

# *Implementation of Land Acquisition Policy for the Construction of the Sumatra Barat - Riau Province Toll Road*

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**Abstract** – Land acquisition is a sensitive issue that concerns the livelihood of the community. The problem of land acquisition for public interest is always feared by the community, which is carried out by the government by means of eviction. As a result, the rights of the community are threatened, because the problem of land acquisition is more sensitive, in which there are two conflicting interests, namely: the interests of the government on the one hand and the interests of the community on the other hand. Therefore, in obtaining land, an approach that is understood and accepted by both parties is needed.

The purpose of this study was to determine, analyze the factors of constraints and support, and the appropriate and correct strategies for implementing land acquisition policies for the construction of toll roads. The research method used was a qualitative approach with descriptive that systematically describes the facts, characteristics of objects and subjects of empirical observation carried out concretely, accurately, clearly, and measurable by considering the variation of problems in implementing land acquisition policies for the construction of toll roads in West Sumatra Province - Riau Province.

The results of the study showed that the implementation of land acquisition policies for the construction of toll roads in West Sumatra Province - Riau Province, although it has been implemented, has not been effective and tends to be slow from various factors that inhibit and support the involvement of stakeholders in carrying out land acquisition that is directly affected.

**Keywords** – Policy Implementation, Land Acquisition, Development, and Toll Roads.

## I. INTRODUCTION

The phenomenon of land acquisition is very vulnerable in its handling and concerns the livelihoods of community members. The issue of land acquisition for public purposes is always something that residents fear the government will do by eviction. As a result, the rights of community members are threatened, because the issue of land acquisition is more sensitive in that there are two conflicting interests, namely; The interests of the Government are on the one hand and the interests of the community on the other, so that land acquisition requires an approach that is understood and accepted by both parties.

The problem of implementing land acquisition policies for toll road construction is the process that occurs in land acquisition for public purposes in toll road infrastructure development activities. In reality, the problem is that the majority of land is freed from residential areas, so the process is within the community members involved. Therefore, one of the parties, both the provider party, namely the community members and the party who needs it from the government, did not reach an agreement in the deliberations which were still carried out as they should. In its development, government planning often comes into conflict with the rights of the people who own the land.

The section of the West Sumatra Province - Riau Province toll road passes through the Anai Valley, which is a series of steep cliffs located in Padang Panjang, continues across the ravine in Ngarai Sianok, Bukittinggi and continues with curve nine in Payakumbuh. Government policy regarding procedures for land acquisition required for development of public interests including

toll roads has been regulated in Presidential Regulation Number 36 of 2005 in conjunction with Presidential Regulation Number 65 of 2006 comprehensively regulates procedures for land acquisition required for development of public interests, including the granting mechanism. compensation to other parties, including communities who have land rights.

Based on the empirical phenomena above, the author has the desire and strong will to carry out this dissertation research with the title: "Implementation of Land Acquisition Policy for the Construction of the West Sumatra Province - Riau Province Toll Road".

## **II. RESEARCH QUESTION**

How is the implementation of land acquisition policy for the construction of the West Sumatra - Riau Province toll road? What are the inhibiting and supporting factors in the implementation of land acquisition policy for the construction of the West Sumatra - Riau Province toll road? What is the right strategy in implementing land acquisition policy for the construction of the West Sumatra - Riau Province toll road more effectively?

## **III. RESEARCH METHODOLOGY**

The research design used in this study is a descriptive analysis design with a qualitative approach. The researcher collected data directly at the research location, both through observation and interviews with informants, as well as secondary data. The sampling technique used in this study is purposive sampling. The data collection technique used in this study is focus group discussion (FGD). The data management technique used in this study is triangulation. The research location for this study is from Padang City, West Sumatra Province, to Pekanbaru City, Riau Province. The research objects in this study are the local government and the community as users of the implementation of land acquisition policy for the construction of the West Sumatra - Riau Province toll road.

## **IV. RESULTS AND DISCUSSION**

### **1. Description of the Implementation of Land Acquisition Policy for the Construction of the West Sumatra Province - Riau Province Toll Road.**

The implementation of the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road provides meaning and interpretation which includes; interests influenced by policy; the type of benefits to be generated; the degree of change desired; position of policy maker; program implementers, and the resources deployed. This is for government administrators to carry out a strategy to bring the government closer to the community. The land acquisition policy for toll road construction is directed within the framework of transportation services and empowerment to realize social welfare based on the argument that central and regional governments that are close to the community better understand the needs of the community to be met. Even though there are a lot of efforts to create transportation services and empowerment to realize social welfare in implementing the land acquisition policy for toll road construction, it seems that expectations are still far from being achieved.

