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IMPLEMENTATION OF ACCELERATION OF INDONESIAN INFRASTRUCTURE DEVELOPMENT IN IMPROVING NATIONAL ECONOMIC GROWTH UNDER THE GOVERNMENT OF JOKO WIDODO PERIOD 2014-2019

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ABSTRACT

The purpose of this dissertation article is to analyze the implementation of policies for the acceleration of infrastructure development in improving the national economy in Indonesia. The research focus set includes Strategies for Accelerating Infrastructure Development in Indonesia and its impact on national macroeconomic growth during the administration of President Joko Widodo for the 2014-2019 period. From the research results, it can be concluded that the acceleration of infrastructure development carried out by the Government of Indonesia to all regions has made significant changes to economic growth. Increasing the wheels of the economy through the development of road infrastructure, irrigation, railroads, and other vital infrastructure such as health infrastructure, educational infrastructure, and economic infrastructure make the accessibility of people's lives smoother, and the wheels of the economy increase.

INTRODUCTION

"We will continue to build infrastructure. With the great infrastructure we have awakened, in the future, we will wake up faster. Infrastructure like toll roads, trains, we will connect them with the people's industrial areas, special economy, tourism, rice fields, plantations, fisheries. The direction must be there, the focus must be there,"

(President Jokowi's speech, Indonesia's Vision, Sentul, 14 July 2019.)

In the first period of Jokowi's administration (along with his running mate, Vice President Jusuf Kalla in 2014-2019), infrastructure development has become the main focus and concern infrastructure has been attached to the self-image of President Jokowi. President Jokowi's Nawa Cita Vision believes that the acceleration of infrastructure development evenly across all corners of Indonesia is the main driver of Indonesia's economic growth. President Jokowi's strategic move by making accelerating infrastructure development a national development priority is focused on ensuring connectivity with centers of economic growth for the people, such as agriculture, plantations, fisheries, tourism, and others to be able to contribute to improving people's welfare because the sustainability of infrastructure development plays a vital role in the economic sector. As a result, several national infrastructures have been successfully built during the 2014-2019 period of the Jokowi-JK administration, which includes the following¹:

A. Agricultural infrastructure and basic water facilities.

1. Dams (65 dams).
2. Irrigation networks with a total accumulation of 1,004,799 hectares.
3. 1,062 Embungs scattered throughout Indonesia.

B. Transportation Infrastructure.

1. Roads, the total national road development reaches 4,119 Km.
2. The toll road has been built along 1,852 km.
3. The bridge has been built along 51,092 m.

Suspension Bridge, by President Jokowi's nawacita, who wants to build Indonesia from the periphery by strengthening regions and villages within the framework of a unitary state, the government from 2015 to 2019 has built 330 suspension bridges.

4. Drinking-Water Supply System

From 2015 to 2019, the government has succeeded in increasing access to safe drinking water through the construction of a Drinking Water Supply System (SPAM), with a total capacity of 24,673 L / sec.

¹ Data on the results of infrastructure development from the Ministry of Public Works and Public Housing (PUPR) quoted by CNBC Indonesia, Thursday (14/2/2019)

5. Sanitation and Solid Waste

From 2015 to 2018 the government has realized the handling of sanitation and solid waste as many as 9.8 million heads of households (KK). In 2019, the government is targeting additional sanitation and waste handling by as many as 2.6 million households. Thus, the total handling of sanitation and solid waste reached 12.4 million households.

6. Management of Urban Slum Areas

From 2015 to 2018, the government has succeeded in handling 23,407 hectares of urban slum areas. The government still has homework in 2019 to deal with 888 hectares of slum areas. If this is successfully fulfilled, the total slum area handling will reach 24,295 hectares.

7. Development of National Border Posts.

The government has built 7 National Border Crossing Posts (PLBN), which are spread across 7 border locations, in 7 / cities and 3 provinces, from 2015 to 2018. In 2019, PLBN construction is continuing, and there will be 4 more units. All PLBNs that have been built have been equipped with markets and other basic housing facilities.

8. Asian Games Venue

Indonesia has succeeded in hosting the largest sports event in Asia. This is because the government has built 79 Asian Games venues. In fact, 33 venues are scattered, of which 18 venues were built in DKI Jakarta, 4 venues in South Sumatra, and 11 other venues in West Java.

