

FILLING THE LEGAL GAP IN INDONESIA: STRENGTHENING THE LOCAL LEGISLATION ON NATIONAL STRATEGIC AREA OF SUNDA STRAIT

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Submission date: 31-Jan-2020 12:09AM (UTC+0700)

Submission ID: 1248809795

File name: 22_filling_the_legal_gap_in_indonesia.pdf (52.13K)

Word count: 5149

Character count: 28746

FILLING THE LEGAL GAP IN INDONESIA: STRENGTHENING THE LOCAL LEGISLATION ON NATIONAL STRATEGIC AREA OF SUNDA STRAIT

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²¹ National Strategic Area of Sunda Strait (NSA Sunda Strait) is a spatial policy initiated by Indonesia's central government to boost the economic growth within the framework of Master Plan of Acceleration and Expansion of Economic Development (MP3EI). While the policy is visioned and constructed at the national level, the local government is the key actor that determines the success of central government policies embodied in MP3EI. Therefore, the National Strategic Area of Sunda Strait requires a positive response in the form of legal policy at the local level. Problems arising in the implementation of the policy are that the policy is still highly elitist and has not been responded and supported by the local government. Planning documents, national and local levels, the sectoral and spatial, are not integrated yet. It takes a local regulation as the bridge to synchronize those policies to boost regional competitiveness.

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INTRODUCTION

Poverty reduction and acceleration of economic development are not just an issue of the global level but also an issue of national priority. Nationwide, program of acceleration and expansion of Indonesian economic development (MP3EI) has been established since 2011 focusing on six major corridors including Sumatra's corridor intended as a strategy to reduce disparities in economic development nationally. The acceleration of the economic development strategy is expected to have a major impact on the problems of economic settlement in this nation.

MP3EI is implemented through a strategy that integrates three main elements, namely: (1) developing the economic potential of the region in six Indonesian Economic Corridor, namely Sumatra Economic Corridor, Java Economic Corridor, Kalimantan Economic Corridor, Sulawesi Economic Corridor, Bali-Nusa Tenggara Economic Corridor, and Economic Corridor of Papua-Maluku Islands; (2) strengthening a national connectivity that locally integrated and globally connected, and (3) strengthening the ability of human resources (HR) and national technology science to support the development of major programs in each economic corridors. The three major strategical elements are integrated within the framework of Sumatra Economic Corridor in a major program of an area development that specifically manifested within the National Strategic Area of Sunda Strait (KSNSS).

According to the MP3EI scheme, the acceleration of Indonesian economic development shall be achieved by eight major programs, one of which is the development of a strategic region. Particularly in Sumatra, the National Strategic Area (KSN) of Sunda Strait has a very important role in the acceleration and expansion of economic development considering that there are so many economic activities in this strategic area. KSNSS is a gate that connects the distribution of rubber, palm oil, coal, iron and steel from hinterland area to the production centers in Java. In the long run, economic development in the KSNSS is believed to improve the welfare of society generally.

At the same time, legal and economic activities have a relationship with each other. The destruction of guided-economy in the system of developmental state since the Asian crisis become the trigger of market economic which is heavily influenced by institutional law reform. Amartya Sen¹, in his phenomenal work stressed that the development of the legal sector will have an impact on economic development, so that legal reform

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¹ AMARTYA SEN, *DEVELOPMENT AS FREEDOM* (Oxford University Press, 2001).

and the development of legal institutions is the key of economic acceleration.

Related to the acceleration of economic development in Sumatra, especially in KSNSS, the laws that regulate economic activity in KSNSS are an important key in the success of economic development. Within the context, this paper aims to find whether there is legal gap on the implementation and establishment of KSNSS and whether there is a need for local regulation establishment to support the KSNSS program.

I. MP3EI AND NATIONAL DEVELOPMENT PLANNING

MP3EI as one of the government's policy²⁶ for the acceleration and expansion of economic development has found legal basis on Presidential Regulation No. 32 of 2011 on the Master Plan for the Acceleration and Expansion of Indonesia³¹ Economic Development 2011-2025 or better known as MP3EI. The master plan is intended to accelerate policy and Indonesia's economic development expansion with clear direction, the right strategy⁴, focused and measurable.

