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INTERNATIONAL JOURNAL OF ADVANCED RESEARCH (IJAR)

Article DOI: 10.21474/IJAR01/10516

DOI URL: <http://dx.doi.org/10.21474/IJAR01/10516>



RESEARCH ARTICLE

RECONSTRUCTION OF JEPARA REGIONAL GOVERNMENT POLICY IN PUBLIC SERVICES IN INFRASTRUCTURE BASED ON JUSTICE VALUE

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Manuscript Info

Manuscript History

Received: 15 December 2019

Final Accepted: 18 January 2020

Published: February 2020

Key words:-

Policy Reconstruction, Public Service,
Justice Value

Abstract

Public services in infrastructure by the Regional Government of Jepara Regency in efforts to develop infrastructure in Jepara Regency have not been very effective. Based on this, the authors feel the need to examine why the Regional Government Policy in Public Services in the field of infrastructure in Indonesia is not yet based on Justice and How is the reconstruction of the Regional Government Policy in Public Services in Infrastructure in Indonesia Based on Justice. The study was done using the constructivism paradigm and the type of research is a qualitative study with a socio-legal approach. Research shows that the causes of Regional Government Policy in Public Services in the field of infrastructure in Indonesia at this time are not yet based on Justice caused by various factors, while those factors are normative factors which consist of problems of disharmony between one article with another as well as between articles with considerations and between the article with the explanation of attachment to V related to zoning of the allotment of the area in Regional Regulation Number 2 of 2011 as well as issues of APBD policies that still do not focus on compulsory basic services in the field of infrastructure in accordance with the mandate of Law number 23 of 2014 concerning Regional Government which results in the development of regional priority scale become obstructed. In addition to the normative factors there are also sociological factors in the form of ineffective coordination between related agencies in various fields and also a lack of harmony between the interests of the Regional Government and the political interests of the Regional Representative Council (DPRD) of Jepara Regency, in addition to these there are also factors in the form of a lack of technical personnel and facilities and pre-facilities for Public Works and Spatial Planning. Therefore, the Jepara Regency Spatial Planning (RDTR) Detailed Spatial Planning (RDTR) and the related policies for interagency institutions need to be created and also creates a partnership system in the field of public services in the field of infrastructure and spatial planning in Jepara, especially the development of Article 4 and Article 61 of the Regional Regulation of Jepara Regency Number 2 of 2011 concerning the Jepara Regency RTRW, as well as Article 2 of the Regent's Regulation Number 46 of 2015 and Article 2 paragraph (2) of the Regent's Regulation of Jepara Number 41 of 2017.

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Introduction:-

Pancasila has mandates that the Government of Indonesia must be the party that equitably provides welfare for the community, the infrastructure problem in Jepara Regency shows other facts that can be found in the data description above. This proves that the Pancasila mandate for the welfare of the community fairly is not created properly. The Constitution in fact also provides various mandates to the Government, that the State is obliged to serve every citizen and resident to fulfill their basic rights and needs in the framework of public services, including the issue of public services in the infrastructure sector for the welfare of the community as implied in Article 27 paragraph (2), 28 A, Article 28 C, Article 33 paragraph (3), and Article 34 of the 1945 Constitution of the Republic of Indonesia which explicitly requires each Government to provide welfare to its people.

Article 12 paragraph (1) of Law Number 23 Year 2014 concerning Regional Government clearly states that Public Works and Spatial Planning are the Obligatory Affairs of Basic Services which are also stated in the Regional Regulation of Jepara Regency Number 2 of 2018 concerning Regional Medium Term Development Plans (RPJMD) Jepara Regency in 2017 - 2022. Hampering infrastructure development in Jepara Regency other than not in accordance with the mandate of the Republic of Indonesia Constitution, Law Number 23 of 2014 concerning Regional Government, Law Number 25 of 2009 concerning Public Services, Jepara Regency Regional Regulation Number 2 of 2018 concerning The Regional Medium-Term Development Plan (RPJMD) of Jepara Regency in 2017-2022, also caused public unrest and dissatisfaction that was unable to increase, even just to meet family needs, which was caused by inadequate public facilities, especially in communities throughout the village and fishermen who were not can develop their economic activities due to the lack of public facilities they really need including road facilities which are the basic facilities needed.

The available data shows that the main problem lies in the budget that is far from the need to carry out infrastructure development in Jepara Regency. The issue of infrastructure development budget in Jepara Regency symbolically also shows the effectiveness of public services in infrastructure by the Regional Government of Jepara Regency in the efforts of infrastructure development in Jepara Regency that have not been very effective.

