed by *Kota* local government
2. A partial area of *Kabupaten* with urban characteristics; which is governed by *Kabupaten* local government or management body established by and responsible to *Kabupaten* local government
3. A partial area of two or more directly bordering areas with urban characteristics; which is managed together by related local governments in terms of spatial planning and provision of certain public services

(*Law 32/2004 on Local Government, chapter 10, Article 199 on Urban Area*)

Our law of spatial planning differentiates urban area to rural area based on its activity and function. Urban area is then defined as an area whose main activity is not agriculture; with function as urban settlement and act as centre and distribution point for governmental, social, and economic services (*Law No.26/2007 on Spatial Planning, chapter 1, Article 1 on General Terminology*). Other criteria for an urban area are not explicitly defined, but then prescribed in a ministry decree. The Decree recognized *Kota* based on its economic aspect (economic capacity and local potential), social aspect (population, culture), political aspect, and spatial aspect (area). However, it implies rather straight forward criteria to define urban area, as follow:

- Main activity of such area is not agriculture or more than 75% of local livelihood is in urban sector; or
- Population of such area is at least 10.000 people; or
- Population density of such area is at least 50 people/hectare; or
- Such area is centre for collection and distribution of goods and services, thus owing facilities and infrastructure for transportation interchange to allow such function.

The Decree also recognized other form of urban areas, which (i) are located in two or more bordering autonomous area and (ii) consists of one autonomous city and its surrounding urban areas as one functional system as a Metropolitan with population exceeding 1.000.000 people. This later definition is accepted, but is not sufficient to explain the condition of conurbation in Java.

(*Ministry of Housing and Settlement Decree No.327/KPTS/M/2002¹ on Guideline for Spatial Planning*)

This administrative-spatial configuration implies that although *Kota* is (majorly) urban, *Kabupaten* is only *partially* urban and largely rural. Nevertheless, this straight forward definition does not necessarily depict the extent of our cities. Our statistic data differentiates urban and rural by several factors, which are population density, percent of agricultural households, and availability of urban-related facilities such as school, market, hospital, road, and electricity (please see **Table 1**); while city population is population of *Kota* (as listed by *APEKSI* – association of *Kota* Local Government of Indonesia).

Table 1. Composition of Urban-Rural Population by Group of Provinces in 2005

No	Province	Urban-Rural Population in 2005			City Population in the Province in 2005
		Urban	Rural	Total	
A.	Provinces in Sumatra	14,743,491	26,426,270	45,201,350	10,015,552
B.	Provinces in Java	63,246,333	64,779,356	128,025,689	26,834,680
1	Banten	4,752,033	4,256,118	9,008,151	1,775,738
2	DKI Jakarta	8,839,247	0	8,839,247	8,820,603
3	West Java	20,051,392	18,835,583	38,886,975	8,440,151
4	Central Java	12,903,891	18,992,223	31,896,114	2,742,751
5	DI Yogyakarta	1,973,631	1,363,464	3,337,095	433,539
6	East Java	14,726,139	21,331,968	36,058,107	4,621,898
C.	Provinces in Kalimantan	4,490,730	7,577,400	12,068,130	2,902,837
D.	Province in Sulawesi	4,466,820	11,283,001	15,749,821	2,886,857
E.	Provinces in Bali and Nusa Tenggara	3,846,177	7,944,792	11,790,969	1,310,250
F.	Provinces in Maluku and Papua	1,211,518	3,359,399	4,570,917	812,365
TOTAL		92,005,069	121,370,218	217,406,876	44,762,541
Percentage of Total City Population against Urban Population					48.65%

Population of Province, Results of the Intercensal Population Survey 2005, Statistical Bureau, Population of NAD Post Earthquake and Tsunami, Results of the 2005 NAD and Nias Population Census, Statistical Bureau

Note: Due to Tsunami, NAD Province does not have the urban-rural population number yet, this explain the gap between urban-rural population and total population for Provinces in Sumatra

The figure clearly shows that more than 92.00 million people or about 42.32% of Indonesia population live in urban areas. Yet, all 91 cities of Indonesia are inhabited only by 44.76 million people or 48.6% of total urban population. The figure also reflects that the more urbanized it is, the lower percentage of total city population against urban population is. Java – as the most populated island in Indonesia – is inhabited by 63.24 million urban population, yet only 26,83 million people live in its *Kota*. Considerable urban population in fact does not live in *Kota* – in this case not in cities. It is highly arguable that the rest of urban population lives in urban areas which are part of *Kabupaten*.

Kabupaten urban area usually counts as three to four *kecamatan*s forming the *Kabupaten* capital, however this is not necessarily – or at least not always – ones with urban characteristics. Bandung, for example, the capital of West Java province is inhabited by 2,296,848 people with annual growth of 1.21%. Its bordering *Kota* Cimahi is inhabited only by 509,189 people, but annual growth of 1.35% which is higher than *Kota* Bandung itself. Urban-based activity in *Kota* Bandung has penetrated to its bordering *kecamatan*s under jurisdiction of *Kabupaten* Bandung, whose capital itself is located in Soreang. Most housing estates in Northern Bandung are actually located in *Kecamatan* Lembang of *Kabupaten* Bandung; many industries in Southern Bandung are located in *Kecamatan* Bojongsoang or Dayeuhkolot of *Kabupaten* Bandung. Soreang itself is much less urbanized than these *kecamatan*s. This condition is recognized, but Bandung still suffers problems derives from multi jurisdiction issues, for example solid waste management and traffic congestion. Similar conurbation trend in much smaller cities are even less understood.