Acceleration and expansion of Indonesian economic development assigns a number of major programs and economic activities, which are the focus of strategical development and policies¹⁶. These priorities are broken into eight main programs such as agriculture, mining, energy, industrial, marine, tourism, and telecommunications, as well as the development of the strategic area. The eight main programs³⁶ are consisting of 22 main economic activities²⁰. The 22 economic activities are clustered in six economic corridors, namely: Economic Corridor of Sumatra, Java, Kalimantan, Sulawesi, Bali-Nusa Tenggara, and Papua-Maluku Islands.

As a working document, MP3EI contains the direction to the development of major economic activities¹⁴ and because of that, being a part that cannot be separated out of the System of National Development Planning¹⁴. MP3EI therefore shall be integrated into National Development Planning System.

II. MP3EI AND MANAGEMENT OF NSA SUNDA STRAIT

One of the eight MP3EI programs is the development¹⁸ of the strategic Area and in Sumatera is manifested into the creation of National Strategic Area of Sunda Strait. KSNSS, administratively part of Lampung and Banten, has delineation/restriction that includes some areas in both provinces. KSNSS in Lampung covering six districts and two cities that consist of 109 sub-districts, whereas NSA Sunda Strait in Banten region covers three districts and two cities that consist of 59 sub-districts. Coverage area of

NSA Sunda Strait is a focus that will be accelerated its development thru the government policies and local government synergistically and sustainably. Cooperation between central and local government in accelerating the development of NSA Sunda Strait is an important element that will determine the realization of NSA Sunda Strait that developed by the economic aspect.

One of the major economic activities in the Sumatra economic corridor is NSA Sunda Strait. Sunda Strait is the strait that connects between Java and Sumatra island in Indonesia, as well as linking between Java Sea and the Indian Ocean. And in its narrowest point, the width of Sunda strait is about only 30 km. Some small island is located in the strait, including the volcanic island of Krakatoa. Sunda Strait is one of two main paths that run from the South China Sea to the Indian Ocean. Sunda Strait is a foreign ship traffic lane in the territory of Indonesian Republic, which is known as the Indonesian Archipelagic Sea Lane (IASL).

Based on United Nations Convention on the Law of the Sea (UNCLOS) 1982, which was ratified by legislation (UU) No. 17 of 1985, Indonesia has determined three traffic lanes of foreign ship in the territory of Indonesian Republic. IASL consists of IASL I Sunda Strait in the north towards Singapore (A1) and South China Sea, IASL II Lombok Strait towards the Celebes Sea, IASL III is in the southern that towards IASL III A (surrounding of Sea Savu, Kupang), IASL III B, IASL III C (east of Timor Leste), and IASL III D (surrounding of Aru waters). IASL I and the gate is located in Sunda Strait, which is the most strategic shipping lanes and geopolitically these are cruise lines that being concern of powerful state, such as America, Japan, and China. Sunda Strait is including chokepoints of Eurasian Maritime World. Meanwhile, the existence of Sunda Strait is also very important for Indonesian economic that connects the two largest and most populous islands in Indonesia, Java and Sumatra Island, and their population is about 80% of Indonesia's population. Capacity of productions and economies that exist in Java and Sumatra Island contributes around 80% of GDP in Indonesia. Economic growth in both islands, particularly, Indonesia, generally, is very dependent to the continuity of goods stream and services towards Sunda Strait.²

Sunda Strait pathway is characterized by a high frequency of transport that connects two main islands, namely, ferry roll-on roll-off (roro), who sailed to Merak and Bakauheni. At the time when both island's economy is

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² Kazumine Akimoto, "The Current State of Maritime Security. Structural Weaknesses and Threats in the Sea Lines" paper prepared at Maritime Security in Southeast Asia and Southwest Asia, Institute for International Policy Studies, Tokyo, December 11-13, 2001.

increasingly rising up, then that the frequency of voyage of ferry ship between Java and Sumatra island will be also increasingly rising up. The high frequency of “roro” ferry ship that crossed Sunda Strait shall have a negative impact on safety, speed, and also the flexibility of international ships that passing IASL I lane. It shows a conflict between national and international interests to the utilization of IASL I-Sunda Strait.³

It appears that the point of Sunda Strait that connects of Java and Sumatra lies in Merak and Bakauheni region. Both area are the port and a center of goods and services exchange between two islands on national scale. Based on the President Decree of Indonesian Republic, No. 86 of 2011 about Development of Strategic Area and Infrastructure of Sunda Strait, then Sunda Strait is designated as one of the national strategic areas; where the accelerated development becomes the priority by central government.

