

Sustainable Development Goals (SDGs) 9: Industry, Innovation, and Infrastructure during the COVID-19 Pandemic in Indonesia

Bunga Putri Nauli

Department of International Relations, Faculty of Social and Political Sciences,
Universitas Indonesia, Indonesia

Email: bunga.putri91@ui.ac.id

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Abstrak

Indonesia merupakan salah satu negara yang terkena dampak akibat Pandemi COVID-19. Pandemi COVID-19 membuat negara-negara global mengalami penurunan angka index sustainable development goals. Indonesia bersama negara lain telah berkomitmen untuk memenuhi target sustainable development goals yang salah satunya ialah dibidang infrastruktur, industri, dan inovasi (SDGs 9). Penelitian ini bertujuan untuk mengeksplorasi implementasi SDGs 9 di masa Pandemi COVID-19. Penelitian ini menggunakan pendekatan kualitatif dalam mendeskripsikan hasil penelitian. Hasil kajian memaparkan bahwa sebelum pandemi COVID-19 melanda pencapaian SDGs 9 masih harus terus dipacu. Saat COVID-19 melanda, pencapaian SDGs 9 mengalami penurunan. Selain itu, pandemi mengurangi ketersediaan dana berbagai sektor karena pemerintah harus berfokus pada sektor kesehatan dan upaya mitigasi COVID-19. Akibatnya, terjadi penurunan anggaran bagi implikasi SDGs. Selama lima tahun terakhir, inovasi dalam infrastruktur terus dilakukan untuk mendukung aksesibilitas, mobilitas, integrasi serta konektivitas antar wilayah di Indonesia khususnya kawasan Indonesia Timur, pulau-pulau terkecil, pulau terdepan serta terluar Indonesia. Konektivitas juga bertujuan untuk mendukung sektor industri yang bermanfaat bagi PDB dan juga menciptakan lapangan kerja secara masif.

Kata Kunci: Tujuan Pembangunan Berkelanjutan, Infrastruktur, Industri, Inovasi, COVID-19, Indonesia.

Abstract

Indonesia is one of the countries affected by the COVID-19 pandemic. This pandemic has caused global countries to experience a decline in the index for sustainable development goals. Indonesia and other countries have committed to meeting sustainable development goals in infrastructure, industry, and innovation (SDGs 9). This study aims to explore the implementation of SDGs 9 during the COVID-19 pandemic. This study applied a qualitative approach in describing the results of the study. The study results disclosed that before the COVID-19 pandemic hit, the achievement of SDGs 9 still had to be accelerated. When COVID-19 hit, the achievement of SDGs 9 decreased. In addition, the pandemic has reduced the availability of funds for various sectors because the government must focus on the health sector and efforts to mitigate COVID-19. As a result, there was a decrease in the budget for the implications of the SDGs. Over the past five years, innovations in infrastructure have continued to be carried out to support accessibility, mobility, integration and connectivity between regions in Indonesia, especially Eastern Indonesia, the smallest islands, the foremost and outermost islands of Indonesia. Connectivity also aims to support industrial sectors that benefit GDP and create massive jobs.

Keywords: sustainable development goals, infrastructure, industry, innovation, COVID-19, Indonesia.

INTRODUCTION

In the second term of Joko Widodo or Jokowi's administration, there are five primary agendas regarding the 2020-2024 National Priorities: infrastructure development, human resource development, regulation simplification, economic transformation, and

bureaucracy simplification (Ministry of Administrative and Bureaucratic Reform, 2021). The focus on infrastructure development was initiated earlier in the first term of Jokowi's administration. Infrastructure as one of the five work priorities of the Jokowi Government

has been mentioned by the President in various ways considering that proper infrastructure will play a crucial role in increasing economic growth and national competitiveness (KPPIP, 2017).

Infrastructure development is directed toward basic needs, supports increased productivity through affordable and green infrastructure, and ensures equitable access to infrastructure. The government's priority in the infrastructure sector focuses on completing the National Strategy Project, divided into the roads, ports, railways, airports, dams, energy, electricity, and telecommunications sectors (Cabinet Secretariat, 2021).

Infrastructure development is also part of one of the Indonesian Government's commitments to realize sustainable development goals through SDGs 9 in building resilient infrastructure, encouraging sustainable industrialization, and encouraging innovation. The government's high commitment is shown by accommodating the SDGs in the target of the National Medium Term Development Plan (RPJMN) and budget support from the state and local budget (The ASEAN Secretariat, 2020: 138).

