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THE 2ND INTERNATIONAL CONFERENCE AND CALL FOR PAPER



Our Speaker



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 Thammasat University



Prof. Yuzuru Shimada
 Nagoya University



Melissa Crouch
 UNSW Australia



Prof. Henk Adding
 Utrecht University



Assoc. Prof. Dr. Hj. Sri Kusriyah
 Sultan Agung Islamic University

*Democracy In Digital Era : Law,
 Governance, Sosial And Economic
 Perspective In Asia, Australia And
 Dutch*



September 23-24, 2020
 Imam Assafel Buiding, Faculty of Law, Unissula
 Kaligawe Rd KM 4 Semarang, Central Java

THE 2ND INTERNATIONAL CONFERENCE AND CALL FOR PAPER

THEME : DEMOCRACY IN DIGITAL ERA: LAW, GOVERNANCE, SOCIAL AND ECONOMIC PERSPECTIVE IN ASIA, AUSTRALIA AND DUTCH

Keywords: *Digital Media, Political and Governance Institutions, Electoral Processes, People Representation, Digital Disinformation, Democracy, Digital Economic, Social issue*



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UNSW Australia



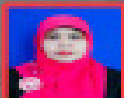
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This agenda aims to provide insights in theory and practice:

1. To exchange and discuss views on the most important issues on Democracy in Digital Era: Law, Governance, Social and Economic Perspective in Asia, Australia and Dutch and its consequences to Law in countries.
2. To discuss the challenges and practical aspect of Democracy and Governance in a Digital Era.

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The 2nd

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: Comparative Review"*

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Phone: +6224 6583584 (8 Saluran) psw. 569

Fax. + 6224 6592735

Email : pdih.fh@unissula.ac.id

www.pdih.unissula.ac.id / www.apic.unissula.ac.id

KATA PENGANTAR

Bismillahirrohmanirrohim

Assalamu'alaikum Wr. Wb.

Puji syukur kehadiran Allah S.W.T, Tuhan Semesta Alam Yang Maha Esa. Alhamdulillah, sebagai ucapan syukur kehadiran Allah Subhanahu Wata'ala kami dapat menyelenggarakan The 6nd Proceeding International Conference And Call Paper dengan tema "*Democracy In Digital Era : Law, Governance, Sosial And Economic Perspective In Asia, Australia And Dutch*" terselenggara dengan baik. Pemilihan tema tersebut dipilih karena pada era searang ini kita dihadapkan dengan era industri 4.0, dimana para kandidat doktor dituntut untuk bisa menyesuaikan dengan perkembangan global dan meningkatkan kompetensi keilmuan serta kemampuan.

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Coordination Pattern Between The Department Of Transportation And Banjarmasin Police Traffic Unit In Overcoming Congestion

Bambang Rupaedi, Retno Galuh Trengga Utami, M. Erwin Prawira Negara

Abstract

The purpose of this study is to analyze coordination pattern between the Department of Transportation and Banjarmasin Police Traffic Unit in overcoming congestion. This study applies sociological juridical approach by observing legal reality in society. The legal aspects are identified to extract findings for the benefit of this legal writing. This study found that coordination between these units has been effective since the implementation of the Area Traffic Control System (ATCS) technology. Synchronization to solve this common has been carried out through meeting or forum held between two parties. Yet, the implementation is still not optimal, because the meeting is held only once or twice, rather than regular coordination. Likewise, the cooperation between the Department of Transportation and Banjarmasin Police Traffic Unit is still not maximal in carrying out their duties to overcome congestion.

