

REPUBLIC OF KENYA

*Paper laid on
16/7/2014 by
the chairperson
Gumih.*

PARLIAMENT
OF KENYA
LIBRARY



KENYA NATIONAL ASSEMBLY
ELEVENTH PARLIAMENT – SECOND SESSION

REPORT OF THE DEPARTMENTAL COMMITTEE ON
TRANSPORT, PUBLIC WORKS & HOUSING
ON THE
BENCHMARKING VISIT TO THE REPUBLIC OF INDONESIA
FROM

12TH TO 16TH MAY, 2014

Table of Contents

Abbreviations and acronyms	iii
Preface	iv
Executive Summary	viii
Acknowledgement	ix
CHAPTER ONE: STUDY VISITS	1
3.1 Ministry of Transportation	1
3.2 Ministry of Public Works	3
4.0 The Transport Sector	4
CHAPTER TWO: LESSONS LEARNT FROM INDONESIAN EXPERIENCE	12
CHAPTER THREE: CONCLUSION AND RECOMMENDATIONS	13
5.1 Conclusion	13
5.2 Recommendations	144
APPENDICES	155

Abbreviations and acronyms

ASEAN	Association of Southeast Asian Nations
NLTTSP	National Long Term Transport Sector Plan
BOT	Build, Operate, and Transfer
BRT	Bus Rapid Transit
GDP	Gross Domestic Product
G20	Group of Twenty
DPR	Dewan Perwakilan Rakyat (House of Representatives)
BPK	Supreme Audit Agency
KIP	Kampung (slum) Improvement Program
BAPPENAS	National Planning Agency
REPELITA	5-Year Development Plan

1.0 PREFACE

Hon. Speaker,

The Committee on Transport, Public Works and Housing is one of the Departmental Committees established under Standing Order 216. Under the Second Schedule to the Standing Orders, it is mandated to consider matters related to Transport, roads, public works, construction and maintenance of roads, rails and buildings, air, seaports and housing.

Its functions pursuant to Standing Order 216 are to:

- a. investigate, inquire into, and report on all matters relating to the mandate, management, activities, administration, operations and estimates of the assigned Ministries and departments;
- b. study the programme and policy objectives of Ministries and departments and the effectiveness of the implementation;
- c. study and review all legislation referred to it;
- d. study, assess and analyze the relative success of the Ministries and departments as measured by the results obtained as compared with their stated objectives;
- e. investigate and inquire into all matters relating to the assigned Ministries and departments as they may deem necessary, and as may be referred to them by the House;
- f. to vet and report on all appointments where the Constitution or any law requires the National Assembly to approve, except those under Standing Order 204 (Committee on Appointments); and
- g. make reports and recommendations to the House as often as possible, including recommendation of proposed legislation.

1.1 COMMITTEE MEMBERSHIP

Hon. Speaker,

The Departmental Committee on Transport, Public Works & Housing was constituted by the House on Monday 20th May, 2013 comprising of the following Members:-

- 1) The Hon. Maina Kamanda, M.P. - **(Chairperson)**
- 2) The Hon. Eng. Mahamud Maalim, M.P. - **(Vice Chairperson)**
- 3) The Hon. Eng. Stephen Ngare, M.P.
- 4) The Hon. Ali Wario, M.P.
- 5) The Hon. Arch. David Kiaraho, M.P.
- 6) The Hon. Cecily Mbarire, M.P.

- 7) The Hon. Capt. Clement Wambugu, M.P.
- 8) The Hon. Eng. John Kiragu, M.P.
- 9) The Hon. Gideon Konchella, M.P.
- 10) The Hon. Barchilei Kipruto, M.P.
- 11) The Hon. Mark Lomunokol, M.P.
- 12) The Hon. Grace Kipchoim, M.P.
- 13) The Hon. Mathias Robi, M.P.
- 14) The Hon. Joseph Lomwa, M.P.
- 15) The Hon. Peter Shehe, M.P.
- 16) The Hon. Stephen Manoti, M.P.
- 17) The Hon. Emmanuel Wangwe, M.P.
- 18) The Hon. K.K. Stephen Kinyanjui Mburu, M.P.
- 19) The Hon. Suleiman Dori, M.P.
- 20) The Hon. Edick Omondi Anyanga, M.P.
- 21) The Hon. Simon Nyaundi Ogari, M.P.
- 22) The Hon. Johnson Many Naicca, M.P.
- 23) The Hon. Mishi Juma, M.P.
- 24) The Hon. Aduma Owuor, M.P.
- 25) The Hon. Chachu Ganya, M.P.
- 26) The Hon. Omar Mwinyi, M.P.
- 27) The Hon. Ahmed Abbas Ibrahim, M.P.
- 28) The Hon. Omulele Christopher, M.P.
- 29) The Hon. Mukwe James Lusweti, M.P.

