



Implementation of Safety Policy at PJJ 75 by the Jombang Regency Transportation Office

Siti Nur Fauziah¹, Muhammad Agus Muljanto¹

¹Universitas Pembangunan Nasional "Veteran" Jawa Timur

*Corresponding Author: Siti Nur Fauziah

E-mail: sitinurfauziah420@gmail.com



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Abstract

The train is a land transportation that is widely used by some Indonesian people. With the many benefits of trains, the community is expected to provide awareness in the importance of giving way when trains will pass. This needs to be done because the load carried by the train is very heavy and also the train carriages are also long, making it difficult if the train is forced to brake suddenly. Therefore, the importance of public awareness when crossing the tracks to remain careful and obey traffic signs. The purpose of this study is to determine and analyze the implementation of road user safety policies at level railway crossings in Brambang village by the Jombang Regency Transportation Agency. This type of research is a type of case study research and the method used in this research is a qualitative method. The author uses Miles and Huberman's data analysis technique. The results of this study based on the theory of policy implementation from Charles O. Jones show that the division of labor that has been formed by the Jombang Regency Transportation Office is organized, the lack of knowledge of PJJ at the crossing about safety and security at level crossings and the Jombang Regency Transportation Office has carried out its duties such as providing field evaluations. The conclusion of this study is that the implementation of safety and security policies at PJJ 75 is in accordance with the theory of policy implementation from Charles O. Jones, but there are still many shortcomings in the policy implementation process.

Introduction

Railways are the transportation chosen as a means of transport that is able to transport crops and passengers in large quantities, free of obstacles and has a high level of security (Haryaretni, 2017). This is in accordance with Law No. 23 of 2007 concerning Railways, namely Railways as a mode of transportation has special characteristics and advantages, especially in its ability to transport both people and goods in bulk which can save energy, save space usage, have a high safety factor, have a low level of pollution, and are more efficient than other modes of public transportation with inter-city distances.

Trains are one of the modes of transportation or transportation used by many people to travel from one place to another. Trains are included in land transportation modes along with buses, cars, and motorbikes. Trains are included in land transportation that is popular and in great demand by the public. This can be seen from the data (Badan Pusat Statistik, 2023) summarizing that the number of train passengers in the January-September 2022 time span of train passengers amounted to 190 million and in January-September 2023 the number of train passengers was 270 million, this has increased by 20.06 percent. This figure shows how public interest in using rail transportation. The train is a unique transportation. This is because trains cannot do sudden braking like other transportation in general. Trains carry loads (many cars) and travel at high speeds so it is not easy to stop suddenly even though emergency braking has

been carried out. This condition then causes when the train will pass, then other vehicles must stop and give precedence to the train. This is as stipulated in Article 114 of Law Number 22 of 2009 concerning Road Traffic and Transportation (hereinafter referred to as the LLAJ Law) (Baco & Nokoe, 2023) which stipulates that: "At a level crossing between a railroad track and a road, the driver of a vehicle is obliged to: a) stop when the signal has sounded, the railroad crossing has begun to close, and/or there is another signal; b) give precedence to the train; and c) give primary right to the vehicle that crosses the tracks first".

A level crossing is an intersection between a railroad track and another building (generally a highway) that is made on a level crossing. At this level crossing, accidents often occur, so it is necessary to have safety facilities that can ensure the safety of trains and road users as recipients of transportation services. This situation is in line with Law No. 23 of 2007 concerning Railways in article 124 states, "At the intersection between the railway line and the road, road users must give precedence to railroad travel". After that, it is emphasized in Government Regulation No.72 of 2009 concerning Railway Traffic and Transportation in article 110 paragraph (1), "...road users must give precedence to train travel". And there is also a Ministerial Regulation No.36 of 2011 concerning the Intersection or Intersection between Railroad Lines and Other Buildings, article 6 paragraph (1), namely, "At level crossings, trains have priority in traffic". This is in accordance with what the author describes above because the weight of the train is quite large so it is difficult when braking suddenly like other land transportation. Based on this, the importance of security at level crossings such as the existence of crossbars, adequate traffic signs and the importance of awareness from road users. This is in accordance with the problems at JPL 75 as the location of this research. The Jombang Regency Transportation Office as the authorized and fully responsible for JPL 75 because of the many cases of accidents at JPL 75 has taken actions such as building a crossbar at JPL 75. These actions attracted the attention of researchers to examine the implementation of safety and security policies at JPL 75.