Urban areas are not necessarily reflected either by the cities' administrative boundaries or cities' population by statistic. The actual urban agglomeration spread over larger multi-jurisdictional areas. At this stage, due to limitations of statistic data and detailed research, it is very difficult to verify the actual areas of such multi-jurisdictional conurbations from readily available maps or statistics. Clearly the number of inhabitants is not the most important

criterion, but it is the one which lends itself best for this kind of tentative assessment. Other important criteria, employment and urban sector functions, can only be assessed by a field visit combined with detailed mapping. This paper further examines this trend in Java by its secondary literature, to learn configuration of its conurbation area and to give input for its appropriate action.

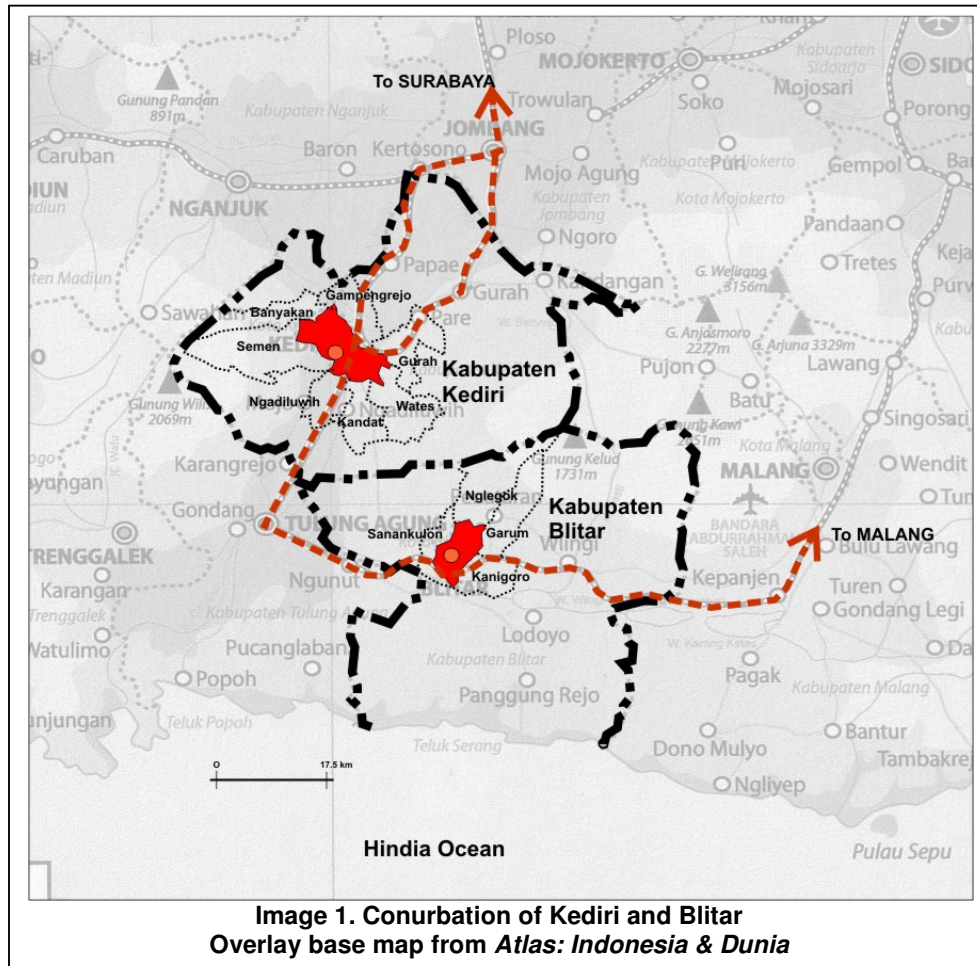
Java comprises of 6 Provinces and 32 autonomous cities or *Kota*. The island is by characteristics divided into 3 zones: Northern part, Middle part, and Southern part; each with different characters. Cities in Java are connected through 3 main transportation routes: (i) North coast route, which is highly busy and often used for freight and forwarding due to its flat terrain; (ii) South route, which is less busy but remain as important alternative route; (iii) central route, which stretches North-South connecting some of the cities along the North Coast to important cities in hinterland or the southern part of Java. The paper discussed few cities and their conurbation as example to better understand how conurbation takes place in Javanese cities.

