

Evaluation of Special Autonomy Fund Policy on Infrastructure Program in Kabupaten Jayapura

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Abstract - This research aims to find out and describe the Evaluation of the Special Autonomy Fund Policy for Infrastructure in Jayapura Regency. As well as knowing and describing the obstacles faced in the Evaluation of the Special Autonomy Fund Policy for Infrastructure in Jayapura Regency. This research uses a qualitative research approach with the research location being the Jayapura Regency Government. Types and Sources of Data, namely primary data and secondary data. Data analysis techniques are data condensation, data presentation, and drawing conclusions. The results of this research show that the Evaluation of the Special Autonomy Fund Policy for Infrastructure in Jayapura Regency, researchers found that, Effectiveness, achieving targets for infrastructure development activities has been able to achieve the expected targets, and achieving targets for road construction activities is truly extraordinary. Efficiency, implementation of development policy programs must run smoothly and be completed on time. Adequacy, Regarding road construction activities, the community views this government policy positively. Alignment, infrastructure development policies provide benefits to local communities. Responsiveness, the implementation of infrastructure development activities in Jayapura Regency basically supports these development activities. Obstacles Faced in the Evaluation of the Special Autonomy Fund Policy for Infrastructure in Jayapura Regency, researchers found that, Human Factors of Implementers, Implementers tend to rely on other people, and if there are other people who are able to do it, then the implementers will pass it on to that person. Financial Factors. In this case, activities are not carried out before funds are distributed, but are not implemented in the field. Organizational and Management Factors, poor communication causes misunderstandings in carrying out activities and lack of cooperation between the organization and management.

Keywords: Evaluation, Policy, Funds, Special Autonomy, Infrastructure

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1. Introduction

Special autonomy is an action of the government in responding to real problems in Papua Province, besides that the answer from the government to policy mistakes in implementing policy implementation in the past is also called special autonomy (Adriansyah, 2023; Kum & Sasmito, 2018). The special autonomy rules are based on the rules outlined in the 1945 Constitution Article 18 A and B on Government as well as the mandate of the People's Consultative Assembly of the Republic of Indonesia Number IV / MPR RI / 1999, it is clear that the demands of Papua Melrdelka are responded to by the Central Government by implementing a special autonomy policy, as a form of asymmetrical delseIntralization where delseIntralization cannot be applied equally to every condition (one size fits all). There are several situations that show that delseIntralization prosels will be particularly challenged in fragile environments, namely in post-conflict, post-disaster, development, or traditional economic situations. Special autonomy as one of the models of assimilative delseIntralization is actually intended to bring more benefits (Suardi, 2021; Riris, 2019).

Demands for broader autonomy, even demands for feldelration and melrdelka, have come mainly from regions with strong natural resources such as Acelh, Irian Jaya, and Riau, which provide a significant contribution to national income. The implementation of regional autonomy as an implementation of Law No. 32/2004 on Regional Governments and Law No. 33/2004 on Financial

Balance between Central and Regional Governments has been rolling out in the regions. Many expectations are possible from the implementation of regional autonomy while there are also problems, challenges, and obstacles faced by the regions. The implementation of special autonomy by the central government to several provinces including Papua Province for the legality of special autonomy as stated in Law Number 21 of 2001 concerning Special Autonomy for Papua Province.

The development carried out from special autonomy in Jayapura Regency has not yet reached its target, in fact many projects built with Special Autonomy funds have been abandoned and cannot be functioned. Selpelrti infrastructure buildings can not be used. Likewise, traditional market buildings in a number of districts in Jayapura Regency are still abandoned. Many projects are not on target and traditional market buildings are left alone, without any benefit to the community, even market buildings built by the community do not know the purpose of the development. So that it only benefits the contractors who profit behind the implementation of the Special Autonomy project for Papua Province. Funds whose purpose is to serve the community in terms of maintaining infrastructure and improving the community's economy have not been implemented properly.

The Special Autonomy Fund is intended primarily for infrastructure development, in which case the provisions regarding the distribution of the Special Autonomy Fund and the management of the Special Autonomy Fund are stipulated through a Special Regional Regulation (Pelrdasus). After a long delay, Papua issued Pelrdasus No. 25/20138 which was later updated by Pelrdasus No. 13/2016,9 while West Papua issued Pelrdasus No. 2/2019.10 During the absence of Pelrdasus, the provisions related to the Special Autonomy Fund were implemented through Governor's Regulation (Pelrgub). In general, the distribution of Special Autonomy Funds by Papua can be divided into two parts. The first part is the use of Special Autonomy Funds intended to finance Cross-District Strategic Programs or Joint Affairs. The second part is the Special Autonomy Fund allocated to provincial and district/city governments with allocations that have undergone three changes, namely (a) the 2003-2005 model with allocations: provincial governments received 60 allocations and district/city governments 40 allocations, (b) the 2006-2012 model with allocations of 40% and 60%, and (c) since 2013 with allocations of 20% and 80%. In West Papua, based on Pelrdasus No. 2/2019, a 10% and 90% split applies, while previously a 30% and 70% split applied. The distribution of Special Autonomy Funds in increasingly larger portions to regencies/cities is carried out with the consideration that, in accordance with the mandate of the Papua Special Autonomy Law, the Papua Special Autonomy policy is aimed at reducing disparities between Papua Province and other provinces, improving the standard of living of the people in Papua Province, as well as providing opportunities for indigenous Papuans (OAP). District/city governments are assumed to be more deliberate and better informed about the conditions, circumstances, problems and needs of their citizens. Provincial governments, meanwhile, have the flexibility to carry out development monitoring and monitoring of the results of development carried out by kabupaten/kota.

