

Political Policy in Efforts Reducing Traffic Accidents

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POLITICAL POLICY IN EFFORTS REDUCING TRAFFIC ACCIDENTS

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ABSTRACT

Traffic accidents in Indonesia each year show an alarming trend. The causes of traffic accidents are many factors. Still, there are dominant factors as the cause of traffic accidents, i.e., the consistency of policy implementers as the holder of political authority to implement policy. In this case, Law Number 22 the Year 1999 on Traffic and Road Transportation. Political policy discusses how policy formulation is done through a political process. Its implementation is done with positive intervention by the executor of policy as a party having political authority, so the target group that society receives benefit from implementing policy, which is safety in traffic and road transport in the decrease in traffic accidents.

Keywords: Political Policy, Political Authority, Safety, Traffic Accident

INTRODUCTION

Talking about the number of traffic accidents in Indonesia has always come to an alarming conclusion. This is because traffic accidents are evidence of how critical traffic safety conditions are. Data released by Korlantas Polri in 2016 alone recorded 105,374 traffic accidents, with 22,939 cases leading to death. This means that in Indonesia, every three hours, one person dies due to an accident. This data is recorded information because it could be that this data will increase. Of course, there are also unrecorded accidents because the recording system, especially accident documentation, is still weak. Not to mention if we observe the number of accidents during the increase in traffic intensity, such as during Eid, which we usually refer to as the homecoming flow. We are bound to encounter even more concerning numbers.

The most recent case regarding an accident that has received public attention is a deadly accident in Tanjakan Emen, Subang Regency, West Java which killed 27 people. Seeing the large number of victims who died, it was like the scene of mass slaughter. However, policymakers' statements when commenting on the traffic accident, as reported by various mass media, are intriguing. From multiple statements in the mass media, both electronic mass media and printed mass media, it can be noted that almost all policy-making officials mentioned that there were problems in policy implementation. The Minister of Transportation also stated that based on a report from the West Java Provincial Transportation Agency, it was found that construction was not appropriate in terms of degrees of bends and road markings. He also did not know whether the road construction contractor's negligence caused the mismatch. (Kompas, February 13, 2018). Head of the Traffic Corps at National Police Headquarters Inspector General of Police. Royke Lumowa stated several points on the Tanjakan Emen geographical and geometric conditions did not match the vehicle conditions. Based on the results of the crime scene (TKP) using the TAA

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(Traffic Analysis Accident) tool, it was found that the bend point did not match the road conditions where the turn was right, but the vehicle tilted to the left. From these government officials' comments, it can be concluded that there is something wrong with implementing the policy.

REGULATION TO PREVENT TRAFFIC CRASHES

Reflecting on the accident case on Tanjakan Emen, it shows that traffic accidents in Indonesia are caused by one of the dominant factors, namely the implementation of policies, especially regarding traffic accidents. From the regulatory side, the signs to promote safety have been confirmed. This means that awareness to avoid or at least reduce traffic accidents has started since compiling regulations. Referring to the political system theory developed by David Easton, regulation as the basis for achieving goals in the public interest is part of the political process (Budiarto, 2007). Such a political process, according to David Easton, is known as Systems Theory. According to Easton, in his theoretical formulation, it is called input and output of the system, reflected in the decisions made (output) and the system's decision-making process (input). This formula is straightforward and sufficient to explain many things: input - system or political process - output.

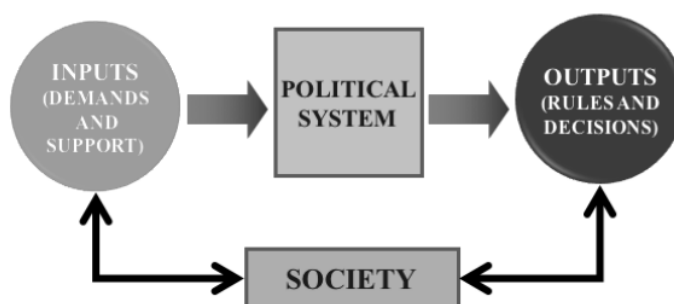


Figure 1. Theory of system

From the understanding of Easton's theory, we can see ¹ Law Number 22 the Year 1999 concerning Road Traffic and Transportation. The theory diagrammatically we can see as follows:

¹³ Referring to Law Number 22 the Year 1999 concerning traffic and road transport, all that is stated in the law, including those related to the prevention of traffic accidents, is the result of a political process that is preceded by input in the form of community needs and motivations, especially those related to empiricism. Of the need to prioritize safety in traffic and road transportation activities. In the drafting process, involvement and dynamics in ¹ the community intensely colored the contents of the law. We can note several articles in Law Number 22 the Year 1999 concerning traffic and road transport ¹ related to traffic prevention, all of which start from article 3 letter a, ¹⁸ regarding carrying out road traffic and transportation, namely: the realization of safe Road Traffic and Transportation services. Safe, orderly, smooth, and integrated with other transportation modes to encourage the national economy, promote public welfare, strengthen national unity and integrity, and uphold national dignity. There are essential keywords, namely, safe, secure, and orderly.

Let's look at Article 1 regarding General Requirements, at Number 30. Traffic and Road Transportation's safety is a condition of freedom for every person, goods, and/ vehicle from interference with illegal acts and/or fear in traffic. In number 31, Traffic and Road Transportation's safety is a condition where everyone prevents the risk of accidents during traffic caused by humans, vehicles, roads, and/or the environment. Angka 32 states that traffic order and road transportation are a traffic condition that takes place regularly according to the rights and obligations of each road user. The affirmation of the definition of security, safety, and order, shows that this law, referring to Easton's theoretical understanding of the political system, has output leading to safety, meaning that the essence of the purpose of the issuance of this law is the absence of accidents. Or suppose you look at the empirical facts of conditions in the traffic and road transport environment, such as human factors, road factors, and weather factors. In that case, it is reducing the number of accidents. Operationally to achieve the hope of realizing safety, it appears in the articles in Law Number 22 the Year 1999.

These articles, among others, are:

1. Article 21 paragraph (3):
Due to safety considerations or other special considerations, the Regional Government may determine the highest local speed limit, which traffic signs must declare.
2. Article 23 paragraph (1):
Road administrators carrying out road preservation and/or road capacity building must maintain security, safety, order, and road traffic and transportation smoothness.
3. Article 48 paragraph (1):
Every motorized vehicle operated on the road must meet technical and roadworthiness requirements.
4. Article 49 paragraph (1):
Motor vehicles, trailers, and patch carts imported, manufactured, and/or assembled domestically, which will be operated on the road, shall be subjected to testing.
5. Article 163:
Every motorized vehicle operated on the road is prohibited from installing equipment that can interfere with traffic safety.
6. Article 77 paragraph (1):
7. Every person driving a motorized vehicle on the road must have a driving license according to the type of motor vehicle being caused.
8. Article 83 paragraph (1):
Every person applying to have a driver's license for a public motorized vehicle must meet the age requirements and unique requirements.
9. Article 200 paragraph (1):
The National Police of the Republic of Indonesia is responsible for carrying out activities in realizing and maintaining road traffic and transportation security.
10. Article 203 paragraph (1):
The government is responsible for ensuring the safety of traffic and road transportation.
11. Article 208 paragraph (1):
Traffic and road transportation supervisors are responsible for building and realizing a security and safety culture and road transportation.

Some of the articles above are just examples that the law already emphasizes the need for safety. There are many more articles related to salvation. Besides, some of these articles also require government regulations for more technical arrangements. If we pay attention, when

it comes to safety, there are words obligatory, must, responsible, prohibited. These all indicate that the goal is to achieve safety if the law's implementation is carried out correctly and adequately.

