

The Effectiveness of Traffic and Road Transport Law Policies in Reducing the Violation Rate of Highway Users in the Territory of Indonesia

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Abstract

Traffic problems that are increasingly complex today cannot be separated from population growth and the development of community dynamics that are always changing from time to time. Traffic and road transportation problems in Indonesia are not only about increasing the number of people every year but also with various levels of education ranging from the uneducated to the intellectuals (heterogeneous), as well as the different socio-economic levels of the students. road users, causing a different level of absorption of traffic norms. To overcome this, the government began to issue and implement Law No. 22 of 2009 concerning Road Traffic and Transportation. From the results of the research that has been carried out, it can be seen that the Effectiveness of the Traffic and Road Transport Law Policy in Reducing the Violation Rate of Highway Users has not been able to be implemented optimally in the Indonesian Territory. It is proven by the fact that there are still many violations committed by two-wheeled riders, which amounted to 660,072 violations and four-wheelers as many as 199,916 violations. While the types of violations that are mostly committed by two-wheeled riders are that they do not use helmets when driving on the highway with a total of 186,570 violations, and the violations committed by four-wheeled users are that they often violate road markings with a total of 72,909 violations.

Keywords

effectiveness; public policy;
traffic violations



I. Introduction

The government has a goal to realize safe, secure, fast, smooth, orderly and orderly, comfortable and efficient road traffic and transportation through traffic management and traffic engineering. Traffic procedures on the road are regulated by laws and regulations concerning traffic directions, priorities for using roads, traffic lanes and flow control at intersections. (Chairil Nizar, 2010).

Currently, the law that regulates road traffic and transportation in Indonesia is regulated in Law No. 22 of 2009 concerning Road Traffic and Transportation. Where in the Law it has been explained that Road Traffic and Transportation has a strategic role in supporting development and national integration as part of efforts to promote public welfare as mandated by the 1945 Constitution of the Republic of Indonesia; and it is also stated that Road Traffic and Transportation as part of the national transportation system must develop its potential and role to realize security, safety, order, and smooth traffic and Road Transportation in the context of supporting economic development and regional development. The development of

the national and international strategic environment requires the implementation of Road Traffic and Transportation in accordance with the development of science and technology, regional autonomy, and accountability of state administration. And with the existence of this new Law, Law Number 14 of 1992 concerning Road Traffic and Transportation is no longer in accordance with the conditions, changes in the strategic environment, and the needs of the current Traffic and Road Transport implementation so that it needs to be replaced and adapted to the current conditions. current conditions. The purpose of which has been stated in Law No. 22 of 2009 is contained in Article 3 which reads: and accountability for state administration. And with the existence of this new Law, Law Number 14 of 1992 concerning Road Traffic and Transportation is no longer in accordance with the conditions, changes in the strategic environment, and the needs of the current Traffic and Road Transport implementation so that it needs to be replaced and adapted to the current conditions. current conditions. The purpose of which has been stated in Law No. 22 of 2009 is contained in Article 3 which reads: and accountability for state administration. And with the existence of this new Law, Law Number 14 of 1992 concerning Road Traffic and Transportation is no longer in accordance with the conditions, changes in the strategic environment, and the needs of the current Traffic and Road Transport implementation so that it needs to be replaced and adapted to the current conditions. current conditions. The purpose of which has been stated in Law No. 22 of 2009 is contained in Article 3 which reads:

- a. the realization of safe, safe, orderly, smooth, and integrated Road Traffic and Transportation services with other modes of transportation to encourage the national economy, promote public welfare, strengthen national unity and integrity, and be able to uphold the dignity of the nation;
- b. the realization of traffic ethics and national culture; and
- c. the realization of law enforcement and legal certainty for the community.

Traffic problems that are increasingly complex today cannot be separated from population growth and the development of community dynamics that are always changing from time to time. As is well known, based on the Population Census data that has been carried out by the National Statistics Agency during the 2010-2020 period, the population in Indonesia has increased significantly. Which can be seen in Figure 1 below.