Based on the background description above, as well as efforts to find out about solving problems related to Local Government policies in Public Services in the field of infrastructure, the authors examine and study this phenomenon with the main problem as follows:

1. Why are The Regional Government Policy on Public Service in the field of infrastructure in Indonesia currently are not just ?
2. What are the reconstruction of Local Government Policy in Public Services in the field of Infrastructure in Indonesia based on Justice-Value ?

Method of Research:-

The paradigm that is used in the research this is the paradigm of constructivism which is the antithesis of the understanding that lay observation and objectivity in finding a reality or science knowledge. Paradigm also looked at the science of social as an analysis of systematic against Socially Meaningful Action through observation directly and in detail to the problem analyzed.

The research in writing this dissertation is a qualitative research . Writing aims to provide a description of a society or a certain group of people or a description of a symptom or between two or more symptoms.

Approach (approach) the research is to use the approach of Socio-Legal , which is based on the norms of law and the theory of the existing legal enforceability of a sociological viewpoint as interpretation or interpretation .

As for the source of research used in this study are :

1. Primary Data, is data obtained from information and information from respondents directly obtained through interviews and literature studies.
2. Secondary Data, is an indirect source that is able to provide additional and reinforcement of research data. Sources of secondary data in the form of: Primary Legal Material and Secondary Legal Materials and Tertiary Legal Material.

In this study, researchers used data collection techniques, namely literature study, interviews and documentation. In this study, the researcher is a key instrument that is the researcher himself who plans, collects, and interprets the data. Qualitative data analysis is the process of searching for, and systematically compiling data obtained from interviews, field notes and documentation by organizing data into categories, describing it into units, synthesizing, compiling into patterns, selecting important names and what will be studied and make conclusions.

Research Result and Discussion:-

Reason Why The Regional Government Policy On Public Service In The Field Of Infrastructure In Indonesia Currently Are Not Just

The reason why Local Government Policies in Public Services in the field of infrastructure in Indonesia is currently not based on Justice Value is because when viewed in terms of policy implementation, there are problems in implementing infrastructure development policies, like in Jepara Regency as based on the results of research conducted by the author are due to the following reasons :

Human Resources

When looking at various problems in the institutions related to the four infrastructure sectors in Jepara Regency, it can be seen that there are several technical issues in the form of:

Bina Marga Field

The next issue is the Department of Highways (Bina Marga) in Jepara Regency. The role of Department of Highways focuses on development planning, construction implementation and infrastructure maintenance. In the Field of Highways as we know it has the task of planning, fostering, carrying out construction, maintaining, improving and overseeing the administration of roads and bridges of the district and village.

The stages of road infrastructure development by the Highways of Jepara Regency are as follows:

Infrastructure Development Planning

In order to carry out its functions, Department of Highways has its own work standard, while the stages in making infrastructure development planning carried out by the Directorate General of Highways are such as submitting proposals from the community at the RT, Kelurahan, and Kecamatan levels which are then discussed in MUSREMBANG and then taken to the Department of Highways Agency, Irrigation and Spatial Planning are then submitted by the Department of Highways Office to BAPPEDA and then from BAPPEDA brought to the DPRD and Regional Secretary. After being agreed by various related parties such as BAPPEDA, Regional Secretary, DPRD and others, and stated in the RKA (Budget Activity Plan) after all agreed to begin procurement / direct appointment of the planning consultant, after that the planning assistance stages are carried out by the consultant planners and after approval by the assistance / verification team of the Department of Highways, Irrigation and Spatial Planning can be in motion.

Implementation of Road Infrastructure Development

The form of implementation of development carried out by the Directorate General of Highways is the improvement / construction of roads and bridges, road improvement can be interpreted as existing roads rebuilt to improve the quality of existing roads while road construction is the construction which initially did not exist into being done by doing it road infrastructure development, and roads that are built are Regency roads and the environment.

The steps taken by the Department of Highways, Irrigation and Spatial Planning in carrying out development activities are by conducting a tender / procurement of contractor implementation, auctions that are carried out in the Field of Highways to get the winner of a tender or a development project where the winner must be ready to carry out development activities based on SPMK (Work Commence Letter), where the contractor will carry out road construction, the contractor must be able to carry out activities based on the plan and schedule that has been agreed in accordance with the work contract so that the construction can be on time. In addition to the contractor there must be a supervisor, namely a supervisory consultant and several parties from the Office of Highways, Irrigation and Spatial Planning so that the implementation of development can be more directed.