Table 2. List of Cities and Their Surrounding *Kabupaten/Kota*

Cities	Bordering <i>Kabupaten / Kota</i>	Cities	Bordering <i>Kabupaten / Kota</i>
Province Banten			
Tangerang	DKI Jakarta, <i>Kabupaten</i> Tangerang	Cilegon	<i>Kabupaten</i> Serang
Province DKI Jakarta			
West, Central, North, South, East Jakarta		<i>Kota</i> Bogor, <i>Kota</i> Depok, <i>Kota</i> Tangerang, <i>Kota</i> Bekasi <i>Kabupaten</i> Bogor, Tangerang, Bekasi	
Province West Java			
Bandung	<i>Kota</i> Cimahi, <i>Kabupaten</i> Bandung	Bekasi	DKI Jakarta, <i>Kabupaten</i> Bekasi
Bogor	<i>Kabupaten</i> Bogor	Depok	DKI Jakarta, <i>Kabupaten</i> Bogor
Sukabumi	<i>Kabupaten</i> Sukabumi	Tasikmalaya	<i>Kabupaten</i> Ciamis, Tasikmalaya
Cirebon	<i>Kabupaten</i> Cirebon	Banjar	<i>Kabupaten</i> Ciamis
Cimahi	<i>Kota</i> Bandung, <i>Kabupaten</i> Bandung		
Province Central Java			
Semarang	<i>Kabupaten</i> Kendal, Demak, Semarang	Tegal	<i>Kabupaten</i> Tegal, Brebes
Surakarta	<i>Kabupaten</i> Boyolali, Karanganyar, Sukoharjo	Pekalongan	<i>Kabupaten</i> Pekalongan, Batang
Salatiga	<i>Kabupaten</i> Semarang	Magelang	<i>Kabupaten</i> Magelang
Province DI Yogyakarta			
Yogyakarta			<i>Kabupaten</i> Bantul, Sleman
Province East Java			
Surabaya	<i>Kabupaten</i> Gresik, Sidoarjo	Pasuruan	<i>Kabupaten</i> Pasuruan
Batu	<i>Kabupaten</i> Mojokerto, Pasuruan, Malang	Malang	<i>Kabupaten</i> Malang
Blitar	<i>Kabupaten</i> Blitar	Madiun	<i>Kabupaten</i> Madiun
Mojokerto	<i>Kabupaten</i> Mojokerto	Kediri	<i>Kabupaten</i> Kediri
Probolinggo	<i>Kabupaten</i> Probolinggo		

Conurbation in East Java

Kota Kediri, is a bustling and prosperous *Kota* along the Berantas River. Kediri is the home of Djarum (one of Indonesia's biggest cigarette industry); its economic engine is manufacturing industry, which marks strikingly at 71.1% of its GRDP (2005) and provides job for almost all inhabitants of *Kota* and *Kabupaten* Kediri. However, *Kota Kediri* is inhabited by only 241.2 thousand people or only 3.805 people/sqkm, and grows modestly at 0.17% annually. It counts as a small cities, but it fails to reach the suggested density by law.



Kabupaten Kediri is a hinterland *Kabupaten* of 1.4 million inhabitants, but considerably low dense of 1,043 people/sqkm. It also fails to reach the suggested density by law, but its economy is dominated by urban based activities. It consists of 24(twenty four) *Kecamatans*. Although their density is relatively low (even more in the *kecamatan*s located in the mountainous area of Mount Kelud), our field visit in 2005 showed nearly no physical difference. Most of the population depends on the cigarette and sugar cane industry, and although agriculture still contribute most to local products, other activities in urban sectors (i.e. manufacturing, trade, hotel) have already dominated its economy - counting 63.12% of its GRDP.

Population and density of all *kecamatan*s are relatively average. The bordering *kecamatan*s are mostly populated (except Semen and Banyakan), creating a conurbation area of more than 700 thousand people. Even if we assume that only 60% live in its urban-like areas, it counts for more than 400 thousand people - equivalent to medium sized cities. Its new capital – Pare – is also densely populated, but it is not bordering Kota.

Kota Blitar, is a small city of 128.2 thousand people with average density of 3.886 people/sqkm. An important city it is due to its history, but Blitar remains as a cold and tranquil city. Trade, Hotel, and Restaurant is its major economic activity, contributing 21.67% of GRDP; as well as other tertiary economic activities such as Services and Transportation.

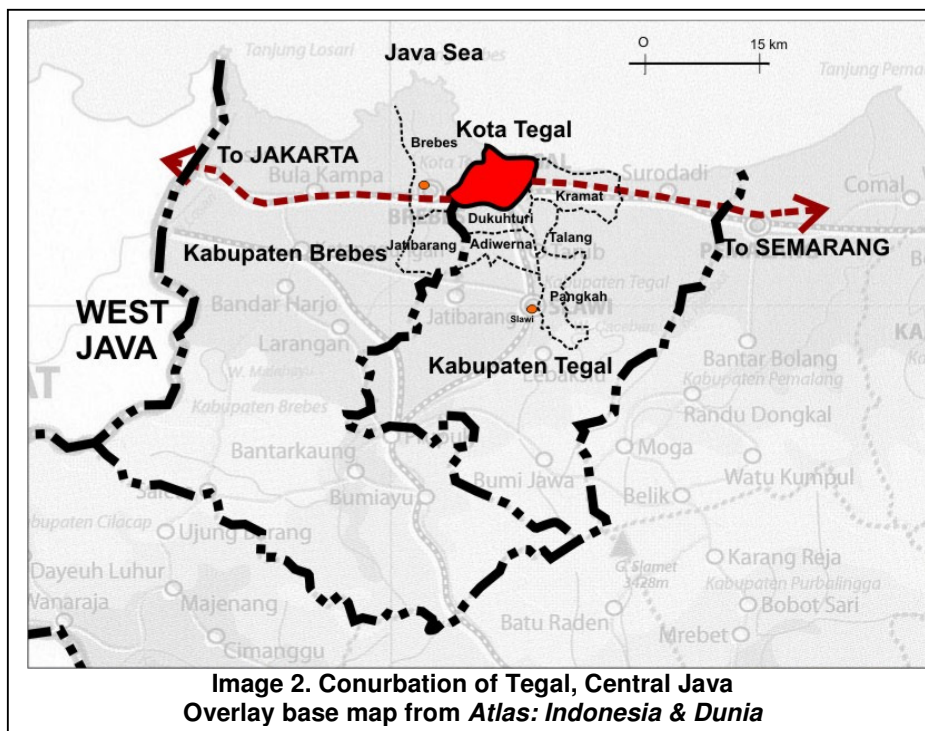
Kabupaten Blitar is an agriculture-based hinterland (contributing 47.3% of its GRDP), inhabited by more than 1.2 million people with significant annual growth of 3.73%. However,