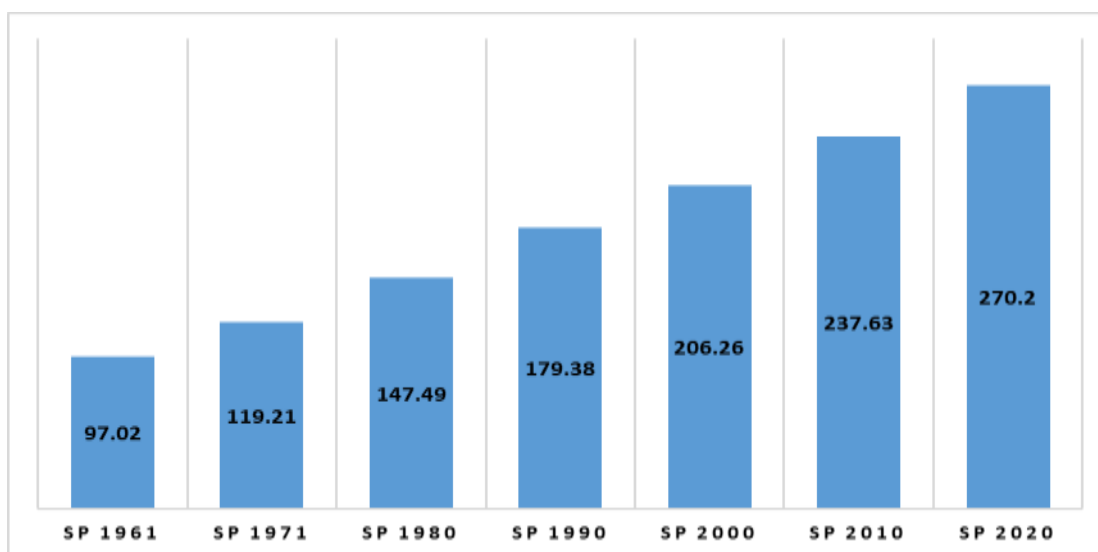


Figure 1. Total Population in Indonesia (Millions)

Based on Figure 1 above, it can be seen that according to the Population Census conducted in 2020, the total population in Indonesia in the period in September was 270.20 million people. With Indonesia's land area of 1.9 million km², the current population density in Indonesia reaches 141 people per km². Where the average rate of population growth in Indonesia reaches 1.25%. This has caused a lot of traffic and road transportation problems, so with the conditions mentioned above, the government began to issue and implement Law No. 22 of 2009 concerning Road Traffic and Transportation.

Traffic and road transportation problems in Indonesia are not only about increasing the number of people every year but also with various levels of education ranging from the uneducated to the intellectuals (heterogeneous), as well as the different socio-economic levels of the students. road users, causing a different level of absorption of traffic norms. Based on the level of discipline, it is determined by the ability to absorb applicable traffic norms, including living and applying manners and traffic discipline on the highway. Different degrees of intelligence or education bring differences in the absorption and application of traffic norms, including a sense of responsibility for the lives of other road users.

The number of traffic and road transportation problems in Indonesia above, this makes researchers interested in knowing how effective the policies of the Traffic and Road Transport Law are in reducing the number of violations and accidents in the Indonesian Territory today. Where this research is included in the realm of Public Administration which focuses on the field of Public Policy with a study taken from the point of view of traffic problems in Indonesia today.

II. Review of Literature

2.1 Public Administration

In 1955 Dwight Waldo proposed two definitions which will serve as the basis for further discussion.

1. Public administration is the organization and management of people and things to achieve government goals.
2. Public administration is an art and science of management that is used to regulate the affairs of the State.

Waldo further explained that the organization shows the structure of administration, while management shows its function. The two are interdependent and cannot be separated from each other. Administration sees the organization in a static state, while management sees it in a dynamic state, moving towards a predetermined goal.