The following is the list of Members who participated in the visit:

- 1) The Hon. Grace Kipchoim, MP – **(Leader of the delegation)**
- 2) The Hon. Francis Chachu Ganya, MP
- 3) The Hon. Peter Shehe, MP
- 4) The Hon. Stephen Manoti, MP
- 5) The Hon. Aduma Owour, MP
- 6) The Hon. Omar Mwinyi, MP
- 7) The Hon. Mukwe James Lusweti, MP
- 8) The Hon. Clement Wambugu, MP

Hon. Speaker,

On behalf of the Departmental Committee on Transport, Public Works & Housing, it is my pleasant duty and privilege, to present the Committee's Report on its benchmarking visit to the Republic of Indonesia.

DATE..... 16/07/2014 SIGN..... *Grace Kipchoim*

HON. GRACE KIPCHOIM, M.P.

(Leader of Delegation)

**DEPARTMENTAL COMMITTEE ON TRANSPORT, PUBLIC WORKS &
HOUSING**

2.0 EXECUTIVE SUMMARY

In the conduct of its mandate, the Departmental Committee on Transport, Public Works & Housing, during its Sitting held on 13th August, 2013 resolved to conduct a benchmarking visit to the Republic of Indonesia. Being the National Assembly's lead Committee in the Transport and Infrastructure Sector, the objective of the visit was to enable the Committee learn from the development and management of public transport, public works and infrastructure systems in Indonesia. To achieve this, the Committee conducted the visit from 12th to 16th May 2014.

Indonesia, officially known as the Republic of Indonesia, is a sovereign state in Southeast Asia and Oceania. It is essentially an archipelago comprising more than 13,466 islands. It encompasses 33 provinces and one (1) Special Administrative Region (for being governed by a pre-colonial monarchy) with over two hundred and fifty (250) million people, making it the world's fourth most populous country. Indonesia's republic form of government comprises an elected legislature and president.

The nation's capital city is Jakarta which has a population of over fifty million people. The country shares land borders with Papua New Guinea, East Timor, and Malaysia. Other neighboring countries include Singapore, the Philippines, Australia, Palau, and the Indian territory of the Andaman and Nicobar Islands. Indonesia is a founding member of the Association of South East Asian Nations (ASEAN) and a member of the G-20 major economies. The Indonesian economy is the world's 10th largest by nominal GDP.

Its average population density is 134 people per square kilometer, 79th in the world, although Java has a population density of 940 people per square kilometer. According to the 2010 national census, the population of Indonesia is 237.6 million, with high population growth at 1.9%. 58% of the population lives in Java, the world's most populous island. In 1961 the first post-colonial census gave a total population of 97 million. Population is expected to grow to around 269 million by 2020 and 321 million by 2050. There are around 300 distinct native ethnic groups in Indonesia, and 742 different languages and dialects

Indonesia has a mixed economy in which both the private sector and government play significant roles. The country is the largest economy in Southeast Asia and a member of the G-20 major economies. Indonesia's estimated gross domestic product (nominal), as of 2012 was US\$928.274 billion with estimated nominal per capita GDP at US\$3,797, and per capita GDP PPP was US\$4,943 (international dollars).

The Gross Domestic Product (GDP) is about \$1 trillion and the debt ratio to the GDP is 26%. According to a 2011 World Bank report, the Indonesian economy was the world's 10th largest by nominal GDP (PPP based), with the country contributing 2.3 percent of global economic output. The industry sector is the economy's largest and accounts for 46.4% of GDP (2012), this is followed by services (38.6%) and agriculture (14.4%). However, since 2012, the service sector has employed more people than other sectors, accounting for 48.9% of the total labor force; this has been followed by agriculture (38.6%) and industry (22.2%). Agriculture, however, had been the country's largest employer for centuries.

