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**ANALYSIS OF POLICY IMPLEMENTATION OF TYPE A GAMBUT
BARAKAT KILOMETER 17 TERMINAL OPERATION, BANJAR
DISTRICT, KALIMANTAN SELATAN PROVINCE, INDONESIA**

Faisal Amin, Setia Budhi, Jamaluddin

Master of Science Development Administration, Lambung Mangkurat University, Indonesia

Abstract

Decision No. 132 of the Indonesian Ministry of Transportation the terminal's operations are governed by a set of rules known as "PM," and they span three main categories: preparation, management, and direction. The Gambut Barakat Terminal, Type A, is a transit hub that This type A terminal, which was developed in 2014 with AKAP in mind, is scheduled to open in 2016. Before AKAP's operations are based out of the Type B Terminal at Km 6. City of Banjarmasin. Type A Gambut Barakat terminals were used for this analysis. subject of investigation as it pertains to studies of operational policy execution. This study A descriptive qualitative case study methodology was used. There were 4 interviewees in this research. persons, namely the Chief of KORSATPEL Terminal type A Gambut Barakat km 17, Banjarmasin City Transport Entrepreneurs, UPTD Terminal Type B at Kilometer 6 Director General Organda Mile 6. The emphasis of this study was on the supplementary execution of these instruments, specifically: impacted interests, forms of benefits, acquired, the magnitude of desired change, the site of decision making, and the kind of program actors, qualities, implementers, resources, power, interests, and tactics authority structure, subservience, and receptivity. In addition to developing issues with the functioning of the type A terminal. Analyzing the Data Researchers use methods like conducting interviews and analyzing the results to draw conclusions. literature and firsthand observation. Based on the results of the investigation and examination of the data, policy execution for the use of Gambut Barakat Type A Still ineffective, terminal. Challenges to the implementation include, but are not limited to, lack of AKAP transportable from the South Kalimantan type B km 6 terminal Prior to the Gambut Barakat type A terminal, the strategy has been less forceful implementor, and AKAP believes it will suffer rather than prosper as a result of the transition a Gambut Barakat terminal of the type A kind.

Keyword: Type A terminals, analysis, implementation, and policy

1. Introduction

1.1 History of the Study

The more complex society becomes, the wider range of requirements people will have. Every step

Economic progress always leads to sustained needs for infrastructure

transportation system infrastructure to ensure a smooth flow of people and goods

may be accomplished with little hassle and maximum convenience for everyone involved

the assurance that the development would continue to be carried out. In light of

According to Miro (1997), the urban transportation network may be seen as a unified components that complement one another in getting transportation it is accessible from both city and country. The parts mentioned in the transport A terminal is a part of the system.

The vital significance that transportation and traffic on the roads play in helping growth and unification of nations as a means of improving the general wellbeing required under the Republic of Indonesia's Constitution of 1945. Transport on roads and transportation are essential to the nation's infrastructure, and hence they must be expanded. achieved stability in terms of safety, traffic flow, and economic support growth and geographical expansion.

The components of the ¹road traffic and transportation system include Traffic, Transportation Networks, Road Traffic, and Road Transportation Management of transportation facilities, vehicles, drivers, and road users.

The terminal serves as a hub for all modes of ground transportation.

It serves another public purpose—namely, as a passenger boarding area—in organizing the arrival and departure of public transportation vehicles and loading/unloading cargo

with the goal of having all public transportation rides begin and conclude at the hub. The

The terminal is a public amenity and one of the city's assets.

pays back the areas with local income as a result of the retaliation.

As a hub and destination for public transit, the terminal serves an important function.

service, provided by public transportation vehicles that lift and lower people for loading and

loading and unloading zones, as well as passenger transit hubs

linked to human activities that cause movement between locations and hence between modes of transportation.

another.

Road Traffic and Transportation Division Reorganization Act, Act No. 22 of 2009

terminals into the following three categories:

1) The Type A Passenger Terminal is used by Inter-Provincial City's public transportation system.

Transport (AKAP), the movement of goods across international borders,

The second type B passenger terminal is for Inter-City buses.

Province-wide (AKDP) transportation, urban (Angkot) transit, and rural

¹ 3) The type C passenger terminal is for use by urban public transit vehicles (Angdes)

transit in remote areas, too.

Located on Jalan Ahmad, this 2014-built terminal is a type A facility.

We'll call him Yani Km. Subdistrict Number Seventeen Gambut, Banjar District, South Kalimantan.
The

The tens of billions of rupees (about 86 billion) that will be needed to build this port are staggering.

billion rupiah, broken down to reveal central government assistance of 22 billion rupiah, for

construction, and 52 billion rupiahs from the Banjar regency for the purchase of land

acquiring land and constructing new roads to it. In addition, the South provides additional financial assistance.