9. Housing

The government does not only focus on developing national infrastructure, but also provides habitable housing for the community. From 2015 to 2018, 3,542,318 housing units have been built. In 2019, the government will build another 1.25 million housing units.

10. Flats

From 2015 to 2018, the government has built 756 flats, with a total of 43,158 units. In 2019, the government will still build as many as 137 towers, with a total of 6,873 units. Thus, the government has provided 893 flats for people in need, totaling 50.03 units.

11. Special Homes

The government always pays attention to members of the TNI-Polri, people in remote and underdeveloped areas, fishermen, and people living in border areas. The proof is, from 2015 to 2018, the government has built 22,333 special housing units for them. Construction will continue until 2019, with the addition of 2,130 special housing units. Thus, the government has provided 24,463 special houses.

12. Self-Help Homes

The provision of Self-Help Housing Stimulant Assistance (BSPS) by the government has reached 494,169 units from 2015 to 2018. This is again

evidence of the government's seriousness in caring for the poor. It does not stop there, the construction of the BPS is continuing even though it has entered the end of President Jokowi's term in 2019, as many as 206,500 units. Thus, the government has provided BPS for the poor, totaling 700,699 units.

13. Development of connectivity infrastructure includes the telecommunications sector to overcome telecommunications connectivity constraints and encourage the acceleration of the digital economy throughout the region with a target of comprehensive coverage so that no area is left undisturbed. The Indonesian Telecommunications Accessibility Agency (Bakti) has built base transceiver stations (BTS) in 855 locations in the 3T or underdeveloped, frontier, and outermost areas.²

14. Energy

The development of various oil and gas (oil and gas) infrastructure is aimed at realizing energy sovereignty in the Jokowi-JK administration's Nawa Cita program. Based on Jokowi's 4 years of performance, it is stated that oil and gas infrastructure includes the provision of electrical energy for the 35 GW electricity program, development of gas transmission and distribution, construction of household gas networks, construction of storage units, construction of oil refineries, and construction of gas refueling stations (BBG). For the first time, the ESDM budget uses 56% among them for people's infrastructure spending. As a result, the construction of urban gas networks and channels to homes continues to increase from 200,000 in 2014 to 462,930 household gas network connections in 2018. The Ministry of Energy and Mineral Resources is also intensifying the pre-electrification program in the 3T or underdeveloped, frontier, and outermost areas.³

RESULT

Referring to the results of a study by the International Monetary Fund (2014), an increase in public infrastructure investment can boost economic growth, both in the short and medium-term. Every 1 percent increase in infrastructure investment in developing countries will increase output by 0.1 percent that year and 0.25 percent four years later.

The questions in this article are:

1. Does the acceleration of infrastructure development contribute positively to economic growth?
2. The extent to which development policies are implemented in infrastructure can provide benefits following President Jokowi's vision for development?
3. What are the obstacles in the implementation?

Based on the aforementioned facts, the authors are interested in examining more deeply the implementation of Indonesia's infrastructure development

² "Lanjutkan Pembangunan Infrastruktur". Beritasatu.com. 17 February 2019. Retrieved from <https://www.beritasatu.com/fokus/538525-lanjutkan-pembangunan-infrastruktur>

³ "Lanjutkan Pembangunan Infrastruktur". Beritasatu.Com. 17 February 2019. <https://www.beritasatu.com/fokus/538525-lanjutkan-pembangunan-infrastruktur>

policies for the 2014-2019 Period to be able to reveal the problems that occur so that it can be known about the problem statement, implementation, and results achieved from the policy to accelerate national infrastructure development to all regions Indonesia.

Public policy implementation

According to Grindle (in Solichin 1997:125) "implementation as a political process and administration" (implication as a political and administrative process). Grindle's view is not much different or has relevance to what Van Meter and Van Horn said in seeing implementation concerning the environment (environment). Furthermore, it is said that the implementation process can only start if the original goals and objectives have been detailed, action programs have been designed and a certain amount of funds/costs have been allocated to realize the goals and objectives of the state. The details of the objectives of a policy that have been mentioned above are greatly influenced by the content of the policy and the context of its implementation. The content of the policy itself consists of: (1) affected interests; (2) types of benefits; (3) degree of expected change; (4) location of decision making; (5) program implementer and (6) the resources involved. Outside the policy content and implementation context, there are policy objectives, objectives that have been achieved, individual and financed programs of action and projects, programs that are carried out as planned, measuring policy outcomes, all of which interact with each other in the implementation of a policy.

