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Implementation of Palembang Mayor Regulation No. 59 of 2011 Concerning Arrangement of Routes in The City of Palembang (Study on Basuki Rahmat and R. Soekamto Street)

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ABSTRACT

The background of this research by still violations freight car or truck against these rules (network traffic) in Jalan Basuki Rahmat and Jl R. Soekamto at hour 6:00 to 9:00 pm. This study aims to determine the implementation Perwali Palembang Number 59 Year 2011 concerning Route Setting of Freight Cars in Palembang. This study uses descriptive qualitative research with descriptive research. The data used are primary data and secondary data. Data was collected through observation, interview and documentation. This study uses the theory of Policy Implementation Ripley and Franklin, where the success of policy implementation is influenced by three dimensions: (1) the level of compliance, (2) a smooth routine functions and (3) the performance and impact of the implementation desired. Based on field research results show for the dimensions of the level of compliance in the implementation of Palembang Perwali still not maximal, fluency routines function has not run smoothly, and the performance and impact of the implementation and the maximum desirable yet not been reached. The conclusion from this study is that the implementation of Perwali Palembang Number 59 Year 2011 concerning Route Settings of Freight Cars in Palembang (Studies in Basuki Rahmat street and R. Soekamto street) have not been successful. This study gives suggestions for traffic rules are adhered to and implemented the network it is necessary to increase the frequency of monitoring and sanctioning the firm.

1. Introduction

Transportation is a very important field of activity in the life of Indonesian people. The importance of transportation for the people of Indonesia is caused by several factors, among others, Indonesia's geographical situation which consists of thousands of small and large islands, waters consisting of mostly seas, rivers and lakes that allow transportation to be carried out by land, water and air to reach the entire region Indonesia.

The transportation service sector has a very important contribution in helping various economic activities in the national development chain. One of them is a freight car, a motorized vehicle for transporting goods, also called a truck. In the small form the freight car is referred to as a pick up, while the larger shape with 3 axes is called a tronton

truck, and what is used for container transportation in the form of patches is called a trailer truck. There are also types of tank trucks that are useful for transporting liquids such as fuel. A transportation company is a business that transports goods, livestock or passengers from one place to another by means of transportation, whether by water, land or air by receiving services, whereas the meaning of a freight service company is a company that carries on activities to transport and send goods from one place to another by land by getting a service reply and using a goods car in accordance with the goods transportation services provided. Based on these two explanations, the transportation service company is also included in the freight service company that uses the type of



truck vehicle.

The existence of Palembang Mayor Regulation number 59 of 2011 concerning Arrangement of Traffic Routes in Palembang City Car Goods is an effort to create smooth, order and traffic safety in Palembang City. Article 2 paragraph 2 reads "Arrangement of the route (network) of freight cars as referred to in article 1, is to prohibit freight cars (trucks) from passing through roads in the city of Palembang from 06.00 West Indonesia Time to 09.00 West Indonesia Time as follows: (a) Jalan Basuki Rahmat, (b) Jalan R. Soekamto".

Based on Mayor Regulation number 59 of 2011 it is said that in certain very limited conditions the Palembang City Government through the Palembang City Transportation Agency can issue a Dispensation Permit which is equipped with a supervision card and a special sticker installation on each vehicle unit that is granted a dispensation permit.

As we know, the purpose of the regulation is to protect public facilities, where city roads are one of the public interest vehicles which if large tonnage vehicles continue to pass through these roads over time will potentially damage the road infrastructure. This is disturbing and can endanger the safety of the local residents not only because of damaged roads but also causes congestion because the roads are not enough to accommodate large vehicle flow lanes.

The socialization was carried out by the Palembang City Transportation Agency together with the parties. Palembang Police as the enforcer of this regulation to the public in this case is the drivers of goods cars (trucks) both from outside the city and within the city is still not optimal. This lack of socialization has resulted in many drivers of goods cars (trucks) still violating this regulation, namely crossing the road in regions or at prohibited hours.

Table 1. Problems with the Implementation of the Socialization of Rules concerning the Goods Car Traffic Network

No	Socialization form	Information
1	Installation of signs	There is one sign that indicates that trucks are prohibited from passing. However, there are differences in the hours on the signs with the contents of the Mayor Regulation.
2	Granting Circular	Only 1 time in 2011

Source: processed by the authors based on research in the field

Table 1 shows the form of socialization carried out is still very lacking, this can be seen from 2 forms of socialization carried out, but in the implementation is still not optimal. The problem of socializing the installation of signs can be seen by the minimal number of signs, where the installation of signs is only done at the base of Jalan Basuki Rahmat and there is a clock discrepancy that is

indicated on the signs with the clock written in the mayor regulation.

In the implementation of the mayor regulation Palembang number 59 of 2011 concerning oversight of the rules of this cross network namely personnel from the Palembang City Transportation Office in coordination with Palembang Police. The forms of supervision carried out are:

Table 2. Form of supervision

No	Implementing supervisor	Form of supervision
1	Department of Transportation	Warning and Reprimand



2	The police	Crossing
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Source: Processed based on research in the field

Table 2 shows the forms of supervision carried out by the Department of Transportation and the Palembang Police Department. Reprimand, warning is done if you find an action that violates the laws and regulations and public order. The police conducts direct supervision in the form of disappearances. But unfortunately there is still no fixed schedule made by the Palembang City Transportation Office or the Palembang Police itself to routinely conduct surveillance.

