



Road Improvements and Economic Activity – Findings from EINRIP Qualitative Social Research 2008 - 2018

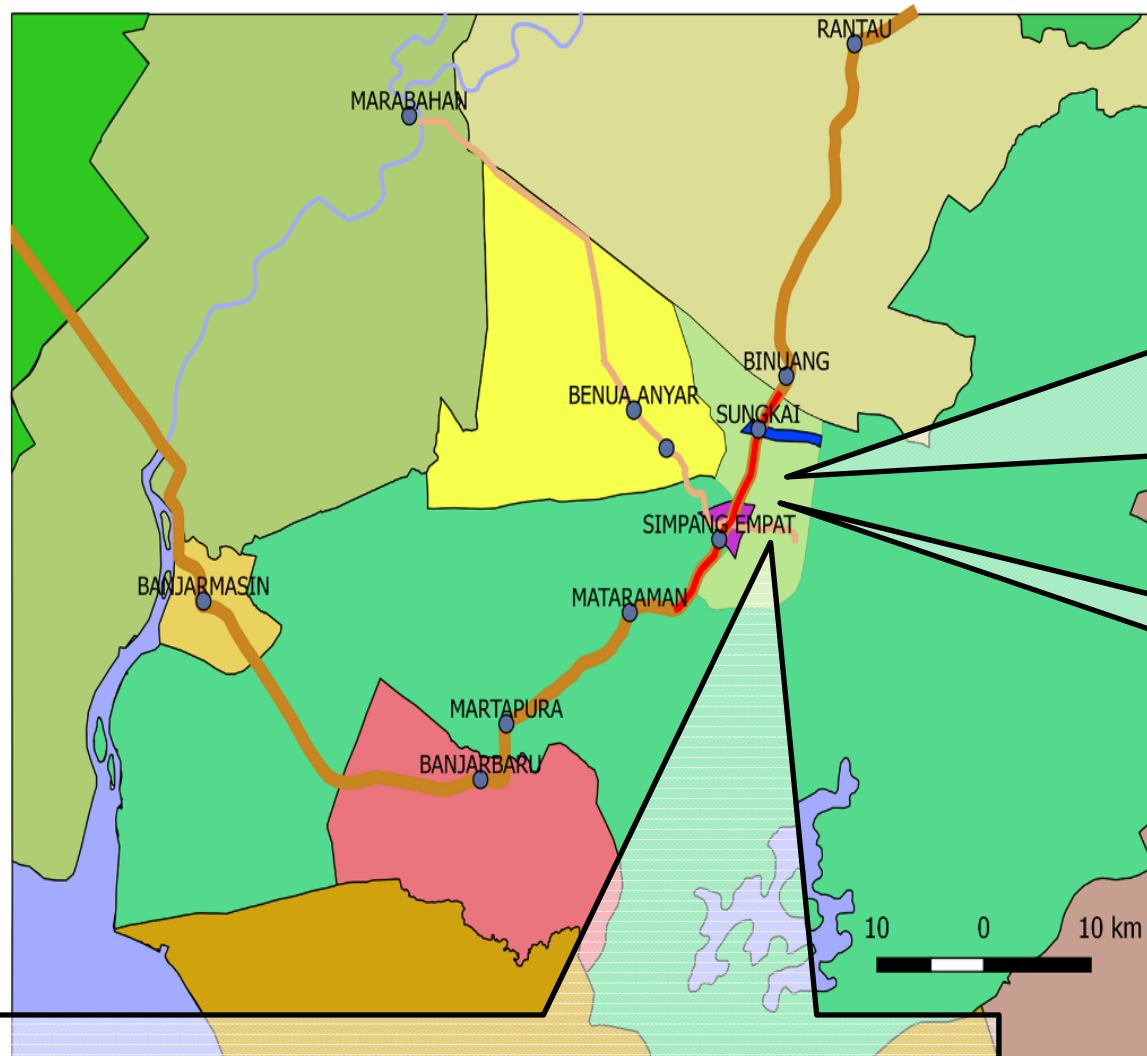
JS Luwansa Hotel, Jakarta
Thursday, 2 May 2019



About the study

- Longitudinal studies (2008 – 2018) to establish the extent to which the EINRIP met its goals –i.e. to support economic and social development in Eastern Indonesia.
- Qualitative approach
 - In-depth semi-structured interviews with government officials at the *kabupaten*, *kecamatan*, and village levels; business owners; transport operators and providers; and local communities
 - FGDs with selected villagers – men and women, adult and youth
- Covered issues on social, economic, and community welfare in general; the 2017 & 2018 focused on economic development
- Contribution analysis is used to analyze various factors that contribute to changes in the economic development and community welfare.
 - Using an explicit model of change showcasing the expected linkage between the improvement of the ENRIP national road and their outcomes.