its economy is also dominated by other urban based activities, such as financial and business services, counting 45.1% of its GRDP. The 22 *Kecamatans* show great differences in population number and density, yet still fairly small compared to the standard suggested by the law. It indicates that there are considerably large rural areas in the *Kabupaten* and that the urban areas are accumulated in its few densely populated *kecamatan*s.

Some of its highly populated *kecamatan*s are located at the border of *Kota* Blitar (Sanankulon, Garum, Nglegok, and Kanigoro), creating urban areas of 351,702 people – which is still fairly small. Yet, interestingly the rest of the mostly populated *kecamatan*s are located along its primary route which leads to Kediri and Malang (Talun, Wonodadi, Srengat, Sutojayan, Selopuro, Kesamben, Udanawu). These *kecamatan*s add about another 452,274 people into this linear conurbation. Again, if we assume that only 60% live in its urban-like areas, it counts for nearly 500 thousand people - equivalent to medium sized cities.

Conurbation in Central Java

Kota Tegal is a very dense small *Kota* – comparable only to Semarang (the provincial capital) – with 249,612 people or 7,237 people / sq km. It still has some agriculture-based activities, but its economy is dominated by urban sector (trade, hotel, and industry). It is nicely located along the north coast route. The route stretches from West (*Kabupaten* Brebes) towards East (*Kabupaten* Tegal).



It is bordering with 2(two) *Kabupaten*: Brebes and Tegal; which illustrate another sphere to this issue. *Kabupaten* Tegal is inhabited by 1.4 million people with density of 1,679 people/sqkm. In general, *Kabupaten* Tegal is more densely populated than *Kabupaten* Brebes with density of 1,040 people/sqkm. The bordering *kecamatan*s of *Kabupaten* Tegal are significantly much denser (Dukuh Turi with 5,536 people/sqkm, Talang with 5,162 people/sqkm, and Kramat with 2,253 people/sqkm) than those of *Kabupaten* Brebes (Jatibarang with 2,381 people/sqkm and Brebes 1,884 people/sqkm). Slawi – the capital of *Kabupaten* Tegal located about 14 kilometre from *Kota* Tegal – is also highly dense similar

to other *kecamatan*s located along the route from Tegal to Slawi. In *Kabupaten* Brebes, the mostly populated *kecamatan*s are those which are bordering but not necessarily those along the route.

Honestly, the research has not yet been deep enough to explain this fact. Although both *Kabupatens* are alike physically, but *Kabupaten* Brebes is still agriculture based, while *Kabupaten* Tegal is more urban sector based. Agriculture production still dominates economy of *Kabupaten* Brebes, putting more than 55% of GRDP. It is the main producer of onion in the country, and also other products such as potato, chili pepper, and banana. On the contrary; Trade, Hotel, Restaurant, and Industry are the dominating economic engine in *Kabupaten* Tegal. There are many home industries as well as trading point for agriculture products. Interestingly, both *Kabupatens* shows similar trend with *Kabupaten* Blitar; where there are discrepancies of population density between the *kecamatan*s. It seems that they are more polarized.

Urban areas around *Kota* Tegal – comprising of those in *Kabupaten* Brebes and *Kabupaten* Tegal add about 524,848 people. Again, if we assume that only 60% live in its urban-like areas, the total conurbation counts for more than 560 thousand people - equivalent to medium sized cities.

Conurbation in West Java

Kota Cirebon is a small and humid coastal city in northern part of West Java, inhabited by 271,795 people. The city is densely populated, particularly accumulated in small core area where the ancient Sultan palaces are located. Cirebon was an important port; it has been declined considerably due to some technical problems, but Cirebon remains important mainly do its location: (i) roughly in the middle of North-Coast route from Jakarta to Surabaya for land transportation, so it is a strategic stopping point for travelers; (ii) connected to Central route then later to Southern route; and (iii) a border city to Central Java

