

The Importance of Transportation Policy in Addressing Globalization

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Abstract

Transportation is a vital part of political, economic, socio-cultural, and defense and security life. Transportation plays a role as a means of improving the integrity of the nation and raising the standard of living of the community as a whole. As a result, globalization is the process by which each action increases the value of specific communities. Transportation is essential in many ways. Transportation contributes to the improvement of the nation's integrity and the general improvement of the community's standard of living. In general, transportation is a tool that makes it easier to achieve goals that help the economy of a region grow and a force that brings people together in the Unitary State of the Republic of Indonesia. The type of research used in this study is qualitative research with a descriptive approach. This research will look into previous literature related to the transportation system in Indonesia to see the policy implementation pattern in Indonesia. The result shows that a good transportation policy might influence congestion levels and lead a nation closer to sustainable development.

Keywords:

Sustainable Development, Transportation Policy, Globalization

Introduction

As a process of altering the international order, globalization causes an occurrence in one location to affect other regions and vice versa. As a result, a country's policies will affect other nations, especially if they originated in that country, including the United States and China (Andoko et al., 2021; Eko Priyo Purnomo, Loilatu, et al., 2021). Globalization also requires a government to consider the benefits and drawbacks while determining its policies carefully; hence, globalization is the means through which every action confers greater value on specific individuals (Kurniawan et al., 2022). As a nation, we must be able to capitalize on any opportunity. The rise of globalization depends on transportation. In the end, transportation can promote and facilitate the globalization process, because transportation may support and aid the globalization process (mustaqima et al., 2018). The phenomenon of globalization has exerted a substantial influence on the transportation sector in Indonesia, resulting in notable transformations within the nation's economic and social milieu. In the context of global interconnectivity, transportation networks have experienced notable enhancements in terms of efficiency and accessibility. These improvements have played a crucial role in enabling the seamless transfer of goods, services, and individuals, both domestically and internationally. The enhancement of infrastructure, including contemporary airports, seaports, and road networks, has significantly contributed to the facilitation of trade and investment, positioning Indonesia as a crucial participant in the worldwide supply chain. The expeditious advancement of transportation technology has additionally facilitated the amalgamation of distant regions, thereby promoting economic advancement and fostering intercultural communication. Nevertheless, this phenomenon has encountered certain challenges. The rise in

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transportation activity has exerted significant strain on the preservation of the environment, giving rise to apprehensions regarding carbon emissions and ecological consequences. Furthermore, it is imperative to establish mechanisms that promote fair allocation of the advantages derived from foreign investment influx and safeguard domestic industries from being overshadowed by global competition. Notwithstanding these obstacles, the collective influence of globalization on transportation in Indonesia has been profoundly transformative, facilitating economic expansion, fostering cultural heterogeneity, and promoting international involvement.

The development of transportation is influenced by globalization, and globalization will continue to evolve over time; this globalization is unquestionably beneficial to humans in that it facilitates their work; as a result of globalization, we can now move and transport goods more quickly and efficiently. In 1886, humans first constructed an automobile as a land-based mode of transportation; by using a car, humans can travel faster than by using animals, and the number of things and people that can be transported by cars is undoubtedly greater than by using animals. There are currently cars that can carry dozens of people, when in the past they could only accommodate four to five passengers. The availability of an automobile that can transport a big number of individuals is unquestionably advantageous for human mobility. In 1903, humans created humans, and the Wright brothers constructed the first airplane. But the Wright brothers' aircraft could only carry a single passenger; over time, the aircraft began to evolve so that it could now carry tens or even hundreds of passengers. There are not just planes for transporting people, but also planes for transporting commodities. By using airplanes, individuals can travel faster than by car, can travel from one country to another in less than 24 hours, and can even travel to other parts of the continent in a suitable amount of time. However, the cost of flying is far more than the cost of driving a car (Warman et al., 2014).