The above explanation of the many accidents that occur at level crossings is caused by several factors, namely the absence of crossbars at level crossings, the malfunctioning of EWS, the lack of infrastructure such as warning signs or the lack of public awareness of the importance of complying with signs at level crossings (Insiyah & Putra, 2022). Therefore, the Jombang Regency Transportation Agency as the agency that oversees P JL 75 can provide policies to improve safety to avoid accidents. The Jombang Regency Transportation Office made efforts by using the level crossing safety guidelines, namely the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 94 of 2018 concerning Safety Improvement of Level Crossings Between Railways and Roads (Sekhuti & Purwadi, 2023; Kamila et al., 2023). This safety guideline aims to improve safety at level crossings which are accident-prone points between railroad crossings and roads. This safety guideline contains provisions governing warning signs, speed restrictions and levelcrossing safety equipment. By implementing these safety guidelines, it is expected that the Jombang District Transportation Office can reduce the risk of accidents at level crossings and improve safety for road and rail users. Therefore, the purpose of this research is to find out and analyze the implementation of safety and security policies in P JL 75 by the Jombang Regency Transportation Agency.

Methods

This research belongs to the type of Case Study research. In this research context, researchers thoroughly investigate a specific program, event, activity, process, or group of individuals. The cases studied are limited by time and activity, and researchers collect information thoroughly using various data collection methods based on a predetermined time frame (Kaharuddin,

2021). On the basis of this understanding, this research investigates matters related to level railway crossings in the implementation of the level railway crossing policy in Brambang village by the Jombang Regency Transportation Agency and the various changes that occur when the policy is implemented. The reason researchers use case studies as a type of research is to provide an understanding that the type of case study research can be focused on a specific analysis of an accident at a railway crossing such as geographical conditions, layout or local road user behavior. In addition, using this type of research can be used as an evaluation of infrastructure, regulations and interactions between road and rail users.

Based on this problem in order to obtain answers to these problems, the research method used in this research is descriptive qualitative, namely describing the actual situation of what can be during research based on the author's observations while in the field by collecting data, clarifying and analyzing so as to obtain a formulation of analysis of the problems at hand, then with qualitative methods this method tries to provide a description of the situation in the field so that this method is intended to accumulate mere data so that conclusions are obtained from the research. According to Ardiansyah et al. (2023) qualitative research is a type of research that explores and understands meaning in a number of individuals or a group of people who come from social problems. Qualitative research can generally be used for research on people's lives, history, behavior, concepts and phenomena, social problems and others. This method is relevant to the writing of this research because by using this method the author is able to provide answers regarding the phenomena discussed.

The location used in this research is at the JPL 75 level crossing located in Brambang village, Diwek sub-district, Jombang district, East Java, on the grounds that the JPL 75 level crossing is the location used to implement the level crossing safety policy by the Jombang District Transportation Office. The author uses the data analysis method from (Sugiyono, 2020) because in conducting interview activities it must be carried out thoroughly and in detail to the saturation point. This is a strong reason for researchers because this method or technique is deemed appropriate for this type of research.

Results and Discussion

Based on the facts and data obtained through observation, interviews, and documentation, the author then proceeds to describe, discuss, and analyze the research data. It can be known beforehand that safety and security at level crossings need to be considered because it involves human life. The crossing in Brambang village or commonly referred to as JPL 75 is a crossing that was previously without a doorstop and was only guarded by 2 people in turn. In addition to the absence of a doorstop at the level crossing, the crossing used to be less equipped with facilities and infrastructure such as level crossing signs and less lighting at night.

Based on the above, in 2023 there was an accident at a level crossing that claimed 8 victims with details of six victims died and two others were seriously injured which required intensive treatment at the Jombang District General Hospital. Prior to the incident or accident, there had also been accidents at various crossings covered by the Jombang District Transportation Office. This prompted the government, represented by the Jombang District Transportation Office, to provide facilities in the form of level crossings at all crossings under the auspices of the Jombang District Transportation Office. Of course, the provision of door bars is done in stages by providing human resources or railroad crossing guards from the village community of each crossing.