The provincial government of Kalimantan spent 8 billion rupiahs (about \$160 million) on the building of

major thoroughfares and highways (9/9/2016, Radar Banjar). The terminal that has been used, however,

spends a lot of money and waits a long time before doing something final

in general, things like AKAP (Inter-Province City Transportation), Angkot, and the presence of a capital city

Angdes, merchants, and passengers, the terminal is guarded only by police.

The AKAP Entrepreneurs are only one group of businesspeople that are to blame.

prefer the terminal at Km 17 to the one at Km 6. In this case,

The incorporation of In-Province City Transportation (AKDP) adds an additional layer of complexity.

Traders who support the AKAP and the Land Transport Organization (Organda)

that refuses to relocate to Banjar Regency's Terminal Type A km 17 for many reasons

among them the terminal's remote location from the heart of the city, which would

hinder travelers' ability to reach the terminal. Leaving Banjarmasin and heading to

Long-distance terminals encourage travelers from outside the region to use

possible alternatives for utilising travel (black plate transit) between cities.

The price is about the same, and it's far less expensive than traveling to kilometer 17.

terminus in Banjar Regency, transportation for Angkot and Angdes would be more challenging.

passengers because AKAP riders are too low, and fewer riders overall would be preferable.

Banjarmasin's km-6 terminal is a quieter part of the city. Furthermore, the existence of internet

The terminal's best interests are likewise affected by taxis. And yet, the law says

In order to qualify for AKAP use, terminals must be of type A.

Province A and Province B terminals for City Transportation. As a result of this, the patient is in a very

illegal and against the rules.

In fact, the government is making an effort to run the type A kilometer 17 terminal.

There were many trials of Gambut Barakat, the first of which began on

The trial first began on March 14, 2013, and lasted for 14 days; it resumed on May 20, 2015. The

The government conducted the test, but they haven't disclosed what they did to the passengers.

Despite being just 17 kilometers long, this segment is quite demanding in terms of identification.

the number of travelers, the availability of tickets, etc. On the other hand, type A terminals in

Traders, drivers, and transportation services in Banjar Regency are still not up and running as of this writing.

passengers, and AKAP operations continue on the South Korean type B km 6 terminal

Kalimantan.

To Define the Issues at Hand 1.2

The research issue, which is derived from this phenomena, is as

follows:

1) How is the Type A km 17 Gambut operating policy being put into practice?

Banjar Regency's Barakat bus station?

2) What are the limits to the implementation of km 17 Gambut type A due to?

Procedures for Running the Barakat Terminal?

2. Methods

Qualitative descriptive research, of which this is an example, is used to produce the following:

context of the issue at hand and the current state of societal

Whether it's past difficulties interacting with present ones, or the environment interacting with

a subset of society composed of unbiased members. The Type A Research Center hosted this study.

In South Kalimantan, at km 17 of the Gambut District in the Banjar Regency, you'll find Gambut Barakat. The

² When choosing a site for a study, it's important to take into account factors like

the meat of the issue at hand in this research, as well as data input for

people, systems, and their respective relationships, based on requirements. For this reason

Informants are chosen using a sampling technique. In particular, the informer

was selected on purpose by the writer after careful thought on factors like the

of having a deep understanding of the subject and the relevant details of the case

Operation Type A Gambut Barakat Implementation is the Center of Attention.

Terminal. The author employs questions and answers from semi-structured interviews to

Getting precise, reliable, and in-depth data requires answering directly with informants. Studying this

measuring tool combines questionnaires, signs, and interviews.

documentation. In this investigation, a qualitative method of analysis was used.

Distance and Tim ¹Huberman.

3. Results

The following is a comparison and contrast of ¹the two options.

terminals.

Terminal B, Kilometer 6, Banjarmasin

Advantages

Situated near Banjarmasin and within easy reach of the city

marketable proximity to a town or city.

¹In the form of already activated type B terminals

They used as type A connections to make asphalt laying possible

obsolete at this point.

Location: not far from the Banjarmasin trisakti port.

Taxis are a convenient way to get about the city.

Gambut Barakat Terminal, Type A, Milepost 17

According to Type I Readiness Criteria, the land is prepared.

Four hectares in size, with established Land Use Rights

Certificate, plus an extra 5 hectares of grant land

nine hectares of land used for terminal support.

The terminal is situated at a crossroads between

provinces of South Kalimantan, East Kalimantan, and Central Kalimantan

the heart of Kalimantan.