According to Meter and Horn (1978; 263) policy implementation encompasses those by public and private individuals (and groups) that are directed decisions. This definition gives the meaning that policy implementation is the actions carried out by individuals (and groups) of government and the private sector that are directed towards achieving the goals and objectives in policy decisions. Based on this opinion, it is clear that policy implementation is not only limited to the actions or behavior of alternative bodies or bureaucratic units that are responsible for implementing the program and bringing about compliance with the target group but further than that it also continues with a network of political, socio-economic forces that influence behavior. In the end, all parties involved have both expected and unexpected impacts. Thus, the implementation function includes the creation of what in-state policy science is called a "Policy Delivery System" which usually consists of certain methods or means specially designed/ designed and directed towards the achievement of objectives goals and targets desired.

Development concept

Development is an effort for growth and change that is planned and carried out consciously by a nation and state as well as the government towards modernization in the framework of nation-building. This opinion shows that development requires careful planning and is carried out consciously towards a better chance. This shows an indication that planning and awareness of development implementers are crucial.

Based on the development of the development paradigm, there are two premises, namely the failure and hope of economic development models in overcoming the poverty problem offered by several economic experts. A development paradigm that is oriented towards a growth model that is more directed at the trickle-down effect. That is the trickle-down effect (Benyamin, 1959) in Suprpto, (2000: 77). This paradigm views that economic power has largely outwitted the power of the poor. This is due to the size of the Gross National Product (GNP) which is mostly enjoyed by the rich people who have supplied income figures to the poor. Meanwhile, people who have high income do not provide this real income to the poor. But they only supply numbers so that the effects of high value and GNP do not trickle down to the poor.

Infrastructure development

Infrastructure development has an important role in realizing development goals, such as equitable development and its results towards the creation of social justice for all people. Infrastructure development is a dynamic public organization that must be carried out to support regional development. Infrastructure development is an important determinant to support the smooth running of socio-economic activities in a region because, without adequate infrastructure, economic activities are not smooth and can hinder development.

The importance of infrastructure development for a region is indicated by the value of benefits and uses felt by the community in various ways because it stands to reason that infrastructure development gets government attention. It's just that in its implementation there is still discriminatory treatment as is the case happening in Indonesia, especially in border areas, which is still far from being expected. As a newly developed region, it deserves greater attention so that the accessibility of various community interests can be fulfilled. On the other hand, the development of adequate infrastructure can expedite government tasks and public services. As stated by Tegoro, (in Surjono, 2004: 93) that to accelerate development, it is necessary to prepare adequate infrastructure first.

This massive infrastructure development that spreads throughout Indonesia was initiated to ensure the guaranteed availability of infrastructure so that it could be a leap for Indonesia to become a developed country, while at the same time escaping the trap of being a developing country only or a "middle-income trap". By accelerating infrastructure development more equitably throughout the country, we certainly hope to create strong inter-regional connectivity, reduce logistics costs, reduce inequality, improve the quality of life of the people, and eliminate economic disparities between regions in Indonesia, which will ultimately lead to increased competitiveness and stimulus for economic growth to reach developed countries. ⁴

⁴ Eddy Cahyono Sugiarto in "Melanjutkan Pembangunan Infrastruktur dan Indonesia Maju". 29 August 2019. https://www.setneg.go.id/baca/index/melanjutkan_pembangunan_infrastruktur_dan_indonesia_maju

In economics, infrastructure is a form of public capital that is formed from investments made by the government. Infrastructure in this case includes roads, bridges, and irrigation, and others (Mankiw, 2003). Meanwhile, according to The Routledge Dictionary of Economics (1995), it provides a broader definition, namely the strategic role of infrastructure as the main servant of a country in helping the wheels of economic activity and community activities move, including through the provision of transportation and other supporting facilities. In the relationship between infrastructure and economic development, it is further explained in Todaro (2006) that the level of infrastructure availability in a country is an important and decisive factor for the rate of speed and expansion of economic development. Infrastructure development is capital or capital to increase the productivity of the country's economy and efforts to improve the standard of living of the community at large. More than that, infrastructure is also social overhead capital or capital goods which are the basis or important means for the needs of the community which is then indirectly useful to produce or increase production. Besides, in research on the effect of infrastructure on economic growth conducted by David Aschauer (1989) using the Cobb-Douglas production model, it is found that there is a positive correlation between infrastructure investment and the resulting output productivity. Core infrastructure such as transportation, energy, and water has a bigger impact than other infrastructures such as buildings and hospitals.⁵

DISCUSSION

Following the formulation of the problem and research objectives, the data analysis used by the author is the flow model developed by Miles & Huberman (2004: 16) through stages, namely from data collection, data reduction, data presentation, and data verification/drawing conclusions.