In addition to Law Number 22 of 2009 concerning traffic and road transport related to safety, the government has also issued a regulation on the National General Plan for Safety (UNK). The National General Safety Plan (RUNK) shows that traffic accidents result in economic losses of approximately 3.1 percent of Gross National Income; around Rp. 220 trillion. This figure is much higher than the 2004 figure provided by the World Health Organization (WHO), which is 2 percent. According to Law Number 22, the Year 1999, the Traffic Police is responsible for road and traffic safety, including collecting, monitoring, processing, and presenting traffic and road transportation data and law enforcement. Therefore; A reliable and efficient source of road traffic accident data is essential for the Traffic Police to fulfill their responsibilities as assigned by the Act.

POLITICAL POLICY

Following existing regulations, as emphasized in Law Number 22 the Year 1999 concerning traffic and road transport, the hope that traffic accidents at least reduce is the output of this law's issuance. However, reality, the number of casualties is not decreasing but tends to increase every year. This can be seen in the following table:

Table 1. Traffic accident data 2013 – 2017

Description	2013	2014	2015	2016	2017
Total events	90.693	88.892	96.071	106.431	102.251
Death victim	22.155	24.438	24.271	31.170	30.487
Serious injury	24.495	23.061	24.450	20.066	14.112
Slight injury	102.297	98.666	107.643	120.270	118.782
Material loss (IDR)	217.998,114	255.114,482	214.326,105	227.694,239	212.919,562

This figure shows that there is something wrong with implementing road traffic and transportation, in this case, implementing policies. This problem can be highlighted from the discipline of policy. Policy science directly translates the word policy science (Dror, 1968: 6-8). Some of the great writers in this science, such as William Dunn, Charles Jones, Lee Friedman, and others, use public policy and public policy analysis in no different terms. The term policy or policy, which is translated from the word policy, is usually associated with government decisions because it is the government that has the authority or power to direct the community and is responsible for serving the public interest. This is in line with the meaning of public itself in Indonesian, which means government, society, or the general public.

The study of policy in a broad sense to procure information needed to support the policy-making process has existed since humans know the organization and know the meaning of decisions. This study is carried out, starting from the simplest and most irrational ways to the ways that are quantitative and qualitative today. In modern society today, due to technological advances in information and transportation, public problems have become

very complex. No one problem can only be seen as a "one" aspect that stands alone. Various elements are interrelated and influence each other. This linkage is not limited to a specific environment but can be controlled and affects the wider environment and involves different aspects, taking place very quickly.

In today's society, complaints often arise that the results of an analysis carried out in a field are difficult to apply. The difficulty in implementing this is because society is a multi-dimensional interlocking arena of various aspects. In society, different elements influence each other. Therefore, it also requires a multi-dimensional analysis. To answer the challenges of this application difficulty, William Dunn instilled the science of applied social science policy analysis because it uses a holistic approach.

Experts make many definitions to explain the meaning of wisdom. Thomas Dye mentioned policy as the government's choice to do or not do something (whatever the government poses to do or not to do). This definition was made by linking several other purposes from David Easton, Lasswell and Kaplan, and Carl Friedrich. Meanwhile, Lasswell and Kaplan, who see the policy as a means to achieve goals, mention policy as a projected program concerning goals, values, and practices (a projected program of goals, values, and practices). Carl Friedrich said that the most important thing for a policy is the existence of a goal (goal), target (objective), or will (purpose).

So in the author's view, the prevalence of traffic accidents that occur in Indonesia, especially when studying the cases that happened in the accident at Tanjakan Emen, Subang, the main cause is the inconsistent implementation of policies. This view can be analyzed from the study of policy politics, namely, how a policy is made through a political process. Then, when its implementation, how a policy has political support from policy implementers can "force" the public as a resultant policy to comply with the policy with control by the policy implementer, namely the government. Analysis of the political policy context can be done by referring to the Process Model. One of the policy analysis models is the Process Model, as developed by Smith (1973), a policy approach with a bottom-up model. The model views implementation as a process or flow, which looks at the policy process from social and political change. The government's policies aim to make improvements or changes in society as the target group. Smith stated that there are 4 (four) variables that need to be considered in the policy implementation process, namely:

1. Idealized policy, which is an interaction pattern idealized by policymakers to encourage, influence, and stimulating the target group to implement it;
2. Target group, which is part of policy stakeholders expected to adopt patterns of interaction as expected by policymakers. Because they have a lot of influence from policies, it is hoped that they can adjust their behavior patterns to the policies they formulate;
3. Implementing organization, namely implementing agencies or government bureaucratic units that are responsible for implementing policies;
4. Environmental factors, namely elements in the environment that influence policy implementation (such as cultural, social, economic, and political aspects).

