

# Persepsi masyarakat atas nilai pembebasan tanah untuk pembangunan jalan tol dan dampaknya dalam mekanisme pemanfaatan barang milik negara = Public perception of value of land acquisition for highway development and the impacts in utilization mechanism of state asset

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## Abstrak

### [<b>ABSTRAK</b><br>

Kendala utama yang dirasakan saat ini dalam melaksanakan pembangunan infrastruktur di Indonesia, khususnya berupa jalan tol, adalah sulitnya pelaksanaan pembebasan tanah. Pembebasan tanah yang menjadi tanggung jawab pemerintah, pada banyak kasus, masih sulit mendapatkan kesepakatan nilai pembebasan dengan masyarakat. Masyarakat memiliki persepsi nilai pembebasan yang tinggi, diatas nilai tanah yang dipegang pemerintah dari hasil penilaian oleh penilai profesional. Penelitian ini bermaksud untuk mengetahui faktor-faktor yang mempengaruhi persepsi masyarakat mengenai nilai pembebasan tanah, yang meliputi faktor nilai tanah, kerugian lain yang dipertimbangkan masyarakat untuk juga diganti rugi, dan pengaruh dari beberapa kebijakan pembebasan tanah yang diterapkan pemerintah saat ini. Penelitian ini menggunakan media kuesioner sebagai alat pengumpulan data persetujuan responden terhadap pernyataan-pernyataan yang diberikan mengenai masalah yang diteliti. Responden penelitian ini adalah para petugas pemerintah yang langsung berhubungan dengan masyarakat dalam proses negosiasi nilai. Sebagai pembanding juga diambil responden dari masyarakat pemilik tanah yang akan dibebaskan. Hasil penelitian, baik dengan responden petugas pemerintah maupun masyarakat pemilik tanah, memperlihatkan bahwa terdapat 11 faktor yang mempengaruhi nilai tanah, terdapat 5 jenis kerugian lain yang juga diminta masyarakat untuk diganti rugi dan ada 3 kebijakan pemerintah mengenai pembebasan tanah yang dapat memicu aksi spekulasi masyarakat. Dari penelitian ini juga terlihat bahwa nilai yang ditetapkan oleh pemerintah, tidak menjadi faktor yang mempengaruhi persepsi masyarakat atas nilai tanahnya. Selanjutnya, karena tanah yang dibebaskan masuk dalam pengertian Barang Milik Negara (BMN), maka penelitian ini juga melakukan simulasi untuk mengetahui dampak peningkatan nilai pembebasan tanah dalam mekanisme pemanfaatan Barang Milik Negara berupa Kerjasama Pemanfaatan, yang mensyaratkan kewajiban pembayaran kontribusi tetap dan pembagian keuntungan dari pengelola jalan tol. Hasil simulasi memperlihatkan bahwa kenaikan nilai pembebasan tanah akan menyebabkan turunnya kelayakan jalan tol bagi perusahaan pengelola jalan tol. Untuk itu, pemerintah harus menurunkan, bahkan pada tingkat tertentu harus menghapuskan kewajiban pembayaran kontribusi tetap dan pembagian keuntungan

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### <b>ABSTRACT</b><br>

The main constraint is felt today in implementing infrastructure development in Indonesia, particularly in the form of toll roads, is the difficulty of implementation of land acquisition. Land acquisition which is the responsibility of the government, in many cases, it is still difficult to get a deal value of land acquisition by the public. The public has a perception of high value land acquisition, over the value of land held by the government of the results of the assessment by a professional appraiser. This study

intends to determine the factors that influence people's perception of the value of land acquisition, which includes the land value factors, other losses are considered public to also be compensated, and the influence of some land acquisition policies applied by the government today. This study uses media as a means of collecting data questionnaire respondents consent to the statements given regarding the issues examined. Respondents are government officials who directly related to the public in the negotiation process value. For comparison also taken the respondents from land owners. Results of the study, both with government officials and land owners respondents, shows that there are 11 factors that affect the value of the land, there are five other types of losses also prompted people to be compensated and there are 3 government policy on land acquisition that could trigger public speculation. This research also shows that the value set by the government as NJOP and ZNT, do not be a factor influencing the public perception of the value of the land. Furthermore, because the released land included in the definition of State Assets (BMN), this research also perform simulations to determine the impact of the increase in the value of land acquisition in the mechanism of utilization of the State Assets Utilization form of cooperation. This mechanism requires a fixed contribution and profit sharing of the company operating the toll road as a user of the land to the government. Simulations carried out to see the level of financial feasibility of the toll road to the toll road, if the increased value of land acquisition, and what level of contribution of fixed and profit sharing that can be applied to the government in order to remain eligible for the toll road toll road operators. The simulation results showed that the increase in the value of land acquisition will cause a drop in eligibility for the toll road toll road management company. In order to remain eligible for the toll road toll road operating company, then the government should be lowered, even at a certain level should abolish the obligation to pay fixed contributions and profit sharing.;The main constraint is felt today in implementing infrastructure development in

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