The Research Result of Strategic Policies for the Acceleration of Infrastructure Development

At the level of policy implementation, the Indonesian government has taken several strategic steps to accelerate national infrastructure development:⁶

1. Continue to increase the infrastructure budget allocation in the State Revenue and Expenditure Budget (APBN) from initially recorded at IDR 269.1 trillion in 2014, increasing in the 2019 APBN to IDR 415 trillion.
2. Reallocation of the energy subsidy budget into a more productive budget in the fields of connectivity infrastructure, energy, water resources, and telecommunications.
3. President Joko Widodo Jokowi on March 20, 2015, issued Presidential Regulation (Perpres) Number 38 of 2015 concerning Government Cooperation

⁵ Eddy Cahyono Sugiarto in "Melanjutkan Pembangunan Infrastruktur dan Indonesia Maju". 29 Agustus 2019. https://www.setneg.go.id/baca/index/melanjutkan_pembangunan_infrastruktur_dan_indonesia_maju

⁶ Francisca Christy Rosana & Rahma Tri in "5 Tahun Jokowi, Memangkas Subsidi demi Ngebut di Infrastruktur". TEMPO.CO. 20 Oktober 2019. Retrieved from https://bisnis.tempo.co/read/1261722/5-tahun-jokowi-memangkas-subsidi-demi-ngebut-di-infrastruktur?page_num=1

with Business Entities in Infrastructure Provision. In this Presidential Regulation, it is stated that the Minister/Head of Institution/Regional Head can cooperate with Business Entities (BUMN, BUMD, private sector, foreign legal entities, or cooperatives) in the provision of infrastructure. Cooperation between the Government and Business Entities in the Provision of Infrastructure is carried out through the Public-Private Partnership (PPP) scheme based on the provisions and procedures as regulated in this Presidential Regulation. PPP, according to this Presidential Decree, is carried out based on the principles of Partnership, Benefit, Competitiveness, Control and risk management, Effective, and Efficient. The infrastructure that can be cooperated based on Presidential Regulation Number 38 of 2015 is economic infrastructure and social infrastructure. Economic infrastructure and social infrastructure include (1) Transportation infrastructure; (2) Road infrastructure; (3) Water resources and irrigation infrastructure; (4) Drinking water infrastructure; (5) Centralized wastewater management system infrastructure; (6) Local wastewater management system infrastructure; (7). Solid waste management system infrastructure; (8) Information and communication infrastructure; (9) Electricity infrastructure; (10) Oil and gas infrastructure and renewable energy; (11) Energy conservation infrastructure; (12) Educational facility infrastructure; (13) Sports facilities and infrastructure; (14) Regional infrastructure; (15) Tourism infrastructure; (16) Health infrastructure; (17) Correctional infrastructure; and (18) Public housing infrastructure.⁷

4. Specifically, for land acquisition issues, it is carried out by the Government by the provisions of laws and regulations regarding land acquisition for development in the public interest, the funding of which comes from the State Revenue and Expenditure Budget (APBN) and/or Budget on Regional Income and Expenditure (APBD).⁸

5. To accelerate the realization of infrastructure projects, the Government through the Coordinating Ministry for Economic Affairs, Government initiated a mechanism for accelerating infrastructure provision and issued Presidential Decree No.3 of 2016 concerning the Acceleration of Implementation of National Strategic Projects (PSN). The Committee for the Acceleration of Priority Infrastructure Provision (KPIIP) which was established based on Presidential Decree Number 75 of 2014 was mandated to select PSN lists and provide facilities for facilitating project implementation.

