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BANGKA STRAIT BRIDGE CONSTRUCTION PLAN AS A COLLABORATIVE GOVERNMENT REALIZATION

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Abstract

This research was motivated by an interesting finding in the field, namely the existence of various factors that influence the implementation of decentralization and regional autonomy. One of these factors is the efforts made by the government at the regional level by collaborating between regions. Cooperation between regions or collaborative governments is a strategic step in increasing regional development. Cooperation between local governments should be able to become a solution for the government in the problem of regional limitations, both in terms of potential or limited administrative areas. This paper analyzes the plan to build the Bangka Strait Bridge as a collaborative government realization as a form of implementation of inter-regional cooperation that has been ordered by the central government. This study uses a qualitative research method approach with data techniques through literature study. Factors that influence inter-regional cooperation are the focus of this analysis, such as regional income factors, limited regional potential, globalization factors, and sectoral egos or local egos from regions within the framework of regional cooperation to achieve accelerated regional development. The

results showed that the indicators of regional economic growth rate were very useful by local income factors. The plan to build the Bangka Strait bridge will connect the limitations and potential advantages of each region. Globalization indicators show that the tourism sector will be affected by globalization and the construction of the Bangka Strait Bridge. Through the efforts to build the Bangka Strait, the two governments succeeded in helping each other and trying to maximize cooperation between regions.

Keywords: Regional Cooperation, Collaborative Government, Regional Development, Bangka Strait Bridge.

1. Introduction

Decentralization and regional autonomy policies have significantly impacted local governments in developing and advancing their regions by providing alternative solutions to problems with innovative solutions that will positively impact regional progress. The quality of public service delivery in the regions is the responsibility of local governments, with special attention being paid to enhancing regional independence in implementing regional development. Regional autonomy, as mandated by Law No. 32 of 2004, has implications for the decentralization of regional development. According to Prasetya (2013), local governments have the authority and responsibility to plan, implement, and budget for development in their regions. This includes the development of public infrastructure, such as transportation, communications, agriculture, and other sectors, which are the responsibility of and dependent on the development planning process determined by the local government.

To optimize regional potential under decentralization and regional autonomy, collaborative efforts are needed. According to Yeremias & Keban (2007), interregional cooperation is currently an alternative, an innovation, or a concept that can mutually benefit each region, especially in areas involving cross-regional interests, based on the concept of effectiveness and efficiency for each region. Decentralization and regional autonomy policies strongly encourage increased interregional cooperation through various regulations issued by the central government as a legal umbrella. Regional development efforts through regional cooperation are one step expected to transform potential conflicts of interest between regions into initial steps for development through interregional collaboration that benefits each region. Interregional cooperation, or collaborative government, can only function or be implemented effectively if each region is aware of the need to cooperate with each other in carrying out development in their region to achieve regional development and progress

goals. Interregional cooperation, or collaborative government, can operate effectively and efficiently if the problems faced are similar in issues, needs, or obstacles. These commonalities form the basis for regions to collaborate as partners.

To implement interregional cooperation, it is necessary to review the regulations that serve as the legal umbrella for the interregional cooperation framework. The Minister of Home Affairs (MENDAGRI) issued two regulations that serve as the basis for regional governments in establishing inter-regional cooperation, namely Permendagri No. 23 of 2009 concerning the Development and Supervision of Regional Cooperation, and Permendagri No. 22 of 2009 concerning Technical Guidelines for Regional Cooperation. The above Permendagri regulates in detail and serves as technical guidelines in implementing inter-regional cooperation. Several forms of cooperation as contained in attachment 2 of Permendagri No. 23 of 2009 which include Forms/Models of Inter-Regional Cooperation, Cooperation between Regional Governments and Departments/LPND, and Regional Governments and Legal Entities. In the Permendagri, the forms/models of regional cooperation can be implemented as follows:

- a. Forms/Models of Inter-Regional Cooperation. Includes:
 - 1) Joint Service Cooperation.
 - 2) Inter-Regional Service Cooperation.
 - 3) Human Resource Development Cooperation.
 - 4) Service Cooperation with Retribution Payments.
 - 5) Planning and Management Cooperation.
 - 6) Service Procurement and Provision Cooperation.
 - 7) Service Exchange Cooperation (reciprocity).
 - 8) Equipment Utilization Cooperation.