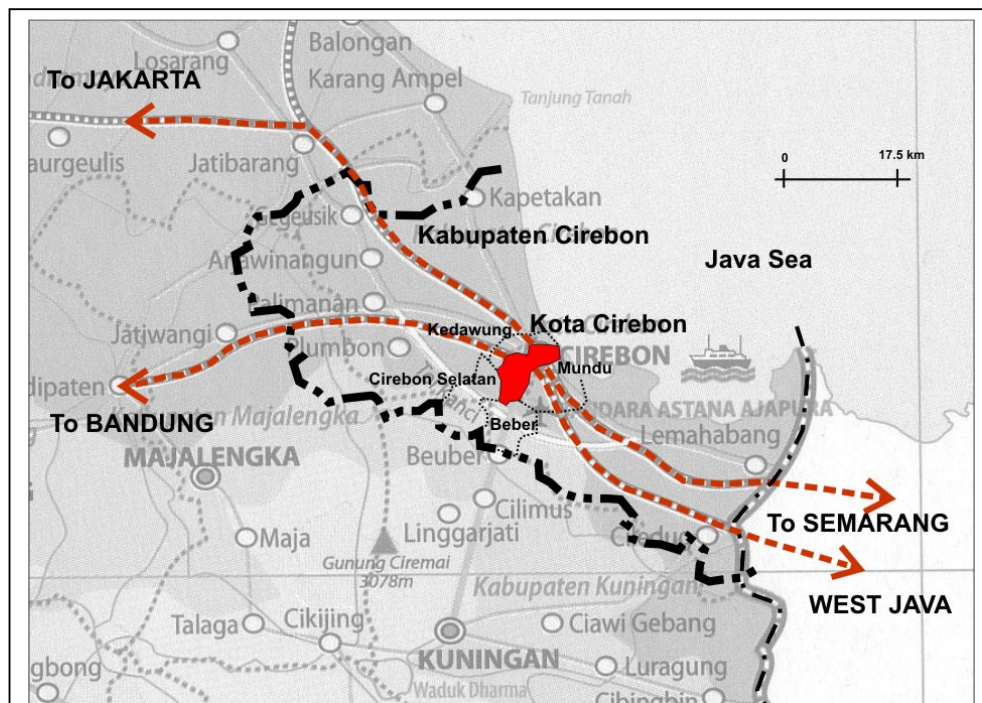


Image 3. Conurbation of Cirebon, West Java
Overlay base map from *Atlas: Indonesia & Dunia*

province. Therefore Cirebon is a strategic hub with connection to cities along the north coast, centre, and southern part of Java.

The figures of *Kabupaten* Cirebon show different story with the general one. After Decentralization law in 1999 some of the most densely populated *kecamatan*s were administratively divided into some *kecamatan*s (please note minus growth and zero number population to this division). Agriculture is still the largest contributor to GRDP by 34.33% but urban based activities are dominating by 65.67% of its GRDP. Last visit in 2006 indicates dynamic growth of Trade, Hotel, Restaurants, and Services (many new hotels, bank, and shopping centers are emerging).

*Kecamatan*s of *Kabupaten* Cirebon are amongst those mostly dense in West Java, but population of each *kecamatan*s is not strikingly different and more fairly distributed comparing to for instance Kediri or Tegal. This is presumable since its area is physically “seesawed” by transportation routes, which exaggerates the polarization into extreme end: the *kecamatan*s are located either bordering the city or along the transportation routes.

Due to this matter, conurbation area of Cirebon covers vast area of *Kota* and *Kabupaten*. If we count only the bordering *kecamatan*s, it reaches 504,280 people. If we assume that only 60% live in its urban-like areas, it counts for only 300 thousand people – more likely as small sized cities. If we count the *kecamatan*s along the route the number strikes at 1.2 million people. However, it is important to note that since Cirebon is fairly small, so population density is high, so the headache is slightly different.

Summing Up the Findings

Considerable urban population in fact does not live in *Kota* – in this case not in cities. It is highly arguable that the rest of urban population lives in urban areas which are part of *Kabupaten*. Although we cannot generalize findings, especially when research example covers only small percentage of the area, but there are some points that we can sum up:

- Statistic data on population and density do not depict actual condition of conurbations in Java. Population density of *Kabupaten* and even *Kecamatan* level is often under 50 people/hectare; yet economic and physical development of areas bordering *Kota* are urban by characteristic. It might be due to high accumulation of urban population only in few *Kelurahan* bordering *Kota*
- Character of conurbation in Java is affected by the existence of city (node) and the existence of major transportation route (linear). It roots to its history of urban development which is oriented to roads
- Cities along the main transportation route, either the north coast route (i.e. *Kota*Tegal) or the south route (i.e. *Kota* Blitar) are more polarized, with significant discrepancies of population density between the *kecamatan*s. Cities in the hinterland (i.e. *Kota* Kediri) are less polarized with more fairly distributed population. More detailed research is required to depict the detail configuration, with particular interests on employment, economic resources and infrastructure, housing and facilities.
- The mostly populated area is not necessarily the capital of the *Kabupaten*, as in the case of *Kabupaten* Cirebon, Tegal, and Kediri. The capital is often much less dense than those bordering the *Kota*.
- Population of urban areas bordering *Kota* is often higher than *Kota* itself, sometimes even double; makes it equivalent to medium sized cities. This will create different dimension to urban management of *Kota* or – if there is – of such conurbation areas.

Multi Stakeholder Management Is In Demand

Based on Law 26, any local government should refer both to the national spatial plan and to the long term development plan of its sub-ordinate local governments. It implies that any provincial spatial plan is obliged to pay attention to the spatial plan of *Kabupaten/Kota* affected and it will be a guideline towards multi sector integration and multi jurisdiction spatial planning. However, our decentralization in 1999 has delivered great authority to the *Kabupaten/Kota* government, leaving the provincial government merely a supervision function. The authority of *Kota/Kabupaten* government in spatial planning covers (i) regulatory and supervision; (ii) planning; and (iii) partnership in planning between *Kabupaten/Kota*. The later is highlighted in Law 26. Article 41 specifically articulated that planning for urban areas is to be conducted in: (i) urban areas which is part of *Kabupaten*, (ii) areas which are functionally urban covering 2(two) or more *Kabupaten* or 1(one) or more provinces. The plan thus will become a coordinating tool in multi jurisdiction development, which consists of spatial structure and spatial pattern. The partnership will be further regulated by a Ministry Decree, which sadly is not yet issued until this paper is written; so its implementation is yet to happen.