The Capital City of Indonesia, Jakarta city, is a special territory enjoying the status of a province, consisting of Greater Jakarta, covering of 637.44 square km area. Located on the northern coast of West Java, it is the center of government, commerce and industry and has an extensive communications network with the rest of the country and the outside world. Strategically positioned in the archipelago, the city is also the principal gateway to the rest of Indonesia.

From the Capital City, sophisticated land, air, and sea transport is available to the rest of the country and beyond. Over the last several decades, Jakarta has proudly developed into one of Asia's most prominent metropolitan centers. With a current population of over fifty million people, Jakarta has undergone dramatic growth especially over the last few years. It also has a greater population than any other city in Southeast Asia.

The Ministry of Transportation is a government ministry responsible for the governance and regulation of transport in Indonesia. However, the Department of Transportation is the Indonesian Government's department in charge of transportation affairs. Such includes the provision of services, infrastructure and communications facilities, maintenance and improvement of quality of life for the welfare of the people of Indonesia.

Unlike Kenya, Indonesia has a Ministry of Public Works, separate from the Ministry of Transportation. Through departments, the Ministries implement policy decisions and objectives relating to infrastructure development.

2.1. ACKNOWLEDGEMENT

The Departmental Committee on Transport, Public Works & Housing wishes to thank the offices of the Speaker and the Clerk of the National Assembly for the support extended to it in the execution of its mandate, particularly in the conduct of this visit.

The Committee further extends many thanks to the Ministry of Transportation of the Republic of Indonesia, Ministry of Public Works, Special Envoy of President of Seychelles to ASEAN, the Parliament of the Republic of Indonesia and the Kenyan High Commissioner to Malaysia; for their warm welcome and their entire effort ensured that the Committee successfully conducted its visits to various places. From these visits, the Committee was able to learn significantly and achieved the objectives of the visit.

The Committee also thanks the Secretariat for their input and valuable contributions during and after the visit and compilation of this report. Finally, much thanks to the Members of the Departmental Committee on Transport, Public Works & Housing. Your committed participation and contribution in decision making regarding the trip was invaluable to its success.

3.0 CHAPTER ONE: STUDY VISITS

3.1 Ministry of Transportation

The committee commenced its benchmarking visit with a meeting with the Director of Planning, Department of Ministry of Transportation and the Ministry of Public Works and observed that great strides have been made in Indonesia in infrastructural development, partly thanks to the existing strong leadership and political will, legal frame work, policies, guidelines and institutional structures.

The Ministry of Transportation is a government ministry responsible for the governance and regulation of transport in Indonesia. However, the Department of Transportation is the Indonesian Government's department in charge of transportation affairs. Such includes the provision of services, infrastructure and communications facilities, maintenance and improvement of quality of life for the welfare of the people of Indonesia.

The Department is further charged with:

- ❖ Formulation of National policy, implementation of general and technical policies in the fields of transportation;
- ❖ Implementation of government objectives in the field of transportation;
- ❖ Management of property/assets under the responsibility of the Department of Transportation;
- ❖ Supervision and execution of tasks in the field of transportation;
- ❖ Submission of evaluation reports, suggestions and proposals in the fields of transportation to the President;

The Indonesian Department of Transportation consists of four (4) Directorate General: -

1. Directorate General of Land Transportation
2. Directorate of Sea Transportation
3. Directorate General of Civil Aviation
4. Directorate General of Railways

The Department of Transportation main aim is maintaining the level of service facilities and transportation facilities; implementing restructuring and consolidation through reforms in the field of transportation infrastructure; and increasing public accessibility to transportation

services and improving the quality of communications services that are reliable and provide added value.

The Indonesian Ministry of transportation is further broken down as follows:

- ❖ Ministry Expert Staff
- ❖ Secretariat General
- ❖ Inspectorate General
- ❖ Directorate General of Land Transportation
- ❖ Directorate General Of Marine Transportation
- ❖ Directorate General Of Civil Aviation
- ❖ Directorate General Of Railway
- ❖ Human Resource Development Agency Of Transportation
- ❖ Research and Development Agency Of Transportation

The delegation observed that the attainment of a thriving transport and infrastructural system across various metropolis in Indonesia is a culmination of efforts by numerous governmental agencies, each charged with roles that lead into implementation of laws, programmes and campaigns that have seen Indonesian metropolis such as Jakarta rise through the years to achieve considerable success in infrastructural development, as seen in the relative ease in terms of transportation and the requisite infrastructure.