Various regions in Indonesia are currently making numerous efforts to develop their territories, including through inter-regional cooperation. Currently, the provinces of South Sumatra and Bangka Belitung are pursuing regional development efforts through cooperation. South Sumatra and Bangka Belitung are two provinces located on the island of Sumatra and are adjacent to each other. Their close geographical proximity certainly provides opportunities for these two provinces to collaborate regionally. In 2017, discussions intensified regarding the planned construction of a bridge that would connect the two provinces. The construction of the bridge, which will connect the provinces of South Sumatra and Bangka Belitung over the waters of the Bangka Strait, is expected to have a significant impact on the growth of both regions. During a coordination meeting between governors from across Sumatra in Bengkulu, Bangka Belitung Governor Erzaldi Rosman Djohan and South Sumatra Governor Herman Deru met on the sidelines of a meeting to finalize the proposed construction of the Bangka Strait Bridge connecting the provinces of South Sumatra and Bangka Belitung. As the Governor of Bangka Belitung stated:

"We have agreed and the proposal is mature, it will be submitted to the minister soon," (quoted from Antara, published Tuesday (9/7/2017)).

The latest developments on the proposed Bangka Strait Bridge have been very successful and have received a response from the central government. As quoted from a statement from the Governor of South Sumatra:

"The Bangka and South Sumatra Bridge is included in the National Strategic Project (PSN). God willing, the Bangka and South Sumatra Bridge

will be completed soon, just waiting for the President's policy," (quoted from Kumparan.com, published Sunday (March 8, 2020))

The construction of the Bangka Strait Bridge will undoubtedly have various positive impacts. For example, it will reduce the time required for residents of the two provinces to travel across provinces.

Currently, residents have only been able to use alternative sea transportation, either from South Sumatra to Bangka Belitung or vice versa, with an estimated travel time of around 5-7 hours from Palembang City to Muntok Port, Bangka. With the bridge, the travel time will be reduced to just tens of minutes. Through the construction of this bridge, various potential sectors in both provinces will undoubtedly be impacted, thereby boosting the economic growth of both regions. Many sectors will be positively impacted. In South Sumatra, for example, the high and abundant rice productivity and agricultural products in various regencies in South Sumatra can be distributed to the Bangka Belitung region. Directly connecting the two provinces will facilitate the distribution of goods and people from each region. As is known, Bangka Belitung still relies on other provinces for food supplies, including from South Sumatra. Based on this, the following data shows South Sumatra's 2019 rice production and several leading commodities.

Table 1

Harvested Area, Productivity, and Rice Production by Regency/City in South Sumatra Province, 2019

No	Regency/City	Harvested Area (ha)	Production (ku/ha)	Production (ton)
1	Ogan Komering Ulu	3 609,61	49,15	17 739,97
2	Ogan Komering Ilir	95 560,21	50,71	484 604,79
3	Muara Enim	20 070,19	41,42	83 125,84
4	Lahat	14 499,32	50,44	73 128,99
5	Musi Rawas	21 935,15	47,19	103 511,64
6	Musi Banyuasin	29 488,73	46,34	136 642,56
7	Banyuasin	208 597,95	43,43	905 845,79
8	OKU Selatan	7 205,87	51,93	37 418,38
9	OKU Timur	92 116,61	62,46	575 340,17
10	Ogan Ilir	19 167,29	37,48	71 846,34
11	Empat Lawang	14 115,04	39,62	55 920,35
12	Penukal Abab Lematang Ilir	4 297,06	40,08	17 220,71
13	Musi Rawas Utara	1 650,16	39,36	6 495,60
14	Palembang	2 730,04	46,45	12 682,17
15	Prabumulih	33,44	40,82	136,49
16	Pagar Alam	2 668,15	47,73	12 735,42
17	Lubuk Linggau	59 216,82	40,01	2 001,03
South Sumatra		59 216,82	48,27	2 603 396,24

Source: Central Statistics Agency of South Sumatra

In addition to the distribution of rice, South Sumatra also boasts a significant supply of vegetables. As we know, Bangka Belitung has traditionally relied on regions outside Sumatra, such as Bekasi, to meet its vegetable food needs.

