

## Impact Analysis of Eastern Sector Red Belt Road Development in Belu Regency Border Area (Policy Study in Sisi Village and Nualain Village, Lamaknen District, Belu Regency)

Donatus Sae, S. Fil<sup>1</sup>, Yoseph Franky Leto Bere<sup>2</sup>

<sup>1</sup>Dosen Ilmu Pemerintahan STISIP Fajar Timur Atambua, <sup>2</sup>Dosen Ilmu Administrasi Negara STISIP Fajar Timur Atambua

---

### Article Info

#### Article history:

Received : 4 December 2023

Publish : 03 January 2024

---

#### Keywords:

Impact of red belt road construction

---

### Info Article

#### Article history:

Received : 4 December 2023

Publish : 03 January 2024

---

### Abstract

*The Eastern Sector Red Belt Road is an acceleration of infrastructure development of 3T (frontier, remote and underdeveloped) areas in the nawa cita program. The implementation of the nawa cita program in the Belu-Atambua border area is 179.99 km of state roads, 44 bridges and street lights. Approximately 5 (five) years of the construction of the Eastern Sector Red Belt Road has been completed, there are several positive opportunities for the community, especially Sisi Village and Nualain Village as users. The positive impact is one of the measures for the success of the nawa cita program for the 3T community in Sisi Village and Nualain Village, Lamaknen District, Belu Regency.*

---

### Abstrak

Jalan Sabuk Merah Sector Timur merupakan percepatan pembangunan infrastruktur daerah 3T (terdepan, terpencil dan tertinggal) dalam program nawa cita. Implementasi program nawa cita di wilayah perbatasan Belu-Atambua adalah 179.99 Km ruas jalan negara, 44 jembatan dan lampu jalan. Kurang lebih 5 (lima) tahun pembangunan jalan Sabuk Merah Sector Timur selesai dikerjakan, terdapat beberapa dampak positif bagi masyarakat khususnya Desa Sisi dan Desa Nualain sebagai pengguna. Dampak positif menjadi salah satu alat ukur keberhasilan program nawa cita bagi masyarakat 3T di Desa Sisi dan Desa Nualain Kecamatan Lamaknen Kabupaten Belu.

*This is an open access article under the [Creative Commons Attribution-ShareAlike 4.0 International License](https://creativecommons.org/licenses/by-sa/4.0/)*



---

### Corresponding Author:

Donatus Sae

STISIP Fajar Timur Atambua

Email: [donatussae1234@gmail.com](mailto:donatussae1234@gmail.com)

---

## 1. INTRODUCTION

Red Belt Road or known as the East Sector Red Belt Road is a state road built by the Joko Widodo administration era as a manifestation of the nawa cita program in Belu Regency, East Nusa Tenggara Province. One of the points in the nawa cita program is to build 3T (frontier, remote and underdeveloped) areas as the vanguard. This is stated in Presidential Decree Number 2 of 2015 concerning the National Medium-Term Development Plan (RPJMN) for 2014-2019 and Presidential Regulation Number 18 of 2020 concerning the National Medium-Term Development Plan (RPJMN) for 2020-2024. The nine points contained in the nawa cita are defense and security, strengthening Indonesian diversity, national character education, community welfare, national economic independence, infrastructure and industrial progress, regional development, democracy fighters, and law enforcement. One of the actualizations of the program in Belu Regency as the 3T area of the Unitary State of the Republic of Indonesia and the Democratic Republic of Timor Leste is infrastructure development, namely roads, bridges, street lights and dams. The country's road infrastructure includes eastern sector red belt roads and western sector red belt roads.

The objectives of the construction of the eastern sector red belt road are: 1) To become a short access to the border line, making it easier to control the border line in two countries, namely the Unitary State of the Republic of Indonesia and the Democratic Republic of Timor Leste. The Eastern Sector Red Belt Road connects several security posts, namely the Mota'ain State Cross Border Post (PLBN) and the Motamasin PLBN. 2) Economic objectives: encourage tourism growth such as Sabana Fulan Fehan and other potentials around Sabana Fulan Fehan tourist areas such as agricultural commodities cashew, moringa and peanuts.

The total construction of red belt roads in the Belu Regency area is 179.99 KM and 44 bridges. The East Sector Red Belt road construction section covers 6 districts, namely Lamaknen District, South Lamaknen District, Lamaksanulu District, East Tasifeto District, Lasiolat District, Raihat District and 27 villages spread across 6 districts as mentioned above. The focus of this paper is Sisi Village and Nualain Village, South Lamaknen District, as villages that are directly adjacent to the territory of the Democratic Republic of Timor Leste. Approximately five years (2018-2023) the construction of the Eastern Sector Red Belt road is running, whether the Eastern Sector Red Belt road achieves the goals as stated in the initial idea of development and has a positive impact on communities in the border area of the Unitary State of the Republic of Indonesia and the Democratic Republic of Timor Leste. This question is the sole problem that will be discussed in this paper.