There are still shortcomings in the policy aspects and implementation of the utilization of special autonomy funds. However, Kelmelntrian Dalam Nelgelri noted that the Papuan people, especially in Jayapura Regency, have felt the benefits of special autonomy funds. In this context, the author concludes that the large amount of special autonomy funds has not been maximized even though some Papuan people, especially in Jayapura Regency, have felt the impact. Therefore, if the funds are used to improve the welfare of the community, the author believes that the imbalance in the development of the Jayapura Regency region with other more developed regions can be reduced more quickly.

2. Research Methods

The research conducted is a qualitative research with a descriptive model. This research was conducted in Jayapura Regency related to the Evaluation of Special Autonomy Fund Policy in 2023 in the Infrastructure Sector in Jayapura Regency. The informants in this study consisted of the Regional Secretary of Jayapura Regency, the Head of the PUPR Office, the Infrastructure Development Section, and the community. In qualitative research, the main tool or instrument for data collection is human or the researcher himself by observing, questioning, listening, asking and collecting research data

(Arikunto, 2017; Moleong, 2013; Notoatmojo, 2010; Patton, 2002). Accordingly, the research utilized primary data sources and secondary data. According to Miles, Huberman and Saldana (2014: 31-33) in qualitative data analysis there are three streams of activity that occur simultaneously. Activities in data analysis, namely, Data Condensation, Data Display, and Conclusion Drawing / Elaborations.

3. Results and Discussion

3.1. Evaluation of Special Autonomy Fund Policy for Infrastructure in Jayapura Regency

Policy evaluation revealed by William N. Dunn which was translated by Winarno in his book entitled *Pelngantar Analisis Kebijakan Publik*, namely, Policy evaluation is in principle a process carried out to assess the performance of the resulting policy after the policy has been made and implemented, (Dunn 2003). In accordance with the definition of policy evaluation revealed by William N. Dunn above, Dunn describes several things about the criteria needed in the public policy evaluation process, namely "Effectiveness, Efficiency, Adequacy, Equity, and Responsiveness". (Dunn, 2003). Winarno (2014) states that evaluating the impact of a program or public policy requires the existence of a criteria to measure the success of the program or public policy. Analyzing the performance of the policy produces information on the criteria for evaluating the impact of public policy, namely as Effectiveness, Efficiency, Adequacy, Equality and Responsiveness (Dunn, 2003; Nugroho, 2014).

Autonomy comes from the Greek "autonomiel" which means auto is sendiri and nomos is law. So literally autonomy can be interpreted as the granting of rights and powers to organize and manage their own households to agencies, companies, and regions. Autonomy is the freedom to make your own decisions while respecting legislation. Autonomy is the freedom to organize one's own government in compliance with the law.

Regional autonomy is a policy of the government in granting rights, obligations, and freedoms to autonomous regions to manage and regulate their respective affairs in accordance with the laws stipulated. In the implementation of otonomi, apart from being based on a reference to the law, the provision of freedom to regions that are broader, real, and responsible is also an implementation of global demands that must be empowered, especially in utilizing, exploring, and regulating natural resources in their respective regions (Yulia, 2017). In this case, it is the Winarno model (2014). This theory explains that the criteria for policy evaluation are used to evaluate and analyze the 2023 Special Autonomy Fund Policy in the Infrastructure Sector, which at that time was implemented by the Jayapura Regency. After conducting research in the field, it can be seen that the results of the Special Autonomy Fund Policy Evaluation in the Infrastructure Sector in Jayapura Regency are as follows:

3.1.1. Effectiveness

Based on the results of the research, the achievement of the target of road construction activities can be achieved in accordance with the expected goals, the achievement of the target of road construction activities is quite felt, it has been seen that the results of the community whose roads have been repaired now have easy acceleration can feel good. In addition, the activity can also solve the social and economic crisis of the community because the community feels that the development policy is quite good. Thus, the community knows that the goals and objectives of the effectiveness of the implementation of infrastructure development activities in Jayapura Regency are consistent and sustainable. The implementation of road development activities, although not fully implemented, has at least achieved the target of the activities quite well and can deliver changes that are in line with community expectations. The result is that now the community can enjoy and access the road easily.