Based on the economic benefits that South Sumatra will gain from the construction of the Bangka Strait Bridge, economic growth and the positive impacts of the Bangka Strait Bridge will undoubtedly boost potential sectors in Bangka Belitung, such as its marine potential. We know that most of Bangka Belitung is surrounded by marine waters, which are a leading sector in its marine potential. By connecting Bangka Belitung through land access, the people of the region will have the opportunity to expand their economy by selling these marine products to South Sumatra. The following data shows the Marine Potential of Bangka Belitung in 2018.

Table 2
Fish Production and Value by Regency/City, 2018

No	Regency/City	Production (ton)	Cultivation Value (in Rp)
1	Bangka	1 324,01	90 519 044,00
2	Belitung	207,20	8 636 291,00
3	Bangka Barat	351,34	4 006 700,30
4	Bangka Tengah	1 467,31	33 265 160,25
5	Bangka Selatan	153,22	4 374 568,00
6	Belitung Timur	70,37	2 091 382,60
7	Pangkal Pinang	5 767,49	480 339 049,80
Total		9 340,93	623 232 195,95

Source: Central Statistics Agency of Bangka Belitung Islands Province 2018

The tourism sector in the Bangka Belitung Islands also presents a potential area for continued development, especially if the Sunda Strait Bridge is actually built. Economic growth in this tourism sector is still considered to be thriving, despite government management still being suboptimal. A look at the graph of tourist arrival growth, both international and domestic, shows the following:

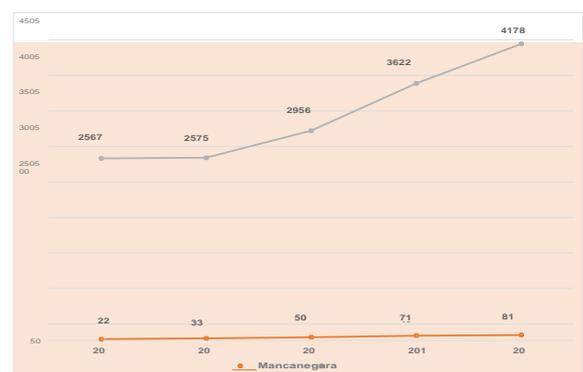


Figure 1
Growth Chart of International and Domestic Tourists, 2014-2018

Source: Central Statistics Agency, Bangka Belitung Islands Province 2018

The graph above shows that the number of tourist visits to the Bangka Belitung Islands has continued to increase from 2014 to 2018. The construction of the Bangka Strait Bridge is

certain to boost the tourism sector in the Bangka Belitung Islands, thanks to the ease of land transportation and reduced travel time.

Based on the data presented above, the author is interested in conducting a more in-depth analysis of how the planned Bangka Strait Bridge development represents an effort by the South Sumatra and Bangka Belitung Islands Regional Governments to develop the region from the perspective of inter-regional cooperation or collaborative government. The purpose of this study is to examine the factors influencing inter-regional cooperation in the Bangka Strait development plan. The author will examine aspects that indicate regional cooperation between the South Sumatra and Bangka Belitung regional governments.

2. Literature Review

The literature review in this study is as follows:

Talitha & Hudalah (2014) define planning as a decision-making process that involves making choices or considering various alternatives using available resources with the aim of achieving set goals within a future period or timeframe.

Patterson, in Warsono (2015), defines intergovernmental cooperation as a regulatory process between two or more governments to achieve shared goals, providing services or solving common problems.

This research analysis utilizes Weichhart's theory of interregional cooperation as cited in Warsono (2015). Factors influencing interregional cooperation can be seen from the interregional communication model. The factors influencing interregional cooperation include:

1. Regional income
2. Limited potential
3. Globalization
4. Local ego.

3. Methodology

This study uses a qualitative research method with a descriptive approach. Citing the definition of qualitative research from Bogdan and Taylor in Moleong (2019), which defines qualitative research methodology as a procedure in a study that produces descriptive data in the form of words, both written and oral, which are the results of data findings observed in the field. The focus of the research is to see the factors that influence the process of inter-regional cooperation or collaborative government in the Bangka Strait Bridge development plan. The data obtained comes from the results of conducting reviews and documentation studies or literature on documents related to development cooperation planning which can be in the form of reference books, research journals, documents, archives, news, and regulations issued by the government such as ministerial regulations and laws. This study uses documentation studies or literature studies. The validity of the data is tested using data triangulation techniques, namely by comparing the data obtained, both primary and secondary data, with the findings. The data analysis model uses the model proposed by Miles and Huberman in Sugiyono (2012), which consists of four stages, namely data collection, data reduction, data presentation, and drawing conclusions.