However, the outbreak of the COVID-19 pandemic is a challenge for all countries, including Indonesia (Muhyiddin, M., & Nugroho, 2021). On December 31st, 2021, SARS-CoV-2, publicly known as coronavirus or COVID-19, was confirmed for the first time after the WHO China Country Office announced the first unknown etiology case of pneumonia which infected 27 residents in Wuhan, Hubei Province, China. COVID-19 adds the world history of infectious plague. WHO announced COVID-19 as a dangerous disease spreading worldwide on March 11th, 2021, before its rapid escalation. According to WHO, on November 1st, 2021, 246,357,468 global cases were reported, including 4,995,412 death (WHO, 2021).

The unprecedented COVID-19 pandemic has taken a toll on human and economic health as countries worldwide implement massive restrictions. Travel restrictions and social distancing measures are implemented globally and affect business activities in almost all sectors of the economy. As the virus spreads

across the globe, the impact of COVID-19 is expected to contract the global economy. Large-Scale Social Restrictions (PSBB), especially in Indonesia, have a major impact on the economy, with national GDP reaching 6.3% compared to GDP without COVID-19 and LSSR (Halimatussadiyah et al., 2020: 7).

The pandemic has highlighted the link between viruses and diseases such as COVID-19, clearly emphasizing the need for a new focus on achieving the 17 Sustainable Development Goals (SDGs) launched by the United Nations (UN) 2030 Agenda as a global blueprint for ending poverty, protecting our planet, and ensuring prosperity. The pandemic has also exposed several other challenges, such as failure to build infrastructure, along with an inadequate health system. The development gap is one part that the SDGs are trying to overcome. After COVID-19, every developing country needs to reassess progress in achieving the SDGs for equitable distribution of their infrastructure growth (Seshaiyer, 2020: 443).

Five years after its implementation, the achievement of the SDGs has increased significantly since 193 countries adopted it at the United Nations General Assembly in 2015. To achieve the 2030 agenda for sustainable development, each country has different priorities, policies and achievements. The problem is that the gap between the northern and southern countries is highly unbalanced. Most countries are starting to process the nationalization, institutionalization, and universalization of the SDGs into their infrastructure policies. Meanwhile, several countries in Sub-Saharan Africa, South Asia and Southeast Asia are still experiencing difficulties implementing the SDGs and monitoring the achievements. As a result, these countries have relatively low index scores (Cheng et al., 2021: 11-12).

In the 2020 Sustainable Development Report, the SDGs Global Rank shows Indonesia is ranked 101 out of 166 countries with an index score of 65.3 and a regional average score of 67.2. Of the 17 destinations, four are on track, four are improving, six are stagnant, one is declining, and the rest are excluded in the category of unavailable information (Sachs et al., 2020: 256-257). So far, the government has made various efforts through a series of policies. It has also issued several regulations, which focus on monitoring and achieving the SDGs.

Launching the website of the Ministry of National Development Planning/Bappenas, several SDG targets are heavily affected by the COVID-19 pandemic (Tobing, 2021), especially regarding the pillars of social and economic development. A study (Barbier & Burgress, 2020) shows that the achievement of the SDGs is still lacking even before the global war against COVID-19. After the pandemic, problems have escalated along with the burden of state financing to mitigate the pandemic. Achieving the SDGs has always been a challenge, even before the COVID-19 pandemic, but the author intends to explore further the SDGs in infrastructure, industry, and innovation (SDGs 9) in Indonesia after the COVID-19 pandemic.

Inclusive economic growth requires support in infrastructure development to encourage national connectivity. However, as one of the cornerstones of development, infrastructure has also been heavily impacted by COVID-19. The government has reduced the focus of infrastructure development to mitigate health and social needs (Halimatussadiyah et al., 2020: 37), resulting in many infrastructure projects being neglected. Indonesia's status on SDGs goal 9, namely industry, innovation and infrastructure, is noted to have major challenges (Sachs et al., 2020: 256).

In its development, studies on the impact of COVID-19 as a global pandemic have been carried out (Seshaiyer, 2020: 443). However, the relationship

between the impact of the pandemic on the sustainability of the achievement of the SDGs has not been found in many previous studies. In particular, the SDGs play an important role in line with the country's development focus, particularly in infrastructure, industry, and innovation.