However, in the implementation of development, the location of the development can be a supporting factor and at the same time can also be a limiting factor, where the location that becomes a supporter in infrastructure development, for example, roads, if the road is dry and not rainy will facilitate the development implementers in carrying out the road construction program, where if the road is dry in works such as hardening and piling up soil with mountain rocks before paving the road, with a dry road and no rain will make the newly paved road or cement will quickly harden.

Infrastructure Maintenance

Road maintenance is carried out by the Department of Highways, Irrigation and Spatial Planning, namely repairing damaged roads by patching potholes, as well as total rehabilitation of badly damaged roads "while when maintenance is carried out" after the work is completed and the maintenance is carried out continuously. Infrastructure maintenance requires a large budget such as road maintenance costs, which is 90-160 million / meter. Another problem owned by Jepara Highways is the lack of field personnel, this is in line with the submission from the Head of the Public Works Office of Jepara Regency. This is also evidenced by the fact that the Jepara Regency Public Works Agency does not have a definite database related to the number of damaged roads and the number of roads that have been developed and maintained as well as the types of road damage that have become the hallmark of issues of livelihoods in Jepara Regency.

Cipta Karya Field

In this field, the problem faced is the many facts in the community that buildings that have residential, health and office functions that are the duties of the Cipta Karya Office of Jepara Regency suffer a lot of damage in the short term, meaning that the construction of the building is not based on a well-developed plan and good quality work so that many people are disadvantaged for example sanitation problems that have not been aged one year have leaked and smelled unpleasant, this is because the quality of performance and performance plans are not good, besides that there is no good coordination between villagers, village leaders and heads villages with the Cipta Karya Office have resulted in the Cipta Karya program being not well targeted and effective, this has been explained above in the case in Jepara's Petekean Village. Besides the absence of a master plan related to the work plan by the Cipta Karya Office, things like this show that the quality of the Human Resources Office of Cipta Karya and its budget need to be reviewed. Besides that, there are other problems in the form of community carrying capacity in understanding the work program of the Cipta Karya Office resulting in the absence of community participation to take care of the facilities and infrastructure that have been built, resulting in the program from Cipta Karya being hampered. there are 11 (eleven) villages included in the proper sanitation program but only 10 (ten) households have been implemented.

Irrigation Field

It has been explained before that the development in the water sector has been explained before. The problem lies in the problem of construction of facilities and pre-facilities that are not concurrent with efforts to preserve water quality so that what happens is that the facilities and pre-watering facilities are quite good but river water for example experiences a lot of pollution and is not worth consumption. This shows the existence of a team of experts in the field of quality control of water hygiene.

Zoning Field

In this field, the lack of human resources can be seen by not including or accommodating aspects of investment growth and other economic sector growth in Perda No. 2/2011 and the absence of RDTRs and technical maps supporting the implementation of the existing RTRW. This has an impact on overlapping zoning issues and tends not to support investment growth in Jepara Regency. In addition there is an overlap related to the arrangement of areas which are mostly located in the same area but are intended for different functions namely settlements, agriculture, cultivation, strategic economy and industrial centers resulting in potential problems of waste, damage to residential access roads that will be more quickly damaged and health and economic problems that depend on nature.

Budget Sector:

It has been explained previously that Hartoyo as a staff of the Jepara Regency's Bina Marga Office shows that the Jepara Regency APBD in 2016 was Rp. 93,000,000,000 and assistance from the Province of Rp. 25,144,000,000 and the Special Allocation Fund from the central government in the amount of Rp. 24,210,000,000, - so that the total budget is Rp. 142,354,000,000. If the expenses for developing and maintaining roads is Rp.292,694,762,000, - then the amount of deficiency in the field of public relations is Rp.150,340,762,000. This shows that the construction and maintenance of roads in Jepara Regency each year experiences a buildup of costs which will be allocated next year. This is also a dilemma when each year maintenance costs and the number of damaged roads increase, coupled with the number of Jepara Regency APBDs that is not yet stable due to PAD that cannot increase properly, which is around 03% of the existing APBD. In the Bina Marga sector there are other sectors which are also very urgent to develop in order to prepare for the progress of the Jepara area, namely Cipta Karya and Settlement of as much as 3,000,000,000, - yet only gets a Special Allocation Fund of Rp. 2,000,000,000, - this sector can only expect funding

funding from DAK due to the regional head's policy of leveling out expenditure for all sectors, both priority sectors and not impacting on the issue of the duration of the construction of strategic infrastructure which is supporting public services in Jepara Regency. This is compounded by a low PAD but every year it does not increase due to the small number of investors due to the RTRW zoning problem which complicates licensing and insufficient road access for goods distribution.