(Law 26/ 2007 on Spatial Planning, Chapter 1 on Spatial Planning, Article 22, 23, 25, 26; and Chapter 4 on Spatial Planning for Urban Areas, Article 41, 43, and 47)

In the context of our issue, the regulation has not yet fully accommodated the conurbation trend as we discussed above. It is hardly incorporated into planning and budgeting of urban projects, has been underestimated, and the impact is further exaggerated by power division, lack of coordination, and conflicts of interest amongst local government (of *Kabupaten/Kota*) and between the different tiers of government (of national, provincial, and local). The situation creates particular problems, for instance:

- Urban management under *Kota* administrations and under *Kabupaten* administration are different due to the different nature of local government. *Kabupaten* local government is more accustomed to rural development, thus lacks sufficient capacity to face such fast growing urban development
- Planning and implementation of urban project fall under responsibility of the *Kabupaten/Kota* government. However, in *Kabupaten* there is no clear differentiation between urban *kecamatan*s and rural *kecamatan*s, on which planning can be based
- Urban development in *Kabupaten* is often focused in its capital. It often leaves vast urban areas – which are not its capital, but more likely the bordering *kecamatan*s - will not get proper provision of infrastructure, facilities, and construction as if they are planned and developed as urban areas; although it functions as one urban system
- The major infrastructure needs at the local level are in water supply, drainage, roads, sanitation, and sewerage; which often require facilities and installation stretching over multi jurisdiction, either because lack of resources or simply because they would be above the level of individual *Kota* or *Kabupaten*. However, lack of clear management of these urban areas hinders political commitment to invest in long-term infrastructure projects.
- Infrastructure and facilities provision involves various local agencies and providers; both public and private. Nevertheless, the specialized infrastructure and utility agencies seem to be acting independently in their planning and investment decisions.

For conurbation areas in Java such as discussed above, private sector participation in urban development is inevitable, but it is not without problematic issues. Large urban development initiated by private developers in these urban areas creates significant increase in population, as well as a shift of culture. The increasing population demands provision of more facilities, such as school, clinic, market, roads, etc. In Indonesia, private developers

are obliged to provide and hand over public infrastructure and facilities within their estate to local government. Yet, this is also problematic that even if they build sophisticated town management in order to cater their customer demand, local government often lacks sufficient technical and financial capacity to manage it.

Conclusion

Cities need to compete, as well as making themselves livable. It needs not only planning, but also development management, which includes planning, implementation, operation, evaluation, and improvement. The study reflects that urban management, particularly of such conurbation areas is not effective if it is limited by jurisdiction boundaries and conducted at *Kabupaten* level, because each conurbation areas have different characters. Such conurbations in Java also have different difficulty level comparing to the *Kabupaten/Kota* involved, thus requires involvement of all affected stakeholders. It is suggested that urban management should take a conurbation area as one urban system, which comprises of *Kota* and *Kelurahan* of the *Kabupaten* with urban characteristic.

It is important to have clear identification of these conurbation areas agreed by all stakeholders. It is then necessary to reach common understanding amongst local government (of *Kota* and *Kabupaten*); between different tiers of government (of national, provincial, and local government); between government and private sector involved in urban development; and also the urban population affected. Decentralization should not only imply distributing authority, but developing clear framework for mutual cooperation. It seems that multi stakeholder urban management is in demand.

References:

- BPS, (2001), *Kota Blitar in Figures 2001*, Blitar, BPS
BPS, (2005), *Kota Blitar in Figure 2005*, Blitar, BPS
BPS, (2002), *Kabupaten Blitar in Figures 2002*, Blitar, BPS
BPS, (2005), *Kabupaten Blitar in Figure 2005*, Blitar, BPS
BPS, (2001), *Kota Cirebon in Figures 2001*, Cirebon, BPS
BPS, (2005), *Kota Cirebon in Figures 2005*, Cirebon, BPS
BPS, (2000), *Kabupaten Cirebon in Figures 2000*, Cirebon, BPS
BPS, (2005), *Kabupaten Cirebon in Figures 2005*, Cirebon, BPS
BPS, (2001), *Kota Kediri in Figures 2001*, Kediri, BPS
BPS, (2005), *Kota Kediri in Figures 2005*, Kediri, BPS
BPS, (2001), *Kabupaten Kediri in Figures 2001*, Kediri, BPS
BPS, (2006), *Kabupaten Kediri in Figures 2006*, Kediri, BPS
BPS, (2000), *Kota Tegal in Figures 2000*, Tegal, BPS
BPS, (2005), *Kota Tegal in Figures 2005*, Tegal, BPS
BPS, (2000), *Kabupaten Tegal in Figures 2000*, Slawi, BPS
BPS, (2006), *Kabupaten Tegal in Figures 2006*, Slawi, BPS
BPS, (2000), *Kabupaten Brebes in Figures 2000*, Brebes, BPS
BPS, (2006), *Kabupaten Brebes in Figures 2006*, Brebes, BPS
BPS, (2005), *Population of Province, Results of Intercensal Population Survey*, Jakarta, BPS
Gayo, Bakri, (2007), *Atlas: Indonesia & Dunia*, Jakarta, Mitra
Towards Integrated Urban Planning for Medium Sized Cities in Indonesia, GTZ, 2007
The interests of this abstract gets its existence from a research work during a GTZ/GLG project in cooperation with the Ministry of Home Affairs in Indonesia.