Keywords: *Coordination Pattern; Congestion; Countermeasures*

A. INTRODUCTION

In accordance with the concept Welfare State, Indonesian government is obliged to regulate and direct society as a unit or family, particularly during this economic and legal globalization era. Globalization has penetrated almost all spheres of public life, such as economy, politics, science and technology, culture, education, and others.¹

Transportation sector is growing rapidly as a result of human need to travel in search of their need, to carry out activities, and to deliver goods to other places. Indonesia experiences such development, following global mobilization.² Human civilization and the influence of technology have inevitably modernize transportation.³

To serve the community is the main duty of a government. Public service organizations are currently facing major changes due to 3T revolution (transportation, telecommunication and tourism). Disorganized transportation is a fundamental problem faced by big cities in Indonesia. It has caused social problems, particularly in metropolitan cities throughout Indonesia.⁴ The demand of effective, efficient and adequate

1. Mashdurohaturun, Anis and M. Ali Mansyur. *Identifikasi Fair Use/ Fair Dealing Hak Cipta Atas Buku Dalam Pengembangan Iptek Pada Pendidikan Tinggi di Jawa Tengah*. Jurnal Yustisia, Hukum UNS, Surakarta, Ed.93, September-December 2015.

2. Sri Endah Wahyuningsih, Jawade Hafidz, *The Development Of The Indonesian Criminal Code Derived From The Yudicial Pardon Value In Islamic Law*, ADDIN, Vo 1 ume 11, Number 2, August 2017, P. 297.

3. Suryani, Meta and Anis Mashdurohaturun. *Penegakan Hukum Terhadap Eksistensi Becak Bermotor Umum (Bentor) Berdasarkan Undang-Undang Nomor 22 Tahun 2009 Tentang Lalu Lintas dan Angkutan Jalan*. Jurnal Pembaharuan Hukum, vol. III, no. 1 January-April 2016, pp.21-38

4. Sri Endah Wahyuningsih, Jawade Hafidz, *The Development Of The Indonesian Criminal Code Derived From The Yudicial Pardon Value In Islamic Law*, ADDIN, Vo 1 ume 11,

transportation services is increased as urban residents have high mobility. Traffic services are described in Law No. 22/ 2009 on Road Traffic and Transportation. Chapter VI article 5 explains that “Transportation services need to pay attention to supporting facilities for road traffic and transportation such as sidewalk, bicycle lane, and crossing, pedestrian, bus stop and facilities for the disabled.”

In general, big cities in Indonesia experience traffic congestion. The Jakarta Capital City (DKI Jakarta) has yet find the right solution to overcome congestion which causes economic and immaterial losses, such as stress. Congestion is caused by various interrelated aspects, which include lack of discipline, weak Law enforcement, and rising number of private vehicles ownership regardless stagnant road infrastructure.⁵

Efforts to create world-class city requires competent policy-makers to solve various problem including traffic congestion in Banjarmasin City. The increasing number of population will cause an increase in traffic flow, which inevitably causes congestion.⁶ The increasing volume of vehicles in the city of Banjarmasin has caused transportation problems, namely increased air pollution, traffic accidents, and congestion which is identical to the occurrence of traffic jams. Among these problems, traffic congestion is the most impactful. Not only it causes increase in fuel consumption, congestion is also time consuming and harming the environment. Apart from economic and physical losses, congestion also causes psychological harm.⁷

Congestion is a common problem which requires traffic obedience. The pedestrian shall cross the road through provided overpass or available crossings. Private vehicle users must also be more obedient to traffic regulations. Meanwhile, the government shall implement policies to limit the number of private vehicles to be balanced with road capacity. Besides, the government must also improve public transportation system to make it more feasible. Recently, due to expensive parking rates, many prefer to use public transportation rather than private vehicle. To prevent traffic jam during rush hour, local governments have enacted two-wheeled vehicle free area and to spread out the center of the city.⁸

The purpose of this research is to identify and analyze coordination pattern between the Department of Transportation and Banjarmasin Police Traffic Unit in overcoming congestion.