John M. Pfiffner and Robert V. Prethuis (in Pamudji, 1989: 19) explain the meaning of state administration or public administration with the following expressions. Public administration involves the implementation of public policy which has been determined by representative political bodies. (State Administration includes the implementation of government policies that have been determined by political representative bodies).

In another part it is said that public administration may be defined as the coordination of individual and group efforts to carry out public policy. It is mainly occupied with the daily work of government. (State Administration can be defined as the coordination of individual and group efforts to implement government policies. This mainly includes the day-to-day work of government). The explanation ends with in sum, public administration is a process concerned with carrying out public policies, encompassing innumerable skills and techniques which give order and purpose to the efforts of large numbers of people. (Overall, State Administration is a process concerned with the implementation of government policies).

It is clear that Pfiffner and Prethuis need to provide several definitions or formulas to explain the meaning of State administration. From the three definitions it can be concluded

that state administration is "a process that involves several people with various skills and abilities to implement government policies".

2.2 Public Policy

In general, the term "policy" or "policy" is used to designate the behavior of an actor (eg an official, a group or a government agency) or a number of actors in a particular field of activity (Winarno, 2007:16). Policy (policy) is different from wisdom, because wisdom is the embodiment or implementation of rules that have been set according to local situations and conditions by authorized officials. Public or the public is the community itself, which should be managed, regulated, and served by the government as an administrator, but also at the same time acting as a ruler in the regulation of constitutional law (Syafi'ie, 2006: 104).

According to William N. Dunn (Syafi'ie, 1997:107), public policy is a series of interrelated choices made by government agencies or officials in areas related to government tasks, such as defense, security, energy, health, education, public welfare, crime, urban and others. Winarno and Dunn's statement regarding public policy is interpreted as interrelated choices of actions, made by government institutions or officials related to government tasks, namely various public issues that are the responsibility of the government. The Government of the Republic of Indonesia was formed to protect the whole of the Indonesian people (Angelia, 2020). The series of action options were decided as a strategy to realize the government's goals in this matter because every action is always influenced by threats and opportunities around it. Thus, the proposed policy aims to explore potential as well as overcome existing obstacles.

2.3 Policy Effectiveness

According to Prihartono (2012: 37), effectiveness is defined as the level of success in achieving the target. The target is defined as a desired state or condition. While efficiency is the best ratio between input and output, or often called the ratio of input and output. According to Richard M. Steers (1985), effectiveness comes from the word effective, namely a job is said to be effective if a job can produce one unit of output (output). A job is said to be effective if a job can be completed on time according to a predetermined plan. Through some of the criteria mentioned earlier, it is explained that basically the implementation of a program is also a learning process for the implementers themselves.

Katz and Kahn (in Steers 1958: 8) define effectiveness as an effort to achieve maximum profit for the organization by all means, here there are two factors that are considered the most important in determining effectiveness. The first is the concept of efficiency, namely as a comparison between input, output, energy, and proposes an argumentative language for economic and technical solutions to organizational problems. Second, political effectiveness, namely as short-term efforts to maximize profits for the organization through profitable transactions and exchanges either with members of the organization or with parties outside the organization.

In addition, there are several measurements of the effectiveness of public policies. Bryant and White in Samodra Wibawa, et al (1994:65) propose several criteria other than goals and targets to measure the effectiveness of program implementation as follows:

- a. Achievement time.
- b. The level of influence used.
- c. Changes in human behavior.
- d. Lessons learned from project implementation.
- e. The level of human awareness of his abilities.

In the implementation of programs or activities of an organization, it is very necessary to measure or know the extent to which efficiency measures are carried out in the

organization. Organizational success is generally measured by the concept of effectiveness, but there are many differences from the experts who use it. The main reason is that there is no commonality of opinion because of the many effectiveness measures that can be used.

