

Public Road Operation (Implementation Study on Public Road Operation in East Kutai Regency for Transportation of Coal and Oil Palm)

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Submitted: 10-08-2022

Revised: 22-08-2022

Accepted: 24-08-2022

ABSTRACT: The aims of this study are as follows: Describe and evaluate the implementation of policies addressing the installation of public roads in East Kutai Regency by Regional Regulation No. 10 of 2012 of the Province of East Kalimantan. Describe and analyze the elements supporting and impeding the implementation of policies for the performance of public roadways in the East Kutai Regency, based on the Regional Regulations of the Province of East Kalimantan Number 10 of 2012. This study employs a qualitative, descriptive method. Utilizing the theory of implementation of public policy, the research was done in the East Kutai Regency based on the Regional Regulation of the Province of East Kalimantan Number 10 of 2012, as well as the variables supporting and hindering the implementation of the policy. The results of the study indicate that the supporting factors for the performance of the procedure for the implementation of public roads in East Kutai Regency include appropriate, clear, and consistent communication; sufficient authority resources owned by the executor; selective appointment of the executor; and transparent allocation of responsibilities for implementers in each organizational unit. Selection of the executor has been carried out selectively; the division of duties for implementers in each administrative team has been carried out clearly by the principal tasks and functions; and the emergence of a critical attitude on the part of the local community, both on the part of individuals and institutions, in response to various violations that occurred during the implementation of the policy. Appointment of the executor has been carried out selectively; the division of responsibilities for implementers in each organizational unit has been carried out

clearly by the principal tasks and functions; and the emergence of a critical attitude on the part of the local community, both on the part of individuals and institutions, in response to various violations that occurred during the implementation of the policy.

KEYWORDS: Implementation of Public Roads and Public Policy.

I. INTRODUCTION

According to [1] the primary function of roads is for public traffic. Moreover, according to [2] about Road Transport Traffic, all road users must conduct themselves in an orderly manner; and refrain from doing anything that can impede, hinder, or risk the security and safety of traffic and road transportation. The East Kutai Regency is one of the East Kalimantan Province regencies with road-related issues. Preliminary observations by researchers show that heavy cars transporting coal mining materials and oil palm plantation products are abusing public highways with sufficient intensity in this district. The existence of these enormous trucks naturally disrupts the convenience of traffic and road travel, which is their right. Moreover, the presence of such massive vehicles can compromise traffic safety and security.

According to an [3], it is open knowledge that many public roads in East Kalimantan have been destroyed due to the district's relentless exploitation of its natural resources. This is because many businesses continue to use public highways as transit routes for these natural resources. Coal and palm oil enterprises in East Kutai are now producing at a relatively high rate. However, some coal and oil palm firms continue to utilize public highways. These high-tonnage coal and palm oil transport vehicles can have a severe influence on

the community and cause damage to the road and bridge infrastructure as well as the environment.

According to [4], the government of East Kutai Regency has banned the transportation of coal and oil palm plantation products on public roads; and companies are required to construct particular road infrastructure, including the construction of underpasses and flyovers at public road crossings, by the provisions. This prohibition is based on East Kalimantan Provincial Regulation Number 10 of 2012 Concerning the Implementation of Public and Special Highways for Coal and Oil Palm Transportation Activities, which states: (1) It is illegal to carry coal and oil palm plantation goods on public roads. (2) All coal mining and oil palm plantation goods must be delivered on specialized routes. (3) Transportation of oil palm plantation products originating from oil palm plantations is permitted on public roadways with permission from the authorized official.

II. LITERATUR REVIEW

[5] defines public policy as a choice intended to address issues that develop in the framework of government administration and some actions carried out by government agencies. According to [6], public policies can take the shape of legislation, government regulations, province government regulations, city/district government regulations, and mayoral/regent decisions, as well as remarks from public leaders. The premise is that public officials are among the policy players who play a role in the policy's execution.