B. RESEARCH METHOD

This research applies sociological juridical method. In addition to using legal principles in assessing, reviewing, and analyzing social problems, this study also examines how it is implemented in practice.⁹ This is an analytical descriptive study, because the researcher wants to describe the subject and object of study. The findings are then analyzed and conclusions are drawn.¹⁰ The data used in this study are primary and secondary data. Primary data were obtained mainly from sociological research conducted directly in the community. Meanwhile secondary data were obtained through literature studies. Besides, studied data are obtained from related agencies.¹¹ Secondary data includes primary, secondary, and tertiary legal materials.¹²

Number 2, August 2017.

5. Alhadar, Ali. *Analisis Kinerja Jalan Dalam Upaya Mengatasi Kemacetan Lalu Lintas Pada Ruas Simpang Bersinyal di Kota Palu*. Jurnal SMARTek, vol. 9, no. 4, November 2011, pp.327 – 336.

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11. Soeratno and Lincoln Arsyad. *Metodologi Penelitian untuk Ekonomi dan Bisnis*. Yogyakarta: UPP AMP YKPN, 2003, pp.173.

12. Johny Khoesoema Hioe, Anis Mashdurohatun, Gunarto & Irwan Jasa Tarigan, Reconstruction of Pretrial Institution Function in Supervising Investigator Authorization Based on

C. RESEARCH RESULT AND DISCUSSION

1. Main Causes of Congestion in Banjarmasin City

Traffic congestion often occur in areas with high intensity of activities and land use. In addition, it occurs due to high traffic volume caused by through traffic, regional and local. When the occurrence is routine, congestion cot only causes resource inefficiency, but also may disrupt activities in the existing environment. In addition, it also affects the city's socio-economic activities.¹³

Congestion occurs due to unstable road capacity. Traffic jam decreases the driving speed due to obstacles on the road and lack of movement freedom. When the road volume-capacity ratio is greater than or equal to 0.80 $V/C > 0.80$, and if the service has reached E level, then the traffic flow has become unstable. Thus, it occurs heavy delay, which is also called traffic congestion. In urban roads, if the volume per capacity ratio is above 0.85, then it is categorized not ideal. This condition is common in congested roads. Therefore, congestion means a decrease in the level of traffic flow on existing roads, which greatly affects the community, both those using public transportation and private ones. Traffic jam has caused inconvenience due to increase in travel time for travelers. Congestion occurs as the traffic flow approaches the road capacity. The congestion increases when the current is so big that vehicles run very close to each other. Total congestion occurs when the vehicle has stopped or moving very slowly.¹⁴

Based on field observation, there are several factors that cause congestion in the city of Banjarmasin, such as:

- a. Community awareness in parking the vehicle
Shop owners selling along the road side, and those who park their four-wheeled vehicles on the road carelessly has worsen traffic congestion. The following pictures show frequent random parking during rush hours. Some roads in Banjarmasin are always jammed during rush hours, i.e. at 07.00 am and 11.00 pm. One that is always affected by traffic jam is S Parman Street. In fact, residents avoid passing this road during rush hour. In this area there are several schools. The traffic jam often worsen as parents park their vehicle on the side road as they pick up their children from school.
- b. Attitude, behavior and habit
Lack of attitude, misbehavior or negative habit in driving often cause traffic congestion. Selfish and arrogant drivers endanger others on the road. Some assume that it is fine to break traffic rules or to drive selfishly regardless his movement can interfere and endanger the safety of other road users. Accidents indirectly cause congestion as well.
- c. Rapid growth of private vehicle possession is not proportional to the capacity of roads in Banjarmasin City
The city streets are getting crowded day by day due to increased possession of private vehicles. The city of Banjarmasin is home to 692,793 people in 2017. The population is increased to 800,769 in 2018. Based on the data of Banjarmasin Transportation Service, there were 129,581 unit motorbikes in 2018, in which 22,311 were private vehicles, and 460 units were AKDP and AKAP buses, and the rest 9,116 units were public transportation vehicles. Compared to 2017, Banjarmasin Transportation Service recorded that there were 100,152

Justice Value with Moderating Role of Supply Chain Management, Int. J Sup. Chain. Mgt Vol. 9, No. 3, June 2020, pp.617.

