

ABSTRAK

Penelitian ini menganalisis optimalisasi pembangunan dan interkoneksi perkeretaapian nasional melalui skema *Build Operate Transfer* (BOT) dalam kerangka KPBU berbasis Prinsip *Integrated Nusantara Development* (IND) dengan pendekatan yuridis normatif terhadap Undang-Undang Nomor 23 Tahun 2007 tentang Perkeretaapian dan Peraturan Presiden Nomor 38 Tahun 2015 tentang Kerjasama Pemerintah dengan Badan Usaha (KPBU). Hasil penelitian menunjukkan bahwa meskipun telah tersedia dasar regulasi, implementasi masih menghadapi kendala seperti keterbatasan pendanaan, disharmoni kebijakan, pembebasan lahan, dan lemahnya koordinasi, sehingga pembangunan perkeretaapian belum merata.

Dalam konteks ini, BOT berpotensi menjadi solusi strategis melalui kepastian hukum, pembagian risiko yang terukur, dan mekanisme pengembalian investasi yang fleksibel, sementara penerapan Prinsip IND memperkuat integrasi wilayah dan konektivitas antarmoda. Oleh karena itu, penguatan regulasi, harmonisasi kebijakan, dan sinergi kelembagaan menjadi kunci untuk mewujudkan sistem perkeretaapian nasional yang terintegrasi, berkelanjutan, dan berdaya saing.

Kata kunci: KPBU, *Build Operate Transfer* (BOT), dan *Integrated Nusantara Development*.

ABSTRACT

This study analyzes the optimization of national railway development and interconnectivity through the Build Operate Transfer (BOT) scheme within the Public-Private Partnership (PPP) framework based on the Integrated Nusantara Development (IND) Principle, using a normative juridical approach to Law Number 23 of 2007 on Railways and Presidential Regulation Number 38 of 2015 on Public-Private Partnership (PPP). The results indicate that although a regulatory framework is already in place, its implementation still faces challenges such as limited funding, regulatory disharmony, land acquisition issues, and weak institutional coordination, resulting in uneven railway development.

In this context, BOT has strong potential as a strategic solution by providing legal certainty, measurable risk allocation, and flexible investment return mechanisms, while the IND Principle enhances regional integration and multimodal connectivity. Therefore, strengthening regulations, harmonizing policies, and improving institutional synergy are essential to achieve an integrated, sustainable, and competitive national railway system.

Keywords: *public-private partnership (PPP), Build Operate Transfer (BOT), and Integrated Nusantara Development*