The official stamp of approval or endorsement from the

A Letter to the DPRD of South Kalimantan Province

Reference: Dec. 18, 2006, No. 162/867/DPRD.

The Banjar have the capability and inclination to

Roads will be resurfaced and strengthened by the Regency government.

and those are funded by the Regional Budget.

The terminal is not in close proximity to the

locality of dwellings.

Where class A passengers used to congregate

terminals in accordance with a Ministerial Decree

Specifically, the General Director of Transportation in this situation

SK.126/AJ.107/DRDJD/98 is the number for land transportation.

on June 30, 1998.

As much as 8 kilometers separate you from Syamsudin Noor Airport.

Banjarmasin, the closest major city, is up to 11 km away.

has a path that can take them where they need to go

Gambut, Banjarmasin.

The terminal is accessible through a 40-meter-wide road.

Employers and public transit drivers are on board.

Carrying people about.

The terminal site is situated on peatland.

dominated by bushes rather than fertile soil for farming.

Disadvantages

It is a little plot of land, measuring about 1.5 acres.

fails to qualify as what the

position of the terminals of type A, which

3 ha, and land purchase for expansion

time and money to go to certain destinations.

in the sky.

Exiting and entering the same access terminal

roadways open to the public, namely highways in the

location smack in the heart of the terminal.

neighboring or coexisting with a residential neighborhood

areas.

The presence of retail space inside a transit hub

third-party-managed location

The lack of pavement hardening

Positioned on peat, which requires filling up.

3. Discussion

Policy implementation theory as proposed by Grindle, with two elements, including policy substance and the implementation setting (context of execution) and the findings from a number of interviews with relevant sources of study and investigation, the following is discussed:

3.1 Policy Outline

Grindle's idea states that there are six components to a policy's contents.

To begin, there are a wide range of interests that have a role in shaping public policy. In

PO owners and drivers have vested interests, as shown at the Organda km 6 Terminal, which is of the kind

Officers at the ¹ B km 6 terminal, Type A Gambut Barakat officers, and AKAP

passengers. In which the interests of the many players are at odds with one another and

This operational policy cannot be put into effect in its current form.

Second, this implementation's success will depend on the advantages that are realized.

process. Type A Barakat terminals were the most common in the study's observations.

KORSATPEL claimed a number of advantages resulted from the ¹ development of Type

A Gambut Barakat computer, with the PO serving as the ¹ object of implementation.

Both the owner and the driver believed they had gained no advantages.

Third, the potential for drastic shifts as a consequence of new policies. Policies

that aim to accomplish something in the far future will struggle if compared to policies

things are helpful in some way. Only the government, and only in its passenger's best interests,

consumers of AKAP services are still thought about during deployment. Think of ¹ the PO as

owner and driver that the reason for running this passenger terminal type A is

not us PO drivers or owners. Many business owners and drivers at POs are hesitant to

do not immediately gain from this strategy, although type A KORSATPEL

AKAP terminals with space for passengers to relax and change are preferable.

terminal. However, there is a problem with the prevalence of online-based transportation in major metropolitan areas.

for Angdes and angkot as they'll have rivals and sway the focus of

to the airport, but on the other side, it facilitates the

pick-up and drop-off service, so it's convenient for the whole neighborhood.

The fourth consideration is the seat of power. As the number of choices

execution of its policies will get more and more complicated as a result of decisionmaking. Initial Stages

Barakat's experience in type A terminal design and construction

technical analyses and test runs of viability, but in practice, the

Owners of AKAP believe that the whole process, from planning to operation, of this type A terminal is

apart; not interested. They are perplexed as to why the structures constructed there were not expanded.

already-there terminal.

Fifth, the process of implementation is focused on more than only the actions of

institutions accountable not just for the program's execution but also for the

effect of a complex web of political, economic, and social factors on the goals of

ones that are favorable or bad. Multiple Gambut Barakat type A terminal operators are required for

For the purpose of introduction, simulations have been conducted, and officers have been stationed at

the terminal's front doors, but in actuality, there are no compliant buses that go to and from

Still a terminal of Type A, but of the Type B kind.

As a sixth point, we must consider how much was invested. Both human and monetary resources are considered resources.

facilities, resources, resources, etc. As a result of the Gambut Barakat type A's existence

As a terminal officer, you're responsible for ensuring the safety of the terminal's operations and its associated buildings.

The opposite is true in the airport terminal. Because of AKAP's hesitance, type A

There is a problem with the Gambut Barakat terminal.

