

Politics of infrastructure governance (case study of roads in Mijen Semarang City 2016 – 2018)

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ABSTRACT

In the problems that exist in Mijen Semarang City itself, which later becomes the main discussion related to the construction of road infrastructure, especially city roads, which is one of the problems that can be seen from the study of urban politics. Mijen is the largest area but the least populated in Semarang City, which the author has examined about road infrastructure, especially city roads, because the practice of road construction in Mijen has increased to become an independent city. The research method that the author uses is a qualitative method with a critical political economy type of political economy approach, namely an approach that discusses the relationship between social structure, power structure and historical power relations. The influence of the regime on the allocation of roads in Mijen, if it is related to efforts to develop road infrastructure which is under the authority of the Public Works Department, civil society is still the object for the provision of goods and services needed to achieve prosperity. The results of field interviews can be concluded that the road infrastructure management model in Mijen Semarang City 2016 – 2018 is a democratic regime with a capitalist economy. The regime is the overall system of institutions involved in the economy (government and construction companies) and influence each other with the aim of helping the community to provide the goods and services needed to achieve prosperity. The influence of the regime on the allocation of roads in Mijen, if it is related to efforts to develop road infrastructure which is under the authority of the Public Works Service, civil society is still the object for the provision of goods and services needed to achieve prosperity. So that the suitability of urban political vision and mission with urban reality in Mijen Semarang City 2016 – 2018 is still dynamic.

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1. INTRODUCTION

The city of Semarang is a strategic city because it is located on the north coast of Java and is the main link between Jakarta and Surabaya and cities in southern Java (Surakarta and Yogyakarta) (Sustianingsih, 2018). Semarang City has a height of 2 meters below sea level to 340 meters above sea level with a slope of 0% - 45%. The city of Semarang has a coastline of 20 kilometers with an irregular coastal typology.

One of the reclamation areas that is quite well known by the people of Semarang City is Marina Beach (Sustianingsih, 2018). The growth of Semarang City cannot be separated from the geographical conditions of Semarang which is a coastal area with a port. The direct election of regional heads mandated in the regulation is seen as being in line with the ongoing democratic process and at the same time seen as strengthening the system of local government and regional autonomy as a process of democratization. In relation to the statement above, this study looks at the road infrastructure governance policies in Mijen Semarang City 2016 – 2018.

In this study, the authors limit the management of road infrastructure which is the authority of the Semarang City Government, in this case the Semarang City Public Works Service, especially in road construction in the Mijen area. One of the strategies of the Semarang City Government in improving the quality of city infrastructure is through the policy of developing an integrated road network system. With the large allocation of funds for road infrastructure development above, researchers see that urban political dynamics in the City of Semarang is focused on the availability of adequate road infrastructure. Of course, in the process of developing road infrastructure policies there is a very complex political process because it reflects the face of the governance of the Semarang City Government.

In essence, the dynamics of urban politics related to the study of road infrastructure is an urban problem that is viewed differently by the urban actors themselves. Where on the one hand there are groups who view that the existence of infrastructure development policies will overcome road infrastructure problems in Semarang City which are always concerned with the city's economy and the need to increase local revenue. The things above happen because Javanese culture does have a high accommodative attitude in the process of acculturation which takes place as it is done by the guardians. In addition, Semarang City is the capital city of Central Java Province, it is not surprising that this accommodative lifestyle in turn becomes a reference for the development of Javanese culture in general.

Most of what is happening is no longer a peculiarity of the lifestyle of the coastal part of Semarang, but also a general tendency experienced by people who support Javanese culture, not only those who live in Central Java. Because of acculturation that occurs in the city of Semarang is called a universal city. Political parties and civil society must be recognized as having played a strategic role in the process of political democratization in Indonesia since the end of the Soeharto government in 1998. The independent republic portal states that, the rise of Non-Governmental Organizations (NGOs) or Community Organizations (Ormas) that make noise and unclear in The city of Semarang made the Mayor of Semarang Hendrar Prihadi feel hot. Participation,

One of the conclusions reached at a conference on democracy by the Westminster Foundation for Democracy (WFD) states that strategies for building and consolidating democracy that ignore the central role of political parties will not work, no matter how much attention is paid to other things such as building society, civil society and good governance institutions (Hamami, 2014). In the democracy literature, civil society has not only been used to explain political liberalization and democratic transitions, but has also been promoted as a precondition for democratic consolidation (Alagappa, 2014).