To achieve the status of a vibrant G20 major economy and rising third world country, the Indonesian government has fostered collaboration with a number of stakeholders in the private sector. Public participation has played a major role in the health and sanitation subsector, especially in the rural areas, through communal work, waste sorting, sensitization, greening of scenery areas and youth associations. However, as noted by the Ministry of Public Works, there are a number of challenges that arise while working with the public in the implementation of programmes and campaigns.

They include:

1. Difficulty in achieving favorable behavior change;
2. Challenges of Mobilization and sensitization; and
3. Differences in income

3.0 Ministry of Public Works

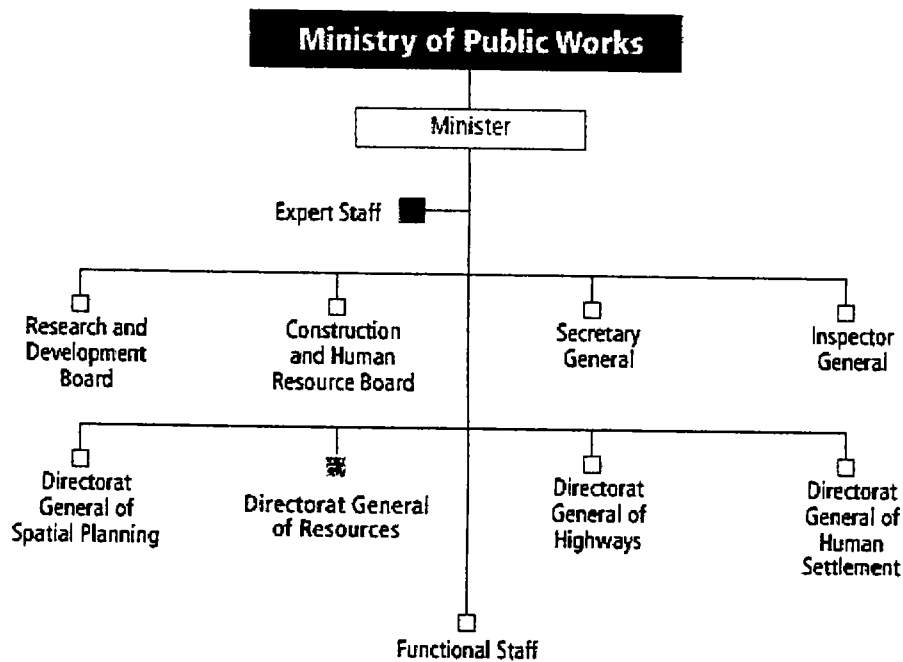
The delegation observed that unlike Kenya, Indonesia has a Ministry of Public Works that is separate from the Ministry of Transportation. Through departments, the Ministries implement policy decisions and objectives.

The Indonesian Ministry of Public Works was formerly called the "Ministry of Settlements and Regional Development," later the "Ministry of Settlements and Regional Infrastructure."

Amongst other functions, the delegation was informed that the Indonesian Ministry of Public Works has prioritized the following objectives in its quest for efficient public works, transport infrastructural systems:

- ❖ the realization of national and regional development and integration of public works infrastructure construction and execution of space-based settlements in the framework of sustainable development as its key;
- ❖ effective management of natural resources and to improve the sustainability of optimal and sustainable utilization of natural resources and reduce the risk of the destructive force of water;
- ❖ Improve accessibility and mobility within the region to support economic growth and improve the welfare of the community by providing a reliable, integrated and sustainable road network;
- ❖ Improve the quality of neighborhoods through fostering and facilitating the development of an integrated settlement infrastructure that is reliable and sustainable; and
- ❖ fostering a competitive construction industry by ensuring the integration of the management of the construction sector, as well oversee the implementation of proper construction standards through capacity building for contractors.
- ❖ Undertaking Research and Development and Implementation: science and technology, norms, standards, guidelines, manuals and / or supporting criteria and settlement infrastructure.