13. Firmansyah, Deden and A.R. Indra Tjahjani. *Analisis Kemacetan Lalu Lintas di Suatu Wilayah (Studi Kasus di Jalan Lenteng Agung)*. Seminar Nasional Teknik Sipil UMS 2012, pp.134-140.

14. Tamin and Ofyar Z. *Perencanaan dan Permodelan Transportasi*. Bandung: Jurusan Teknik Sipil ITB, 2000, pp.99.

motorbikes units; 22,513 private vehicles, 460 AKDP - AKAP public transportation units, and 8.026 public transportation vehicles.¹⁵

Congestion commonly occurs in areas with high intensity of activity and land use, as well as populous area. Traffic jam often occurs due to high traffic volume caused by continuous traffic mixing (through traffic). It is a repeated occurrence, which usually affects the use of resources. Besides, traffic jam can also disrupt activities in the surrounding environment. However in general, it positively affects the smooth running socio-economic and cultural activities in the area.¹⁶

Congestion is caused by an imbalance between the increasing number of population and vehicles, but relatively constant road capacity. Congestion brings social impacts, such as causing stress, irritation, fatigue as experienced by drivers/ motorists. It even extensively affects the psychology of the population around congested area. From the economic point of view, congestion has caused the loss of time and the increase in costs. For example, the driver/ motor riders have to spend extra money to buy more fuel oil, as their vehicle spend more fuel during traffic jam. Besides, traffic jam is time consuming, the long hours spent on road may cause financial loss.

Traffic congestion occurs due to several factors, such as selfish driving, road users consciously against the flow, lack of traffic officers to unravel the jam, side road parking, uneven road surface, lack of pedestrian bridges, and other restrictions. Disorder citizens, such as street vendors selling on the road side and illegal parking worsen the congestion. This is due to the lack of traffic control which eventually leads to congestion.¹⁷

Congestion is a problem arising from population growth and density that slow down the flow of vehicles. The problem generally arises in a city with more than 2 million population. Traffic jams occur almost all the time, making traffic in the capital feel very uncomfortable for road users. According to the author's opinion, congestion is a condition or situation that occurs in one or several road traffic segments where the flow of vehicles slowing down unnecessarily until it stagnates/ stops. This is caused by an imbalance between the population and the increase in the number of motorized vehicles and road availability. It has caused disruption on daily activities and movement of the people. In general, the factors that cause traffic jams are: road factor (traffic space), vehicle factor, human factor (road user), and others. Many factors can cause traffic jam.

2. Legal Coordination Pattern between the Department of Transportation and Banjarmasin Police Traffic Unit in Overcoming Congestion

Banjarmasin City consists of 5 Districts, namely South Banjarmasin District, East Banjarmasin District, West Banjarmasin District, Central Banjarmasin District. This research was conducted in Central Banjarmasin District, the most populous area since 2009 to 2013. The district area consists of several urban villages, namely South Banjarmasin in charge of 11 Sub-district, East Banjarmasin in charge of 9 Sub-district, West Banjarmasin in charge of 9 Sub-district, Central Banjarmasin oversees 12 Sub-district, and North Banjarmasin in charge of 9 Sub-district. The research was conducted in Kelayan Luar Sub-district which is divided into 1 RW and 12 RT which has the smallest area in the Central Banjarmasin District but the highest population density.¹⁸

17. Sri Endah Wahyuningsih, Risto Samodra, Dwi Wahyono, The Implementation Of Restorative Justice In The Traffic Crime Investigation Procedures In Central Java Indonesia Based On Justice Value, *Man In India*, 97 (24) , Serials Publications, P.98.

18. Febrina, Lisa et al. *Identifikasi Kondisi Sosial Ekonomi Penduduk di Kelurahan Kelayan Luar Kecamatan Banjarmasin Tengah*. *Jurnal Pendidikan Geografi*, vol. 3, no. 2, March 2016, pp.42-50.

