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From the Editors

Almost three years in the office, president Jokowi have put serious efforts in infrastructure projects. New airports, harbors, toll roads, dams, bridges, power plants, telecommunication facilities, etc. have been constructed with a huge amount of the government budget. Many of Indonesian people have recently hailed the policy as the only way to improve the country's competitiveness given the fact that many of the public infrastructures have been actually dilapidated. However, many are also worried with the fact that all the infrastructure projects are costly and can only give benefits in a relatively longer term. Others are more concerned about the huge amount of money to be allocated, much of which might also pile up the government debt. Arguments about the importance of governance, transparency and accountability are conveyed by those who see that capacity building of the government apparatus is fundamental in a nation competitiveness.

The articles of JKAP in this edition are not related to issues in infrastructure projects as they are beyond this journal scope of themes. Nevertheless, issues of Indonesian public policy making, including that of infrastructures, are certainly relevant to all the endeavors towards developing good governance in the country. This edition starts with an article from Retnayu Prasetyanti about the need to consider ecology-based democracy in order to ensure sustainable local development. She argues that three aspects of sustainable development must be taken into account when policy makers are planning development strategies at the local level, namely: geographical aspect (climate, spatial border, agriculture and maritime resources, and topography), demographic aspect (human development, social capital, culture, and local wisdom), and environmental aspect (disaster and risk management, environmental vulnerability, waste management, etc). The ecology-based democracy is particularly important for Indonesia and the world because of its sheer size and its strategic position in the tropical rain-forest area.

Referring to a case of three islands in North Halmahera, Yerik Afrianto Singgalen, Pamerdi Giri Wiloso and Gatot Sasongko explain about the key success in implementing tourism policy. Their study shows that public participation and community support are important factors determining local tourist destinations. It is necessary that the local government has a robust and viable plan for tourism area development. However, at the end it is the local people and those who live and work in the area who are presumably support any kinds of services for the incoming tourists. Local people need to understand that tourism industry is about how to maximize natural and cultural attractions and how to serve tourists so that their staying in local destinations are more enjoyable.

Achmad Ubaidillah explains about governance in Yogyakarta province, especially after the enactment of Law No.13/2012 on Yogyakarta special administration. Using the IGI governance index, which showed that after the special administration status the index increased from fairly good (6.80) to good (7.93), the writer argues that certainty and stability have boosted good governance in the province. The new status as a special region has helped the provincial government to conduct bureaucracy reforms and to deliver better services for the people. The availability of special funds following the implementation of the new law has also gave more leeway for the provincial government to finance its development priorities. In particular, it gave the power to control spatial development and to link the government programs to local Javanese culture.

An analysis on public service delivery for passenger freight in Sri Bayintan Port, Riau province, is presented by Sri Bayintan Port, Riau province, is presented by Wayu Eko Yudiatmaja, Alfiandri, and Rahmat Hidayat. Using the Servqual variables, the study is to examine the gap between expected and perceived services that are carried out by passenger

ships in the harbor. The study showed that there is a significant difference between the expected and perceived results. Contrary to the studies conducted by PT Pelindo III and other government agency reports, most passengers were not proven to be dissatisfied with the quality of service delivery by the operators. The study also underscored the fact that passenger's expectation on the quality of services in long-distance passenger freight in Indonesia has increased and appeared to be incongruent with the state-owned companies' capacity to serve the passengers.

In his article titled *Agencification in Asia: Lessons from Thailand, Hong Kong and Pakistan*, Arif Budy Pratama discusses agencification phenomena in the three countries as one of NPM-based administrative reform initiatives. Formally defined as "the establishment of autonomous bodies within the framework of performance contract-based result control instead of political intervention", Pratama argues that agencification has been implemented in the three countries in different ways. Unlike Hong Kong, which adopted performance-based agencification characterized by limited political intervention, both Thailand and Pakistan are still struggling with performance issues, modes of accountability and political obstacles. Indonesia, as one of the NPM adopters can actually learn from the three cases in adopting its administrative reform agenda.