Diagrammatic Representation



3.2.1 The Transport Sector

All transport modes play a role in Indonesia's transport system and are generally complementary rather than competitive. Road transport is the predominant mode, accounting for about 70 percent of freight ton per kilometer and 82 percent of passenger kilometers.

There are four unconnected railway networks in Java and Sumatra dedicated primarily to transport bulk commodities and long-distance passenger traffic. Sea transport is extremely important for economic integration and for domestic and foreign trade. It is well developed, with each of the major islands having at least one significant port city.

The role of inland waterways is relatively minor and is limited to certain areas of Eastern Sumatra and Kalimantan. The function of air transport is significant, particularly where land or water transport is deficient or non-existent and well established, based on an extensive domestic airline network where all major cities can be reached by passenger plane.

❖ Roads and Highways

Indonesia's vast size stretching over 5,000 kilometers across the equator and being made up of over 17,000 islands has made the development of an efficient national transport network a challenge. But the country has undertaken major

investments in infrastructure over the years. Investment to expand and upgrade existing infrastructure as well as establish new facilities to promote even more national development is how the government is proceeding under the National Long Term Transport Sector Plan.

The development of the transport network is being carried out in several phases under the National Long Term Transport Sector Plan (RPJP) 2005-2025 as well as being part of the Master Plan for ASEAN Connectivity to 2015. The second phase from 2010-2014 is currently underway which focuses on infrastructure development and expanding road capacity. The third phase from 2015-2019 will see greater integration of infrastructure around the country while the final phase will complete the incorporation of transport networks for regional connectivity including remote regions. Balancing the immediate needs of provinces and regions in terms of funding and facilitating coordination between local governments that determine their own spatial planning is a major challenge to achieving the nationwide vision.

The total length of roads in 2004 reached about 340,000 km; out of which, 34,628 km were under the state responsibility; 649 km toll roads, 37,164 km under provincial responsibility; and the rest, 266,564 km under district responsibility.

Of the total road length, 58 percent is paved. The national road network is in good condition with 95 percent paved and 81 percent in good and fair condition. The provincial road network is also predominantly in good or fair condition. The district rural and urban roads are only 50 percent in reasonable condition.

Densely populated Java, with 7 percent of Indonesia's land area and 62 percent of its population, accounts for 27 percent of the classified road network. At the other end of the spectrum, Maluku and Papua, with 23 percent of the land area and only 2 percent of population, account for 7 percent of the network.

❖ **Urban Transport**

Major urban transport investments have been undertaken in Indonesia over the last three decades. These include toll road developments involving public-private partnerships with significant local private investment. Many of these projects, which were implemented under Build, Operate, and Transfer (BOT) arrangements, are located around the metropolitan cities in Java, such as Jakarta, Ciawi, Bogor, Cikampek, Karawang, Surabaya, and Malang.

However, despite rapid infrastructure development in large urban areas, traffic congestion continues to hamper large cities like Jakarta, Bandung, Medan,

Surabaya, and many satellite towns like Bogor, Bekasi, and Tangerang. Public transport, including buses, minibuses, and taxis, is commonly used despite poor public transport facilities. The city of Jakarta has implemented a Bus Rapid Transit system on several kilometers on key city route to help ease traffic congestion, particularly at peak times.

Car ownership is increasing, following the liberalization of import motor vehicle rules. At least three million locally assembled motorcycles are added each year; transforming vehicular pollution to a serious problem for the largest cities, and a rapidly emerging one among the medium-size cities.

❖ Railways

Indonesia has four unconnected railway systems, one in Java, and three in Sumatra. The Java railway's core passenger traffic is intercity with long distance services, such as Jakarta-Surabaya (820 km), and Jakarta-Yogyakarta (510 km); and medium distance services, such as Jakarta-Bandung (180 km), and Jakarta-Cirebon (200 km). The freight traffic moved by the Java railway consists mostly of petroleum fuel, fertilizer, cement, coal, and containers. The South Sumatra dominant traffic is coal, the West Sumatra railway carries mostly coal and cement, and the North Sumatra main traffic is crude palm oil.

The total length of railway track in operation is 5,040 km of which Java has 3,700 km. The rail network is made up of 1,067 mm gauge, and mostly singled tracked. Some sections in the Jakarta metropolitan region have been electrified to enable operation of suburban commuter services by electric railcars.