Another research conducted by Argenti (2018) entitled "Civil Society, Shadow State and Local Strongmen in Local Political Studies". In addition, research conducted by Prapti (2015) entitled "Analysis of the Impact of Road Infrastructure Development on the Growth of People's Economic Enterprises in the City of Semarang". Some of the studies above show that studies on urban political dynamics so far have focused on physical spatial planning, leadership and citizen participation as well as public services with a sociological perspective.

Some of these studies do not address much of the issue of regime models resulting from political processes and then their impact on road infrastructure. Therefore, this research specifically looks at how a policy is taken by the government, what is the process, and who are the actors, both government and non-government actors in managing road infrastructure which is one of the problems that can be seen from urban politics studies (Prapti, 2015).

On this occasion, researchers conducted research on the politics of road infrastructure governance in Mijen Semarang City 2016 – 2018. In the case of urban politics that took place in Mijen Semarang City, researchers looked at the form of regime model issues resulting from the collaboration of the Semarang City Government, construction entrepreneurs and civil society. Of

course, this is to prove that the author's assumption about the existence of a regime model resulting from political processes has an impact on road infrastructure.

Regarding urban political issues, not a few studies have been conducted by scholars. From several existing studies, they can be grouped under the following study themes: First, the study of urban politics examines urban spatial planning from a sociometric perspective. Among these studies is an article written by M. Luthfi Eko Nugroho & Fadjar Hari Mardiansjah in 2016 with the title "Shift in Semarang City Spatial Planning 1975-2011: From Sectoral Development Toward Spatial Integration". By using qualitative methods, this article focuses on the prospects for urban spatial planning policies. The conclusion is that Semarang City focuses on trade and services.

In addition, an article written by Prihadi Nugroho & Agung Sugiri in 2009 entitled "Development Policy Studies on Spatial Changes in the City of Semarang". This article uses a qualitative method, focusing on the impact of development policies. The conclusion is that the policy of changing urban spatial planning raises various strategic issues that develop with the high conversion of land functions, the growth of illegal buildings without permits and the placement of development status that is not in accordance with the spatial planning of the Semarang City government (Nugroho, 2009). Second, urban politics studies focus about leadership and citizen participation. Among these studies is a thesis written by Purba in 2015 entitled "Leadership of the Mayor: Ngayomi, Ngayemi, and Ngayahi (Case Study on the Leadership of the Mayor of Semarang, Hendrar Prihadi, SE., MM.)". Third, the study of urban politics focuses on public services. Among these studies is an article written by Prapti in 2015 entitled "Analysis of the Impact of Road Infrastructure Development on the Growth of People's Economic Enterprises in the City of Semarang". By using a quantitative method, this article focuses on the study of road infrastructure for the people's economy. The conclusion is that to produce output, inputs are needed in the production process, namely capital and labor according to the Cobb-Douglas production function. One form of capital is road infrastructure. Increasing labor productivity also requires road infrastructure as a supporting facility. Therefore road infrastructure is considered important as a driver of the economy (Prapti, 2015). Among these studies is an article written by Prapti in 2015 entitled "Analysis of the Impact of Road Infrastructure Development on the Growth of People's Economic Enterprises in the City of Semarang". By using a quantitative method, this article focuses on the study of road infrastructure for the people's economy.

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The following are theories about urban politics namely: Regime theory is more focused on the dynamics that occur within the government. Therefore, the focus of the analysis of regime theory is on actors in government, private and civil society institutions (Judge, 1995). Regime theory argues that political organization also leads to highly inadequate forms of popular control and makes government less responsive to the socio-economic conditions of disadvantaged groups.

However, the regime is a form of informal cooperation that mutually cooperates between private interests and government interests in the process of making and implementing policies. According to this theory, the government makes policies in the form of concern that can be very attractive to citizens but on the other hand is also in favor of economic interests (Stone, 2005). Urban political theory are the elements in the system that will affect the product color of a governance.

Second, the market process model holds that the city is best understood as a product of several economic forces in the writings of a number of cities. Of the three models above, in this study researchers will only use urban political theory in the perspective of political process models. As Carolyn Adams in "Philadelphia", under such chaotic circumstances, said that the theoretical model

in urban politics makes city governments find it difficult to solve regional problems in a rational and visionary way so that they need private assistance (Adams, 1991 in Eisinger, 1997).

2. METHOD

The research method is a step that is owned and carried out by researchers in order to collect information or data and conduct investigations on data. In this case, the researcher uses a critical political economy type of political economy approach as a basis for understanding the symptoms or answering the problems studied. In the socio-political process, urban development is largely determined by how the city government bargains within a socio-political framework with the community to determine the most suitable development for the city. While the economic process sees that urban development is purely an effort made by business groups (Judge, 1995).