2. Literature Review

This research is a research on public policy especially in terms of aspects of implementation. Therefore, the theories that will be used as a foundation are theories about the implementation of public policy, especially the theories of Ripley and Franklin. According to Ripley and Franklin three dominant ways to find out the success of an implementation as revealed in the book Andy Alfatih (2010: 51):

The level of compliance with applicable regulations. Some discussions that discuss the success of an implementation, which should be measured by the level of compliance (compliance) in the bureaucracy to the superior bureaucracy or in other words, with the level of bureaucracy in general in a special mandate stipulated in the law. This compliance perspective only merely addresses issues of bureaucratic behavior.

That the success of implementation is marked by the smooth functioning of the routine and the absence of problems encountered.

That the success of an implementation refers to and leads to the desired implementation and impact of all existing regulations.

In this study, the three perspectives are used as a guideline to measure the successful implementation of Palembang trustees regarding route management (cross network). This is because the three perspectives are not contradictory to each other, in fact they complement each other so that

the three perspectives are more comprehensive, therefore it fits with the conditions of this study.

The three indicators are:

The level of compliance with applicable regulations The first perspective (compliance perspective) understands the success of implementation in the narrow sense, that is, as the implementer's compliance in implementing the policies contained in policy documents in the form of laws, government regulations, or programs. (in Purwanto and Sulistyastuti, 2012: 69).

Smooth implementation of routine functions that the success of implementation is marked by smooth functioning routines and the absence of problems encountered; (Akib, Haedar. Journal of Public Administration: Volume 1 (Number 1) in 2010).

The realization of the desired performance and impact That the success of an implementation refers to and leads to the implementation / implementation and the desired impact (benefits) of all the desired programs. (Akib, Haedar. Journal of Public Administration: Volume 1 (Number 1) in 2010).

Ripley and Franklin's opinion above shows that the success of an implementation will be determined how the level of compliance, smooth functioning of the institution, and the results of the policy in accordance with the plan of the policy. In simple terms the three factors above are a certainty in assessing the success of a policy implementation so that the loss of one of the factors greatly influences the performance of the policy. (Alfatih: 2010: 30).

3. Methods

This research is a research on the Implementation of Palembang Mayor Regulation No. 59 of 2011 concerning the Arrangement of the Freight Car Network in Palembang City (Study on Jalan Basuki Rahmat and Jalan R. Soekamto) because in that location violations still often occur,



namely trucks that cross at hours which is prohibited. The main data sources from this study are the Palembang City Transportation Office, Head of Road and Rail Transportation, Head of Traffic Operations Supervision and Control, Traffic Police and Truck Drivers. To the interviewees will be conducted in-depth interviews, with that the method used in this study is a Qualitative Research Method.

The focus of research is the limitation of the problem and the topic in qualitative research is based more on the level of novelty of information obtained from the field situation. Limiting research is carried out because of the breadth of the problem, this is an effort to limit the dimensions of the problem or symptoms so that the scope and limitations of the study will be clear (Sugiyono 2015: 32-34). The focus of research in the Implementation of the Palembang Perwali number 59 of 2011 on the Arrangement of the Freight Car Network in Palembang (Study on Jalan Basuki Rahmat and R. Soekamto) is how the implementation dimensions developed by Ripley and Franklin can influence the implementation of regulations the. This study focuses the explanation on the arrangement of goods car routes.

The primary data obtained were from interviews with the Head of Road and Rail Transportation, the Head of Traffic Control and Traffic Operations of the City of Palembang Transportation Office as well as from the manager / truck driver and the community. For secondary data, obtained by conducting a library study of documents relating to the regulation of the route (cross network) of goods cars in the city. The key informant who assisted in the research entitled Implementation of Palembang Guardians number 59 of 2011 Concerning the Arrangement of Routes in the City Goods Car (Study on Jalan Basuki Rahmat and R. Soekamto).

This research uses descriptive qualitative techniques. Miles and Huberman 1984 in Sugiyono (2015: 91) activities in qualitative data analysis are carried out interactively and take place continuously until completion so that the data is

saturated, data analysis activities, namely, data reduction, data presentation, conclusion drawing and verification.

Data Reduction

Reducing data means summarizing, choosing the main points, focusing on the important things, looking for themes and patterns. Reduced data will give a clearer picture and make it easier for researchers to collect data.

Data Presentation

Presentation of data can be done in the form of a brief description and chart intended to make it easier for researchers to see a deep and overall picture or certain parts, in this case relating to the Implementation of Palembang Guardians number 59 of 2011 concerning Arrangement of Routes (Cross Network) of Car Goods in Palembang city.

Withdrawal of Conclusions

The researcher tries to find the meaning of the data collected by drawing conclusions. The initial conclusions put forward are still temporary and will change if strong evidence is found to support the next stage of data collection, but if the conclusions raised at an early stage are supported by valid and consistent evidence when the researcher returns to the field to collect data, the conclusions presented is a credible conclusion.