The total fleet consists of 468 locomotives that include diesel electric and diesel hydraulic locomotives. The average fleet age is approximately 30 years old. However, due to inadequate maintenance and lack of spare parts, the availability and reliability is low.

Revenue contribution and traffic composition vary significantly among the four railway systems. The Java railway contributes about 75 percent of the Indonesian Railways revenues, with passenger transport accounting for 83 percent of the total. The South Sumatra Railway generates some 20 percent of total revenues, of which freight accounts for 90 percent. The West Sumatra and North Sumatra contribute only 2 percent and 3 percent of total revenues, of which freight accounts for 100 percent and 60 percent respectively.

❖ **Inland Waterways**

There are more than 10,000 km of navigable waterways among 50 river systems. Over half of these rivers are in Kalimantan and the rest in Sumatra. These were originally used mainly for long-haul transport. Most of the vessels and terminals on the inland waterways system are owned and operated by the private sector.

Some infrastructure improvements have been carried out, like the construction of new wharves, dredging of river channels at several river ports, and installation of navigational aids. However, because of the high seasonal variation in the water level of many rivers, without further investment for improvement of crucial sections, the role of inland waterways is relatively minor, and limited to certain areas of Sumatra and Kalimantan.

❖ **Ports and Shipping**

Indonesia has some 300 public ports scattered over the archipelago. Of these, 43 are international liner service ports; the rest are feeder, and special ports, serving inter-island, lokal (small motorized vessels up to 250 dwt operating in short inter-island or coastal routes) and sailing vessels (small wooden hulled vessels which mainly depend on a combination of wind power and motor propulsion).

The most important ports are Jakarta (TanjungPriok), Surabaya, Semarang and Cirebon in Java; Belawan, Pandang, and Panjangan in Sumatra; Balikpapan, Banjarmasin, and Samarinda in Kalimantan; Ujung Pandang and Bitung in Sulawesi; Ambon in Maluku; and Sorong in Irian Jaya.

Jakarta, Surabaya, Belawan, and Ujung Pandang, the four largest ports, handle most of Indonesia's export and import cargoes, except for special commodities such as crude oil, logs, timber, rubber, palm oil, and fertilizer which use specialized ports. Much of the domestic traffic originates or is destined to these four ports.

Inter-island shipping is the prevailing means for distributing goods through the ports in Indonesia. The cargo volume carried by inter-island shipping services reaches over 300 million tons, far exceeding international trade volume.

It is estimated that inter-island shipping accounts for 60 percent of the total sea borne cargo movement in the country. Especially, for remote islands like Sulawesi and others, the percentages of cargoes carried by inter-island shipping are even higher.

About 14 million passengers a year are travel by inter-island shipping. In remote islands a higher percentage of the total number of passengers is traveling by inter-island transport means.

There are two distinct types of inter-island shipping services: ferry, and shipping services. Ferries are generally point-to-point services offered over a relatively short distance, typically between adjacent islands, and use ro-ro vessels that carry a mix of passengers, cars, and trucks. Whereas, shipping services are offered on more complex routes, commonly use lift-on lift-off vessels, and are mostly dedicated cargo services.

❖ **Air Transport**

Air transport is rapidly increasing; not only driven by the insufficient water and land transport networks, but also because travel by air is the quickest way to get around the country's thousands of islands, and for some areas, the only option.

Indonesia has adopted the standards of the International Civil Aviation Organization with only minor variations, but the compliance with the standards is far from uniform. Before 1999, there were five scheduled carriers and a few charter operators.

In 2004, there were 23 scheduled airlines operating and 37 licenses had been issued. Air transport is growing rapidly, with air travelers doubling every three years primarily driven by the low fares. In 2003, 16 million trips were taken, compared with 6.6 million in 1999. Conservatively, the Directorate General of Air Communication estimated around 20 million were seats sold in 2004, which was 7 million more than in 1997.

3.3 Housing

Unlike Kenya, the Housing function in Indonesia is contained in a separate Ministry, known as the Ministry of People's Housing. Indonesia faces similar urban and rural housing challenges like Kenya or most third world states. The committee undertook a visit of a construction site to acquaint itself with new building technologies aimed at enhancing the provision of affordable housing to Indonesian citizens.