Coordination between each Agency:

When looking at overlapping regulations between various sectors in Jepara Regency, it is clear that there is no good coordination system between elements related to infrastructure development in Jepara, this problem can be seen by the fact that:

With the overlapping zoning and designation issues as well as the function of the area in Regional Regulation No. 2 of 2011 has resulted in the Regional Licensing and Investment Service Office experiencing difficulties in granting licenses to investors in Jepara Regency, this shows that between the Spatial Planning Office and the Licensing Office and Regional Capital Investment in Jepara Regency does not coordinate related to investment climate growth issues in Jepara Regency, so that what happens in this problem there are two paradigms, namely that the Spatial Planning Office has an environmental paradigm and the Regional Investment and Licensing Office has a investment growth paradigm.

Between the Cipta Karya Agency and the Village Head related to the construction and maintenance of public facilities and pre-facilities, for example the problem of sanitation facilities and pre-facilities that experience low usability and low building durability issues and lead to odor waste which also affects public health At the local level, this issue also shows a lack of good coordination between elements related to infrastructure development in Jepara Regency. This is due to the absence of clear socialization between the Cipta Karya Department of Jepara Regency and the community as well as the existence of two paradigms namely the Cipta Karya paradigm which only pursues the target of implementing work programs without regard to the care sector and infrastructure that has been built and the community paradigm that is built. assuming that the community does not have a budget for both maintenance and wage budgets for nursing staff facilities and pre-workshop facilities and settlements, so that it leads to problems of inaccuracy, inaccuracy, and inadequacy of facilities and infrastructure for a long time so that it leads to problems of waste and inadequacy of habitation for the community at large. In addition, the Cipta Karya and Settlement Agency also does not have an adequate database related to data on livable houses, the number of sanitation facilities and pre-existing sanitation facilities that have been damaged.

The disharmony was also captured by the writer when he saw the problem of the road. It has been explained above related to road damage. The Department of Transportation stated that the durability of the Jepara Regency road to heavy vehicle tonnage as a consequence of climate distribution growth and the operation of the power plant in Jepara Regency was not appropriate due to vehicle tonnage load weight of 120 tons while the road in Jepara is only able to hold 115 tons, in contrast to the Transportation Agency, the DGH believes that road damage occurs due to the lack of the Transportation Agency's role in controlling the tonnage load that exceeds the KIR size of the vehicle so it impacts on the capacity issue tonnage that crosses the line. Based on the data above, it is clear that the bureaucratic system in terms of basic services in Jepara Regency is still in the pre-bureaucratic phase in accordance with the opinion of Nonet and Selznick which the bureaucratic model is still not organized and is still traditional, meaning that all policies are based on the orders of the bureaucratic elite in the Jepara is not based on a professional performance goal.

People's Support Factor: Based on an interview with Jafar as Chairperson of Commission D of the Regional Representative Council of Jepara Regency, in November 2017, took place in the Commission D Room of the Regional Representatives Council of Jepara, Jalan Pemuda No. 106 Jepara, explained that: When you see the problematic RTRW in the zoning and regional allotment sector, and there has never been sufficient socialization related to the Jepara RTRW to the people of Jepara, it is clear that various problems will occur as he explained above, which consists of licensing issues, area designation issues not on target, the problem of waste, the problem of damage to facilities and road infrastructure and then leads to environmental, economic and welfare issues. So of course the Jepara community both native and migrant communities domiciled in Jepara, both the middle to lower economic community until the community who are investors will not support the existence of Perda Number 2 of 2011. Besides the fact of the lack of people's involvement in discussing infrastructure development policies and their implementation, many public services in Jepara experienced obstacles due to the lack of carrying capacity of the community, especially in the field of engineering and settlements as well as in the field of irrigation which directly

touched the community. This means that there is a discrepancy between the problems of the community in the field of public services and the ideas accommodated by the bureaucrats of Jepara in formulating policies and implementing policies in the community. And also can create a mindset that tends to violate existing provisions, this can be seen in the problem of violations of the spatial layout of Jepara Regency by business people, according to environmental observers in Jepara there are 21.8% violations of the RTRW provisions. there is a trend that the RTRW follows the wrong habits of entrepreneurs or investors.