4. Results and Discussion

In the framework of implementing Perwali Palembang No. 59 of 2011 concerning the Arrangement of a Freight Car (Traffic Network) Route in the City of Palembang is basically to create smoothness, order and security in traffic. In the implementation of order based on the regional regulations of the security officer, in this case the Department of Transportation, which carries out peace and public order monitoring and reports the results in writing to the direct supervisor, who then reports to the leadership in stages.

What is meant by Monitoring is monitoring of the implementation of the Trustees conducted by the Transportation Office. In order to achieve the target of implementing Palembang Perwali No. 59 of



2011 concerning Arrangement of the Freight Car Network in Palembang City, but the Department of Transportation in carrying out its functions in the Field of Traffic Operational Supervision and Control remains not optimal and has not been able to discipline the truck drivers. This can be seen from the still presence of freight cars or trucks that pass at prohibited hours.

Freight cars or trucks have often been one of the causes of traffic congestion when considering the condition of the freight cars or trucks that are quite large and the roads that do not adequately accommodate the flow of large vehicle flow. This can be seen from the number of freight cars or trucks that break the rules, even though in some road points have been installed signs about the prohibition of passing at a fixed hour.

Facilities and infrastructure are also one of the factors that influence the implementation of policies. The provision of appropriate facilities will support the successful implementation of a policy. To implement the Transportation Agency's route regulation policy, it requires several facilities. In supporting the smooth functioning of routines, facilities and infrastructure must be complete and adequate to support the activities carried out smoothly. One of the facilities and infrastructure needed is the existence of signs about the prohibition of passing trucks. In fact the sign was already installed, but found differences in the signs installed on the roadside with the contents of Perwali number 59 of 2011. Based on the data and discussion of each indicator contained in the dimensions of compliance level namely truck driver compliance with policies, and the availability of facilities and infrastructure if measured by the compliance level dimension, the results are not optimal.

Routine function is an activity carried out by the Palembang City Transportation Office continuously so that the purpose of Palembang Regulations Number 59 of 2011 regarding the rules of this route is to create an orderly, safe and smooth traffic condition that can run or be carried out. Human

resources have an important role in implementing policies. Resources are considered important because however clear and consistent the provisions or rules are, if the policy implementers responsible for implementing the policies lack the resources, then the implementation of the policy will not be effective. According to the Indonesian Dictionary are people who are tasked with carrying out a collaboration with security officers that is needed to improve order. In this case the Palembang City Transportation Department official is the officer in charge of enforcing this Perwali.

In the implementation of the Palembang City Transportation Office involving members of the police to carry out security duties. The Palembang City Transportation Office is an agency that enforces regional legislation, if the Palembang City Transportation Office does not have sufficient personnel it will hamper the smooth functioning of the routine in terms of socialization or supervision and other activities. The number of personnel owned by the Palembang City Transportation Office is 10 office employees and 45 patrol employees. Based on the data above for indicators of the presence of officers to carry out supervision is quite good, because the members needed for 1 type of surveillance activities are around 1 platoon or as many as 30 people. This is also the case with the supervision activities of the route rules on Jalan Basuki Rahmat and Jalan R. Soekamto, a distance of around 4 km, which requires at least 1 platoon or team of 30 members.

One dimension of performance is socialization, but what has been done by the Palembang City Transportation Office in socializing this trustee has not been maximized, because the socialization was actually carried out only once in 2011 when the new trustee was ratified. The current socialization is in the form of installing banners and spreading information by word of mouth. This is considered ineffective in enforcing regulations because usually the delivery is not necessarily the same from one person to another.



5. Conclusion

After analyzing from the results of the discussion in the previous chapter regarding the Implementation of the Palembang Perwali No. 59 of 2011 concerning the Arrangement of the Freight Car Network in the City of Palembang (Study on Jalan Basuki Rahmat and R. Soekamto).

Level of Compliance in the Implementation of Palembang Guardians Number 59 of 2011 concerning Arrangement of Freight Car Traffic Network in Palembang City (Study on Jalan Basuki Rahmat and Jalan R. Soekamto) is still not optimal, it can be seen from the lack of truck driver compliance with policies and the existence of facilities and infrastructure that are not in accordance with regulations.

The smooth implementation of the routine functions of the Implementation of Perwali Palembang No. 59 of 2011 concerning Arrangement of the Car Traffic Routes in Palembang City (Study on Jalan Basuki Rahmat and Jalan R. Soekamto) has not run smoothly, despite adequate resources, but seen from less strict sanctions make this dimension not run smoothly.

The performance of the Department of Transportation as the implementor has not been maximized and the performance targets have not been reached so that the desired implementation impact has not been achieved. This resulted in trucks still crossing Jalan Basuki Rahmat and Jalan R. Soekamto at the prohibited hours and thus had a negative impact.

This it can be concluded that the Implementation of the Palembang Perwali Number 59 of 2011 concerning Arrangement of the Freight Car Network in the City of Palembang (Study on Jalan Basuki Rahmat and Jalan R. Soekamto) has not been successfully implemented optimally.

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