Simpang Empat, Banjar, South Kalimantan (EKS 01)



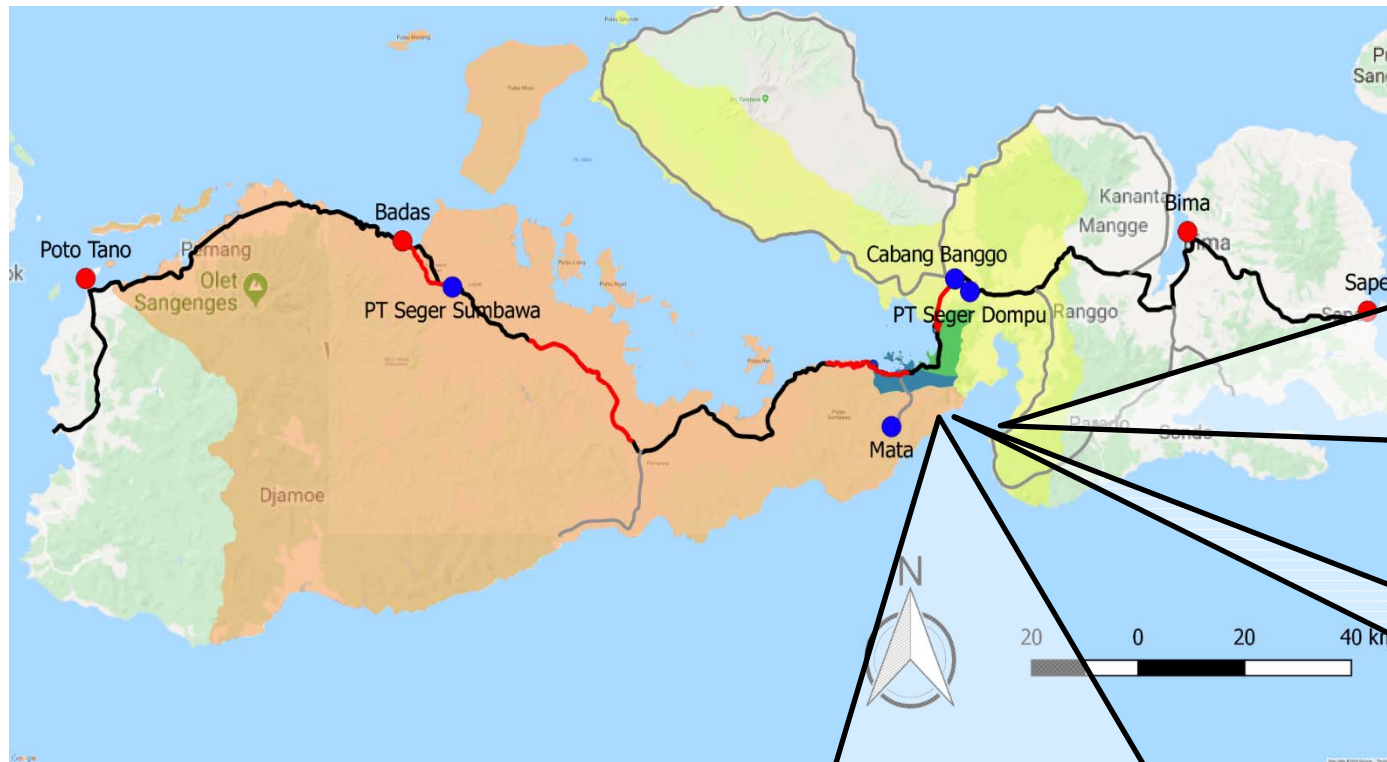
Semi-urban; (1) Commercial farming: rubber, horticulture, eggs; (2) Commercial business: coal mining; (3) Small and Medium Scale Businesses

Moderate improvement

19 km (Martapura – Ds Tungkap); linking Banjarmasin to the border of East Kalimantan.