Table 1

No	District	Total Population (People)	Area (Km ²)	Population Density (People/Km ²)
1.	South Banjarmasin	153,254	20.18	7,594
2.	East Banjarmasin	116,726	11.54	10,118
3.	West Banjarmasin	147,482	13.37	11,030
4.	Central Banjarmasin	193,660	11.66	16,608
5.	North Banjarmasin	145,656	15.25	9,551

Source: Central Bureau of Statistics (BPS) Banjarmasin City, 2014

Central Banjarmasin District consists of 12 villages, namely Kelayan Luar, Kertak Baru Hilir, Mawar, Teluk Dalam, Kertak Baru Ulu, Pekapuran Laut, Sungai Baru, Kampung Gadang, Antasan Besar, Pasar Lama, Seberang Mesjid, and Kampung Melayu sub-districts. Observation on the socio-economic condition shows that Kelayan Luar sub-district has a high unemployment rate and a high level of education, which can lead to higher crime rates. Other Sub-district has a balanced level of unemployment and education rates. The researcher is interested in conducting research entitled “Socio-Economic Identification of the Population in Central Banjarmasin District, Kelayan Luar Sub-district.”¹⁹

The city of Banjarmasin in general has recorded growing population and vehicle possession which lead to congestion problems. The increasing number of vehicles in urban areas is causing problems with road capacity and traffic, especially on main roads. The existence of roadside activities often worsen the problem. In addition, the capacity of road is not balanced with the increasing vehicle, as well as modern city landscape which attract road users, thus impacting the traffic flow. Moreover, the presence of side barriers greatly affects road capacity, this will have an impact on reducing the performance level of road segment.²⁰

Coordination means counterbalancing and mobilizing the team by providing space for working that are suitable for each and ensuring that these activities are carried out in proper harmony among the members.²¹ Coordination contain elements such as regulation, synchronization, common interests and common goals.²² In this case, we refer to the coordination as how a team can be moved and ordered to carry out an activity in accordance with their respective main duties and functions for certain outcomes. In this case, the focus is on congestion in Banjarmasin City. It is how the government coordinates the Department of Transportation and the Traffic Unit to overcome traffic congestion that occurs based on the task division. In the interview, a member of Banjarmasin Police Traffic Unit DIKYASA stated that, “Banjarmasin Police Traffic Unit organizes and fosters traffic functions, including guarding, regulating, escorting and patrolling, educating the community, traffic engineering, providing services on driving license registration and identification, investigating traffic accidents as well as enforcing law in traffic sector in order to maintain security, safety, order and smoothness of traffic.”²³

The duties and functions of the Banjarmasin Police Traffic Unit are very clear, to overcome

19. *Ibid.*

20. Margareth, Melisa et al. *Studi Kemacetan Lalu Lintas di Pusat Kota Rataha*. Spasial: Perencanaan Wilayah dan Kota, vol. 2, no. 2, 2015, pp.89-97.

21. Hasibuan. *Organisasi dan Manajemen*. Jakarta: Rineka Cipta, 2007, pp.85.

22. Syafii, I. K. and Welasari. *Ilmu Administrasi*. Yogyakarta: Pustaka Pelajar, 2015, pp.182.

23. Interview with Head of Traffic Section Management at Department of Transportation, Banjarmasin City. March 7 2020.

congestion in Banjarmasin City. However, the implementation has yet in accordance the expectation. In addition, according to C, the head of the Traffic Management Section, “So far, we always share. So, for example on this road, at this point there is a police station, there must be communication, there is continuous communication. Similar to road closing, many are closed. So, our officer from Transportation Agency is in charge of closing, but we take action together with the police.”²⁴