The four variables above do not stand alone but constitute a unity that influences each other and interacts reciprocally. Therefore, it often creates tension for transactions or bargaining between formulators and policy implementers. Smith's bottom-up approach gives a high score on realism and implementation ability. Because the model views that policy

implementation does not run linearly or mechanically but opens up opportunities for "transactions" through the negotiation process or bargaining to compromise policy implementation with the target group's dimensions.

To better assess a public policy implementation, it is necessary to know the variables and factors that influence it. For this reason, a policy model is needed to simplify the understanding of the concept of policy implementation. Many models can be used to analyze a policy implementation, one of which is the implementation model proposed by George Edward III. Edward sees policy implementation as a dynamic process, where there are many interacting factors and influencing policy implementation. These factors need to be presented to find out how these factors influence implementation. Therefore, Edward emphasized that in an implementation study, two main questions should be asked, namely: (1) What are the prerequisites for policy implementation? (2) What are the main factors in the success of policy implementation? To answer this question, Edward proposed four factors that play an essential role in successfully implementing. Factors that influence policy implementation success or failure are factors of communication, resources, disposition, and bureaucratic structure (Edward in Widodo, 2011: 96-110). George C. Edward III's Implementation Model can be seen in the following schema:

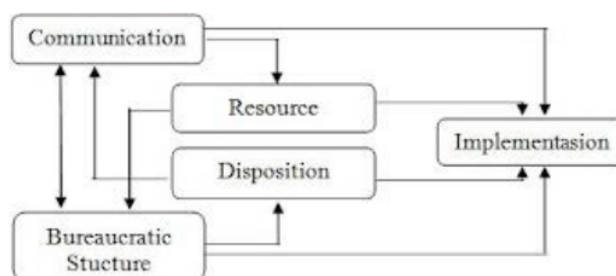


Figure 2. Implementation model
Source: Widodo (2011:107)

From this description, we can understand that it is difficult to reduce the number of accidents because everyday accidents continue to occur. After all, the policy on traffic and road transportation is carried out "half-heartedly," or in a stricter language that is less serious. The accident case on Tanjakan Emen, which was later shown in the media by the existence of "looking for a scapegoat" raised by government officials, shows the significance between policies formulated in law and policies are not serious, as shown by the inadequate implementation. The obligatory must be prohibited, and responsible vocabulary shown in the example articles above shows the evidence. Comments from government officials regarding the accident at Tanjakan Emen will check the steering test mechanism, inappropriate road structure, undisciplined drivers, inadequate vehicle conditions. It shows that the law provisions are the output of the political process that is not implemented properly, even though the political process has gone through academic and empirical studies.

CONCLUSION

As the final part of this paper, it can be concluded that policy implementers' behavioral tendencies or characteristics play an essential role in realizing policy implementation

following the goals or objectives. Implementing policies, in this case, the government has the capacity of political authority. So, the correct use of authority, consistency in applying the rules is a form of policy politics. Essential characteristics that policy implementers must possess are honesty and high commitment. Honesty directs implementers to stay within the program's goals that have been outlined. In contrast, high commitment from policy implementers will make them always enthusiastic in carrying out their duties, powers, functions, and responsibilities according to predetermined regulations.

The policy implementers' attitude is a form of policy implementation because the political authority will significantly influence policy implementation. If the implementer has a good attitude, he will be able to carry out the policy well as the policymaker wants; on the other hand, if the attitude is not supportive, the implementation will not be carried out well. Reducing the number of traffic accidents means saving lives for improving the quality of life of the community, especially road users. Policy politics means a commitment from the owner of political authority, namely policy implementers, to be able to provide positive interventions in policy implementation, especially in terms of reducing the number of traffic accidents where the philosophical value is to prioritize safety.

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