III. EVALUATION OF NATIONAL STRATEGIC AREA OF SUNDA STRAIT PROGRAM

¹³ The Sunda Strait KSN program shall be reviewed using three laws: Law No. 25 of 2004 on the Development Planning System, Law No. 26 of 2007 on Spatial Planning, and Law No. 32 of 2004 on Regional Government. In this research, sectoral planning system analysis cannot be separated by spatial arrangement. The linkages between sectoral and spatial have significant importance to the competitiveness value of development planning. In connection with that, arrangement of both regimes must be done.

Under the provisions of Law No. 26 of 2007, it is known that the NSA Sunda Strait is priority areas within spatial arrangement because it has very important influence on national sovereignty, national defense and security, economic, social, cultural, and/or the environment, including areas that have been designated as world heritage. Strategic value of the Sunda Strait area has also been supported by Presidential Decree No. 32 of 2011 on the Master Plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI) stating that NSA Sunda Strait is the center of growth, together with Presidential Regulation No. 86 of 2011 on Development of Strategic Areas and Infrastructure of NSA Sunda Strait confirming that NSA Sunda Strait Sunda Strait is projected as a priority area and part of the national economic corridor.

Presidential Regulation No. 32 of 2011 on MP3EI explained that the

³ *Ibid.*

development of the MP3EI Sumatra Corridor is targeted on the development of “Sentra production and processing of agricultural produce and national energy barns”. While Presidential Regulation No. 86 of 2011 on KSISS mentioned, that “Infrastructure of Sunda Strait are encompassing toll bridge, railways, utilities, shipping navigation systems and other infrastructure that includes renewable energy, all integrated and link Java Island and Sumatra Island”. Thus the development of the Sunda Strait KSN should be made more comprehensively with respect to all aspects of planning, as well as its impact on the surrounding areas, especially Banten and Lampung Province.

The research shows that both RPJM and RPJP are not providing the concrete foundation for NSA Sunda Strait even though it is a priority within the framework MP3EI. While the development NSA Sunda Strait has a solid foundation in the documents and spatial RTRWN of Sumatra island within the context of economic development, the regional and local spatial planning as reflected in provincial and district spatial planning of the area yet provide place for a development of NSA Sunda Strait.

At the local level, the lack of synchronization on the aspects of development planning is not only related to the spatial and sectoral aspects, but also normatively, related to the regional planning. This resulted in confusion regarding the source of legitimacy of RPJMD. Law No. 30 of 2004 specifies that RPJMD shall have passed through legislation while Law No. 25 Year 2004 on National Development Planning said that RPJMD may passed through the head of the local regulations.

The absence of clear regulation on the relationship between development planning and the spatial planning is often become the source of regional reluctance to fill the regional spatial plans. As a result, local development activities with existing spatial plans are often incoherent and generate new problems that harm the public interest in the area. The clear regulation obliging the region to make the arrangement of the spatial planning with socio-economic development activities will encourage the region following the rule. This arrangement is expected to encourage the development of regional integration not only with the spatial planning but also with the national development plan.

It is therefore necessary to have not only consistency and synchronization between development planning and spatial planning but also to have the pattern of the relationship between central government and local governments and among local governments in the development of national strategic area. In many other countries, collaboration between regions and between levels of government became a necessity when facing

strategic issues and interests of the parties involved. This is important, given the fact that the implications of the development of NSA Sunda Strait will be followed by the development of the region, further associated with changes in modes of transportation; Changes in the pattern of economic development and investment linkages, and changes in the structure and spatial patterns of regional development.

At the same time, the regional level requires any inter-regional cooperation to support the central governmental policy within the development of NSA Sunda Strait. Inter-regional cooperation is being an important issue in the implementation of regional autonomy because the fulfillment of peoples need in the area may not be able to be held efficiently and effectively within the jurisdiction in a local administrative area only. Regional autonomy has led to the fragmentation of the higher spatial and create a widening gap between the administrative and functional boundaries. Therefore, the social and economic relations functionally are often overlapping and going beyond the administrative boundaries of the autonomous region. Thus, the cooperation among governments, both the central government and local governments are a necessity that must be made relating to the regional development; it will give rise to externalities that go beyond the administrative boundaries of government.