Transportation is a crucial aspect of political, economic, sociocultural, and military life. Transportation plays a role in enhancing the national integrity and enhancing the level of living for the entire community. In general, transportation functions as a tool that can expedite the attainment of objectives in support of the economic growth of an area and as a unifying force within the Unitary State of the Republic of Indonesia. In addition, land, sea, and air transportation play a vital part in the operation of public services at the local, national, and international levels (Gupta et al., 2020; E P Purnomo et al., 2020).

Along with the growth of a more advanced era of globalization, the degree of community mobility in social activities and pursuits also rises. Therefore, transportation infrastructures that support the activities and mobility of the expanding community are required. The necessity for providing transportation support facilities cannot be fulfilled by a single entity. The Department of Transportation, which manages transportation, the Department of Public Works, which provides road infrastructure, and the Indonesian National Police, which serves as a law enforcement agency, must collaborate. The collaboration of these three institutions can facilitate the establishment of a safe, efficient, and well-organized transportation system. Transportation is the level of land and water transportation systems that are networked and integrated into a single unit with regional autonomy system transportation spaces (roads, bridges, and/or trains) (Bintari & Pandiangan, 2016; Wahyuni et al., 2021). The Department of Transportation is an independent entity with the responsibility of implementing regional autonomy-based policy. With the establishment of regional autonomy, the Department of Transportation is decentralized to carry out the greatest possible autonomy with all of its apparatus and funds, with the exception of national problems that will be governed by laws. The following chart depicts the status of the Ministry of Transportation (Central Government).

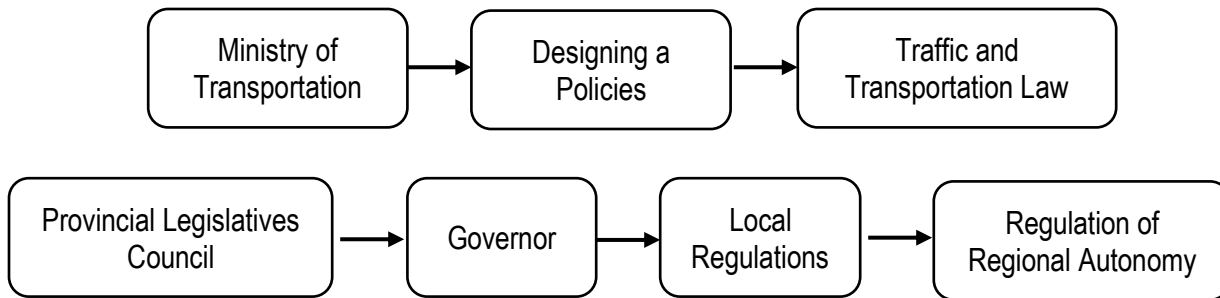


Figure 1. Central and Local Government Authority

The above image demonstrates that the Ministry of Transportation is an agency with the authority to adopt transportation-related policies and regulations. All parties participating in transportation activities are bound by the policies or legal regulations imposed by the central government. Nonetheless, after regional independence, DLLAJR has the authority, as a special Ministry of Transportation, to control and administer all family matters (transportation) in accordance with the laws of regional autonomy that have been enhanced by regional independence.

Existence of regional regulations governing the Ministry of Transportation's authority to carry out its duties. The Department of Transportation (DLLAJR) was founded on the principle of decentralization. In this context, decentralization refers to separation from the center or the delegation of government authority from the center to regions that administer their own families (autonomous regions). However, only a small number of individuals can comprehend the Department of Transportation's (DLLAJR) responsibilities and operations. Frequently, just the technical functions of a field are understood (Junior et al., 2016). Traffic control activities, altering traffic lights, constructing traffic signs, issuing public transportation tickets for rule violations (collect use), and other field technical activities are examples of well-known technical activities. However, few individuals are aware that the Ministry of Transportation's organizational structure also includes administrative and/or regulatory tasks that are equally as vital as technical functions. This function is associated with the design of road transport policies and the development of standards, criteria, and processes for road transport. In addition to implementing laws to promote a safe, orderly, and efficient transportation system (in this case, public transportation), the Department of Transportation (DLLAJR) is also responsible for monitoring the traffic flow within the terminal and/or weighbridge, per their mandate.