Indonesia has invested heavily in the provision of Housing for its citizenry. The responsibility for housing policies and programmes is mainly shared between the Ministry of Public Housing and the Ministry of Public Works. The National Planning Agency (BAPPENAS) is responsible for the coordination of housing policies and for their compatibility with the National Development Plans.

In addition, following the decentralization process (which began in the 1990s and is still underway), significant powers, including regarding land management, were partially devolved to the provinces, districts and municipalities of Indonesia. Each province, regency or city is responsible for its own development planning, as well as its implementation and monitoring.

However, a highly complex mix of a hierarchal and top-down system of development and spatial planning exists, with the central Government retaining the authority to override local spatial plans for special areas, when deemed strategic and of national importance. As such, the development of physical infrastructure continues to be a major priority in Indonesia, in which the Department of Public Works plays a highly significant role.

The Department controls water resource engineering and management, housing and human settlement development, and road and bridge engineering employing as many as 30,000 staff.

To give some indication of the scope of the Department:-

Between Repelita I and Repelita 4 over 280,000 km of road were rehabilitated; in the same period 3,600 km of new road were constructed; The Repelita 5 target for new low cost housing units is 450,000.

In the same period the government aims to provide urban settlement (kampung) improvements for 7.5 million people and access to clean water for over 12 million urban residents. In 1985 a total of over 4.8 million hectares of land was under irrigation. During Repelita 5 the government aims to recover 440,000ha of swampland and to develop new irrigation networks for 500,000ha of land outside of Java.

Indonesia has a long history of slum improvement programmes, dating back to the 1960s. The Kampung Improvement Program (KIP), which started in 1969 in Jakarta, is considered one of the most important and successful slum upgrading projects in the world. However, in recent years, relatively few other programmes and resources have been directed at slum improvement and, if so, they have been of a more limited scale.

In the last decade, Indonesia has enjoyed steady economic growth and demonstrated substantial gains in social indicators, with gradual declines in poverty in both urban and rural areas, and is now classified as a middle-income country.

3.4 Indonesian House of Representatives – Commission on Transport, Public Works, Public Housing, Village Development and Disadvantaged Areas

The delegation also held a meeting with its counterpart committee Members from the Indonesian House of Representatives, known as the Commission on Transport, Telecommunications, Public Works, Public Housing, Village Development and Disadvantaged Areas. The Commission is the primary work unit in the House of Representatives.

The Committee held a session with the Chair of the Commission and Members, during which best practice and experience was shared between the two sister Parliamentary committees from Kenya and Indonesia. Almost all activities related to the functions of the Indonesian Parliament is done in the commission.

Each member of the House (except the leaders) must be a member of one commission. In general, changing the commission membership is closely related to the professional background or mastery of the basic substance of the mandate and the work at the commission.

In the period from 2009-2014, the House has 11 commissions with various scopes of duties.

Specifically, the Commission on Transport, Telecommunications, Public Works, Public Housing, Village Development and Disadvantaged Areas Min of Public Works overseas the following Ministries and Departments:-

1. Ministry of Transportation
2. Ministry of Public Works
3. Ministry of People's Housing
4. State Ministry of Less-Developed Regions

The functions and powers of the Commission on Transportation are:

1. To discuss, prepare and complete the formulation of draft legislation before its final approval in a Plenary sitting
2. To monitor or oversee the policies and activities of executive Ministries and departments under them
3. To call Ministers government officials to public or closed hearings for various public concerns
4. To hold preliminary meetings to discuss Budget Bills in their respective subject areas, before the Bills are passed to the Budget Committee for final decision
5. To propose draft legislation for the consideration of the DPR

6. To exercise the DPR's right to appoint or to be consulted on the incumbency of a range of positions of state, including the Supreme Court, Supreme Audit Agency (BPK), central bank (Bank Indonesia), National Commission for Human Rights (Komnas HAM), General Elections Commission (KPU) and ambassadorships.

As the point in the legislative process where substance rather than procedure or protocol is involved, the Commissions have the power to reject, delay or facilitate Bills and to determine their content. They are also one of the principal forms of formal contact between executive government and the DPR and the main site where the parliament exercises both formal authority and practical power over the President, Ministers and government agencies.