All the factors explained above are basically influenced by social-personal forces which are mostly caused by bageting problems in the economic sector and repressive political will systems that result in the partialisation of the system, performance methods, goals and even the parsialisation of the power of power from each bureaucrat base for public service development in Jepara Regency. In the political will system, it is clearly seen by unilaterally determining the amount of the budget for supporting public service infrastructure development in Jepara by the Regional Head of Jepara as explained above.

Parson said that politics had to do with power and authority. His job is the utilization of power and authority to achieve goals. Whereas economics refers to the material resources needed to support the system. The task of the economic sub-system is to carry out the function of adaptation in the form of the ability to master the facilities and facilities for system needs. This resulted in the law not being able to coordinate between existing sub-systems and result in issues of inequality both at the level of regulation, implementation of regulations to the level between agencies.

In addition to the various factors above, there are also other factors that influence the issue of infrastructure development in Jepara Regency, namely the ambiguity factor of Regional Law No. 2/2011 related to the distribution of location or zoning functions as explained above. Dickerson stated that:

Legal drafting is crystallization and expression in definitive form of legal right, privilege, function, duty or status. It is the development and preparation of legal instruments such us cnstitutions, statutes, regulations, ordinances, contracts, will, convergences, indentures, trust an leases.

Based on the opinion of Dickerson, it is seen that the concept and language have an important position in the formulation, manufacture and implementation of a legal regulation. Louis Althusser states that every society can voluntarily follow a situation that is wrong even because of the influence of other people who make the point of view of those who do something out of that influence naturally and logically natural. Besides being able to change one's perspective, language can also affect one's thinking. The use of a type of language to explain or describe or present an intention which can then change one's perception of the reality being presented.

So it can be concluded that the words with the use of a language will affect one's perception in interpreting a reality including the interpretation of a legal policy. This is also supported by the view of Wering which states that basically the problem of a person's perception of a problem or a concept can be influenced by language including the problem and concept of legal policy. Based on the opinion, language in Regional Regulation No. 2 of 2011 should have a correlation between languages in an article or language language in a different but interrelated article and has a clear meaning that does not contain ambiguity or ambiguity of meaning which results in legal overlap as related to the problem zoning in Regional Regulation Number 2 of 2011.

The Reconstruction Of Local Government Policy In Public Services In The Field Of Infrastructure In Indonesia Based On Justice-Value

Reconstruction of the Regional Government Regulation of Jepara Regency related to public services in the field of infrastructure as stipulated in the Regional Regulation of Jepara Regency No. 2 of 2011 concerning the Regional Spatial Planning (RTRW) of Jepara Regency as presented by the authors are based on the principle of Maqasid Al Syariah, Pancasila 5th Precepts, Article 27 paragraph (2), 28 A, Article 28 C, Article 33 paragraph (3), and Article 34 of the 1945 Constitution of the Republic of Indonesia, Article 12 paragraph (1) of Law Number 23 of 2014, Law of Number 25 of 2009, Law of Number 26 of 2007, and Law of Number 30 of 2014, Law Number 41 Year 2009, Government Regulation Number 26 Year 2008, Government Regulation Number 46 Year 2016, Central Java Provincial Regulation Number 6 Year 2010, and Jepara Regency Regional Regulation concerning the Regional Medium-Term Development Plan (RPJMD) of Jepara Regency in 2017- 2022. In addition to making the latest Jepara Regency RTRW policy, it is also necessary to make a Jepara Regency Spatial Detailed Design (RDTR) as well as Policies related to coordination between related institutions and also create a partnership system in the field of public services in infrastructure and spatial planning in Jepara Regency, specifically the development of Article 4

and Article 61 Jepara Regency Regulation Number 2 Year 2011 Regarding Jepara Regency RTRW, and Article 2 Regent Regulation Number 46 Year 2015 and Article 2 paragraph (2) Jepara Regency Regent Regulation Number 41 Year 2017.

In order for the reconstruction of the law to be achieved, reconstruction in the managerial (structural) sector, in other words the party that enforces the law, must also be carried out. The managerial reconstruction was carried out with a number of things, as for the aforementioned several things are:

1. Communication, namely the delivery of ideas, ideas and news to other parties for cooperation in achieving goals;
2. Recording activities, namely activities related to recording all activities in the relevant secretariat;
3. Reproduction is an important document-doubling activity;
4. Documentation, namely activities in the form of archiving data with certain methods making it easier to find certain data;
5. And create a master plan in planning to the implementation of regional development programs.