On the basis of the preceding article's description, a paradigm is built between the transportation department and the police, who jointly control the transportation system (LLAJ), although in the end, the two institutions continue to preserve separate sections. The aforementioned article's description suggests that the Department of Transportation and the Police together arrange a transportation system (LLAJ), yet the two entities continue to play distinct roles. As a fast rising nation, Indonesia has significant infrastructure and transportation sustainability concerns. The streets of Indonesia are always crowded with private automobiles, taxis, and motorcycles. The significance of well-designed land public transportation policies becomes more apparent as globalization continues to influence the economic and social dynamics of countries. The phenomenon of increased economic and cultural interconnectedness between nations has resulted in a significant rise in the need for transportation services. Consequently, the importance of land-based public transportation has become crucial in effectively addressing the various complexities and prospects brought about by globalization. Nevertheless, despite its inherent importance, there exists a knowledge deficit regarding the optimal approach for land public transportation policies to effectively address the intricate dynamics associated with globalization. The objective of this study is to investigate and assess the consequences of land public transportation policies within the framework of globalization, with a focus on their capacity to promote economic growth, environmental sustainability, and social inclusiveness. Through an in-depth exploration of this topic, the research aims to offer significant insights and suggestions that can assist policymakers

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and stakeholders in developing land public transportation policies that are more efficient and adaptable in an ever more interconnected global context.

Literature Review

Soekanto highlights the significance of role definitions, wherein roles reveal supplementary functions, regulations, and the manner in which an individual upholds a position or status in society and participates in role-related pursuits. As per the Poerwadaminta-based definition, a role denotes an action executed by an individual or a group in the course of an incident, as stated by Soekanto (2004) and Soerjono (2004).

As per Thomas R. Dye, public policy encompasses all the decisions made by the government regarding the implementation or non-implementation of various measures. According to Dye, the effective implementation of government initiatives requires a clearly defined objective and a comprehensive policy framework that encompasses all government actions. However, it is important to note that this approach does not necessarily prioritize the preferences of government officials or the government itself. As per Nugroho's (2015:105) citation of Kraft and Furlong, it can be inferred that the formulation of a policy does not occur in a vacuum. Furthermore, as per Chaizi Nasucha (Pasolong, 2014:39), public policy pertains to the governmental jurisdiction to formulate a policy implemented in legal regulatory mechanisms. According to Anggara (2014:37), Riant Nugroho D posits that the development, execution, and oversight of political public policies are not straightforward tasks. The authors explicate that a minimum of three constituents of public policy comprise of objective goals, authoritative decision-making involving legal and regulatory measures, and hypothesis formulation.

The fundamental principles of public policy. This pertains to the utilization of public policy in the context of state administration and governance. Nugroho (Anggara, 2014:39-53) posits that policy is comprised of three distinct components, namely policy design, implementation, and evaluation. According to Anggara's (2014:40) research, there exists a variation in the processing priority of public policies. Policies may be established based on the criteria outlined below. If effectiveness is taken into account, measuring the achievement of a different objective through a different policy can lead to the desired outcome.