4. Results and Discussion

Warsono (2009) stated that the need for regional cooperation has now expanded into the public service sector. Existing cooperation has generally been limited to regional marketing. Going forward, the scope of this interregional cooperation should not focus solely on one area, as has been the case. There are two main areas that can be covered by cooperation for regional governments: economic cooperation and public services.

As discussed in the previous literature review, in analyzing the planned construction of the Bangka Strait Bridge as a manifestation of collaborative government or interregional cooperation, the author will conduct this analysis using the theory presented by Weichhart in Warsono (2015). This involves examining the factors influencing interregional cooperation. These factors include:

1. Regional income
2. Limited potential
3. Globalization
4. Local ego.

This analysis of interregional cooperation will be conducted by linking Weichhart's theory to the realities of each region, both South Sumatra and Bangka Belitung. The analysis presented in this discussion represents the author's perspective on the phenomenon at hand.

1. Regional Revenue

Regional development is an effort to develop a public service delivery system within a region to improve public welfare. Syukri & Hinaya (2019) state that several indicators determine the success of national development. These indicators include the level of economic growth and structure, the quality of life index, urbanization and growth in the human resource development index, the quality of the health care sector, and the quality of education. To analyze national development within a country, the level of economic growth is an important indicator for the government to consider in development efforts at both the central and regional levels. The level of regional economic growth is significantly influenced by regional revenue. Therefore, the influence of regional revenue on regional economic growth plays a crucial role and is a particular focus for each regional government. Many aspects and methods can be implemented by regional governments to increase regional revenue. Inter-regional

cooperation is one step that can be taken by regional governments. Regional revenue is a factor influencing inter-regional cooperation efforts. Encouraging regional governments to maximize the empowerment of all available potential resources and opening up opportunities for regional cooperation will result in increased regional revenue.

The regional cooperation plan being initiated by the South Sumatra Provincial Government and the Bangka Belitung Islands Government involves the construction of a bridge connecting the two regions. This will undoubtedly indirectly boost economic growth in both regions. The concept of mutually beneficial economic growth, which will impact regional income, is a positive outcome for each region. The community, which is the target of public services, will certainly feel the impact of increased regional income. Community welfare is expected to improve with the opening of various economic development potentials at the community level. Among the sectors projected to experience positive growth are the plantation, tourism, and marine commodities sectors. These sectors will impact regional income with the realization of the Bangka Strait Bridge construction:

Tabel 3.
Potential of Plantation Commodities in the Bangka Belitung Islands Province

Commodity	Planted Area			Average Production (tons/ha/yr)
	TBM	TM	TT	
Rubber	25 152,06	52 128,11	4 519,05	1,07
Palm oil	20 893,19	48 351,86	434,05	2,95
Coconut	2 138,84	5 388,94	1 028,83	0,81

Source: Central Statistics Agency of the Bangka Belitung Islands Province

The potential of the plantation commodity sector in the Bangka Belitung Islands provides a source of income for the community, although it is not a primary sector. However, the problem faced is limited distribution of these commodities. The private sector in the Bangka Belitung Islands

lacks the technology to process palm oil into oil, necessitating exports of the commodity to other regions. Limited transportation means high freight costs, impacting purchasing prices for the community. The construction of a bridge connecting the Bangka Strait will facilitate access for commodity sales from the Bangka Belitung region to South Sumatra.

Exchanging the potential of each region will undoubtedly increase regional income. As the data presented in the background above demonstrates, the vegetable commodity sector from South Sumatra will be distributed to various regions in Bangka Belitung. Likewise, Bangka Belitung's seafood sector will not be limited to local consumption. Furthermore, this ease of access will undoubtedly have a positive impact on the tourism sector. As shown in the graph in the background, the Bangka Strait bridge will increase with the realization of the Bangka Strait bridge as a connecting link.