Relationship between the regional legal product that is sectoral and spatial does not show any link between both of them. Spatial planning documents have not been integrated by RPJPD documents. Study on the local regulations RPJPD Lampung Province (2005-2025), is a sectoral policy that does not consider the issue of KSNSS.

The provision of (RTRW) Lampung Province is the regulations related to the Sunda Strait, among others; the construction of crossover bridge that connects Sumatra and Java Islands, transverse the Sunda Strait and the establishment of the Sunda Strait region as NSA with a strategic function to improve the quality of the economic region as stipulated in Article 79 of Regulation Spatial Lampung Province.

The provisions of Article 79 are then followed by the Regional Determination of Provincial Strategic (KSP). Determination of KSP with economic issues mentioned above should be placed in relation to the issue of SS KSN development set out in Regulation 26 of 2008 and its regulations implementation. In relation to the MP3EI program, the economic aspects of the strategic areas of the province should be integrated with economic activity MP3EI Sumatra Corridor in particular economic activities NSA SS.

The description of the direction and goals as principal RPJPD which described by explicitly or implicitly doesn't indicate the main activity of

economic KSN SS as the main economic activity of MP3EI into sectoral planning in the province of Lampung. Neither the province nor district/city⁶ integrate MP3EI Program into document of RPJPD, especially KSN SS as one of the main economic activities, is also recognized by the FGD participants,. In some FGD, especially with participants from the district or province, it was revealed that the government did not know or did not obtain information about the programs or policies MP3EI.¹

The development of KSNSS further stipulated in Presidential Regulation No. 86 of 2011 about the Development of Strategic Region and Infrastructure of Sunda Strait. The scope of the Perpres regulation must be observed by government to be able to integrate planning policy development and management of existing economic potential in the region.

Local governments also should notice that the development strategic region and Infrastructure of the Sunda Strait (KSISS) is implemented by the agency of development of strategic region and infrastructure of Sunda Strait (BUKSISS) Limited Liability Company. Cultivation of KSISS is done by private capital strength conducted by cultivation agreements. It should be a government concern in relation to the obligation to protect the constitutional rights of citizens.

33 IV. LAW AND ECONOMIC DEVELOPMENT ACCELERATION

Acceleration and expansion of economic activities within the framework of MP3EI, particularly in Sumatra Corridor, formed within the NSA Sunda Strait as a part of major economic activities, expansion and acceleration of national economic as a part of the main program in the development of strategic area. Construction of NSA Sunda Strait, in addition to increase the economy in NSA Sunda Strait, and also expected to provide a trickle-down effect on the surrounding areas, so that in the long term, it can increase the overall Indonesian economy. Development as a process of welfare, one of which is through the economic acceleration which has any relations to the legal. De Soto⁴, in his book "Mystery of Capital" suggests an important role of legal institutions in the economic success of a country. Holistically and specifically, legal institutions also have links with the development acceleration and economic activities, as well as the results of research by the economic and legal experts such as Thomas Carothers⁵

⁵ _____
⁴ Hernando De Soto (2010), *Mystery of Capital*, Transworld.

⁵ Thomas Carothers (ed.), *Promoting the Rule of Law Abroad: In Search of Knowledge*, Carnegie Endowment for International Peace (2006).

and Kenneth Dam⁶.

The discussion about the relation between law and development cannot be separated from the legal aspects, economic and institutional. David M. Trubek and Alvaro Santos⁷, stated the legal doctrine and development is connected with each other by triadic relation: economic, legal, and character and institutional form. Economic aspects influencing the practices and policies by the institutional of policy makers, but all the policies and practices are adopted as a part of the economic theory. Thus, there are overlap areas between the institutional practice of policy makers and economical theory. Through the understanding of legal doctrine and development, ideally the law can be an instrument that gives the idea of development, and as well as an instrument for building a well-established structure.

Within the framework of legal and development, legal products such as legislations are one of the inputs in the planning preparation and development implementation. Moreover, the development planning is a political process, where the output of the process is a legal product that became the operational basis in the implementation of development. Furthermore, the document of development planning that has been agreed will be the basis for setting the policy in the form of local regulations.