In addition to this in terms of human resources, the need for the implementation of fundamental changes, John Sullivan stated that the requirements for obtaining a good legal policy, the implementer must rely on three things, namely:

Well Motivation:

Well Motivation One must see the motivation of someone to devote himself as a legal policy maker and legal policy implementer. From the beginning, a prospective legal policy maker and implementer must know and be motivated that being a matter of implementing legal policy is a challenge as well as a difficult task. In this case, each related institution and stakeholders should be able to synergize, not unpredictable in carrying out regional infrastructure development, so it is necessary to synchronize the motivation for related bureaucrats and stakeholders, while synchronizing the motivation is through the implementation of Jepara infrastructure development policies based on the 5th principle of Pancasila, Article 28 A, Article 28 C, and Article 33 paragraph (3) of the 1945 Constitution of the Unitary State of the Republic of Indonesia, Law Number 23 of 2014, Law Number 25 of 2009, Law Number 30 Year 2014, Law Number 26 Year 2007, Government Regulation Number 26 Year 2008, and Central Java Provincial Regulation Number 6 Year 2010. In addition, infrastructure development motivation must also be in sync with social justice in Jepara Regency.

Well Education:

Well Education, means that a legal policy maker and legal policy implementer should meet certain educational standards. So that in addition to formal education other education is also needed related to knowledge of the law and knowledge of good infrastructure. In this case adequate education is also needed for the community related to knowledge about basic services through socialization or discussion between elements of bureaucrats, the community and other interested parties related to infrastructure development and basic services in Jepara Regency so that the public will understand various related provisions as examples of the community by socialization The existing RTRW will understand the importance of spatial planning, zoning of regional designation and environmental preservation so that people in the lower middle class will be able to support the implementation of the new RTRW law and communities at the entrepreneur level will also be able to follow the recommendations of the Regional Planning Agency and BKPRD related to licensing based on the existing RTRW.

Well Salary:

Well Salary, means that the salary of a legal policy maker and legal policy implementer must be considered so that in carrying out its duties the law policy maker and legal policy implementer can carry it out properly, the legal policy makers and law policy implementers are not charged with the costs to carry out their duties. So as far as possible avoid legal policy makers and law policy implementers with the dilemma that is the small salary and lack of operational funds that make law enforcement losers.

In addition to the above matters, in the formulation and implementation of the new Jepara Regency RTRW, it needs to be based on aspects of a spatially economic approach. Economic spatial means the determination of spatial views from the aspect of economic growth. So that spatial planning is seen more in studies related to the production and distribution of goods and services as well as in terms of interactions between regions that can accelerate economic growth. In this spatial aspect of the economy there are a number of points that must be considered, that is:

Synchronizing The Zoning with the Issue of Goods Distribution Costs:

This issue is an important issue in economic activities, especially in the agricultural and mining sectors, this is because the problem of the cost of distribution of goods is an activity that can not be separated from the calculation of production activities, in the agricultural and mining sector most of the raw materials and the production of goods are heavy goods that are requires large costs and attention in the highways sector which is also important. This is because the burden of vehicles in the process of distribution of goods in the mining sector and Agricultural often results in damage to roads so it needs to be designated in detail locations intended as agricultural and mining areas which are certainly not close to settlements, downtown and trade areas of goods and services and tourism area that requires good and smooth road access. In the problem of road damage in Jepara Regency as explained above it can be seen that the PLTU area has had an impact on road damage due to vehicle tonnage that exceeds the capacity of road loads in Jepara Regency. So it is necessary to determine the method of development and maintenance of roads on a special scale for roads that become distribution access to PLTU activities in Jepara Regency.

Synchronization of Zoning with the Problem of Wage Costs for Human Resources for Labor:

Each region in Jepara Regency in its development has a society that has varying economic levels, this is due to the different composition of economic development and inflation activities in various regions. In Jepara Regency the overlapping zoning of the area designation results in a gap in the economic capacity sector between the community of factory workers and / or industries both large and small and medium scale and those who have a profession as farmers. This problem is exacerbated by the existence of a monopoly on a land that has many important functions that can directly or cannot affect the disruption of agricultural activities due to the close distance between industrial and agricultural areas. This problem then raises a new problem that is related to differences in people's income far.