The acceleration of infrastructure development in the past 5 years in Indonesia has proven to bring greater benefits in terms of equitable development, equitable economic growth, and creating new jobs. In the five years of President Jokowi's administration for the 2014-2019 period (along with his running mate, Vice President Jusuf Kalla), Indonesia's economic growth is at the 5 percent level with details:⁹

⁷ “Resmi, Presiden Jokowi Izinkan Kerjasama Pemerintah Dengan Badan Usaha Bangun Infrastruktur”. 31 March 2015. <https://Setkab.Go.Id/Resmi-Presiden-Jokowi-Izinkan-Kerjasama-Pemerintah-Dengan-Badan-Usaha-Bangun-Infrastruktur/>

⁸ “Resmi, Presiden Jokowi Izinkan Kerjasama Pemerintah Dengan Badan Usaha Bangun Infrastruktur”. 31 March 2015. <https://Setkab.Go.Id/Resmi-Presiden-Jokowi-Izinkan-Kerjasama-Pemerintah-Dengan-Badan-Usaha-Bangun-Infrastruktur/>

⁹ Friska Yolanda In "Lima Tahun Jokowi-Jk, Pencapaian Dan Tantangan Tim Ekonomi". 19 Oktober 2019. Diakses From <https://Republika.Co.Id/Berita/Pzmiaw370/Lima-Tahun-Jokowijk-Pencapaian-Dan-Tantangan-Tim-Ekonomi>

1. In 2014 economic growth was recorded at 5.01 percent.
2. In 2015 it decreased to 4.87 percent.
3. the Year 2016 amounted to 5.03 percent.
4. In 2017 the economy grew only 5.07 percent.
5. In 2018 it strengthened by 5.17 percent.
6. In 2019 it grew 5.02 percent.

Accumulated benefits

Infrastructure development must be able to provide benefits such as job creation. In the development process, the involvement of human workers is seen as the main factor supporting development. Around 11.21 million jobs were created during 2015 - 2019, along with stable economic growth, followed by a declining unemployment rate, reached its lowest point in 20 years.¹⁰

The second benefit is to create new economic growth points. Infrastructure development, especially in regions, will open new access or make existing access easier to reach these areas, which in turn can increase economic activity in an area. The third benefit is to improve the logistics network properly considering that Indonesia is an archipelago consisting of approximately 17 thousand islands poses its challenges in terms of connectivity. Infrastructure development is expected to connect production centers, be it agricultural production, fishermen production, to small industries. The fourth benefit, the provision of infrastructure as a public service is the obligation of the Indonesian government to the community. The fifth benefit is that infrastructure development means the realization of social justice for all Indonesian people. As it is known, since Indonesia's independence in 1945, infrastructure development has been centered only on the island of Java, so that the infrastructure imbalance between other islands in Indonesia has become large.¹¹

Inhibiting factors

At the implementation level, Jokowi's policy to accelerate infrastructure development still faces many obstacles in pursuing development targets, some of which are as follows, firstly corruption in infrastructure projects. Gatra Magazine Edition 52 Tahun 24 writes that from the records of Indonesia Corruption Watch (ICW) from 2016 to semester I 2018, there were at least 353 cases of corruption in projects that caused losses to the state with a loss of up to IDR 2.5 trillion. The problem with the most corruption cases in the transportation sector, such as the construction of toll roads, ports, airports, and bridges. Next comes the village, health, and education budgets where the dominant modes are budget mark-up, embezzlement, and authority.¹²

¹⁰ "Lima Tahun Maju Bersama. Capaian Joko Widodo Dan Jusuf Kalla". Kantor Staf Kepresidenan Ri. 16 Oktober 2019.

¹¹ "Presiden Jokowi Ungkap Pentingnya Pembangunan Infrastruktur bagi Indonesia." 14 November 2019. Retrieved from https://www.setneg.go.id/baca/index/presiden_jokowi_ungkap_pentingnya_pembangunan_infrastruktur_bagi_indonesia.

¹² Gatra.com. "Tiga Faktor Ini Jadi Kendala Utama Pembangunan Infrastruktur." 17 Feb 2019. retrieved from <https://www.gatra.com/detail/news/391468-Tiga-Faktor-Ini-Jadi-Kendala-Utama-Pembangunan-Infrastruktur#:~:text=Jakarta%2>

Secondly, there is still minimal involvement of the private sector in infrastructure project development. Thirdly, the absence of connectivity between local government funds and infrastructure development plans also becomes an obstacle for the central government in implementing the accelerated infrastructure development in synergy.¹³ Fourthly, the duration of the land acquisition process is long, protracted, and time-consuming, which causes land prices to continue to soar along with the emergence of land brokers, thus discouraging the private sector. Finally policy disharmony with local governments. Central government infrastructure development plans are often not synchronized with local governments so that budget funds are mostly deposited in the bank.