The establishment of local regulations related to the autonomous authority, must consider three criteria, they are: authority, procedure, and substance. Aspects of authority are in relation to the establishment of MP3EI laws, particularly in the management of NSA Sunda Strait, are generally biddable to legislation, Law No. 32 of 2004 on Regional Government. This provision is described in the PP. 38 of 2007 on the coordination between governments, Provincial Government and Local Government (district/city). Moreover, local authorities also regulated in the spatial laws and related sectoral, such as marine or fisheries sector, tourism, mining, and marine transportation sector. Procedural aspects in the formation of local regulations are generally biddable to legislation Law No. 32 of 2004 on Regional Government and legislation Law No. 12 of 2011 on the establishment of legislation and the Rules of Regional Representatives Council (DPRD). Meanwhile, substance aspects in the formation of local regulations, about the management of NSA Sunda Strait are biddable to the provisions of PP. 26 of 2008 about National Spatial Planning, Presidential

⁵ KENNETH DAM, THE LAW-GROWTH NEXUS: THE RULE OF LAW AND ECONOMIC DEVELOPMENT (Londons Institution Press, 2006).

⁷ DAVID M TRUBEK DAN ALVARO SANTOS, THE NEW LAW AND ECONOMIC DEVELOPMENT A CRITICAL APPRAISAL (Cambridge, USA 2006).

²² Decree No. 32 of 2011 about Acceleration Masterplan and Expansion of Indonesian Economic Development (2011-2025) and Presidential Decree No. 86 of 2011 about Development of Strategic Area and Infrastructure of Sunda Strait.²⁸

Based on Article 35 of legislation Law No. 12 of 2011, then the establishment of local regulations shall be based on the Prolegda, and shall be conform with: 1) higher legislation; 2) regional development plans; 3) implementation of regional autonomous and co-administration, and 4) local community aspirations. Thus, the establishment of local regulations in the management of NSA Sunda Strait can be implemented, because it is based on the aspects of regional autonomous by the local government of Lampung Province.

V. STRENGTHENING LOCAL REGULATION FOR NATIONAL STRATEGIC AREA OF SUNDA STRAIT

In order to find which law are needed, it must first examine the sources and substance of regional authority. Both aspects²⁹ can be learned by the analysis of special areas creation as set forth in Law No. 32 of 2004 and Government Regulation No. 43 Year 2010. In the context of the types of special areas set out in the Government Regulation No. 43 of 2010, the National Strategic Area Sunda Strait (KSNSS) is a special area in the group into other areas that will be designated as a nationally strategic areas concerning welfare of the majority of the political, social, economic, cultural, environmental, defense and security angles. If the creation is associated with other types of special areas in Law No. 32 of 2004, the National Strategic Area Sunda Strait as the implementation of functions in addition to a free port and/or free trade, should be set in the form of government regulation. Determination KSNSS as a strategic area contained in Government Regulation No. 26 Year 2008 on National Spatial Plan which sets 76 strategic areas where KSNSS is included.

Law No. 32 of 2004 does not explicitly give you an idea of what should be done by local governments in the establishment and management of specific areas. Nevertheless, Law No. 32 of 2004 provides the entrance to the establishment and management of special regions. Law No. 32 of 2004 clearly specifies that⁹ the formation of a specific region is a domain of central government in the form of asymmetric decentralization.

The Government set a special area to include the area in question from planning, implementation, maintenance, and utilization. Associated with planning to use, the determination must be in accordance with the specific

area of spatial plans. This provision requires the harmonization and synchronization with RTRWN stated in Government Regulation No. 26 Year 2008 on National Spatial Plan. In conjunction with national planning, specific areas should therefore be in synchronized with the national sectoral planning documents in the form of National Planning as stipulated in Law No. 25 of 2004 as well as the spatial planning stipulated in Law No. 26 of 2007.

Local participation in the establishment and management of a particular region is a manifestation of the aspects that are concurrent authority that although the domain is a domain areas for the establishment of the central government, but the formation and management should involve local government as advance guard in the frontier because of the concurrent nature of the authority.

At the level of local and regional context, there is a big hole in the local supporting legislation of KSNSS. The relationship between the three legal regimes: the legal regime of development planning/sectoral, the legal regime of spatial planning/spatial and local government legal regime that applies decentralized system. Presidential Regulation No. 32 of 2011 and the Presidential Regulation No. 86 of 2011 set policy linking spatial and sectoral policies as well as the local government system that use a decentralized system. Government Regulation No. 43 of 2010 regulates the establishment of a special area may be the entrance for KSNSS management arrangements. However, the establishment of Presidential Regulation No. 32 of 2011 and Presidential Regulation No. 86 of 2011 are not supported with the planning arrangements. On the other hand, at the level of local government (provincial and district/city), there is no instrument linking the two legal regimes.