The format for implementing the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road in reality is still faced with a number of problems which include; interests influenced by policy; the type of benefits to be generated; the degree of change desired; position of policy maker; implementing the program, and the resources mobilized which have not been maximized include: first, employee work enthusiasm has not yet produced productive work results to realize good and effective government; Second, public trust in the way the government works in formulating government policies is still colored by negative prejudices which have resulted in the rejection of land acquisition for the construction of the West Sumatra Province - Riau Province toll road; Third, there are still employees who show no discipline in entering the office and there are members of the public who are irresponsible in carrying out their obligations to pay taxes regularly; and Fourth, there are still many community members who have not been included in any land acquisition processes for the construction of the West Sumatra Province - Riau Province toll road.

### **2. Description of Inhibiting and Supporting Factors in the Implementation of Land Acquisition Policy for the Construction of West Sumatra Province - Riau Province Toll Roads.**

Based on the results of observations and information from several informants, it is known that the problem of inhibiting and supporting factors in the implementation of the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road concerns the implementing aspect and the community aspect as the object and recipient of land acquisition from the policy implemented in accordance with The main objective desired is to improve community welfare, namely:

Inhibiting Factors: Lack of wisdom in using authority and power, Complicated and overlapping regulations, Law number 2 of 2012 concerning land acquisition for public purposes not implemented consistently, Limited budget capacity, Insufficient understanding of land ownership, Different views among the people themselves, do not have direct access to the toll road construction process.

Supporting Factors: Having the land needed by the government and investors, Having broad authority and power, Law number 2 of 2012 concerning land acquisition for public purposes, Having a toll road development master plan, Building engineering capabilities, Seeing the need for roads to reduce traffic jams, the number is greater than the people directly affected.

### **3. Description of the Appropriate Strategy for Implementing the Land Acquisition Policy for the Construction of the West Sumatra Province - Riau Province Toll Road More Effectively**

Discussion of the appropriate strategy for implementing land acquisition policies for the construction of the West Sumatra Province - Riau Province toll road more effectively, where the results of research and its implementation, the analytical model used in this research is the Grindle Model (1980: 8) comprehensively, the success of implementation is determined by the level policy implementability consisting of Content of Policy and Context of Implementation. Content of Policy includes: Interests Affected, Type of Benefits, Extent of Change Envisioned, Site of Decision Increasing, Program Implementors, Resources Committed. The position of the government of West Sumatra Province - Riau Province with a number of promising attractions, naturally there has been an increase in population every year. One of the impacts of the increase in population is that West Sumatra Province - Riau Province has become very densely populated and the emergence of new unemployment has resulted in an increase in the number of poor people.

## **V. CONCLUSION**

The implementation of the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road has not been effective as proven by paying attention to namely; (1) policy implementation, policy contents include; interests influenced by policy; the type of benefits to be generated; the degree of change desired; position of policy maker; program implementer; resources deployed; (2) implementation context includes; the power, interests and strategies of the actors involved; characteristics of institutions and authorities; as well as compliance and responsiveness of implementers, namely:

1. Implementation of the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road, although it has been implemented, has not been effective and tends to be slow. It has not been effective and is slow in terms of the content of the policy relating to aspects of the desired change, the spread of decision-making centers, the minimal number of implementers involved, and resources that are less committed, and this continues with the existence of actors who have an interest in the policy, and have commitment to the benefits obtained through support from policy actors spread across agencies by providing a context for implementation.

2. Inhibiting and supporting factors in implementing the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road include: inhibiting factors: inadequate policy resources include; less wise in using the authority and power they have; complex and overlapping regulations; Law Number 2 of 2012 concerning Land Acquisition for Public Interest is not implemented consistently; limited budget capabilities; poor understanding of land ownership; different views between communities themselves; and does not have direct access to the toll road construction process. Meanwhile, supporting factors for implementing the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road include: lack of land required by the government and investors; lacks broad authority and power; not understanding Law Number 2 of 2012 concerning Land Acquisition for Public Interest; lack of master plan for toll road development; lack of building engineering skills; looking at road needs to reduce traffic jams; and less in number than the people directly affected.

3. The appropriate strategy in implementing the land acquisition policy for the construction of the West Sumatra Province - Riau Province toll road, namely: land acquisition activities for the construction of a toll road in a fair manner are placed as the basis for determining the form and amount of compensation given to land owners and other parties related to land whose rights were revoked for toll road construction. The principle of justice in this case is realized in the form of providing compensation to restore the socio-economic conditions of the community members affected by the land acquisition, so that at least the community members do not become poorer after their land rights are revoked.

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