In order for a project to achieve its desired outcomes, it is imperative that the allocation of financial resources is commensurate with the attainment of its goals. Effectively formulating a policy can enable the attainment of desired objectives within the available resources. Fair, Policies are formulated with the aim of addressing the needs of a particular demographic or societal concern. Application of policies. As per Wibawa's (2020) findings, the implementation of policies is linked to endeavors aimed at achieving the objectives of said policies (Wibawa et al., 2020; Wigati et al., 2021). Furthermore, as per Astuti's (2020) assertions, the primary aim of policy implementation is to direct societal activities towards the realization of public policy goals (Astuti et al., 2020). Once the overarching goals and objectives have been established, the program has been developed, and adequate funding has been allocated to accomplish them, the process of formulating novel policies may commence. According to Anggara's study (2014: 657), the implementation of policies plays a vital role in attaining political goals. The execution of a policy necessitates the utilization of indicators or theories that substantiate and quantify its efficacy. According to the theory posited by Daniel A. Mazmanian and Paul A. Sabatier, the triumph of policy implementation is influenced by three types of variables, namely, the problem's characteristics, the Policy/Law stick, and environmental variables.

Globalization refers to the widespread impact of information and culture across the globe, leading to the erosion of national borders and boundaries. As per Selo Soemardjan's definition, globalization refers to the convergence of individuals from diverse nations across the globe, who establish communication and organization within a single community, driven by a common desire to comprehend similar concepts. In conclusion, globalization is a phenomenon characterized by the integration of nations and cultures through the exchange of ideas, products, and other cultural factors on an international scale. The proliferation of transportation and communication

infrastructure, encompassing the advent of the telegraph and the Internet, has exerted a momentous impact on globalization, which fosters the interrelatedness of economic and cultural endeavors.

Research Methods

The present investigation is founded on qualitative inquiry utilizing a descriptive approach. Qualitative research involves the depiction and characterization of the state of the subject or object of inquiry with the aim of addressing the research question, which may pertain to a person, institution, community, or other entities. This research was selected due to its ability to present information in a coherent, accurate, and objective manner with regard to the current circumstances. The objective of this qualitative investigation utilizing a descriptive approach is to examine the impact of transportation policy on the challenges posed by globalization.

Results and Discussion

The present discourse concerns the impact of transportation policy on globalization. It is observed that the advent of globalization has led to the development of more sophisticated information and communication systems, which in turn have transformed the transportation sector. Contemporary transportation modes, including motorcycles and four-wheeled vehicles, have adopted purchase documents that are based on the buyer's personal information. The impact of globalization on Indonesia has resulted in the advancement of information tools. Presently, these tools are equipped with cameras and videos, which are also utilized by the police in enforcing e-ticket rules. The Closed Circuit Television (CCTV) is an example of a contemporary information tool. The imposition of sanctions and fines through the use of closed-circuit television (CCTV) has been established as a measure to address violations of e-ticket policies. This has been implemented in all regional red lights that have adopted the said policy.

As per the findings of Mazmanian and Sabatier, the efficacy of Transport Policy in the context of Globalization Issues can be gauged by a set of metrics, which include: The following report outlines the problematic characteristics identified within the subject matter. The following is an analysis of the characteristics of policies and laws: 1. Clarity: Policies and laws must be written in a clear and concise manner to ensure that they are easily understood by the public. 2. Consistency: Policies and laws Environmental variables were identified as a significant factor in the study. The implementation of the electronic ticket policy in select regions of Indonesia has resulted in the manifestation of a problem symptom. This transportation policy involves the participation of several interconnected agencies, including the central and regional transportation services, the police, and local governments. As per the extant E-Ticking Policy, drivers found to be in violation of driving restrictions are subject to the issuance of tickets under the E-Ticking Policy. It has been observed that the Polantas department has ceased the practice of issuing traffic tickets and has instead shifted its focus towards the regulation of traffic. The payment of ticket fines can be made by the affected individual or through the transfer option specified on the E-Ticket. This transfer option serves to minimize the occurrence of unwarranted charges. As per the regulations governing traffic enforcement, possession of an E ticket by a motorist shall exempt them from having their vehicle documentation, including registration and driver's licenses, confiscated by law enforcement officers. In the event that the individual who has received the ticket fails to remit payment of the fine, the registration of the vehicle in question will be subject to a ban. The registration will be reinstated only upon receipt of payment of the outstanding fine.