[7] argues that public policy is government action on general problems that include the following components: "goals", which are the final goals to be achieved; "plans

proposals", or proposal plans that are specific tools to accomplish that goal; "programmes" or programs that are formal to perform particular means to achieve these goals; "decisions" or decisions that are specifications of actions taken to achieve the objectives of developing plans, implementing and evaluating programs; and "decisions" or decisions that are specifications of

According to [8], public policy is a decision or set of decisions to deal with situations or problems, containing specific values, provisions on, goals, methods and means, and activities to achieve them. Governance agencies are authorized to administer state government and state development and implement public policies. From the perspective of state administration, public policy is carried out by the entire organizational structure of the state government, which spans the state's territory and addresses problems in various areas of national life.

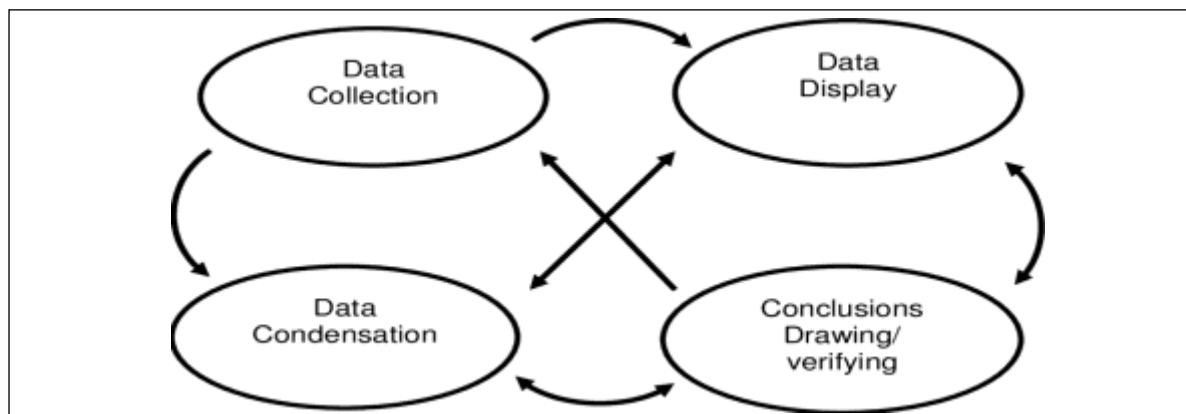
III. METHODOLOGY

Investigate Sites

The investigation was done in the East Kutai Regency, Indonesia. The area was chosen because PT Kaltim Prima Coal (KPC), a world-class coal mining and marketing corporation, is located in Sangatta, East Kutai Regency. This study recruited eight individuals from the East Kutai Regency, Indonesia Transportation Service as informants.

Data analysis method

This study employs the interactive model of Miles, Huberman, and Saldana for data analysis (2014). The components of [9] data analysis are as follows:

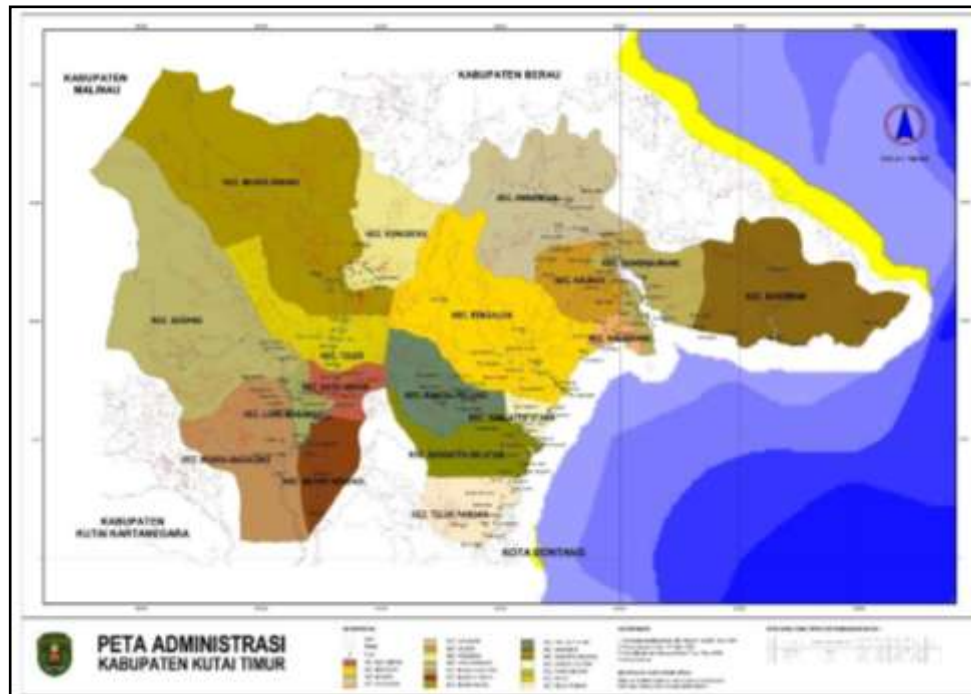


Picture 1.
Interactive Data Analysis Scheme of [9]

IV. RESULTS

One of the regions resulting from the division of Kutai Regency into East Kutai Regency, Indonesia. East Kutai Regency was established by Law Number 47 of 1999 About the Expansion of Provinces. The Home Affairs Minister inaugurated

East Kutai Regency on October 12, 1999. Previously, there were only 11 subdistricts in East Kutai Regency, but there are now 18 subdistricts [10].



Picture 2. East Kutai, Indonesia District Map

This communication is evidenced by the transmission sub-indicators, clarity, and consistency of communication in implementing policies addressing the construction of public roadways in East Kutai Regency by Provincial Regulation No. 10 of East Kalimantan Province in 2012. The results of interviews and documentation with informants regarding the sub-indicators of communication transmission in the implementation of policies regarding the performance of public roads in East Kutai Regency based on Provincial Regulation Number 10 of East Kalimantan Province in 2012 will be presented below [11].

Mr Rizal Hadi, SIP (Head of the East Kutai Regency Transportation Service), stated in this instance: "the policy addressing the implementation of public roads and special roads in East Kutai Regency by East Kalimantan Provincial Regulation Number 10 of 2012 has been effectively communicated to policy implementing staff, target groups, and stakeholders" (Interview, March 2 2022). Mr Asran Laode, ST, MM (Head of Highways

for the East Kutai Public Works Department) explained: "Communication in the implementation of the policy on the implementation of public roads in East Kutai Regency based on East Kalimantan Provincial Regulation Number 10 of 2012 has been properly channelled to related parties, including the implementing parties themselves, followed by the broader community, and other interested parties" (March 8 2022) Interview.

Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr Awang Juni Astara, SH, stated: "The implementation of the policy regarding the implementation of public roads in East Kutai Regency based on the Regional Regulation of East Kalimantan Province Number 10 of 2012 has been properly socialized and on target, namely among internal implementers, external target groups, and stakeholders" (Interview, March 14, 2022). The results of interviews with informants regarding the sub-indicators of clarity of communication in the implementation of policies regarding the

performance of public roads in East Kutai Regency by the Regional Regulation of the Province of East Kalimantan No. 10 of 2012 will be presented below.

Mr Rizal Hadi, SIP (Head of the East Kutai Regency Transportation Service), stated in this regard: "the policy regarding the implementation of public roads and special roads in East Kutai Regency based on the East Kalimantan Provincial Regulation Number 10 of 2012 has also been communicated to policy implementing personnel, target groups, and stakeholders for them to correctly understand the policy's aims, objectives, targets, and substance" (Interview, March 2 2022). Mr Asran Laode, ST, MM (Head of Highways for the East Kutai Public Works Department) explained: "Communication in the implementation of the policy on the implementation of public roads in East Kutai Regency based on East Kalimantan Provincial Regulation No. 10 of 2012 has been channelled to the implementing parties, the broader community, and other interested parties so that they are aware of the policy's goals, objectives, and essence" (Interview date: March 8, 2022).

Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr Awang Juni Astara, SH, stated: "The implementation of the policy regarding the implementation of public roads in East Kutai Regency based on the Regional Regulation of the Province of East Kalimantan Number 10 of 2012 has also been clearly and accurately communicated to the implementers, their target groups, and stakeholders so that they are aware of the policy's aims, objectives, and targets, and the mechanism is effective." (Interview, March 14 2022). Mr Saharudin (Entrepreneur in Transportation) stated: "The implementation of the policy regarding the implementation of public roads in East Kutai Regency has been socialized to all levels of society, including us public transport entrepreneurs, in the hope that all parties involved understand the policy's concept correctly" (Interview, March 21 2022).

Mr Muhajirin disclosed (User Community): "Communication on the implementation of the policy on the implementation of public roads and special roads in East Kutai Regency has also been routed to the target audience and other related parties for them to truly understand this policy" (Interview, March 23, 2022). The results of interviews with informants regarding the sub-indicators of communication consistency in implementing policies addressing the performance of public roads in East Kutai

Regency based on Regional Regulation Number 10 of 2012 of the Province of East Kalimantan. Mr Rizal Hadi, SIP (Head of the East Kutai Regency Transportation Service), commented on this matter: "the policy regarding the implementation of public roads and special roads in East Kutai Regency based on the East Kalimantan Provincial Regulation Number 10 of 2012 has also been communicated consistently to implementers, target groups, and stakeholders so that the policies adopted are not ambiguous" (Interview, March 2 2022).

Mr Asran Laode, ST, MM (Head of Highways for the East Kutai Public Works Department) explained: "Yes, communication in the implementation of the policy on public roads in East Kutai Regency based on the East Kalimantan Provincial Regulation Number 10 of 2012 has been carried out consistently to various parties, including implementers, the public, and other interested parties, so that the implemented policies are not confusing" (Interview date: March 8, 2022). Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr Awang Juni Astara, SH, stated: "The policy regarding the implementation of public roads in East Kutai Regency based on the Regional Regulation of the Province of East Kalimantan Number 10 of 2012 has also been communicated consistently to the implementers, the target group, and the stakeholders so that the implemented policies can be relied upon" (Interview date: March 14, 2022).

Mr Saharudin (Entrepreneur in Transportation) stated: "According to our information, the execution of the policy regarding the implementation of public roads in East Kutai Regency has been regularly distributed to all parties concerned with the expectation that all parties will not be confused in executing the policy" (Interview, March 21 2022). Mr Muhajirin disclosed (User Community): "Communications on the implementation of the policy on the implementation of public roads and special roads in East Kutai Regency have been consistently disseminated to the policy implementers and policy targets so that they are not confused by the policy" (Interview, March 23 2022).

Based on the results of the research on the communication above indicators, it can be concluded that communication in the implementation of policies for the performance of public roads in East Kutai Regency based on the Regional Regulation of the Province of East Kalimantan Number 10 of 2012 has been channelled appropriately, clearly, and consistently

to implementers, target groups, and other interested parties so that they are aware of the objectives, targets, and additional relevant information. In this resource indicator, the sub-indicators of human resources, budget resources, facilities and infrastructure resources, and authority resources will be used to evaluate the implementation of policies regarding the performance of public roads in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 for 2012. The results of interviews with informants regarding the sub-indicators of human resources in implementing policies regarding the performance of public roads in East Kutai Regency by the Regional Regulation of the Province of East Kalimantan No. 10 of 2012 are presented below.

Mr Rizal Hadi, SIP (Head of the East Kutai Regency Transportation Service), stated in this instance: "The human resources available for the implementation of policies for the implementation of public roads and special roads in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 of 2012 are insufficient in both number and quality," the report states (Interview, March 2 2022). Mr Asran Laode, ST, MM (Head of Highways for the East Kutai Public Works Department) explained: "In the implementation of the policy for the implementation of public roads and special roads in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 of 2012, there are insufficient human resources in terms of quantity and quality. Human resources are, in reality, one of the most important aspects determining the success of a policy's implementation" (Interview, March 8, 2022).

Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr Awang Juni Astara, SH, stated: "Our personnel resources are minimal. The policy implementation for the performance of public roads and particular roads in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 of 2012 lacks sufficient human resources regarding quantity and quality (Interview, March 14, 2022). Mr Saharudin (Entrepreneur in Transportation) stated: "In our estimation, East Kutai Regency's implementation of the policy for the development of public roads lacks enough human resources. In the future, we expect that the leadership of the relevant organizations will focus on adding skilled and highly committed field employees" (Interview, March 21, 2022).

Mr Muhajirin disclosed (User Community): "HR in implementing the policy regarding the performance of public roads and particular roads appears deficient in East Kutai

Regency. Primarily for field positions. Because the land transportation industry is so prominent here, we need human resources who are dependable, trustworthy, and accountable. (Interview, March 23, 2022). The results of interviews with informants regarding the sub-indicators of budget resources in implementing policies regarding the performance of public roads in East Kutai Regency by the Regional Regulation of the Province of East Kalimantan No. 10 of 2012 will be presented below. Mr Rizal Hadi, SIP (Head of the East Kutai Regency Transportation Service), commented on this matter: "budget resources owned in the implementation of public roads and special roads in East Kutai Regency based on the Regional Regulation of East Kalimantan Province Number 10 of 2012 are still insufficient. Therefore, we only make budget cuts for priority programs and activities." (Interview, February 2, 2022).

Mr Asran Laode, ST, MM (Head of Highways for the East Kutai Public Works Department) explained: "budget resources owned in the implementation of policies for the implementation of public roads and special roads in East Kutai Regency by the East Kalimantan Provincial Regulation Number 10 of 2012 are still restricted. We often use the existing funds for physical road maintenance. Other non-physical activities are not our priority" (March 8 2022). Interview. Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr Awang Juni Astara, SH, stated: "We have limited budgetary resources to implement the policy on public road management in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 of 2012; thus, it has been unable to meet all needs" (Interview, March 14 2022). Mr Saharudin (Entrepreneur in Transportation) stated: "We are unaware of the precise funding allocated for implementing this initiative. However, we believe the East Kutai Regency Government's budget is sufficient to cover all costs associated with implementing this public road strategy. (Interview, March 21, 2022). Mr Muhajirin (User Community) commented, "I am unaware of the available funding to implement the policy for the construction of public roads and special roads in East Kutai Regency" (Interview, March 23 2022).

The results of interviews with informants regarding the sub-indicators of facilities and infrastructure resources in implementing policies regarding the performance of public roads in East Kutai Regency based on the Regional Regulation of East Kalimantan Province Number 10 of 2012 will be presented in the sections that follow. Mr Rizal Hadi, SIP (Director of the East Kutai

Regency Transportation Service), stated: Due to our limited budget, the infrastructure and equipment owned to support the implementation of policies for the development of public roads and particular roads in East Kutai Regency by East Kalimantan Provincial Regulation Number 10 of 2012 are inadequate (Interview, March 2 2022). Mr. Asran Laode, ST, MM (Head of Highways for the East Kutai Public Works Department) explained: "The facilities and infrastructure available for implementing the policy for the performance of public roads and particular roads in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 of 2012 have been inadequate in quantity and quality. Even if the funding for the acquisition and building of facilities and infrastructure is restricted, we strive to maintain a focus on quality (Interview, March 8, 2022).

Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr. Awang Juni Astara, SH, stated: "The necessity for infrastructure and facilities" "There are quite a few policies governing the implementation of public roads and particular roads in East Kutai Regency. However, the infrastructure we have to implement the policy is inadequate in quantity and quality (Interview, March 14, 2022). Mr. Saharudin (Entrepreneur in Transportation) stated: "There is without question a need for infrastructure." "There are several instances in which East Kutai Regency's policy on the installation of public roads has been implemented. Because the policy requires suitable infrastructure" (Interview, March 21 2022).