3.1.2. Efficiency

Based on the results of the research, the implementation of the road development policy program can run well and can be completed on time according to the planning. All parties involved in it establish a good cooperative relationship for the successful implementation of road construction activities as part of the government's program in overcoming the level of development that has occurred

in the community. The government's policy on road construction activities is that the budget used is derived from the special autonomy fund. In its implementation, the costs used for the telecommunications infrastructure development activities are in accordance with the commitments of the government. Basically, the funding provided by the government can optimally be sufficient, even if the road construction activities cannot be carried out completely. This is because the activity budget that has been allocated from the special autonomy fund in 2023 is very limited to be realized on the road construction activities.

3.1.3. Adequacy

Based on the results of the research, the existence of road construction activities, the community considers that this government policy is considered positive. Melrelka experienced a change in life that was satisfying because she could have convenience. Judging from the expression *melngelai kelpuasan telntunya* can significantly *melmbelrikan kelpuasan*, although living conditions are still far from the word *seljahtelra*. However, Melrelka is greatly helped by the road construction activities because they can connect roads between villages.

3.1.4. Equity

Based on the results of the research, the implementation of infrastructure development policies does bring benefits to the community. But on the other hand, based on the results of the observation, the researcher has asked about the benefits that have not been felt by the community, which has not fully enjoyed the road construction due to the limited budget allocation of the Jayapura Regency government. The Public Works Office as part of the implementation of infrastructure development activities in Jayapura Regency can pay attention to the requirements and procedures for planning and budgeting for development.

3.1.5. Responsiveness

Based on the results of the research, the implementation of infrastructure development activities in Jayapura Regency, responses from both the community and government agencies basically support the development activities because so far this government policy can provide good and positive results for the community. As for road construction activities, the government should facilitate the processing of applications proposed by the community. The results of interviews with informants support that the road construction policy should be adjusted according to the amount of data available, so that the acceleration of road completion for the community can be realized as a whole.

3.2. Problems Faced in Evaluating the Special Autonomy Fund Policy in the Infrastructure Sector in Jayapura Regency

The problems faced in evaluating the special autonomy fund policy in the infrastructure sector in the district of Jayapura Kahi (2010) are as follows:

3.2.1 Human Factors of Implementation

Based on the results of the research, the implementers tend to rely on other people, so if there is someone who can do it, the implementers have already charged the person, and this is a habit factor. But it is the influence of other people here that makes it easy or easy for the implementers. Look at how many officers are on standby here now. Understanding each other is crucial in carrying out the duties and responsibilities of each religious organization, which in turn allows them to work together and maximize their performance in accordance with existing regulations.

3.2.2. Space Factor

Based on the results of the research, what was difficult was that the funds did not arrive on time. In this case, the province told the kabupaten not to carry out the activities until the funds had been disbursed, but the kabupaten could not carry them out in the field. The province can wait for the funds to be

released if the province will not provide the training. Delays in the disbursement of funds from the central government hampered the activities of the Jayapura district government and affected the preparation of administrative reports, resulting in a lack of administrative order in the Jayapura district government.

3.2.3. Organizational and Management Factors

Organizational and management factors are needed so that regions can/are able to manage and maintain their own households. This is because good communication creates an atmosphere conducive to work. Based on the results of the research, poor communication has caused misunderstandings in the implementation of activities and a lack of cooperation between the organization and management.

4. Conclusion

The implementation of infrastructure development policies in Jayapura Regency is seen to have been well implemented, but not fully implemented. This is due to the overlapping regulations that form the basis for the implementation of village infrastructure development between the Central Government and the Local Government. Based on the Evaluation of the Special Autonomy Fund Policy on Infrastructure in Jayapura Regency, there are five criteria for evaluating policy according to Winarno (2014), namely Effectiveness, the achievement of the objectives of infrastructure development activities can reach the expected target, the achievement of the objectives of road development activities is quite achievable. Efficiency, the implementation of the development policy program is going well and can be completed on time according to the plan. Adequacy, in relation to road development activities, the community considers this government policy to be positive. Equality, infrastructure development policies provide benefits to the local community. Responsiveness, responses from the community and government agencies to the implementation of infrastructure development activities in Jayapura Regency basically support the development activities.

The problems encountered in the evaluation of the Special Autonomy Fund Policy in the Infrastructure Sector in Jayapura Regency are the Human Implementation Factor, the implementers tend to depend on others and if there are other people who can do it, the implementers have already charged the telrselbut person. The Financial Factor, in this case not to carry out the activity until the funds have been transferred, but this was not done in the field. Organizational and management factors, poor communication led to misunderstandings in the implementation of activities and a lack of cooperation between the organization and management.

Recommendations from the results of this research suggest that policy makers in implementing the special autonomy fund policy in the infrastructure sector are in line with the program objectives outlined by making significant reduction efforts by maximizing the service of the relevant agencies and offices in a sustainable manner. This effort is intended to improve the quality of planning and implementation of infrastructure development through capacity building and coordination of various stakeholders as well as the preparation of action plans for road maintenance in villages. Then, conduct a comprehensive survey in each area of Jayapura Regency to determine areas and beneficiary communities. This can be done by coming directly to the community areas that need government attention. Then, increase the amount of the special autonomy fund budget in the infrastructure sector so that the beneficiary communities can fairly enjoy the results of infrastructure development activities.

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