From the introduction described, the author conducted research using a qualitative method, namely collecting data to determine the impact of the COVID-19 pandemic in Indonesia on achieving SDGs 9 in the infrastructure, industry, and innovation sectors. SDGs 9 was selected to be discussed because the focus of the Indonesian Government is to prioritize the infrastructure, industry, and innovation sectors for economic improvement and growth. It is in line with the national priority agenda number 5. There are two purposes of writing this study. First, observing the condition of the pandemic and its impact on Indonesia. Second, describing the conditions for achieving SDGs 9 and the obstacles to these achievements due to COVID-19.

LITERATURE REVIEW

Sustainable development goals (SDGs) result from an agreement by world leaders on a global action plan that aims to end poverty, reduce inequality and protect the environment. The SDGs contain 17 goals and 169 targets expected to be met by 2030 (Pradhan et al., 2017), as shown in Figure 1. The scope of the SDGs is to maximize



Figure.1 'Sustainable Development Goals' Program (Pradhan et al., 2017)

the synergy between targets and implementation on a global to small scale orientation (Servaes, 2017).

Infrastructure has an essential role in every development sector. It plays an important role in opening isolated areas to access social, political and economic life to improve their welfare and quality of life. Infrastructure is crucial to support the increase in agricultural productivity and the marketing of agricultural products mutually beneficial. Infrastructure plays a vital role in increasing community access to schools and other educational services and health services for quality human development (Alisjahbana et al., 2018).

RESEARCH METHOD

This study utilized a qualitative approach using the descriptive-analytical research method to analyze information from various collected data. The data used are secondary data from the United Nations and official government documents. In addition, data were obtained from journal articles and news published by the media. The author used data to arrive at qualitative generalizations to draw general conclusions about the contribution of achieving the SDGs in the midst of the COVID-19 pandemic in the infrastructure sector in particular and industry and innovation in general.

Overall SDGs 9 consists of 6 Targets and 24 Indicators that focus on (1) the stable condition of national roads, (2) the length of toll road construction, (3) the length of the railway line, (4) number of airports, (5) the number of ferry ports, (6) the number of strategy ports, (7) GDP growth rate of the manufacturing industry, (8) government research budget spending on GDP, (9) population receiving mobile broadband services, and (10) proportion of mobile phone owners (Ministry of National Development Planning, 2017: 45-49).

This study attaches three of the 24 indicators based on SDGs 9 in Indonesia. Based on the Central Statistics Agency data, which contains various indicator achievements from the relevant ministries/institutions, most indicators do not have post-pandemic data. In the growth rate of the manufacturing industry, Indonesia's achievements have experienced a negative trend during the pandemic (Statistics Indonesia, 2021c). Meanwhile,

for the other three indicators, the condition of national roads, the length of toll roads, and the number of ports, there was an increase in the pre-pandemic period.

RESULT AND ANALYSIS

According to United Nations, SDGs are a global action adopted by 193 countries at United Nations General Assembly on September 25th, 2015. At that time, the Indonesian Vice President, Jusuf Kalla, was an Indonesian delegation. SDGs have been applied in every country for 15 years (valid from 2016 until 2030) to end poverty, reduce the social gap and protect the environment. Indonesia is active in becoming part of the solution to various global problems following its free and active foreign policy. The SDGs are a refinement of Millennium Development Goals (MDGs), which are more comprehensive, universal, and inclusive (Ministry of National Development Planning, 2015b).

Nawacita or the national development agenda is listed on 2015-2019 National Medium-Term Development Plan (Rencana Pembangunan Jangka Menengah Nasional (RPJMN)) and 2020-2024 RPJMN. The development agenda aligns with the SDGs as a form of the government's sincerity in contributing to sustainable development. There are 124 SDG targets integrated with 2020-2024 RPJMN (Ministry of National Development Planning, 2015a). The legal basis in Indonesia related to SDGs is Presidential Regulation Number 59 of 2017 about Achieving the Sustainable Development Goals. Derivative regulations from the Presidential Regulation are the Ministerial Regulation of PPN/Bappenas Number 7 of 2018 about Coordination, Planning, Monitoring, Evaluation, and Reporting on the Implementation of Sustainable Development Goals (Ministry of National Development Planning of the Republic of Indonesia, 2018) and Minister of Bappenas decision Number 127 of 2018 on establishing an Implementing Team, Working Group, and Expert Team of 2017-2019 Sustainable Development Goals (Ministry of National Development Planning, 2019a).