¹ This Ministry decree is based on Law No. 24/1992 on Spatial Planning which has been replaced by the recent Law No.26/2007. However, the Ministry Decree has not yet been revised accordingly.

Table 3. Figure of Conurbation Kediri

No	Kota	Area (km ²)	Population		Growth	Density (pop/km ²)		
			2001	2005		2001	2005	
A	Kota Kediri	63.40	239,201	241,253	0.21%	3,772.89	3,805.25	
No	Kabupaten	Area (km ²)	Population		Growth	Density (pop/km ²)		
			2001	2006		2001	2006	
B	Kabupaten Kediri	1,386	1,401,130	1,445,695	0.64%	1,010.89	1,043.05	
1	Gampengrejo	38.59	79,986	83,121	0.78%	2,072.71	2,153.95	
2	Ngadiluwih	41.85	69,895	71,282	0.40%	1,670.13	1,703.27	
3	Gurah	50.83	69,669	73,186	1.01%	1,370.63	1,439.82	
4	Grogol	34.50	41,116	43,653	1.23%	1,191.77	1,265.30	
5	Wates	76.58	81,586	83,041	0.36%	1,065.37	1,084.37	
6	Kandat	51.96	51,936	52,959	0.39%	999.54	1,019.23	
7	Banyakan	72.55	52,172	54,668	0.96%	719.12	753.52	
8	Semen	80.42	42,603	44,811	1.04%	529.76	557.21	
subtotal conurbation		447.28	488,963	506,721		1,093.19	1,132.89	
No	Kecamatan	Area (km ²)	Pop	Density	Kecamatan	Area (km ²)	Pop	Density
			2006				2006	
	Pare (capital)	86.42	153,737	1,778.95	Plemahan	47.88	54,020	1,128.24
	Pagu	24.86	36,314	1,460.74	Ringinrejo	42.36	47,776	1,127.86
	Purwoasri	42.50	59,441	1,398.61	Tarokan	47.20	50,789	1,076.04
	Papar	36.22	49,319	1,361.65	Puncu	68.25	56,058	821.36
	Kras	44.81	56,623	1,263.62	Plosoklaten	88.59	66,175	746.98
	Kayenkidul	35.58	44,112	1,239.80	Kepung	105.65	76,201	721.26
	Kunjang	29.98	34,311	1,144.46	Mojo	102.73	62,552	608.90
	Kandangan	41.67	47,043	1,128.94	Ngancar	94.05	44,503	473.18

Table 4. Figures of Conurbation Cirebon

No	Kota	Area (km ²)	Population		Growth (%)	Density (pop/km ²)		
			2001	2005		2001	2005	
A	Kota Cirebon	36.97	253,547	271,795	1.80%	6,858.18	7,351.77	
No	Kabupaten	Area (km ²)	Population		Growth (%)	Density (pop/km ²)		
			2000	2005		2001	2006	
B	Kabupaten Cirebon	990.00	1,930,170	2,029,953	1.03%	1,949.67	2,050.46	
1	Cirebon Selatan	21.21	55,706	53,634	-0.74%	2,626.40	2,528.71	
2	Mundu	25.58	55,127	61,506	2.31%	2,155.08	2,404.46	
3	Beber	41.63	63,939	65,427	0.47%	1,535.89	1,571.63	
4	Kedawung	9.58	0	51,918	0.00%	0.00	5,419.42	
conurbation Cirebon		98.00	174,772	232,485	6.60%	1,783.39	2,372.30	
No	Kecamatan	Area (km ²)	Pop	Density	Kecamatan	Area (km ²)	Pop	Density
			2006				2006	
	Weru	9.19	54,243	5,902.39	Dukupuntang	36.40	56,934	1,564.12
	Plumbon	18.19	68,467	3,763.99	Losari	39.07	60,313	1,543.72
	Cirebon Utara	20.55	73,234	3,563.70	Kaliwedi	27.82	39,220	1,409.78
	Ciledung	13.25	43,117	3,254.11	Pangenan	30.54	41,502	1,358.94
	Palimanan	17.18	54,662	3,181.72	Sedong	31.02	40,106	1,292.91
	Babakan	21.93	67,927	3,097.45	Susukan	50.10	63,747	1,272.40
	Ciwaringin	17.79	55,313	3,109.22	Gegesik	60.38	71,743	1,188.19
	Sumber (the capital)	25.65	74,193	2,892.51	Kapetakan	83.18	95,126	1,143.62
	Astanajapura	37.01	95,471	2,579.60	Tengah Tani	8.97	36,403	4,058.31
	Arjawinangun	24.11	60,373	2,504.06	Depok	15.55	55,391	3,562.12
	Pabedilan	24.08	57,348	2,381.56	Plered	11.34	48,592	4,285.01
	Lemahabang	21.49	51,153	2,380.32	Pabuaran	8.95	33,616	3,755.98
	Karangsembung	15.14	34,912	2,305.94	Gebang	31.68	59,103	1,865.63
	Klangenan	38.33	87,067	2,271.51	Gempol	30.37	26,764	881.26
	Panguragan	20.31	45,784	2,254.26	Karangwareng	23.12	28,456	1,230.80
	Susukan Lebak	18.74	37,624	2,007.68	Pasaleman	32.11	26,031	810.68
	Waled	28.46	53,533	1,880.99	Cirebon Barat	0.00	0	0.00