Attitude of Beneficiaries

The public's response and assessment of the policy to accelerate infrastructure development by the Government of Indonesia is quite good. This can be seen from the research results of the Saiful Mujani Research and Consulting Institute (SMRC), that the public is very satisfied with the development of the infrastructure sector in the Jokowi era. Jokowi's infrastructure development achievements are so prominent nationally that in a short time the Indonesian government under President Jokowi's leadership was able to build a lot of infrastructures, ranging from toll roads, rail-based transportation, ports, airports, and infrastructure in the fields of telecommunications, energy, and agriculture. Likewise, in terms of the distribution of development which is also considered good by not being concentrated only on the island of Java.¹⁴

CONCLUSION

From the overall discussion above, it can be concluded that the implementation of the acceleration of national infrastructure development during the administration of President Joko Widodo (Jokowi) can be said to be successful in supporting economic growth and equitable social welfare. Efforts to build infrastructure fairly and evenly under the vision of President Jokowi's Nawa Cita (and his running mate, Vice President Jusuf Kalla in the first 5 years of his administration) throughout the country are carried out in various ways, including by implementing the Public-Private Partnership (PPP) scheme (previously known as under the name Public-Private Partnership or KPS or Public-Private Partnership or PPP).

The research found that there were still many obstacles and obstacles in the implementation of policies to accelerate infrastructure development by President Joko Widodo (2014-2019 with Vice President Jusuf Kalla). However, various benefits have been achieved by the government, the results of which can be enjoyed by the community as beneficiaries, ranging from

C%20Gatra.com%20%2D%20Pembangunan,kecelakaan%20kerja%2C%20dan%20penyiapan%20lahan.&text=Masalah%20yang%20paling%20banyak%20terjadi,%2C%20pelabuhan%2C%20bandara%20dan%20jembata

¹³ Dewi Aminatuz Zuhriyah in "Pembangunan Infrastruktur: Masalah Klasik Masih Menghambat". *Bisnis.com*. 19 September 2017. retrieved from

<https://ekonomi.bisnis.com/read/20170919/9/691442/pembangunan-infrastruktur-masalah-klasik-masih-menghambat>

¹⁴ "Tema Infrastruktur Bakal Jadi Kekuatan Jokowi di Debat Pilpres Kedua". Retrieved from

<https://www.beritasatu.com/politik/538219-tema-infrastruktur-bakal-jadi-kekuatan-jokowi-di-debat-pilpres-kedua>

stable national economic growth, job creation, and an increase in Indonesia's competitiveness ranking. In the rankings of Indonesia's competitiveness or World Competitiveness Ranking has increased to position 32 out of 63 countries in 2019, up 11 rankings after being in position 43 in the previous year. The ranking is based on the assessment of the International Institute for Management Development (IMD) World Competitiveness Ranking 2019 published on May 28, 2019. Indonesia's competitiveness ranking is above countries with similar income levels (peers) such as India, the Philippines, Turkey, South Africa, and Brazil. IMD World Competitiveness Center assesses 63 countries with more than 230 indicators grouped into 4 pillars, namely the first is economic performance, including international trade and investment. Second, government efficiency, including government discipline in budgeting, legal compliance, and increased institutional inclusiveness. The third is business efficiency, including the productivity and efficiency of the private sector and ease of access to finance. The four infrastructures including science, health, and environment infrastructure as well as education.¹⁵

SUGGESTIONS

The author suggests several policy recommendations as follows (1) Open wider for the private sector and local contractors to be actively involved in infrastructure development for the next five years (2019-2024) and; (2) The need for the use of creative financing schemes such as Government and Business Cooperation (PPP), Non-Budget Investment Financing, and other schemes so that funding problems in financing national infrastructure development can run quickly in the future.

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¹⁵ Yohana Artha Uly in "Peringkat Daya Saing Indonesia Naik, Menko Darmin: Ini Pencapaian Terbaik". 31 Mei 2019. Retrieved from <https://economy.okezone.com/read/2019/05/31/20/2062686/peringkat-daya-saing-indonesia-naik-menko-darmin-ini-pencapaian-terbaik?page=1>

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