Not only does the Commissions' role in law-making give them the power to influence the course of government policy and actions, but the questioning of government representatives has the potential to seriously embarrass Ministers or officials. The power to determine or influence appointments to the positions of state outlined above can profoundly influence the actual execution of government policy.

Unlike the Kenya National Assembly, each Commission in the Indonesian Parliament has a Leadership (Pimpinan) composed of a Chair (Ketua) and 3 Vice-Chairs (Wakil Ketua). The Members of the Leadership of each Commission are very influential individuals, both because of their role within the Commissions and their role in representing the Commissions in other bodies in the DPR. The Leadership schedules the Commission's meetings and hearings, determines their agenda and presides over them.

The Leadership also decides the composition of Sub-Commissions and the Commission's representation in the Budget Committee and has the power to change that representation. The Leaderships of the Commissions regularly confer with the Leadership of the House and with the Steering Committee over the introduction and scheduling of discussions on Bills.

4.0 CHAPTER TWO: LESSONS LEARNT FROM THE INDONESIAN EXPERIENCE

- 1) Accountability and information flow**-the responsibility of oversight on service delivery is undertaken by both the recipients of the services and the leadership.
- 2) High level of discipline among the people and strict law enforcement**-there is a high regard for the laws and policies in place to a level that it has become part of the people's norms in the conduct of daily business.
- 3) Public participation**-the success of mobilization, sensitization and implementation of policies is owed to the willingness of the people to be part of the processes that are going to affect their lives.
- 4) Public-private partnerships**-this is an integral function of cost-sharing and reduction in the implementation of policies and programmes by government and non-governmental entities. Noting that most major roads are privatized and users pay a levy referred to as toll fee.
- 5) Capacity building for staff and liaison with think tanks**-the outcome is definitely better policies and maximum output by the staff. Further, through collaboration with think-tanks research informs decision making for better service delivery. Knowledge has been centrally placed as a crucial factor in economic transformation.
- 6) Transparency and zero tolerance to corruption** -the high sense of openness and integrity in the process of service delivery enhances development prudence where financial and human resources allocated for specific functions are used for the same without fraud or short changing.

5.0 CHAPTER THREE: CONCLUSION AND RECOMMENDATIONS

5.1 CONCLUSION

The five-day visit by Members of the Departmental Committee on Transport, Public Works and Housing to the Republic of Indonesia was a resounding success.

The delegation witnessed firsthand workings of various institutions and concerted effort towards instituting proper transport and infrastructural order. The rise of the Republic of Indonesia from the ravages of disasters and underdevelopment to the current thriving G20 major economies membership status is manifest of a common resolve of both the leadership and the citizenry to build the country into a model to be emulated

Indeed, Kenya can certainly draw from the Indonesian experience for best practices in the public transport and infrastructural development sector. Indonesia is a good example that through sound planning, policy implementation and follow-up mechanisms, a country can alter its fortunes dramatically.

Kenya needs to adopt sound infrastructural policies and enforcement mechanisms in line with formulated laws in the transport and infrastructural sector, for the sector is key to the development of other sectors among others, trade, tourism, overall economic growth and industrial development.

In conclusion Kenya should consider the introduction of toll fees and privatization of major road, which will generate revenue for maintenance of the roads.

5.2 RECOMMENDATIONS

- 1) The Government through the Ministry of Transport and Infrastructure to enact sound laws and long-term policies with strict enforcement mechanisms on infrastructural development and management.
- 2) The Government to privatize major road for purposes of maintenance.
- 3) The Government needs to consider scaling up public-private partnerships and enhance inter-governmental and inter-agency relationships for better, effective and efficient service delivery of infrastructural projects.
- 4) Enhancement of public infrastructure security, easy behavior change, mobilization and sensitization, the Government to formulate sound public participation, involvement and information flow policies for citizens to take ownership of development.
- 5) Government to invest more in staff capacity building including trainings and academic advancement and partnering with think-tanks through research to enhance the quality of institutional output in form of policies and programmes.
- 6) The Ministry of Transport and Infrastructure to ensure clearly cut out mandates for institutions serving in the transport, public works and infrastructure sector, in order to improve service delivery and non-duplication of projects within the County.