Table 5. Figure of Conurbation Tegal

No	Kota		Area (km ²)	Population		Growth (%)	Density (pop/km ²)	
				2000	2005		2001	2005
A	Kota Tegal		34.49	236,762	249,612	1.09%	6,864.66	7,237.23
No	Kabupaten		Area (km ²)	Population		Growth (%)	Density (pop/km ²)	
				2000	2006		2001	2006
B	Kabupaten Tegal		879	1,379,180	1,476,299	1.17%	1,569.41	1,679.92
1	Dukuhturi		17.48	93,446	96,782	0.59%	5,345.88	5,536.73
2	Talang		18.39	87,945	94,934	1.32%	4,782.22	5,162.26
3	Kramat		38.49	91,826	98,296	1.17%	2,385.71	2,553.81
conurbation Tegal-Tegal			74.36	273,217	290,012	1.02%	3,674.25	3,900.11
No	Kecamatan	Area (km ²)	Pop	Density	Kecamatan	Area (km ²)	Pop	Density
			2006				2006	
	Adiwerna	23.86	125,906	5,276.87	Margasari	86.83	103,011	1,186.35
	Slawi (capital)	13.87	67,301	4,852.27	Balapulang	74.91	88,033	1,175.18
	Tarub	26.82	77,300	2,882.18	Bojong	58.52	68,177	1,165.02
	Pangkah	35.53	102,961	2,897.86	Warureja	62.31	65,066	1,044.23
	Dukuhwaru	26.30	60,313	2,293.27	Bumijawa	88.56	87,849	991.97
	Lebaksiu	40.95	86,016	2,100.51	Jatinegara	79.62	58,541	735.25
	Suradadi	55.73	93,010	1,668.94	Kedungbanteng	87.62	43,402	495.34
	Pagerbarang	43.00	59,401	1,381.42				
No	Kabupaten		Area (km ²)	Population		Growth (%)	Density (pop/km ²)	
				2000	2006		2001	2006
C	Kabupaten Brebes		1,661	1,705,433	1,727,708	0.22%	1,026.65	1,040.05
1	Jatibarang		33.48	73,658	79,747	1.38%	2,200.06	2,381.93
2	Brebes		82.30	156,124	155,089	-0.11%	1,897.01	1,884.43
conurbation Tegal-Brebes			115.78	229,782	234,836	0.37%	1,984.64	2,028.30
No	Kecamatan	Area (km ²)	Pop	Density	Kecamatan	Area (km ²)	Pop	Density
			2006				2006	
	Kersana	25.23	59,071	2,341.30	Ketanggungan	149.07	130,812	877.52
	Wanasari	72.26	134,823	1,865.80	Paguyangan	104.94	91,890	875.64
	Bulakamba	101.55	157,333	1,549.32	Tonjong	81.26	68,570	843.83
	Songgom	50.72	73,321	1,445.60	Larangan	164.68	137,128	832.69
	Bumiayu	73.69	101,460	1,376.85	Banjharharjo	140.25	115,691	824.89
	Losari	89.43	122,893	1,374.18	Bantarkawung	205.00	91,647	447.06
	Tanjung	68.19	91,717	1,345.02	Salem	152.09	55,819	367.01
	Sirampog	67.03	60,697	905.52				

Table 6. Figure of Conurbation Blitar

No	Kota		Area (km ²)	Population		Growth (%)	Density (pop/km ²)	
				2001	2005		2001	2005
1	Kota Blitar		33	123,787	128,255	0.90%	3,751.12	3,886.52
No	Kabupaten		Area (km ²)	Population		Growth (%)	Density (pop/km ²)	
				2002	2005		2001	2005
1	Kabupaten Blitar		1,589	1,102,006	1,225,301	3.73%	693.61	771.22
1	Sanankulon		33.33	47,698	59,145	8.00%	1,431.08	1,774.53
2	Garum		54.56	54,753	82,444	16.86%	1,003.54	1,511.07
3	Nglegok		92.56	63,381	77,916	7.64%	684.76	841.79
4	Kanigoro		55.55	59,312	3,942	-31.12%	1,067.72	70.96
conurbation Blitar			236.00	225,144	223,447	-0.25%	954.00	946.81
No	Kecamatan	Area (km ²)	Pop	Density	Kecamatan	Area (km ²)	Pop	Density
			2005				2005	
	Talun	49.78	65,437	1,314.52	Gandusari	88.23	79,099	896.51
	Wonodadi	40.35	52,838	1,309.49	Selorejo	52.23	42,948	822.29
	Srengat	53.98	69,410	1,285.85	Kademangan	105.28	77,063	731.98
	Sutojayan	44.20	54,061	1,223.10	Doko	70.95	47,451	668.79
	Selopuro	39.29	46,975	1,195.60	Binangun	76.79	48,234	628.13
	Kesamben	56.96	59,356	1,042.06	Wates	68.76	34,483	501.50
	Udanawu	40.98	44,401	1,083.48	Panggungrejo	119.04	45,497	382.20
	Ponggok	103.83	103,422	996.07	Bakung	111.24	29,068	261.31
	Wlingi	66.36	59,796	901.08	Wonotirto	164.54	42,315	257.17