Indonesia is the fourth most populous country globally (World Bank, 2021). Based on September 2020 data, the Indonesian population reaches 270.20 million

people (Statistics Indonesia, 2021a). The rapid increase in population as a large archipelagic country makes infrastructure a pillar of economic growth. The infrastructure development in Indonesia focuses on enhancing the national economy. Connectivity needs to be developed to reduce costs on logistics and transportation (Ministry of Industry, 2015). The effectiveness of logistics costs is an important factor that supports connectivity. SDGs 9 plays an important role in economic development. It aims to build resilient infrastructure, increase inclusive and sustainable industries, and encourage innovation (United Nations, 2017: 9).

INFRASTRUCTURE FOR ACCESSIBILITY, MOBILITY AND CONNECTIVITY

The Global Competitiveness Report is an annual report from the World Economic Forum that measures the competitiveness of countries based on 12 indexes. One of these indexes is infrastructure. The purpose of this report is to assist stakeholders in determining strategic policies for their countries (World Economic Forum, 2019: v).

National Steady Road development has increased since 2015. The nationally stable road is categorized as having a flat surface both in good and moderate

condition (Ministry of National Development Planning of the Republic of Indonesia, 2017). In 2018, the steady national road reached 91.2% of the total percentage of roads, which was 51,555 km. As for non-steady roads, starting from 2015-2017, the total reduced by 465 km. The Indonesian Government targets the construction of a 2,509 km national road by 2024, including Trans Papua; access to ports, airports, terminals and stations; and access to priority areas such as tourism and industry. The goal is to support connectivity in both the province and city districts. In addition to roads, bridge construction is also targeted to reach 60 km (The Jakarta Post, 2019).

The construction of highways during Jokowi’s administration continues to be encouraged. Regarding the investment portfolio, Indonesia has constructed 2,000 km of new highways using the fund, mostly obtained through investments within the last five years. In an effort to improve logistics efficiency between the western and eastern regions of Indonesia and facilitate access to the construction of a new capital city, Indonesia is scheduled to build a 1500 km highway to be completed by 2024. BUMN Karya also plays a role in constructing this highway in land concessions and offering investors (Oxford Business Group, 2021). The construction of the Trans Java highway attracts foreign investors. The

Table 1. Indonesia’s Infrastructure Rank and Score

Country	Rank	Rank	Rank	Score	Rank	Score	Rank	Score
	2015	2016	2017		2018		2019	
Brunei Darussalam		78	52	70.88	54	71.31	58	70.88
Philippines	90	95	98	56.26	92	59.42	96	56.26
Indonesia	62	60	77	64.74	71	66.83	72	64.74
Cambodia	101	106	115	48.17	112	51.67	106	48.17
Laos	98	108	93	57.42	99	57.52	93	57.42
Malaysia	24	24	27	78.59	32	77.89	35	78.59
Myanmar	134							
Singapore	2	2	1	95.38	1	95.70	1	95.38
Thailand	44	49	57	69.63	60	69.66	71	69.63
Vietnam	76	79	73	66.03	75	65.44	77	66.03

Note. The Global Competitiveness Report (World Economic Forum, 2019)

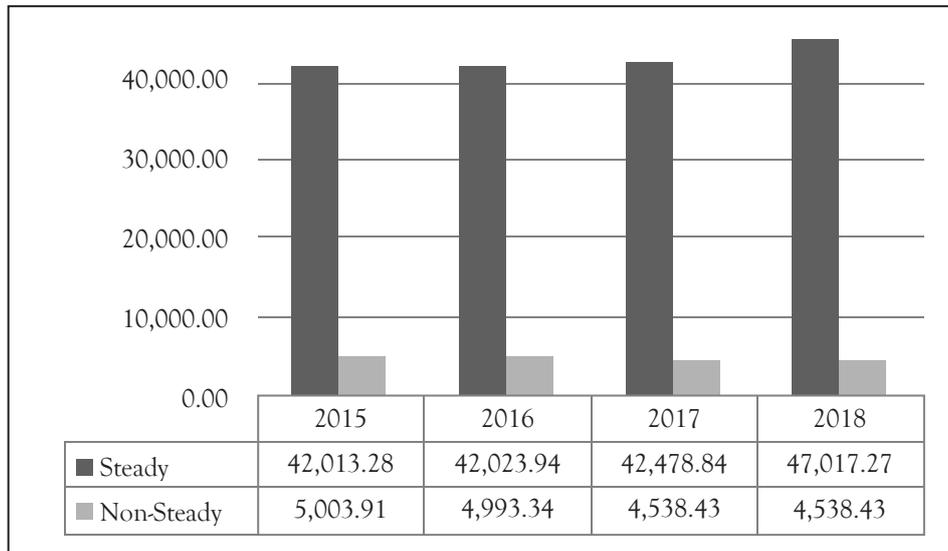


Figure 2. Progress of National Steady Road (Ministry of Public Works and Housing of the Republic of Indonesia, 2018)