2. Limited Potential

Regional autonomy and decentralization policies provide regional governments with the opportunity to develop sectors that represent their respective potential without having to wait for instructions from the central government, as was the case during the centralization era of the New Order. However, the problem is that not all regions are located in strategic geographic locations, or not all regions possess strategic potential. Therefore, these limitations require regions to find ways to address these deficiencies (Djuwendah et al. (2013)).

Limited regional potential is certainly a factor hindering regional economic growth. Given these limitations, regions must be able to meet the needs of their communities despite their limited potential. Utilizing the potential of other regions is one way to address regional needs. Interregional cooperation is a good option for each region to work together to meet the needs within its administrative area. The process of

utilizing regional potential to meet each other's needs is an implementation of interregional cooperation that has a positive impact on increasing the economic growth of the region concerned.

The interregional cooperation plan currently being drafted by the South Sumatra and Bangka Belitung regional governments is one of the steps taken by both regional governments to boost regional economic growth and empower their respective regions' potential to address their limited resources. The following presents data on regional potential, which the author believes could have a positive impact on both regions:

Table 4
Import Data at Unloading Ports (Sea and Air) in the Bangka Belitung Islands Province, 2018

Regency/City	Production (ton)	Cultivation Value (in Rp)
Belinyu	89 989 256	56 765 330
Belitung	32 021	185 939
Tanjung Pandan	5 245 680	2 575 752
Tanjung Berikat	-	-
Buluh Tumbang	-	-
Muntok	119 377 921	70 456 932
Pangkal Balam	28 465 934	14 734 082
Pangkal Pinang	2 745	22 695
Total	9 340,93	623 232 195,95

Source: Central Statistics Agency of Bangka Belitung Islands Province 2018

Despite limited land transportation connecting the Bangka Belitung Islands with other regions or provinces, the economy in Bangka Belitung continues to thrive and is able to increase regional income. If the Bangka Strait development is realized, it will certainly create new regional potential for Bangka Belitung to enhance its regional potential and provide an opportunity for South Sumatra to utilize its potential to become a distributor of food and

other commodities. For example, the following data on vegetables, a potential regional commodity that can be developed and have a positive impact on Bangka Belitung in meeting the needs of its community, is as follows:

Table 5
Data on Vegetable Crop Harvest Area by Regency/City and Crop Type in South Sumatra Province (quintals/tons) 2019

Type of Commodity	Production (quintals)	Production (tons)
Onion	13.600	-
Garlic	1.567	-
Chilies	518.571	-
Potatoes	6.724	-
Cabbage	68.469	-
Tomatoes	132.231	-
Corn	-	1 030 994
Soybeans	-	15 751
Peanuts	-	1 995
Green Beans	-	992
Cassava	-	220 078
Sweet Potatoes	-	15 023
Scallions	22 960	-
Chili Peppers	407 396	-
Bird's Eye Chili Peppers	111 175	-
Spinach	36 274	-
Green Beans	76 004	-

Source: Central Statistics Agency of Bangka Belitung Islands Province 2018

The planned Bangka Strait bridge will bridge the potential limitations and strengths of each region. This will enable regions to meet their own needs by leveraging the potential of other regions. Therefore, regional cooperation is a step towards addressing the limited potential faced by regions. It remains to be seen how regions identify their own potential or limitations and enhance cooperation with appropriate and potential regions.

1. Globalization

Globalization, simply put, is the rapid advancement of science, technology, and transportation, simplifying all aspects of human life. It seems as if there are no geographical boundaries. Technological advancements allow

individuals to reach even distant places. Globalization has numerous impacts, including cultural, social, and economic development. Four key sectors are impacted by economic globalization: imports, exports, investment, and employment, which experience significant impacts.