The problem of differences in the level of community income occurs because in an area there are two models of people who live and develop with different cultures caused in an area there are two terminology of the form of the region namely industrial areas with urban and developed communities with agricultural areas that are still traditional and in the process of development. In urban communities that have advanced patterns of economic activity and productivity are very high, while in traditional societies which are largely dependent on agriculture, patterns of economic activity and creativity and competitiveness can still be said to be low. As a result of this in one region in Jepara Regency there will be two population models with different economic cultures and regional development concepts. In this issue, areas with traditional inhabitants will be controlled by large investors who have a modern culture with a pattern of economic activity and high productivity, this is because traditionally populated areas of farmers will find it difficult to compete and impact on weak economic levels and lead to land prices and wage costs low labor also makes it easy to be controlled by modern society with large capital, on this issue the population of traditional farmers has great potential to become a society that will lose its land and livelihoods which can also impact on high poverty rates and high social inequalities as well. Then it is necessary to set clearly and in detail about the allotment of areas in various Districts in Jepara Regency and the control and equitable distribution of workers' wages and the daily living costs of the community.

Synchronizing Zoning with the Issue of the Advantages of Agglomeration:

The benefits of agglomeration can be obtained when economic activities can be related to one another and concentrated in one particular place, this linkage includes raw materials and markets. If the market area and the area where the raw material is located and the area of production are scattered, it can have an impact on the small value of the benefits of agglomeration. The benefits of agglomeration can be seen in three forms, that is:

1. Large-scale profits that can occur if in a company location has a raw material producing area, production area, and market area. Usually profits are measured in terms of decreasing average production costs when located at an industry concentration.
2. Localization benefits obtained in the form of a reduction or savings in transportation costs for both raw materials and production results which can occur when the raw material producing area, production area and market area are contained within a single industrial estate construction. Benefits due to the use of facilities at the same time, for example the use of electricity, warehouses, transport fleets, water, and other infrastructure together..
3. Based on this aspect, the existing Jepara Regency's RTRW policy must be able to coordinate industrial zones, trade in goods and services and mining areas as well as the area of raw material supplier of a product so that the benefits of agglomeration are achieved and have a positive effect on the industrial world tax for Jepara Regency.

Synchronizing Zoning with Demand Concentration Issues:

In this case, location selection is more focused on places where there is a large concentration of consumer demand, this will be able to reduce marketing costs that must be spent by a company.

Concentration of demand between regions is in fact common to business problems in the field of consumer goods, this occurs because the concentration of population in certain regions has a high demand for consumer goods. In its development, demand concentration often also occurs in interregional demand in the semi-finished goods sector for industrial interests.

Synchronizing Zoning with Competition Issues Between Regions:

The fifth factor that can influence the selection of locations of economic activity is the level of competition between regions (spatial competition) faced by companies in marketing their production. Competition between regions in this case is competition between companies that produce and sell the same production within a certain region or between regions. When the competition is very sharp, as in a perfectly competitive market, the choice of company location will tend to be concentrated with other companies that sell similar products. This happens because each company gets the same position in the face of competition so that no one is harmed because of choosing the right location of the company.

Conversely, when competition is not sharp or does not exist at all like in the monopoly market, the choice of company location will tend to be free because buyers will still be able to be wherever the company is located. A company can be said to have high competitiveness if its product has a price that is lower than the price of existing competing products, this usually occurs in trade that is located in the factory area.

Maximizing The Local Wisdom-Based Enterprises:

In 2014 there were 27 foreign investments with an investment value of around 640 billion, and in 2015 there were 32 foreign companies with an investment value of 59 trillion. At 2018 there are eight foreign companies with an investment of 385 billion, this decrease is due to an increase in the amount of environmental damage caused by pollution.

While local entrepreneurs from 2014 to 2016 numbered 94 companies with an investment value of 130 billion rupiah. This is because the ability of local entrepreneurs to invest is very small when compared to foreign capital companies with large capital. In addition, the marketing sector still has a small market and few processed materials. It is necessary to make a spatial arrangement in a strict and strict manner and also to revive local entrepreneurs who have special businesses in the Jepara area based on local wisdom, which can also be assisted with CSR from large entrepreneurs in the capital sector.