Mr. Muhajirin disclosed (User Community): "Implementing the policy on the execution of public highways and special roads in East Kutai Regency by East Kalimantan Provincial Regulation No. 10 in 2012 needs suitable infrastructure." (Interview, March 23, 2022). The results of interviews with informants regarding the sub-indicators of authority resources in implementing policies regarding the performance of public roads in East Kutai Regency following the Regional Regulation of the Province of East Kalimantan No. 10 of 2012 will be presented below. Mr. Rizal Hadi, SIP (Head of the East Kutai Regency Transportation Service), stated in this instance: "In the implementation of policies regarding the implementation of public roads and special roads in East Kutai Regency based on the Regional Regulation of East Kalimantan Province Number 10 of 2012, sufficient authority resources have already been allocated, allowing policy implementers to make their own decisions based on their authority" (Interview, March 2, 2022).

Mr. Asran Laode, ST, MM (Head of Highways for the East Kutai Public Works Department) explained: "In the implementation of policies for the implementation of public roads and special roads in East Kutai Regency based on East Kalimantan Provincial Regulation Number 10 of 2012, it is sufficient for implementers to make decisions by their authority if they possess sufficient authority resources" (Interview date: March 8, 2022). Head of the Road Transport Traffic Section of the East Kutai Regency Transportation Service, Mr. Awang Juni Astara, SH, stated: "Implementers of the policy for the execution of public roads in East Kutai Regency by the Regional Regulation of the Province of East Kalimantan Number 10 of 2012 already have adequate authority resources to make their judgments based on their authority" (Interview, March 14, 2022).

Mr. Saharudin (Transportation Entrepreneur) commented, "We do not comprehend this" (Interview, March 21 2022). Mr. Muhajirin (User Community) stated, "The East Kalimantan Provincial Regulation No. 10 of 2012 regulates the implementing authority in implementing policies for the implementation of public roads and special roads in East Kutai Regency" (Interview, March 23 2022). Based on the previous research results on resource indicators, it can be concluded that the availability of human resources, budget resources, and infrastructure resources for the implementation of policies for public roads in East Kutai Regency by the Regional Regulation of East Kalimantan Province Number 10 of 2012 is still inadequate. However, policy implementers have adequate authority resources to make their own decisions depending on their authority.

V. CONCLUSION

Based on the discussion of the research outcomes, the following inferences can be made: The implementation of policies regarding the implementation of public roads in East Kutai Regency by the Regional Regulation of East Kalimantan Province Number 10 of 2012 has been proceeding smoothly in terms of communication indicators, resources, disposition, and bureaucratic structure. Successful, but there are still things that inhibit it. According to the communication indicators, the distribution of communication in the implementation of policies for the performance of public roads in East Kutai Regency based on the Regional Regulation of the Province of East Kalimantan Number 10 of 2012 has been carried out in a precise, clear, and consistent manner so that implementers, target groups, and other

interested parties are aware of the policy's goals, objectives, and substance. In terms of resource indicators, the availability of human resources, budgetary resources, and infrastructural resources for the implementation of public road management policies in East Kutai Regency in accordance with East Kalimantan Provincial Regulation No. 10 of 2012 is still inadequate. However, policy implementers have adequate authority resources to make their own decisions depending on their authority.

Moreover, the facilities owned to fulfil the policy on the implementation of public roads in East Kutai Regency by the Regional Regulation of the Province of East Kalimantan No. 10 of 2012 are still limited in scope. However, policy implementers have adequate authority resources to make their own decisions depending on their authority. Moreover, the facilities owned to fulfil the policy on implementing public roads in East Kutai Regency following the Regional Regulation of the Province of East Kalimantan No. 10 of 2012 are still limited. However, policy implementers have adequate authority resources to make their own decisions depending on their authority.

The contributions of this research, based on the findings above, are as follows: In the communication indicator, it is suggested that the distribution/dissemination of information about the implementation of policies regarding the performance of public roads in East Kutai Regency be directed not only at internal implementers, but also at all target groups (road users) and stakeholders, either directly through outreach activities to the regions or indirectly through print and electronic media services. Regarding the resource indicator, it is suggested that the Regent of East Kutai address the lack/limitation of human resources and infrastructure through competent agencies while adopting plans for managing public roadways in his region.

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