III. Research Method

The analysis of the study was carried out through a literature review related to traffic and road transportation policy issues that have been implemented by the government to reduce the number of violations and accidents committed by road users in Indonesia today. The analysis of the effectiveness of government policies in the field of traffic and road transport is studied from various literatures and the results of previous studies compiled from various surveys. Literature review is carried out from various points of view; theories and journals to study the determinants and factors of public services provided by the Government of Indonesia which have been carried out through Law No. 22 of 2009 concerning Road Traffic and Transportation. Study of the results of data analysis obtained from the Global Status Report on Road Safety (WHO).

IV. Discussion

In the Global Status Report on Road Safety (WHO, 2015) it is stated that every year, worldwide, more than 1.25 million people die from traffic accidents and 50 million people are seriously injured. Of this number, 90% occur in developing countries where the number of vehicles is only 54% of the number of registered vehicles in the world. If we all do nothing, 25 million lives will fall in the next 20 years.

4.1 Number of Motorized Vehicles

As previously explained, the dynamics of increasing the number of people in Indonesia are quite significant, so it causes the need for motorized vehicles on a large scale to support people's daily activities. Which of these conditions can be seen in Figure 2 below.

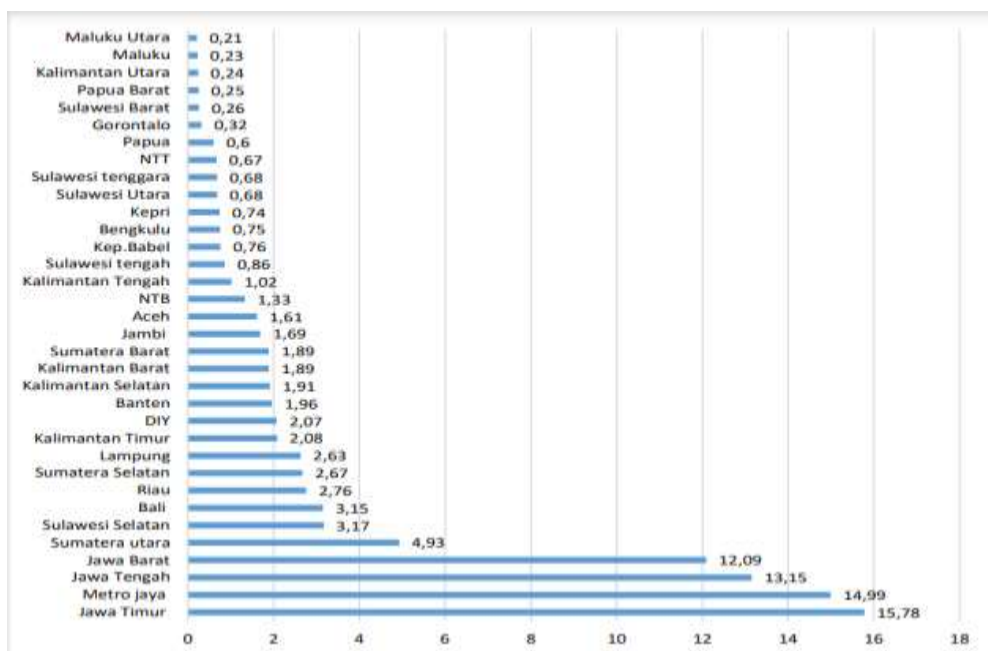


Figure 2. Percentage of Number of Vehicles in Indonesia, 2021

Source: Korlantas Polri, 2021

Based on Figure 2 above, as reported by the Korlantas Polri, it can be seen that the absolute number of motorized vehicles in Indonesia in 2021 is 144,858,751 units. With the largest percentage in the province of East Java with a total of 15.78%. Then the second largest percentage of the number of vehicles in the territory of Indonesia today is in DKI Jakarta, with a total percentage of 14.99%. While the third largest percentage is shown by Central Java Province with a percentage of 13.15%, and the fourth is West Java Province with a percentage of 12.09%. The large number of motorized vehicles used by residents on the highway for their daily activities also has an impact on the number of violations committed by road users today. as can be seen in the following discussion.