#### **Problem statement**

The formulation of the problem in this paper is: How is the impact of the construction of the East Sector Red Belt road for the people in Sisi Village and Nualain Village, South Lamaknen District, Belu Regency?

## **2. WRITING METHODOLOGY**

The research method in this paper is qualitative research method. Qualitative research is revealing the definition of research a qualitative approach based on the philosophy of post-positivism used by researchers to study the state of major natural objects (not experiments). Means include sampling targeted data from data sources. The survey method uses triangulation (combination), data analysis is inductive or qualitative, and qualitative findings mean not generalization Sugiyono (2009: 15). According to Saryono, qualitative studies are designed to investigate, find and explain the quality or idiosyncrasies of social impacts that cannot be explained, or measured, with a quantitative approach, namely research.

Data acquisition techniques in this paper are interviews, observations and library sources. The interview technique in this study is to interview 50 people with various professions: farmers, traders and youth in Sisi Village and Nualain Village, Lamaknen District, Belu Regency as users of the Eastern Sector Red Belt Road. In addition to interviews, the authors conducted observations in the field to test the veracity of the information. The author also uses literature literature to enrich the author's information related to the impact of the construction of the East Sector Red Belt Road in Sisi Village and Nualain Village, Lamaknen District, Belu Regency.

## **3. THEORETICAL FOUNDATION**

The East Sector Red Belt Road is a state road that passes through the Belu Regency area. It is called the Eastern Sector Red Belt road because it passes in the east, connecting the Mota'ain State Cross Border Post and the Motamasin State Cross Border Post of Malacca Regency. The state road that crosses to connect the Mota'ain State Cross Border Post in Belu Regency and the Wini State Cross Border Post in North Central Timor Regency is called the West Sector Red Belt road. The construction of the Eastern Sector Red Belt Road is a central government policy to answer the problems of people in the border areas of the State

and the realization of the sovereignty of the State of Indonesia. The construction of red belt roads as a government policy is in line with Anderson's formulation. Anderson suggests that public policy is a policy made by parties who have certain powers that are implemented to provide better changes for many people. Public policy has a purpose that starts from a problem / problem that occurs in society or the state. The main problems of the birth of red belt road development are state sovereignty, transportation, and stimulants of the growth of other sectors such as agriculture, agriculture, and the economy.

### **Impact Analysis**

Impact analysis in public policy theory according to W. Dunn is prospective policy analysis, retrospective policy analysis and integrative policy analysis. Prospective Policy Analysis is an analysis of a policy made by certain parties whose focal point of analysis is at the point of consequences before and after the policy is made. In other words, prospective policy analysis is able to assess how a policy has an impact before and after the policy. These models are commonly referred to as predictive models. Retrospective policy analysis is a policy analysis whose important point lies in the consequences of a policy after it has been established and implemented. This analysis is usually referred to as evaluative analysis. Integrative policy analysis is a form of combination of prospective policy analysis and retrospective policy analysis, namely policy analysis starting from the agenda of making it to the policy being implemented and evaluated, as well as the impacts caused by the policy.

## **4. RESULTS AND DISCUSSION**

The goal of achieving the construction of the Eastern Sector Red Belt road is the goal of State sovereignty and economic goals. These two objectives have a reciprocal relationship, State sovereignty supports economic development and strong people-based economic resilience has an impact on State sovereignty in border areas. The purpose of maintaining the sovereignty of the State referred to in the construction of the Eastern Sector Red Belt road is to connect the guard post of the Mota'ain State Cross Border Post of Belu Regency and the Motamasin State Cross Border Post of Malacca Regency. The presence of the Eastern Sector Red Belt road is a new potential that brings positive energy to the resilience of the nation and the State in the 3T area of Belu Regency as the entrance to the Democratic Republic of Timor Leste, Australia and countries around the Australian territory. The East Sector Red Belt Road is a symbol of the real presence of the country and is a tool to ignite a sense of pride that can evolve into love and defense of the homeland in the 3T area of Belu Regency.

Another positive impact is to encourage tourism growth in border areas such as the Fulan Fehan highlands. Based on observations and interviews, the impact of economic growth through tourism is evident. The presence of the Eastern Sector Red Belt road is a path that facilitates access to the Fulan Fehan highland tourist site. With easy access to highland tourist sites, Fulan Fehan is an attraction for highland nature connoisseurs. The national level achievement achieved by the Fulan Fehan highlands is the first winner of the Anugerah Pesona Indonesia (API) highland destination category in 2020. In addition to these achievements, in 2017 a likurai dance was held involving 6,000,000 participants by the local government of Belu Regency.

