

ABSTRACT

The concept of smart city development in public services is currently being developed in the world, but due to the high cost of development, many are not maximized both in terms of infrastructure and programs that will be run. Therefore the need for a comprehensive breakthrough in the development of the concept of smart city. This is done to improve the service accountable, transparent to the community. With the better service to the public, the concept of smart city will really materialize. Through autonomous authority, the region is also required to be able to innovate in improving public services in its territory.

This experiment describe for implementation of cooperation with private parties (public private partnership). Particularly in autonomous regions at the district / city level. Four cooperation schemes that can support the acceleration of smart city development in the area of BOT, BLT, BOO and CAO. The scheme of cooperation is evaluated through the assessment of perspectives and stakeholder analysis. The stakeholder group is divided into two, namely the executive and the legislature. the each group received the same question through the questionnaire. Questions given to stakeholders are assessments by providing a ranking to the four patterns of cooperation, then processed and analyzed using borda count method and stakeholder analysis.

This study shows that the most effective cooperation scheme of smart city development in regency / municipality is build lease transfer (BLT). Stakeholder assessment shows that BLT is considered capable of realizing sustainable city smart for the community, in terms of six kretria of Infrastructure networks, Traffic networks, Regulatory networks, Communications networks, Auxiliary services networks, Skills networks. Based on the stakeholder segmentation between the executive and legislative groups, there is little difference in the perspective of the preferred public-partnership scheme. That is, the agency will evolve in accordance with the development of available resources and regional capabilities. This study shows that policies between government / related agencies can have a good impact on service to the community.

Keywords: smart city, public private partnership, policy, stakeholders

INTISARI

Konsep pengembangan *smart city* dalam pelayanan publik saat ini sedang banyak dikembangkan di dunia, namun karena mahalnnya pembiayaan dalam pengembangannya, banyak yang tidak maksimal baik dari segi infrastruktur dan program-program yang akan di jalankan. Oleh karena itu perlu adanya terobosan komprehensif dalam pengembangan konsep smart city. Hal tersebut dilakukan untuk meningkatkan pelayanan yang akuntabel, transparan kepada masyarakat. Dengan semakin baiknya pelayanan kepada masyarakat, maka konsep dari kota cerdas akan benar-benar terwujud. Melalui kewenangan otonomi, daerah juga dituntut untuk mampu berinovasi dalam meningkatkan pelayanan publik di wilayahnya.

Penelitian ini bertujuan untuk mendeskripsikan implementasi kebijakan kerja sama dengan pihak swasta (*public private partnership*). Khususnya di daerah otonomi setingkat kabupaten/kota. Empat skema kerjasama yang bisa mendukung percepatan pengembangan smart city di daerah yakni BOT, BLT, BOO dan CAO. Skema kerjasama tersebut dievaluasi melalui penilaian persepektif dan analisis pemangku kepentingan/*stakeholders*. Kelompok pemangku kepentingan di bagi menjadi dua, yakni eksekutif dan legislatif. Masing-masing kelompok menerima pertanyaan yang sama melalui kuisioner. Pertanyaan yang diberikan kepada *stakeholder* adalah penilaian dengan memberikan prangkingan kepada empat pola kerjasama tersebut, kemudian diolah dan dianalisis menggunakan metode *borda count* dan analisis *stakeholders*.

Studi ini menunjukkan bahwa skema kerjasama pengembangan *smart city* di daerah kabupaten/kota yang paling sesuai adalah *build lease transfer* (BLT). Penilaian *stakeholder* menunjukkan bahwa BLT di anggap mampu mewujudkan *smart city* yang berkelanjutan bagi masyarakat, ditinjau dari enam kretria *Infrastructure networks, Traffic networks, Regulatory networks, Communications networks, Auxiliary services networks, Skills networks*. Berdasarkan segmentasi *stakeholder* antara kelompok eksekutif dan legislatif tidak terlalu terjadi perbedaan persepektif pilihan skema kerjasama (*public private partnership*). Artinya, lembaga tersebut akan berevolusi sesuai dengan perkembangan sumberdaya dan kemampuan daerah yang tersedia. Studi ini menunjukkan bahwa kebijakan antara pemerintah/instansi terkait dapat berdampak baik terhadap pelayanan kepada masyarakat.

Kata kunci: *smart city, public private partnership, kebijakan, stakeholders*