Based on the interviews, it shows that coordination model carried out in the field is in the form of communication, i.e. through cooperation and coordinated implementation with the police in overcoming traffic jam and taking action against traffic offenders. However, there is no new form of coordination carried out by the Department of Transportation and the Police in mobilizing their subordinates such as patrols to address traffic offenders. Moreover, the traffic congestion handling is carried out only to few spots, leaving many other roads. In contrast to what was said by ZA, the Head of Land Transport Organization, “That coordination between institutions is what must be built, it seems like it is already working, but it still needs to be improved. It means, regarding the impact of congestion in the city of Banjarmasin, the Department of Transportation, the police or all existing stakeholders shall not act indifferent, we must find a solution. So that the people of Banjarmasin can see that the officers are doing their jobs according to their respective duties.”²⁵

Communication or delivery of information to all related stakeholders such as Police Traffic Unit and Department of Transportation as part of coordination in overcoming congestion will be effective if there is a well-developed cooperation. The arrangement shall carried out by structuring the traffic rhythm, i.e. applying the Area Traffic Control System (ATCS) technology. It is a traffic control system installed at traffic lights with coordinated signals. This enables officer to centrally monitor the traffic in Banjarmasin city. With ATCS, traffic light cycle arrangement is carried out based on traffic data input obtained real time through traffic monitoring CCTV cameras at intersection points.

It is also necessary for the Department of Transportation and Traffic Unit to coordinate decision making in dealing with congestion. In terms of this common interest, an organization or forum has been formed to discuss congestion problems. However, it has yet generated the right solution to address this problem.²⁶

Solid cooperation between the two agencies is important to tackle congestion as the common goal. However, both show half-hearted attempts in initiating cooperation to overcome congestion. This can be seen from the lack of response both parties in guarding various spots where traffic jams often occur. The coordination is ineffective, since only a few officers handle traffic congestion on field.

Solving congestion in the city of Banjarmasin is a form of public service to the community. Unfortunately, there is much work to be done for the government officials to meet the quality expected by the community. There are still many complaints coming from the public conveyed through the mass media, ruining the image of government apparatus. Given the main function of the government is to serve the community, officers need to improve the quality of service.²⁷

Public service is the most visible measurement of government performance. Public can directly assess the government’s performance based on the services they receive. For this reason, it is fundamental

24. Interview with Head of Traffic Section Management at Department of Transportation, Banjarmasin City. March 7 2020.

25. Interview with Head of Land Transport Organization, Banjarmasin City. March 9 2020.

26. Sri Endah Wahyuningsih, *Protection against Witnesses in Criminal Justice Proceedings in Indonesia Based on the Humanitarian Value*, International Journal of Innovation, Creativity and Change. www.ijicc.net Volume 13, Issue 7, 2020, https://www.ijicc.net/images/vol_13/Iss_7/13701_Wahyuningsih_2020_E_R.pdf, p.1786.

27. Rudi Rinaldi, Analisis Kualitas Pelayanan Publik, *Jurnal Administrasi Publik*, Vol. 1, No.1, Juni 2012, page.22-34

that ministries/ agencies give qualified services to the public.²⁸ The government of Banjarmasin City, in this case the Mayor of Banjarmasin, shall further increases its commitment in overseeing and evaluating performance of the Regional Work Units (Satuan Kerja Perangkat Daerah/ SKPD), especially the Department of Transportation and Traffic Service Unit in implementing transportation service programs that have an impact on smooth traffic flow in Banjarmasin City and carry out ongoing socialization related to regulation of mayor, local regulation, traffic laws and discipline at school level in Banjarmasin City and the community in general (road users) to achieve awareness on traffic order.

D. CONCLUSION

Coordination pattern between the Department of Transportation and Banjarmasin Police Traffic Unit in overcoming congestion in the City of Banjarmasin has been carried out through the implementation of Area Traffic Control System (ATCS) technology. Synchronization has been effective. This common interest has been discussed over a meeting between these two parties even though the implementation is still not optimal. It is because the meeting is rarely held, only 1 to 2 meetings so far, rather than continuous and regular coordination. Likewise, the cooperation between the Department of Transportation and Banjarmasin Police Traffic Unit is still effective to overcome congestion.

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