Nanga Tumpu, Dompu, West Nusa Tenggara (ENB 03)



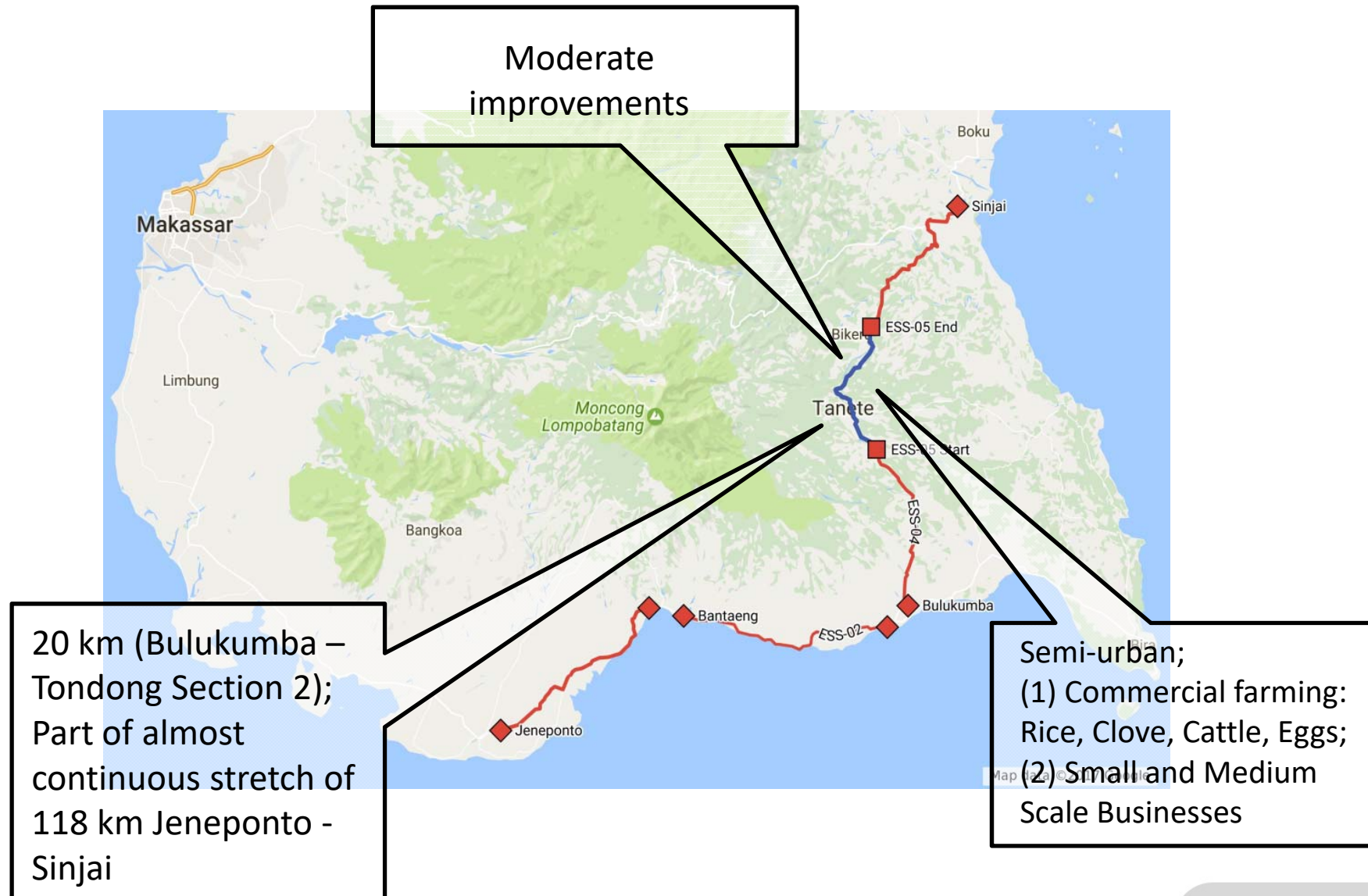
Rural; (1) Subsistence farming rice, peanut, cattle, fish; (2) Commercial farming: corn, seaweed, red onion; (3) Small Scale Businesses

Significant improvement

24 km (Cabdin Dompu – Banggo); Part of almost continuous stretch of 160 km Sumbawa-Dompu. This roads is part of Sumbawa National Road linking Sape Port (Kab Bima) in the east to Poto Tano Port (Kab Sumbawa Barat) in the west.