In addition to the objectives mentioned above, some positive impacts for the surrounding community in Sisi Village and Nualain Village and other villages are

### **1. Pride and nationalism**

The presence of the Eastern Sector Red Belt road is a matter of pride for the surrounding community. The perspective of 3T (frontier, remote and underdeveloped) which previously had the nuances of underdeveloped and remote areas shifted to the forefront because it was supported by national standard infrastructure development. This is a

matter of pride for the people who inhabit the 3T area. The community has a real reason to be proud as a 3T citizen because it receives special attention in terms of equitable development. The nawa cita program brings about a major infrastructure change. The people of the 3T area get a touch of development from the central government in a tangible way. This attention encourages the growth of love for the Indonesian homeland and becomes a fire of nationalism. People feel a real 'independence' and a real presence of the state. The 3T regional paradigm is changing to a leading area instead of a remote area that is ignored by development from the central government. In addition, the presence of the Eastern Sector Red Belt road is an icon that can be proud of the people in the territory of the Unitary State of the Republic of Indonesia and the Democratic Republic of Timor Leste.

2. Agricultural productivity

The Eastern Sector Red Belt Road encourages the growth of agricultural productivity such as mung beans, peanuts, maize and rice. The presence of the Eastern Sector Red Belt road has an impact on people easily transporting crops from the garden to the house. This facility sparked the enthusiasm of farmers to work on a wider land. In addition to the ease of transporting crops, people go and return to the garden more quickly and easily because of good road access. This good and easy access makes farmers avoid several difficulties at harvest time such as, damaged crops due to being stored longer in the garden, transportation costs that are more expensive and take a relatively long time, slow sales of crops because they are not supported by good transportation facilities.

3. Ease of market access

The ease of market access in question is that farmers more quickly bring crops to be sold to Atambua City. This convenience eases the burden of transportation costs and saves more time. A fast and easier hauling process leads to a more efficient sales process. Good transportation access encourages the growth of other small businesses such as selling retail fuel, stalls, stalls selling agricultural products such as tomatoes and vegetables.

4. Farm

The presence of the Eastern Sector Red Belt road makes it easier for farmers to transport animal feed. The Eastern Sector Red Belt Road allows farmers to transport feed using two-wheeled or four-wheeled vehicles. This causes farmers to save more time in collecting animal feed and can do other work related to agriculture and livestock or other small businesses. Another impact is that farmers raise more cows. Another convenience is that farmers transport livestock products to be sold to the Atambua region. Traders can buy livestock in border areas at relatively high prices because access is easier and cheaper, minimal risk due to damaged road conditions such as being hampered on the road, vehicles that are prone to damage due to poor access, longer mileage and less guaranteed safety on the road due to poor road conditions.

5. Other conveniences

The community can easily complete other jobs such as transporting firewood as a tool for cooking. People who use firewood as a tool for cooking experience drought because they transport firewood using four-wheeled vehicles. This is very helpful because people no longer transport firewood from the garden to the house every day. People save more time and can do other jobs such as raising livestock. In addition, the community is easier and more comfortable in the rainy season because the community has transported a large amount of firewood using four-wheeled vehicles in the summer.

## 5. CONCLUSION

The construction of the Eastern Sector Red Belt Road in the Belu Regency area as a result of the nawa cita program brought several positive impacts to the community in the Belu Regency area, especially Sisi Village and Nualain Village, South Lamaknen District. This is one of the measuring tools for the success of the nawa cita program in the Belu Regency area. The purpose of the development is to connect guard posts in border areas and to support the tourism sector of Fulan Fehan. The real result that can be seen is the achievement of the Fulan Fehan tourism object, which is to become the first winner of the highland destination category of the Anugerah Pesona Indonesia (API) in 2020. In addition, some of the positive impacts as a result of the interview are: pride and nationalism, agricultural productivity, ease of market access and animal husbandry

## 6. BIBLIOGRAPHY

- Agus Dwiyanto, 2005, Mewujudkan Good Governance melalui Pelayanan Publik. Yogyakarta: UGM Press
- Agus Purwanto, Ratih Sulistyastuti. 2015, Implementasi Kebijakan Publik, Yogyakarta. Gava Media.
- Anderson, James E. 1978. Public Policy Making. Second Edition, Chicago, Holt, Rinehart and Winston.
- Dunn, William N. 2003. Pengantar Analisis Kebijakan Publik, Edisi Kedua, Yogyakarta: Gadjah Mada University Press.
- Edi Suharto. 2010. Analisis Kebijakan Publik, Bandung: Cv Alfabeta.
- J. Lexi Moleong. 2016. Metode Penelitian Kualitatif. Bandung: PT Remaja Rosdakarya
- Riant Nugroho. 2014, Kebijakan Publik di Negara-Negara Berkembang. Yogyakarta, Pustaka Pelajar.
- Sugiyono. 2016. Metode Penelitian Kualitatif, Kuantitatif, R&D Bandung: IKAPI