3.2 Application Setting

To begin, the strength, motivations, and tactics of the many players associated with their

Different factors affect the type A Gambut Barakat terminal's daily operations due to competing interests. AKAP passengers must go through a very cumbersome identification process due to the transfer of

expenses at Terminal 17 as a result of these new terminals. Owners of AKAPs are vested in

in their plans for the future if they move their operations to a new terminal. With the KORSATPEL

Terminal 6 of the UPTD will provide assistance for the type A terminal's operations and

do actions in accordance with the main directives. Those financial commitments that fall short of

gathering place, which makes the performance of the ¹type A Gambut Barakat terminal poor.

As a second point, the authority of the governing institution is based on the features of the

Province of British Columbia Transportation Department (BPTD) employees, namely about 15

of South Kalimantan continue to encounter roadblocks when it comes to terminal operations. But it

avoids out the prospect that severe measures or fines may be implemented if AKAP is

not compliant, now using the Gambut Barakat terminal of the type A kind. That the

The implementer has the ability to take swift and decisive action.

Finally, the ability to comply and respond to regulations is crucial.

elements of the larger whole that is the pursuit of policy goals. Here, compliance plays the

AKAP proprietors' belief that compliance with implementation objects is still poor

are still using Gambut Type B terminals despite being required to upgrade

After years of construction, Barakat Terminal is now ready for use.

terminal.

4. Conclusion

4.1.1 Application

The conceptualization phase for this ¹ type A km 17 Gambut Barakat terminal is concluded.

After construction is done and the officer is stationed at the terminal,

PO owners prevent oversight from happening during the implementation phase.

and AKAP drivers are reluctant to make the switch from the Banjarmasin Terminal (mile marker 6) to mile marker 17

The Gambut Barakat transit hub. As agreed upon by the policy's executor and the insured,

As a result of falling short of the target, no successful implementation has occurred as of yet.

solution.

This demonstrates that route 17 of the Gambut Barakat type A was put into effect.

terminal's failure to capture the attention of its intended audience

included in the policy's text. The reality is that people have a wide variety of

each individual that compromise is next to impossible. Moreover, the current policies

best choices according to the implementer, whereas the best decisions

as a result of the policy being put into effect, it hurts them. As a consequence, this causes shifts in

cannot be completed since disobedience to the rules prevents it. The inability to take a stand

Regarding program administrators about the application of penalties to vehicles that do not

the regulations further complicate an already difficult issue. The evolution of the type has occurred since 2014.

Despite the existence of a potential terminal at kilometer 17 Gambut Barakat,

a wide range of media including introductory simulations, on-duty police officers, and more

at the terminal, and the common areas are helpful for travelers, merchants, and businesspeople.

also, motorists.

4.2 Restriction

As a result of AKAP's inactivity, the Type A kilometer 17 Gambut Barakat Terminal has not yet gone live.

not conforming to guidelines for use in type A Gambut Barakat

terminal. The several adjustments made to the way this terminal is run have

developed a wide variety of concerns and needs that have not been met by all, therefore it is still an open question

challenging to put the terminal's operating rules into practice. The absence of any direct

when AKAP is moved from the old terminal to the new terminal, it will be to its advantage. The

The policy's implementer in this situation was less forceful than

With the help of the Gambut Barakat type A KORSATPEL terminal and its implementing members,

nevertheless there was enough money to go around. Additionally, ORGANDA backs this up.

The Banjarmasin terminal, located at kilometer 6, will continue to serve the region's type B airports.

the same advantages, too.

5. Recommendations

Following these findings, several recommendations may be made:

1) The substance of the policy represents the group's or targets' interests, therefore

that enough people are happy with how the implementation goes that it can be put into

labor even though it is impossible to satisfy everyone involved.

There is a strong correlation between "who gets what" and the advantages obtained, therefore the solutions

benefit both the policy's implementer and the policy's target.

implementation.

Thirdly, manpower; specifically, the Transportation Ministry as the implementer

if a violation (sanctions) of the terminal's operation policy

Methods for Investigating Terminal Compliance Issues

procedure guidelines.

4) It's time for a paradigm shift in how people think about operating type.

In order to ensure a high rate of compliance, the Gambut Barakat terminal was built at Kilometer 17.

No one is refusing to go anywhere.

¹ The prosecution in the event of a violation, as part of enforcement operations,

control measures must be implemented via coordinated ¹ Ministry of

the Provincial Transportation Agency, the Banjar Area, and the Department of Transportation

Transit Department, Governmental Security Division, and Highway Patrol.

Regulations should include provisions for written warnings, administrative,

sanctions in the form of fines, license suspensions, and/or license revocations.

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