4.2 Number of Violations

A traffic violation is an act or act committed by a person driving a public vehicle or motorized vehicle as well as a pedestrian which is contrary to the applicable traffic laws and regulations. Which is currently the number of traffic violations committed by road users in Indonesia in 2021 is still very high. This can be seen in Figure 3 below.

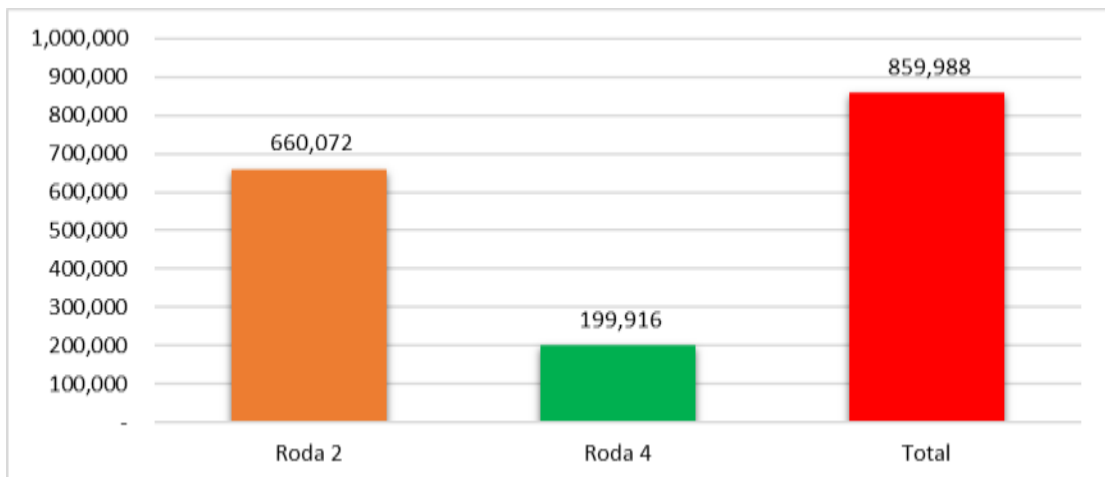


Figure 3. Number of Traffic Violations and Road Transport in Indonesia

Source: POLRI Korlantas, 2021

Based on Figure 3, it can be seen that currently the number of traffic and road transportation violations committed by motorized vehicle users in Indonesia is still many who do not comply with the rules and regulations when they drive on the highway. The total number of traffic and road transportation violations during the 2021 period, according to data reported by the National Police Korlantas, is 859,988 violations committed by current road users. With the highest number shown by two-wheeled motorists, namely 660,072 violations, and four-wheelers totaling 199,916 violations. Meanwhile, the type of violation can be identified from Figure 4 below.