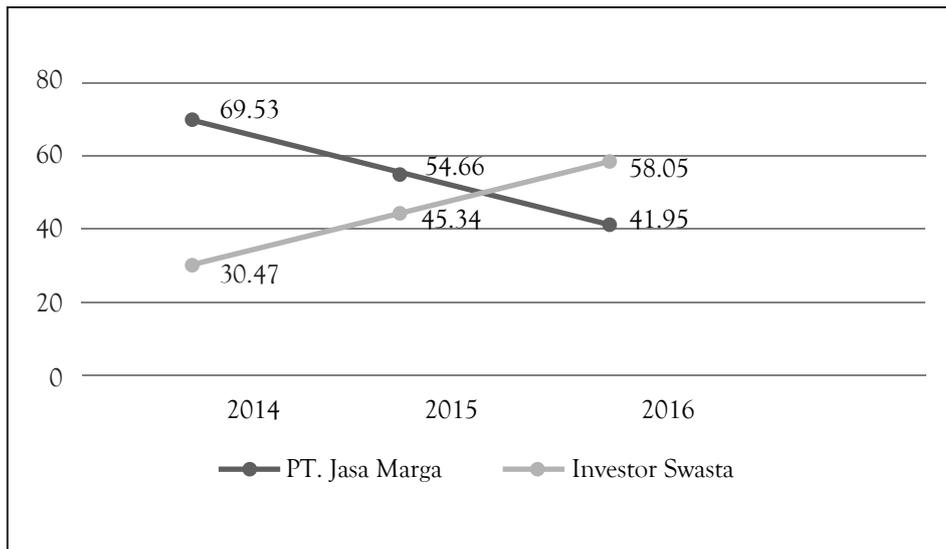


Figure 3. Operating Highway Length Percentage by Operator (km) (Statistics Indonesia, 2021e)

countries that invest are Hong Kong, China, and Canada, which has acquired shares from an investment company from Malaysia on the Cipali highway (Tempo, 2019).

In 2019, there were an additional 24 ferry ports. Meanwhile, in 2020, there were still be additions but with a smaller number, totaling six ferry ports. At the end of 2020, the Government of Indonesia inaugurated the

that Patimban Port can support Tanjung Priok Port in increasing economic growth during the pandemic (Cabinet Secretariat, 2020).

Transportation has a vital function in connecting various regions. A better transportation network will impact economic growth by easing business activities and creating jobs. One type of mass transportation is the railway system. Based on data from Bank Indonesia, four

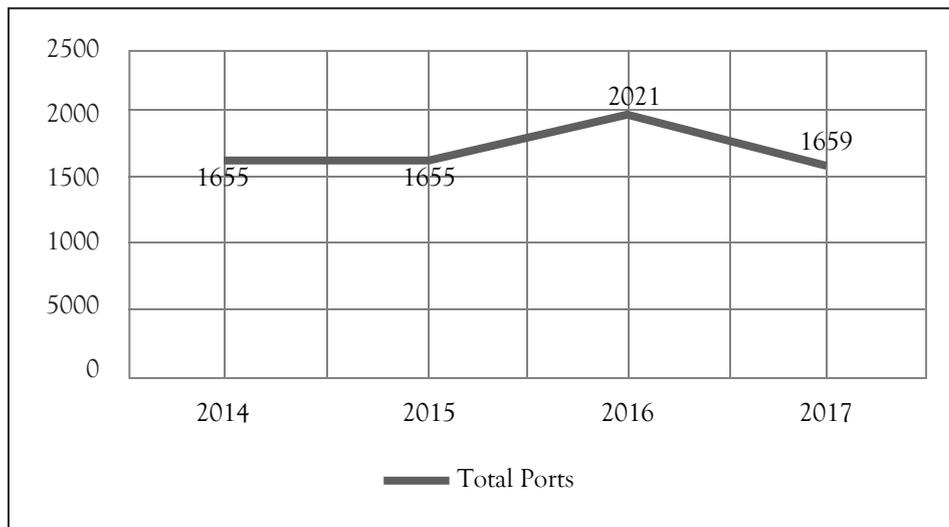


Figure 4. Number of Strategic Ports (Statistics Indonesia, 2021b)

