

ABSTRACT

*The implementation of Government's policies on infrastructure development have a non-government investment financing scheme, or in Bahasa known as *Pembiayaan Investasi Non Anggaran Pemerintah (PINA)* that will encourage participations of long-term fund management and boost capital strengthening, also explain how the projects require 30% of the investment needs to make the project feasible in order to get loans for accelerated infrastructure development.*

PT Waskita Toll Road is a rapidly growing highway investment company in Indonesia since its inception in 2014. PT Waskita Toll Road has 18 Toll Road segments and 7 of them are already in operation. This research was conducted to analyze how the implementation of government policy in Toll Road infrastructure development at PT Waskita Toll Road by using benchmarking analysis technique including observation, interview, and documentation to company secretary.

The results of this research indicate the implementation of government policy submitted to PT Waskita Karya assignment first as it is the main company from PT Waskita Toll Road, because the problem of work plan connection with government's budget and others, PT Waskita Toll Road will never intervene it. Based on descriptive analysis, the implementation of government's policy in Toll Road infrastructure development has been more effective. The results of the Toll Road infrastructure development can exceed the target which is assumed to be 996,36 Km in 2009 or 90% of construction development is done by PT Waskita Toll Road, and this time in 2017 has become 1050 Km. This achievement also succeeded with the PINA scheme in developing the infrastructure faster, so there is no stopping project because lack of cost. The factor that affects the implementation of policy of PT Waskita Toll Road are the shareholders and also PT Waskita Karya as the main company of PT Waskita Toll Road, as PT Waskita Toll Road is a private firm and actually PT Waskita Toll Road is a subsidiary of BUMN rather than a BUMN itself. PT Waskita Karya as BUMN company also can't to be a company that has private way, because there are public rights and also shares of the community. Therefore, people that have right to speak up and agree or not about the implementation of government's policy in Toll Road infrastructure development.

Suggestions that can be given by the researcher is the firm can still maintain the flow and process of the implementation policy which exists in company and also the coordination with government about the Toll Road infrastructure development in main company of PT Waskita Karya, which later channeled to PT Waskita Toll Road as the subsidiary. The government must also continue in considers to choose the company in Toll Road infrastructure development which can provide an important role as one of wheel of economic growth. By maintaining the flow of the implementation policy, PT Waskita Toll Road can reach the target of Toll Road construction.

Keywords: *Implementation Government Policy; Infrastructure Development; Company Operations*