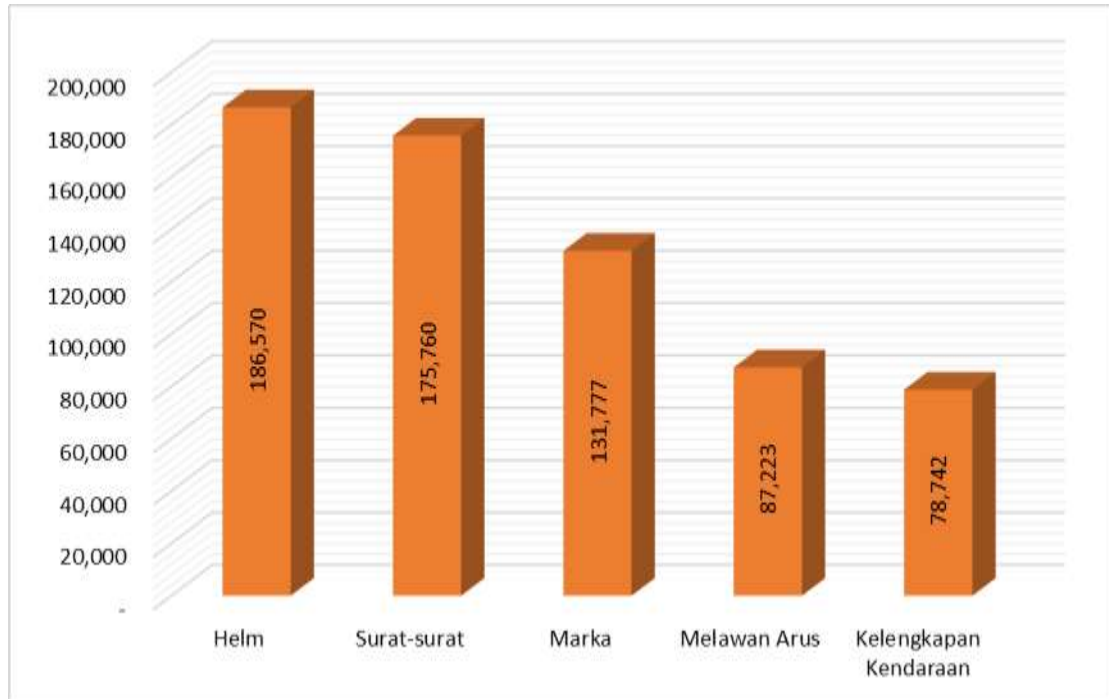


Figure 4. *Many Types of Traffic Violations Done by Two-Wheel Users*
 Source: Korlantas Polri, 2021

The types of two-wheeled violations that are mostly committed when they drive on the road can be seen that the highest number in 2021 based on data reported by the National Police Traffic Corps, namely two-wheeled riders often do not use helmets, which totals 186,570 violations. Then the second violation that is often carried out is that two-wheelers often do not carry either a driving license (SIM) or a vehicle registration certificate (STNK) when they drive on the highway with a total of 175,760 violations. While the third is that two-wheelers often violate road markings that they should obey when on the highway with a total of 131,777 violations.



Figure 5. *Number of Two-Wheel Traffic Violations who Doesn't Use Helmet on the Highway*
 Source: Research Document, 2022

The public should obey the rules and regulations that have been set because it is for the safety of the riders themselves. Because the importance of a safety both for ourselves and for others. Discipline in driving must be owned by every driver, because discipline is the attitude of the obligation of a person or group of people who always want to follow or obey the decisions that have been set. For example, regarding the regulation of the use of helmets for two-wheeled riders when driving on the highway.

Helmet is one of the safety devices for every motorized vehicle driver that is used to protect the vital parts of the head from impact in the event of an accident. Many types of helmets are currently sold in the market with various brands and sizes, but currently the traffic law number 22 of 2009 regulates helmet standards that are considered safe which have the label SNI (Indonesian National Standard).