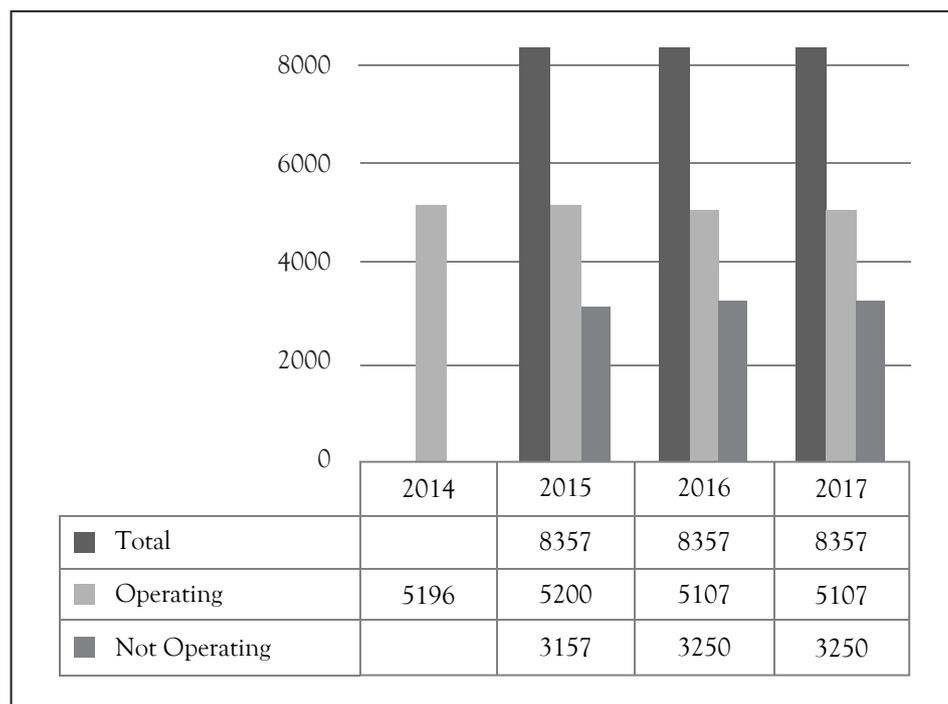


Figure 5. Railroad Network Length in Indonesia (Statistics Indonesia, 2021d)

railways projects were completed in 2016-2020 (Central Bank of Indonesia, 2021: 160). In 2015-2018, the expansion of the train was carried out with a length of 719.86 km sp while repairs were conducted on 423.6 km sp of expansion and improvements to the railway line. There was an increase in the length of the railway line, reaching 135 km in 2019 and 6,357 km in 2020. A breakthrough

made by the government is to build Mass Rapid Transit (MRT) and also Light Rail Transit (LRT) (Eloksari, 2021).

In addition, the Indonesian Government also plays a role in the involvement of SOEs in several national projects, including (1) Trans Sumatra Highway by PT. Hutama Karya; (2) Refinery Development Master Plan (RDMP) by PT. Pertamina; and (3) the Jakarta-Bandung

High-Speed Rail Project by PT. Wijaya Karya and PT. KAI (CNN, 2021).

After the COVID-19 pandemic hit, the budget for non-priority projects was delayed. Reportedly, many national strategic projects are directed to be reduced in

intensity or continued in the following year if possible. It is because national strategic projects play an important role in logistics distribution. The government will focus on providing the health budget, business and industry protection, and social safety nets (Akbar, 2020).