In order to alleviate traffic congestion in heavily populated areas of Indonesia, the implementation of the e-ticket program has been adopted. This program involves the use of e-tickets to regulate driver control. Drivers who fail to meet the established criteria for automobiles and helmets as outlined by the Indonesian National Police (SNI) are subject to fines. As a result of the implementation of the CCTV e-ticket system, there has been a noticeable decrease in the number of motorists utilizing the major roadways. It has been determined that the distribution of electronic tickets shall be executed through delivery to the address of the driver or vehicle owner. The procedural clarity has been assessed. It is imperative that the transparency and comprehensibility of the transportation

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strategy's content be ensured for both policy implementers and the general public. It is recommended that the E-Tilang Transportation Policy incorporate clearly defined aims and targets for the implementation of the policy. The e-ticket policy primarily focuses on two- and four-wheeled vehicles. In the event of a driver's violation of an e-ticket, a ticket shall be dispatched by the police to the driver's residential address, as indicated in the driver's identification. It is recommended that law enforcement officials utilize the Electronic Registration and Identification System (ERI) as a means of establishing a reliable and current forensic and data system for policing purposes. The following infractions are subject to electronic fines, also known as E-tickets: The following infractions were observed: noncompliance with road markings and signs, failure to utilize a seat belt, operation of a vehicle while utilizing a mobile device, surpassing the posted speed limit, utilization of a counterfeit license plate, driving in the opposite direction of traffic flow, disregard of a red traffic signal, failure to wear a helmet, transportation of more than three passengers, and failure to activate daytime lights for motorcycles.

The present policy pertains to the policy environment, which encompasses the individuals or organizations engaged in policy development, planning, and implementation. This policy environment is widely recognized and comprehended by all the communities that are involved in the policy. Despite the superiority of e-ticketing over manual ticketing, there exists a divergence of opinions among the populace regarding the necessity of e-tickets. It has been reported that a portion of the population holds the belief that the current fines imposed are excessively costly. Additionally, it has been noted that the payment methods for said fines are perceived as being overly intricate, with a reliance on online channels such as ATMs, banking, and bank tellers. Furthermore, there exists a segment of the population who are not familiar with the process of remitting fines for electronic tickets. It is recommended that all stakeholders involved in the sale of new motorcycles, including the community, the Police, the Ministry of Transportation, the central government, local governments, banks, and entrepreneurs, utilize an ID card based on their domicile to streamline the process of issuing E-tickets for motorists who violate traffic laws. This measure will enhance the effectiveness of the E-ticket system and ensure compliance with traffic regulations.

Conclusions

Based on the analysis of transportation policy in the context of globalization challenges, the following conclusions have been drawn: Electronic ticketing laws have been implemented in several densely populated regions of Indonesia, such as Jakarta, Bandung, Batam, Lampung, Medan, and Pekanbaru. It is not possible to ascertain the success of e-tickets as a comprehensive measure, given that the implementation of CCTV e-tickets has not been universally adopted across all traffic signals.

The utilization of electronic tickets has the potential to serve as a means of disciplining drivers and mitigating the occurrence of extortion. The implementation of e-tickets has the potential to mitigate traffic congestion and decrease the incidence of traffic violations, particularly in areas with high population density. As per the electronic ticket regulation, non-compliance with the said regulation may result in a substantial penalty. The fines in question have the potential to be utilized towards the fair and just advancement of infrastructure within the country of Indonesia. The successful implementation of the e-ticket policy necessitates the availability of human resources equipped with the requisite skills and capabilities. The adoption of e-ticketing has the potential to reduce the number of human resources, specifically police officers, required to carry out manual ticketing in the field. It has been observed that the police department is solely responsible for the regulation of road traffic with the aim of preventing traffic congestion. Additionally, it has been noted that there has been a shift towards the use of automated means of issuing tickets, thereby reducing the need for manual issuance.

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