Globalization, on the other hand, can have an impact that can change economic behavior patterns within society. These impacts, for example, affect production factors, increasing efficiency and intensification in production. If utilized effectively, these factors can positively impact the progress of a region or area. This progress, or globalization, certainly influences the growth and development of a region, thus impacting those regions. If local governments fail to take the right stance, globalization can negatively impact regional development. According to the author, the planned construction of a bridge connecting South Sumatra and Bangka Belitung across the Bangka Strait is the right step in addressing current globalization. This development will facilitate activities for the wider community and provide alternatives, particularly in transportation. This will undoubtedly impact consumption patterns and social realities, such as opening up job opportunities for people in each region, allowing them to work across provinces with easy access. The tourism sector will be impacted by globalization and the construction of the Bangka Strait Bridge. By connecting the two provinces, tourism activities will undoubtedly impact those who engage in or rely on this sector for their livelihoods. The realization of the Bangka Strait bridge will have numerous positive and negative impacts on tourism activities. For example, communities surrounding tourist areas will experience positive impacts with the opening of business opportunities that will create jobs for residents of the Bangka Belitung Islands. However, the influence of globalization has had an impact on local culture, with the influx of foreigners directly and indirectly influencing

local culture. This cultural filtering process is generally often difficult to control, resulting in an impact that influences both the behavioral patterns and lifestyles of the local community.

2. Local Ego

In general, the current culture of regional development in Indonesia is heavily influenced by regional sectoral egos, which pose a major challenge to regional development efforts. Economically, these sectoral egos result in unhealthy and unfair competition and development in the economic, social, and cultural sectors at the regional level. This leads to inefficiency in the regional development process, from a regional perspective (mediaindonesia.com). These sectoral egos are one of the factors hindering the process of regional socio-economic integration and cohesion, which are fundamentally important stages in regional development.

Other issues, such as regional boundaries, regional expansion, and other inter-regional debates, often persist in various regions across Indonesia. Regional disparities are also frequently encountered, for example, differences in public facilities in urban areas compared to those bordering or adjacent to urban areas. Identity politics among higher-level regional leaders often differentiate between the provision of aid or development priorities for regions with different preferences, or even opt out of the leaders in question.

These egos, whether consciously or not, significantly impact inter-regional cooperation efforts. Regions must begin to set aside the issues outlined above to encourage their respective regional progress by supporting each other. Building interregional cooperation can mitigate individual egos, as regions strive to support and leverage their potential to work together to advance their respective regions. Regional leaders no longer need to consider

differences in political parties when determining regional cooperation. What needs to be prioritized is that cooperation will have a positive impact on the region, improve people's welfare, and increase the regional economic growth index.

South Sumatra and the Bangka Belitung Islands have planned interregional cooperation through the construction of the Bangka Strait Bridge. Both governments are supporting each other and striving to implement it. They have submitted a request to the central government for inclusion in the National Strategic Project (PSN) target. Long-term assessment of the benefits of this development will pave the way for further collaborations that may emerge after the project is completed. Other opportunities for collaboration must be continuously developed to broaden regional cooperation. The involvement of other sectors must also be sought to boost development in both regions, such as the private sector's active involvement in developing the regional economic sector.

5. Conclusion

Regional development is one of the goals of every local government in Indonesia. Each region strives to develop its own territory. One of the central government's efforts to accelerate regional development is by issuing a legal framework for regional governments to establish cooperation with one another. Interregional cooperation is an issue that requires government attention, given its crucial role in creating equitable regional development and strengthening interregional relations, thus reducing sectoral egos that still persist in development in Indonesia. Furthermore, many issues and needs of local communities cannot be resolved by a single region due to administrative boundaries, requiring the involvement of more than one local government. To maximize interregional cooperation, each local government

needs to thoroughly identify strategic issues, forms, and models of cooperation determined by the government at the regional level.

The planned construction of the Bangka Strait Bridge, implemented by the local governments of both South Sumatra and Bangka Belitung, represents a strategic step in accelerating regional development and growth. Regional limitations in addressing these issues can be overcome through collaborative efforts between local governments. Cooperation between regional governments will undoubtedly have a domino effect on the government, leading to improvements in various sectors of community life. The steps taken by the South Sumatra provincial government and the Bangka Belitung Islands regional government are a concrete example of interregional cooperation implemented in national life and can serve as an example or step that can encourage other regions, both at the first and second levels, to accelerate regional growth through interregional cooperation or collaborative government by each regional government.

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Pengertian Globalisasi : Penyebab, Teori, Ciri-Ciri Dan Dampak Globalisasi |