PROMOTING INCLUSIVE AND SUSTAINABLE INDUSTRIALIZATION

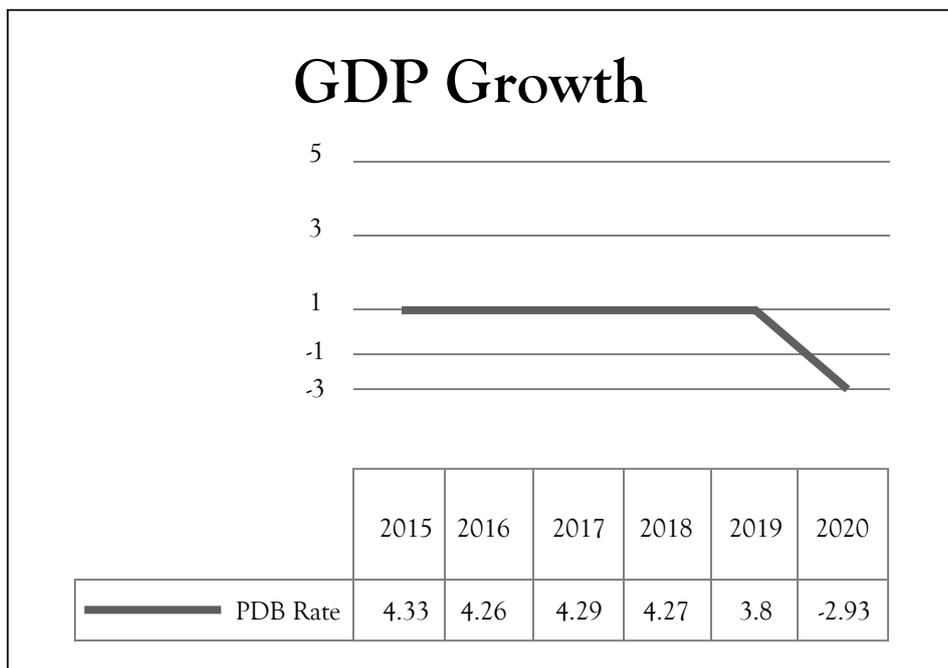


Figure 6. Manufacturing Industry GDP Growth Rate (Statistics Indonesia, 2021c)

The growth in the industrial sector was carried out to support growth in the labor-intensive sector. Manufacturing Industry GDP Growth Rate is changing from materials into the new products that will impact total GDP income. Before the pandemic, there was a fluctuation in the growth rate of the manufacturing industry against GDP. In 2018, there was a decline in production for oil and gas. After the pandemic, the value depicts a negative trend. In the mining sector, one of the policies of the Indonesian Government is the prohibition of exporting mineral ore except for coal, zinc, lead, iron ore, and copper. In 2019, the number of workers in the manufacturing sector reached 14.91% from 13.5% in 2015 (Tui, 2020).

INNOVATION TO SUPPORT ECONOMIC GROWTH AND EMPLOYMENT

One of the foundations of economic growth is innovation to increase productivity and competitiveness. In order to produce export products with modern technology, the proportion has continued to increase as much as 20.80% from 2017 until 2019, which is 22.26%. After the pandemic, the proportion continued to decline until 21.38. Meanwhile, one of the achievements of President Joko Widodo’s Government is the Lamong Bay construction. It has advantages compared to other ports, including governance and technological sophistication. It is the first port with an environmentally friendly concept in Indonesia (Harijanto, 2020).

Table 2. Indonesia's Innovation Rank and Score

Country	Rank	Rank	Rank	Rank	Rank
	2015	2016	2017	2018	2019
Brunei Darussalam	-	78	73	79	51
Philippines	48	62	75	67	72
Indonesia	30	31	67	68	74
Cambodia	122	118	94	96	102
Laos	108	95	117	117	119
Malaysia	20	22	30	30	30
Myanmar	132	-	-	-	-
Singapore	9	9	13	14	13
Thailand	57	54	52	51	50
Vietnam	73	73	79	82	76

Note. The Global Competitiveness Report 2015-2019 (World Economic Forum, 2019)

The Indonesian Government sees infrastructure playing a vital role in driving economic growth. Effective and sustainable infrastructure will improve connectivity between regions in Indonesia, especially between the west and east. However, the implementation of SDGs, especially in Indonesia, still faces challenges, such as (a) budget limitations, (b) soft infrastructure quality, (b) slow rate of infusion development, (c) slow rate of industrial development and digital gap, (d) employment absorption, investment, and added value in the industrial sector, and (e) high added value on export, diversification, and product competitiveness for innovation.

a) Budget Limitation

Indonesia's infrastructure competitiveness is still far below other countries in the region. In general, Indonesia has opened its market to worldwide investments. The government continues to accelerate infrastructure development, especially in the eastern region of Indonesia, small islands and the foremost and outermost islands. The Government of Indonesia has demonstrated the seriousness of infrastructure development in 2020-2024 with three main focuses: Infrastructure for Economic Development, Infrastructure for Equitable Development, and Infrastructure for Urban Development (Ministry of

