

SUMMARY

Muhammad Barqah Prantama, 2009, **Storage Area Development Policy (Study on Analysis of Policy Formulation of Warehousing Area Development Point Determination in Tarakan City)**, Dr Mardiyono MPA dan Drs Abdullah Sa'id Msi. 126 Pages.

Tarakan City is located at position of 117034' – 117038' Longitude East and 3019'- 3020' Parallel North, as well as a wide area of 657.33 km², with a population of ± 176.981 inhabitants on 2007 with expenses amounting to 1.69 percent (*Tarakan City in Figures 2008*, p.24). This geographical location has placed Tarakan at strategic positions in a diverse array of region, national, and international sea voyages (Makassar Strait / Sulawesi Sea, South China Sea and Pacific Ocean) (AQLI II), it is located at the mouth of two major rivers into the vein of transportation (either it is of people or goods transportation) in Northern of East Kalimantan Province, namely Kayan River (Regency of Bulungan) and Malinau River (Regency of Malinau and Land Tidung), directly adjacent to the marine waters of five districts (Berau, Bulungan, Land Tidung, Malinau, and Nunukan) so that it is historically and factually Tarakan City has positioned itself as a "Main Gate" for the movement of goods, people and money in the North of East Kalimantan Province.

This condition has demanded a visionary future policy design, given the climate of inter-regional competition after the enactment of Act 22 of 1999 and Act 32 of 2004 has been getting tighter. Tarakan City has realized that this real condition requires a pre-eminent commodity which, then, can be used as their economical support. Such development, funded by the aspect of exploration solely, will have not been last long, especially if what has used as the 'source of income' is a non-renewable natural resources, like most other areas in East Kalimantan Province generally and particularly Northern regions of this province. Based on this fact, then, the City Government of Tarakan tries to find other aspects that can be improved and helped sustaining run-term economical, so that it was born Storage Area Development Policy with such rationalization has been mentioned.

This policy, originally inspired by the rapid development of several areas which are physically have some similarities such as Batam and Surabaya. Having conducted a comparative study in both cities, then they brought this policy. Normatively, the actual policy has already been accommodated within Regional Law Number 03 Year of 2003 concerning to the Regional Lay-Out Plan of Tarakan City. Within this Regional Law, there is mentioned five points that can be developed for industrial and warehousing sectors. Investment Sector of *Disperindagkopin* as the subsequent policy initiator has conducted a *feasibility study* that ultimately wrapped into two areas which is most feasible and allowing to be developed, they are Northern of Juwata Sea and Village of Lingkas Ujung. There are several of external and internal constraint factors. Internally constraints such as: the absence of a comprehensive legal instrument related to the warehousing. Secondly, the limited provision of infrastructure to support the warehousing activities. Externally constraints such as: The prevalence of conflict in border areas such as illegal trade (smuggling) between the regional area and international. Competition among the regions in a similar area of infrastructure to attract investors.