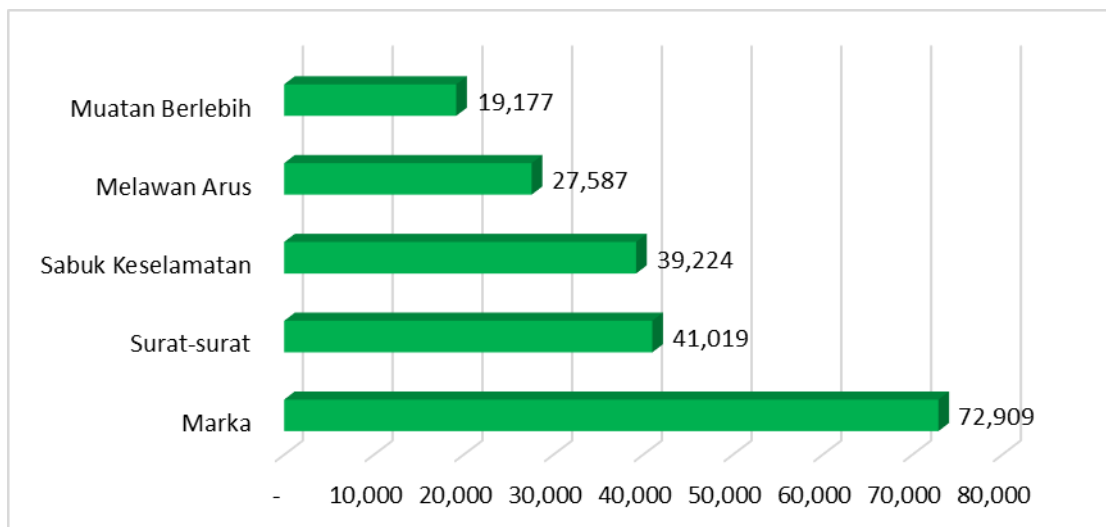


Figure 6. Many Types of Traffic Violations Performed by Four-Wheel Users
Source: Korlantas Polri, 2021

Not much different from two-wheelers, traffic violations committed by four-wheeled drivers while driving on the highway also occur in Indonesia. Based on data reported by the Korlantas Polri, it is stated that in 2021 the most common types of four-wheeled violations are road marking violations with a total of 72,909 violations. Then followed by the types of traffic violations committed by four-wheeled drivers when they drive on the highway without carrying either a SIM or a STNK with a total of 41,019 four-wheelers who do not carry the complete documents. Meanwhile, those caught not wearing a seat belt when four-wheeled drivers were driving on the highway totaled 39.



Figure 7. Number of Four-Wheel Traffic Violations the Desperate Enter through the Busway Line

Source: Research Document, 2022

Congestion which then results in traffic violations are two things that often occur on the highway due to disobedience and disorderly road users. Even though there are road markings or signs installed on the left or right side of the road. As if it was just a city decoration without having a meaningful meaning for road users.