National Development Planning, 2019b: 134). The total investment required for 2020-2024 is IDR 2.058 T (USD 147 Billion). The state budget's (APBN) allocation for infrastructure development for 2020-2024 is estimated to be around IDR 623 T (USD 44 Billion), or 30% of the total needs. Thus, there is a funding gap of around IDR 1.435 T (USD 102 Billion).

b) Soft Infrastructure Quality

Another problem for Indonesia's sustainable development in SDGs 9 is the lack of competent resources and technological capacity. At the ministerial level, the staff has been promoted to undertake education and training programs and has collaborated with Japan, Korea, the Netherlands, and Australia in this regard, as well as other opportunities offered by Singapore, Malaysia, India, China and Thailand. To empower the youth, the ministry has facilitated its younger staff to participate in various technological innovation activities relevant to infrastructure development in scientific seminars, young scientists, or expert meetings. The incessant development is unfortunately unfollowed by an increase in the profession of engineers and engineering graduates. In a period of five years, 280,000 engineers are required. Accordingly, in a

period of ten years, the number of engineers needed will reach 650,000 (Marwati, 2018). In the 2018 OECD report, around 7.9% or 7,869 tertiary graduate students chose the engineering field. Moreover, 20.3% or 20,295 students in Korea, 11.7% or 11,667 students in India, and 18.4% or 18,445 students in Japan selected the field (OECD, 2018). The policy carried out by the Indonesian Government is to equalize engineer certification. Every engineer must obtain Professional Engineer Certification (SIP) (PII, 2021). In addition, foreign contractors and consultants operating in Indonesia must employ engineers and cooperate with similar domestic industries. When project collaboration is performed with government agencies or SOEs, the internal policies of the agency must be complied with (SSEK, 2018).

c) A slow rate of industrial development and digital gap

The increase in industrial workers must be considered when seeking to improve the industrial sector. The small industrial sector has also been greatly affected by this pandemic. Therefore, the Government of Indonesia has taken various steps. Indonesia has diversified its products with optimal communication to increase industrial competitiveness. It also takes advantage of the Indonesian workers increasing age in the 4.0 initiative industry. Indonesia particularly invites investments to promote efficient, effective, and appropriate technological innovation for infrastructure development. Indonesia has 10 National Priorities to achieve “Making Indonesia 4.0” with reform material flow, redesign industrial zones, embrace sustainability, empower SMEs, build nationwide digital infrastructure, attract foreign investment, upgrade human capital, establish innovation ecosystem, incentivize technology investment, and reoptimize regulation and policies (Ministry of Industry, 2019).

d) Employment Absorption, Investment, and Added Value in the Industrial Sector

The pandemic has resulted in a large gap between demand and supply of labor. Companies will employ much labor if there is an increase in demand for

industrial goods. Variables such as wages, investment value, and technology greatly affect employment (Pramusinto & Daerobi, 2020: 559). This variable is a defining factor for international competitiveness. Indonesia has made efforts on poverty alleviation. However, it is followed by income inequality. Increasing productivity plays a crucial role in implementing SDGs in Indonesia (ILO, 2016).

e) High added value on export, diversification, and product competitiveness for innovation

Increasing added value in the product is an essential goal of innovations for industrial development. The contribution made by the government is to increase the processing of export-oriented products and also to expand employment opportunities. Currently, the government continues to oversee the smelter construction in North Morowali. The Smelter Project is one of the national priority projects. At the Smelter, nickel will be diversified into ferronickel. This project is planned to be completed by the end of 2021. One of the main issues of this development is the absorption of local workers (Coordinating Ministry for Maritime and Investment Affairs of the Republic of Indonesia, 2020).

CONCLUSION

One of the main objectives of infrastructure development is to improve national connectivity to reduce logistics costs so that overall economic performance becomes more efficient and conducive to invest in various sectors. The COVID-19 pandemic took place when at the same time, the government succeeded in achieving sustainable development, known as the global agenda. The global population affected by this virus is growing exponentially. Hence, funds used for infrastructure must be diverted first for handling the COVID-19 pandemic. It is exacerbated by uncertainty and also a decline in economic growth. Infrastructure development, industrial sector growth, and technology development are intended to support and expand economic growth. Through infrastructure that prioritizes integration, connectivity will be created. This

connectivity can support and also expand the industrial sector. In large numbers, this sector plays a crucial role in the problem of poverty and also increases household income. The COVID-19 pandemic, forcing the government to reallocate the budget for mitigation, especially in the health sector, has impacted other sectors. In fact, equitable development, especially in the eastern region, needs to be improved.

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