In the case of road infrastructure in Mijen Semarang City, of course the researcher sees that a critical political economy type of political economy approach is felt to be the most capable of explaining how the process of urban political development takes place. This section was compiled by researchers to build a common understanding of and avoid misunderstandings about Key concepts and theories used in this research. Owen himself has argued that cities can become a metaphor for history or the future and build traditional structures or a special space for revolutionary possibilities and more hope (Owen, 2010).

Local Regime Krasner (1977) argues that regimes are principles, norms, rules, and decision-making procedures both implicit and explicit that are expected to exist to regulate the behavior of actors on certain issues in politics. The local regime must be examined systemically, meaning that as a complete order, the dynamics of the local regime will be largely determined by the level and quality of the synergy between the local political infrastructure sub-system and the relevant local political superstructure sub-system.

In this study, the researchers limited the development of road infrastructure which is under the authority of the Semarang City Government to focus on road construction in Mijen. The data sources referred to in this study are subjects from which data can be obtained (Suryabrata, 1987). In this study the authors used two data sources, namely: The primary data sources in this study are from the government, civil society, academics/expert teams, mass media, and construction entrepreneurs; Secondary data sources, namely data directly collected by researchers as a support from the first source; Types of Data The types of data in this study used field research (Muhadjir, 1996), which is a general description of the object of research, including: the landscape of Semarang City, the process of political dynamics, the polarization of the government and parties, the condition of the government, the state of road infrastructure, the development process, local original reviews. balancing funds and citizen involvement in policy.

Data Collection Techniques To obtain correct and accurate data so as to be able to answer research problems, the data collection used in this study is: a This technique can be carried out face-to-face between the researcher and those being studied or by using communication media (Wibisono, 2013). Observation can also be called activity towards processes with the intention of feeling and then understanding knowledge of a phenomenon based on previously known knowledge and ideas, to obtain the required information, in which the researcher makes direct observations at the research site and is involved in the processes. decision making and policy making (Wibisono, 2013).

3. RESULTS AND DISCUSSION

The findings of the problems in the field are described and the presentation of this data is presented in the form of a description of the road infrastructure governance regime model in Mijen Semarang City. This chapter will be divided into several sub-chapters. First, road infrastructure governance focuses on the administration of Mayor Hendrar Prihadi. Second, the process of implementing governance which consists of information transparency, road auctions and the realization of work programs. Third, the road infrastructure governance regime model in Mijen Semarang City.

3.1 Road Infrastructure Governance

Semarang City Government in realizing the vision of "Semarang as a Great City of Trade and Services Towards a Prosperous Society" one of which is pursued with the fourth mission, namely

realizing sustainable regional spatial planning and infrastructure. Development that aims to increase the utilization of spatial planning and regional infrastructure development effectively and efficiently in meeting the needs of urban communities while still demonstrating the concept of development that is environmentally sound.

One aspect of urban governance is infrastructure and service management. In 2017, the Dana Rakca award was given to the City of Semarang as government efficiency and effectiveness in encouraging development in the City of Semarang. During Mr. Hendi's leadership, the city of Semarang received many awards, the last being the best planning city in Indonesia and the best infrastructure city. That's one of the cultures that Pak Hendi changed. In 2019, the Republic of Indonesia's Ministry of National Development Planning (PPN) / National Development Planning Agency (BAPPENAS) awarded the City of Semarang as rank 1 in preparing appropriate development planning to produce better development implementation than other cities in Indonesia.

Works fast, doesn't like PHP-in, that's one of Mr. Hendi's strengths as well. So it is hoped that the development will not only be centralized in city centers but also in suburban areas such as Mijen. (Interview, Transiska, 21 May 2019) Apart from being disciplined, the title of innovative is also often used to represent the Mayor of Semarang who is often called Hendi. Mr. Hendi is innovative, he does a good job. (Interview, Ismet, 27 May 2019) Management of road infrastructure tends to be slow in handling it.

3.2 Governance Implementation

This shows that the efforts made by the Municipal Government of Semarang to improve road infrastructure have been quite successful in transparency of budget information. In addition, information transparency in terms of planning, management and control can also be accessed. This feature is called Smart Public Works Infrastructure (SIPU) which is managed by the Semarang City Public Works Office.

Smart Public Works Infrastructure Source: Semarang City Public Works Office The community can monitor every infrastructure development online through an application called Smart Public Works Infrastructure (SIPU) by the Semarang City Public Works Office. This application was created to improve the aggressiveness of the construction of roads and pedestrian bridges that are being or have been carried out by the Public Works Department of the City of Semarang. The following is the explanation of the informant as the Deputy Head of the Highways Sub-Sector of the Semarang City Public Works Service. Of course, with the SIPU application, the construction of road infrastructure in the city of Semarang can be more easily monitored, both internally and by the community.