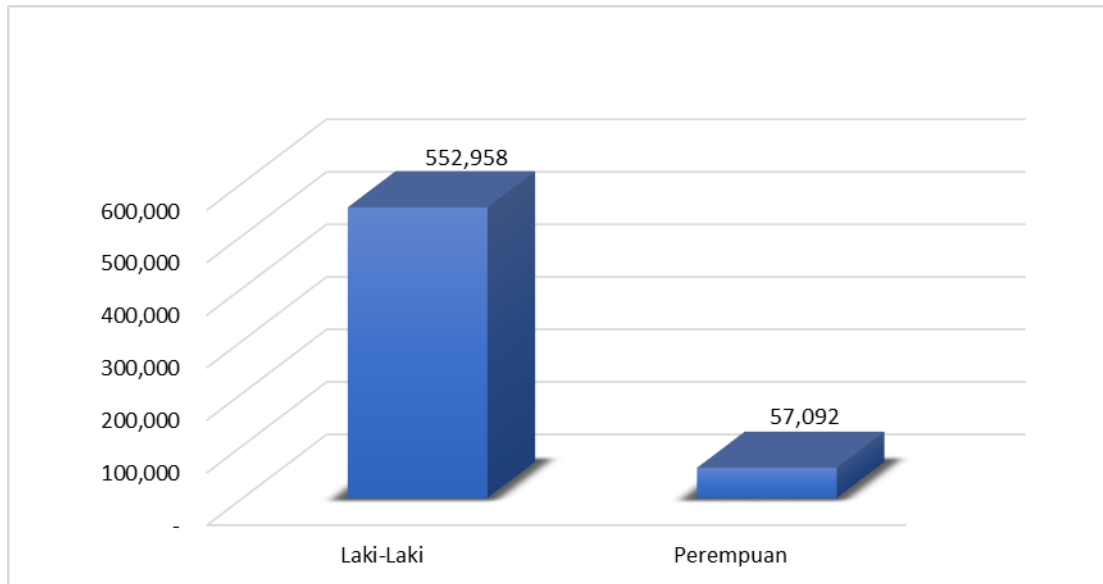


Figure 8. Number of Traffic Violators by Gender
Source: Korlantas Polri, 2021

Bad behavior is very dominant in influencing the chaotic traffic conditions that exist today. So, what else must be done so that traffic regulations can be obeyed, violations can be reduced and congestion can be avoided by road users, both male and female. Because based on data sourced from the Korlantas Polri, in 2021 traffic violations were mostly committed by male drivers with a total of 552,958 people, and 57,092 women.

In general, high traffic law awareness results in the community complying with traffic law provisions, on the contrary if legal awareness is very low, the degree of compliance with the law is also not high. Thus, the opinion relates to the functioning of community law or the effectiveness of the legal provisions in their implementation which have been regulated in Law Number 22 of 2009 concerning Road Traffic and Transportation.

Law No. 22 of 2009 aims to realize security, safety, order and smooth traffic, the realization of traffic ethics and national culture, the realization of law enforcement and certainty for the community. No matter how perfect a rule is, it will not automatically or immediately change the situation to be as desired, change chaos into order, change behavior to become obedient and obedient as currently there are still many traffic and road transportation violations in Indonesia.

V. Conclusion

From the results of the research that has been carried out above, it can be seen that the Effectiveness of the Traffic and Road Transport Law Policy in Reducing the Violation Rate of Highway Users has not been able to be implemented optimally in the Indonesian Territory. It is proven by the many violations committed by two- and four-wheeled riders when they drive on the highway today. And when viewed based on the theory presented by Bryant and White (1987), the indicator to measure effectiveness, namely the change in people's behavior to obey and comply with the applicable laws and regulations in traffic as stipulated in Law

Number 22 Year 2009 has not shown good result. Even though this policy has been running for 13 years since its publication since 2009 until now. What should have been in terms of time for achieving the results was optimal to be able to reduce the number of traffic violations and road transportation which still occur a lot today.

The establishment of a policy product is intended to realize a certain interest as its goal. Law No. 22 of 2009 as a replacement for Law No. 14 of 1992 is intended to realize safe, safe, orderly and smooth traffic and road transportation. Every road user with or without a vehicle expects a safe condition, namely being free from the threat of crime, violation or social unrest during traffic.

Smooth traffic is the dream of every road user, in the sense that as long as traffic is not faced with obstacles, either in the form of traffic density that leads to congestion, violations or in the form of conditions of road function inadequacy. Another hope is the condition of orderly traffic in which every road user obeys all markings, signs, traffic signaling devices, and traffic regulations by officers.

The creation of traffic security, safety, order and smoothness (KAMSELTIBCAR) is an intermediate goal (transitional goal) in order to realize the final goal. The final goals that are expected to be realized are:

- (1) encourage the national economy. This means that the creation of a traffic kamseltibcar is expected that the flow of transportation and distribution of goods or industrial products will take place safely, safely, orderly, and smoothly so that economic activity both at the location where the production process is carried out and at the production trade location continues to develop;
- (2) advancing the general welfare or society both materially and immaterially. Materially, community welfare is in the form of fulfilling basic needs, especially clothing, housing, and food. The fulfillment of basic needs can be pursued if the basic necessities in sufficient quantities can be distributed and reach the people. Immaterially, welfare is a feeling of security and safety, especially during traffic. The community is not faced with the "image" of traffic which is colored by traffic accidents with victims being seriously injured or dead. Feelings of security and safety are created if the road with its traffic does not become a "killing field";
- (3) strengthen the bond of national unity, in the sense that road traffic and transportation that takes place with the kamseltibcar will affect the level of population mobility between regions getting higher. High mobility will create social interactions between ethnic groups or community groups from different regions that will run well. Such social conditions have the potential to build stronger social ties as a nation.

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