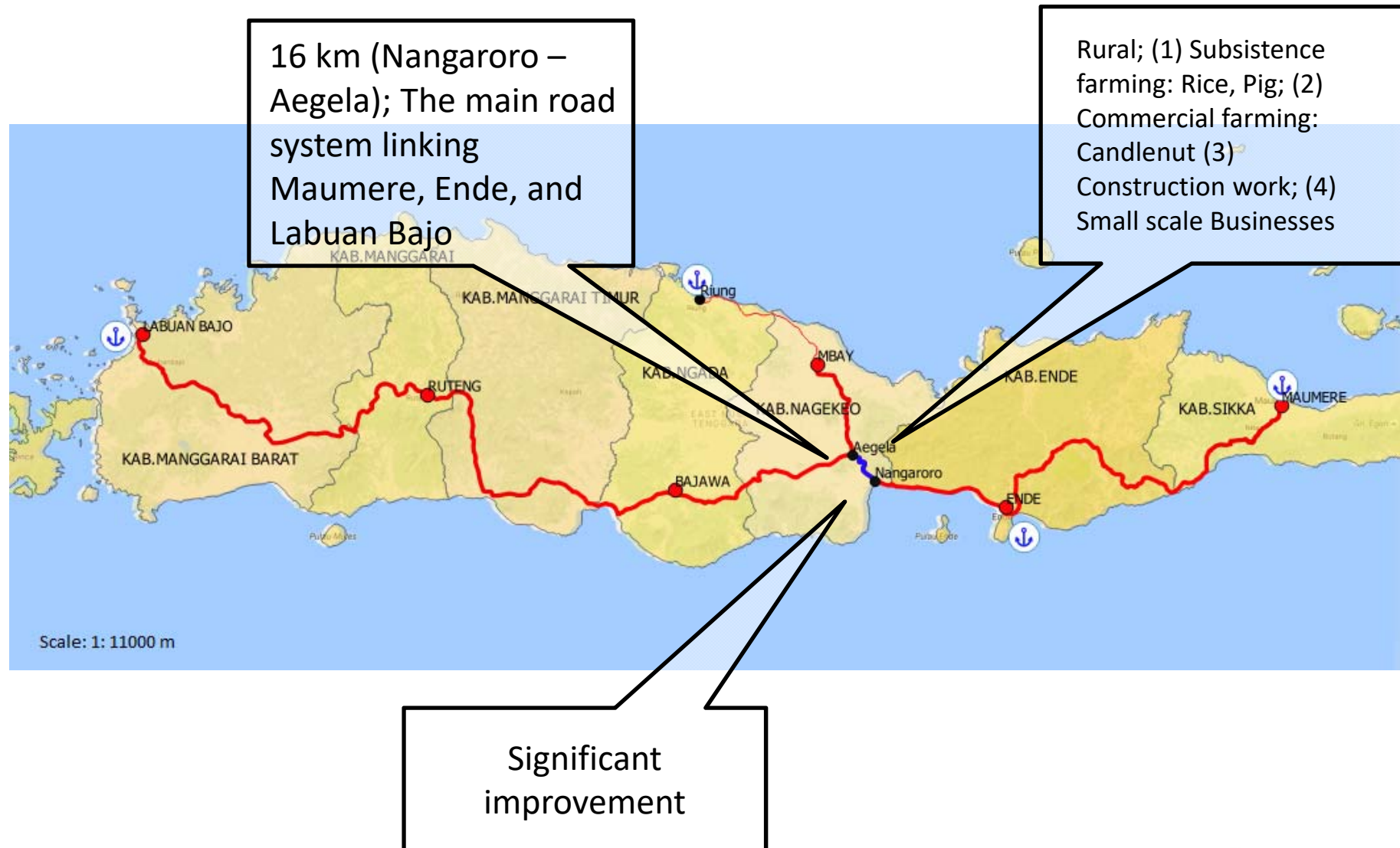


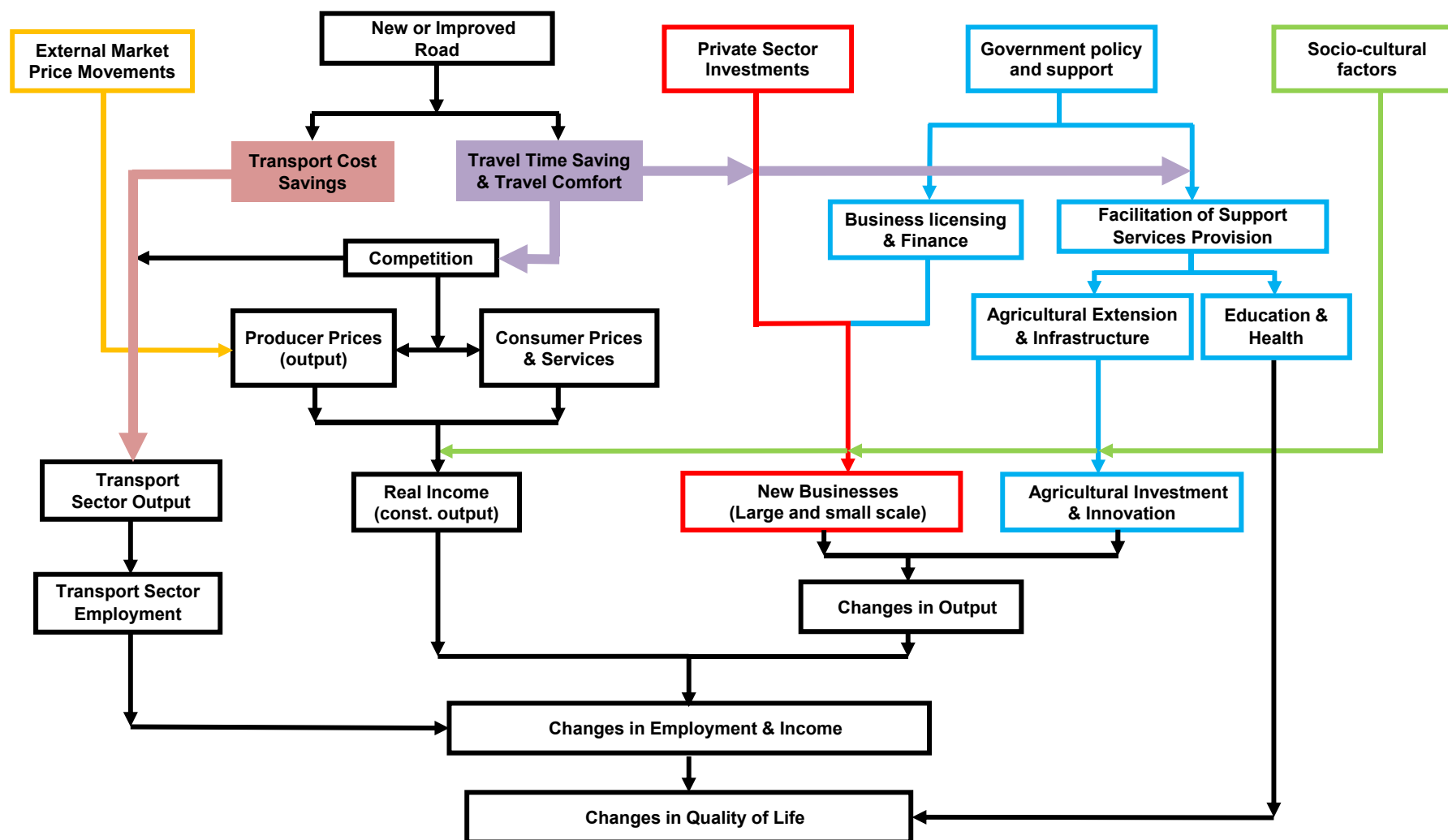
Bulo-Bulo, Bulukumba, South Sulawesi (ESS 05)






Woedoa, Nagekeo, East Nusa Tenggara (ENT 01)







General conclusion

- External market price contributes as a dominant influence to people's real income.
- Road improvement have facilitated the economic development through travel time saving and travel comfort. Government, private sector and competitors have used the easy access to implement their programs, investment and business expansion.
- The study shows that areas with long section road improvement give better impact on people's income change than areas with short section road improvement.
- Livelihood which gained most visible benefit from road improvement: agriculture sector, and road-based business (mobile traders, road side food stall, kiosk, etc). However, poor people did not gain significant benefit compare to rich people.



THANK YOU



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