To support the implementation of the main economic activities in the form of development MP3EI and KSNSS, central government issued Presidential Decree No. 86 of 2011 on the Strategic Infrastructure and Regional Development of the Sunda Strait. This regulation was issued as a special arrangement regarding the operation and establishment of institutions that have the authority and responsibility in the development of Strategic Area and Infrastructure development Sunda Strait.

This regulation does not substantially regulate comprehensively planned development of the area, but rather the institutional development and exploitation of Strategic Infrastructure and Regional Sunda Strait. For the institutional development Development Agency was formed, while for institutional concession area formed Strategic Enterprises and Infrastructure Sunda Strait (BUKSISS). In addition, the regulation does not set out clearly

the development of infrastructure as defined in Article 1, para. 3, which includes a toll bridge, railroad, utilities, shipping navigation systems and other infrastructure in the Sunda Strait, including renewable energy integration, connecting Java and Sumatra.

The most fundamental problem is that there is not yet established the RTR of KSNSS itself until now. This fact means that legally there is no area of the Strategic Plan and Infrastructure Development Sunda Strait. President Decree No. 86 of 2011 on Regional Development and Infrastructure Strategic Sunda Strait cannot be classified as Sunda Strait KSN Development Plan, as being regulate more to the institutional development and exploitation.

Thus the existence of this regulation has no strong legitimacy, because it was not issued based on the Strategic Plan for Regional Development and Infrastructure RTR KSN Sunda Strait and the Stat of Sunda, as intended in the Presidential Regulation No. 86 in 2011 and Government Regulation No. 26 Year 2008 on National Spatial Plan. These conditions cause problems in terms of sectoral synergy aspects (economic potential) and spatial aspects (spatial) in the Sunda Strait KSN development. In the end the lack of a strong legal foundation that brings together aspects of sectoral and spatial MP3EI will complicate the achievement of goals. Acceleration of economic development through the KSNSS development will be hampered because of the unclear area development plans.

MP3EI success through various forms of the main economic activities requires local regulations. The main economic activities MP3EI which includes 22 species cannot be separated from aspects of autonomous regional and local authorities. Both aspects must be considered in order to not only be a spectator area implementation of national programs in the regio, but the area should make an effort to be able to enjoy the value-added programs. That requires strengthening legislation at the local level, particularly in the management of KSNSS.

Strengthening of legislation in the area will be able to maximize the NSA SS management role in the management area of NSA SS. Besides strengthening regional legislation in the form of regional cooperation in the management regulations KSNSS is very necessary to avoid conflicts between the management of the area clear division of authority is expected to improve the sustainability of resource use areas, along with the short "span of control" and the more he explained accountability in its management. Without the regulation of inter-regional cooperation, it can potentially cause problems, conflicts between regions when the quality of resource management in KSNSS is highly influenced by the activities of the

district are in the territory/other autonomous city located in the adjacent section.

At last, the strengthening of regional legislation will lead to two main aspects in the management of KSNSS in the area are: First, the integration of cross-sectoral and cross-region in the context of management in order to create consistency KSNSS sector development and territory management. Second, inter-regional cooperation in order to create synergy of KSNSS management areas for development with regard initiatives, and the potential benefits of local, as well as reduce the potential for conflict across the region.

CONCLUSION

The research shows that both RPJM and RPJP are not providing the concrete foundation for KSNSS even though it is a priority within the framework MP3EI. While the development KSNSS has a solid foundation in the documents and spatial RTRWN of Sumatra island within the context of economic development, the regional and local spatial planning as reflected in provincial and district spatial planning of the area yet provide place for a development of KSNSS. Thus, KSNSS as one of the main activities in MP3EI still elitist and has not been responded positively in the form of local regulations to achieve competitiveness on the regional and local scale.

The triumph of MP3EI program through the various forms of main economic activities requires the local regulations. The main economic activities of MP3EI which includes 22 economic activities cannot be separated from the aspect of region and authority of local autonomous. Both aspects must be considered, so that the local government is not only be a spectator of the implementation of national programs in the region, but the local government should make an effort to be able to enjoy the added-value of the programs. Thus, it needs strengthening the local legislation, particularly in the coordination of KSNSS management.

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