Synchronization of Zoning with Issues on Land Prices and Land Rent Prices:-

Site selection in this case is important because location affects land prices and land rental costs, locations of land that have adequate access to transport facilities both for related parties and for distribution of goods will have higher land prices compared to land locations that are not have adequate transportation facilities. In this aspect it is necessary to explicitly and permanently determine zoning of areas with various functions in order to create spatial control in Jepara Regency, meaning that areas in Jepara Regency do not switch functions in only one sector but still function in accordance with the layout, environmental functions and in accordance with the existing potential.

Creating a Partnership System:

In this aspect, the partnership system is carried out by forming an organization in the form of an independent or ad hoc organization, which is tasked with discussing the formulation of policies in the area of RTRW and expenditure plans as well as auditing and evaluating the implementation of infrastructure development in which the organization is headed by the Regent of Jepara and consists of:

1. Regional Secretary;
2. Members of the Regional Representative Council;
3. Regional Planning Board;
4. Investment Agency and One-Stop Licensing Services
5. Bina Marga;
6. Cipta Karya;
7. Irrigation;

8. Public Works Agency;
9. National Land Agency;
10. Agriculture Agency;
11. Forest Agency;
12. Civil Servant Investigators;
13. Academics;
14. Members of Non-Governmental Organizations;
15. Representatives from Investors.

As for this organization, it moves on aspects of research related to basic services and spatial planning and conducts joint meetings and deliberations to then create a basic service model and a harmonious spatial arrangement that can harmonize the values of justice, usefulness, and legal certainty which can be realized through the achievement of objectives philosophical, sociological and juridical organization based on the 5th Precepts of Pancasila, the principles of sharia maqasid, as well as Article 27 paragraph (2), 28 A, Article 28 C, Article 33 paragraph (3), and Article 34 of the State Constitution Republic of Indonesia 1945, Law Number 23 Year 2014, Law Number 25 Year 2009 concerning Public Services, Law Number 30 Year 2014, Law Number 26 Year 2007, Law Number 41 Year 2009, and Law Number 41 Year 1999 concerning Forestry, Government Regulation Number 26 Year 2008, Government Regulation Number 15 Year 2010, Government Regulation Number 46 Year 2016, and Central Java Province Regional Regulation Number 6 of 2010.

Conclusion:-

Various problems related to public service policy in the field of infrastructure and spatial planning in Jepara Regency are basically due to various factors, while those factors are normative factors consisting of problems of disharmony between articles with one another and between articles with considerations and between articles with explanation of attachment to V related to zoning of area designation in Regional Regulation Number 2 of 2011 and APBD policy issues which are still not focused on compulsory basic services in the field of infrastructure in accordance with the mandate of Law number 23 of 2014 concerning Regional Government which results in the development of regional priority scale being hampered. In addition to the normative factors there are also sociological factors in the form of ineffective coordination between related agencies in various fields and also a lack of harmony between the interests of the Regional Government and the political interests of the Regional Representative Council (DPRD) of Jepara Regency, in addition to these there are also factors in the form of a lack of technical personnel and facilities and pre-facilities for Public Works and Spatial Planning.

Reconstruction of Jepara Regency Regional Government's policy regarding public services in the infrastructure sector as regulated in Jepara Regency Regional Regulation No. 2 of 2011 concerning the Regional Spatial Planning (RTRW) of Jepara Regency which is based on the principle of Maqasid Al Syariah, Pancasila 5th Precepts, Article 27 paragraph (2), 28 A, Article 28 C, Article 33 paragraph (3), and Article 34 of the 1945 Constitution of the Republic of Indonesia, Article 12 paragraph (1) of Law Number 23 of 2014, Law of Number 25 of 2009, Law of Number 26 of 2007, and Law of Number 30 of 2014, Law Number 41 Year 2009, Government Regulation Number 26 Year 2008, Government Regulation Number 46 Year 2016, Central Java Provincial Regulation Number 6 Year 2010, and Jepara Regency Regional Regulation concerning the Regional Medium-Term Development Plan (RPJMD) of Jepara Regency in 2017- 2022. In addition to making the latest Jepara Regency RTRW policy, it is also necessary to make a Jepara Regency Spatial Detailed Design (RDTR) as well as Policies related to coordination between related institutions and also create a partnership system in the field of public services in infrastructure and spatial planning in Jepara Regency, specifically the development of Article 4 and Article 61 Jepara Regency Regulation Number 2 Year 2011 Regarding Jepara Regency RTRW, and Article 2 Regent Regulation Number 46 Year 2015 and Article 2 paragraph (2) Jepara Regency Regent Regulation Number 41 Year 2017.

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