The following is the informant's statement as the Head of UPTD I of the Semarang City Public Works Service. The SIPU application is also for complaints related to infrastructure, but many people don't know about it, so many complain via Report Hendi or Mr. Hendi's Twitter or Halo Hendi too. The Semarang City Government is implementing development regarding Public works are carried out on the handling of infrastructure elements of Highways assisted by the Regional Service Technical Implementation Unit (UPTD). The following is the explanation of the informant as the Deputy Head of Highways at the Semarang City Public Works Service. This means that through SIPU or Lapor Hendi it is a form of government that the slogan "Move Together to Build the City of Semarang" has real results by involving the community. (Interview, Zarkoni, 24 May 2019) From the informant's statement, strengthens the researcher's assessment that information transparency, including budgeting and development management, makes infrastructure governance, especially roads, in accordance with the development process. Therefore, the existence of an online application system is part of efforts to create a more open government.

The development of road construction is carried out by transplanting information, and there is also a way of auctioning roads where road auctions are a series of bidding activities that aim to select, obtain, determine, and designate which company is the most appropriate and appropriate to work on a work package (Malik, 2010). Broadly speaking, the stages of a construction project are divided into four, namely the planning stage, the design stage, the tender stage and the construction stage. The parties involved in the construction project are the project owner (owner), the planner (designer) and the contractor (aannemer) (Ervianto, 2005).

Auctions on a road generally have a completion time with the contract having to be completed in accordance with a predetermined time. Next is the auction realization process. the share of development areas and between transportation service centers and urban service centers as well as increasing road capacity is included in the road development program.

Allocation of funds provided for the implementation of programs/activities in Public Works affairs in 2018 amounted to IDR 601.189, - for support programs while for programs related to the implementation of technical tasks in Public Works matters Rp. 595. In the road construction/maintenance program carried out by the Semarang City Government during 2018 it was carried out as a continuation of 2017 including increasing roads spread across suburban areas such as Mijen.

Road improvement that is carried out on an ongoing basis is a manifestation of the seriousness of the Semarang City Government in carrying out the task of managing road infrastructure. From this portrait, there has been an increase in road quality, especially in road construction techniques. The development of participatory planning stems from the awareness that the performance of an initiative is largely determined by all parties related to the initiative. Participatory planning is realized, among others, through musrenbang where a draft plan is discussed and developed with all stakeholders.

4. CONCLUSION

Based on the data and analysis described in the previous chapters, it can be concluded that: The regime model in managing road infrastructure in Mijen Semarang City 2016 – 2018 is a democratic regime with the economic ideology of capitalism. The regime is an overall system of institutions involved in the economy (government and construction entrepreneurs) and influence each other with the aim of helping the community to provide the goods and services needed to achieve prosperity and the involvement of civil society in Mijen Semarang City in development policies. the road through musrenbang for environmental roads. Management of environmental roads themselves from the District Mijen and Settlement Service. In contrast to the management of city roads in Mijen where all the governance mechanisms of the Public Works Service and the influence of the democratic regime with the economic ideology of capitalism on the allocation of roads in Mijen cannot be separated from cooperation Semarang City Government with construction entrepreneurs. If it is related to efforts to develop road infrastructure which is under the authority of the Public Works Department, civil society is still the object for the provision of goods and services needed to achieve prosperity. So that the suitability of urban political vision and mission with urban reality in Mijen Semarang City 2016 – 2018 is dynamic.

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From the results of research between practice in the field, the conclusions and suggestions that exist, it can be stated that the weakness of this research is that on the scale of roads that are the authority of the City Government of Semarang, civil society tends to become the object of policy connoisseurs without taking part in the policy decision process. The role of civil society does not influence what should be public policy. This happens because the city of Semarang is still a safe zone for investment. So that road construction without the influence of civil society in policy still empowers the community. And research opportunities going forward, that is, in general, cities in Indonesia will enter golden Indonesia in 2045. Along with the journey towards golden Indonesia, of course, every city will compete in cooperation between the government, construction entrepreneurs and civil society for sustainable programs for the welfare of society. Therefore, the governance regime model, especially road infrastructure, will be divided into many models. So that this becomes an opportunity for more complex research in the future and is expected to provide improvements to infrastructure development programs, especially roads, to become a solution in determining shared prosperity.

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