To see the implementation of the implementation of safety and security policies at level crossings by the Jombang District Transportation Office, it can be described through a research

discussion in the form of data analysis based on the theoretical basis and the findings of the results with each focus of the study using the policy implementation criteria of Jones (1996) as follows:

Organization

Organization according to Jones (1996) is a rearrangement or formation of resources, units and methods so that the implemented policies can produce results or are right on target. Based on this opinion, it can be understood that the organization has an important role in implementing policies because implementing organizational aspects can make it easier to manage existing work units by dividing work in each organizational unit. This is in accordance with the opinion of (Svara, 2021), that the organization carries out its duties and obligations in accordance with the goals and objectives of the policy. This is the main reason in carrying out the policy must have an organization by paying attention to a clear organizational structure, policy implementers who understand the policy or are qualified in the policy as an aspect of human resources and other supporting aspects that go hand in hand with an organization with a clear legal basis.

In line with the above opinion, the security and safety policy at the Brambang village level crossing that has been implemented is not in accordance with Jones (1996) organizational theory because it is not optimal in implementing the policies that have been implemented. This can be seen from the results of field findings regarding the understanding of regulations or SOPs for safety and security at level crossings by crossing guards, because in Brambang village crossing guards, totaling four people, none of them have left for training or training at PPI Madiun in accordance with the criteria for crossing guards in accordance with the standards of the Jombang Regency Transportation Office. Crossing guards are only given a brief training on safety and security SOPs at level crossings, duties and responsibilities while at the crossing and signals or symbols in railways (Authority, 2009). In contrast to those who have carried out training or training at PPI Madiun, which is really given an understanding for 7 days with more complete material. So that they have more readiness in maintaining level crossings. Based on this, it greatly affects the understanding of safety and security at the level crossing in Brambang village.

However, in terms of communication, the Jombang Regency Transportation Office has provided facilities between crossing guards and the Jombang station regarding train departure schedules or train passing schedules. So that it makes it easier for crossing guards to communicate and can carry out their responsibilities as crossing guards such as closing the crossing to give way to trains that will pass. In addition, in terms of the division of labor carried out by the Jombang Regency Transportation Office, it is optimal because before being given a crossing gate crossing guard officers are only carried out by two people alternately every day. However, after the crossing gate, the Jombang District Transportation Office divided it into 3 shifts with 4 officers guarding the crossing gate. This is done to anticipate obstacles at level crossings.

Interpretation

Interpretation according to Jones (1996) is the clarity of substance in policy with a discussion that is easily understood operationally so that the substance of the policy can be implemented and accepted by policy actors and targets. Based on this opinion, it explains that in implementing the policy, it must focus on increasing the commitment of implementers in carrying out the policy. This is in line with (Svara, 2021) which explains that interpretation

provides an interpretation so that the substance is easy to understand so that it can be carried out by implementers and accepted by policy targets.

The regulations on level crossings given by the Jombang Regency Transportation Office to level crossing guards are adopted from the Regulation of the Minister of Transportation of the Republic of Indonesia Number PM 94/2018 concerning Safety Improvement of Level Crossings Between Railways and Roads which have been shortened and have language that is easily understood by crossing guards because the crossing guards in Brambang village have not yet left for training at PPI Madiun. So that the Jombang Regency Transportation Office provides a brief understanding of safety and security at crossings as well as the duties and responsibilities of officers at crossings.

In addition, according to the results of interviews that have been described by the author, it shows that the door guard officers at the Brambang village level crossing are only given brief training from the Jombang Regency Transportation Office on safety and security policies at level crossings such as safety and security SOPs, duties and responsibilities during crossings and symbols and signals during crossings. In contrast to the crossing guard officers from JPL 74 who have carried out training or training at PPI Madiun who have the opinion that there is a gap in terms of understanding safety and security policies at level crossings because during training it is clearer in understanding the material, in terms of safety, knowledge such as mottos at level crossings.

Application

Implementation according to Jones (1996) is the final result in the form of routine services tailored to the goals and objectives of the policy. This means that policy implementation is related to policy procedures and procedures, which are generally detailed in policy implementation instructions. This is in accordance with (Svara, 2021) which explains that policy implementation is an important step in the policy planning and implementation process so that it can benefit the wider community (Abdussamad et al., 2022; Anggreni & Subanda, 2020). The Jombang Regency Transportation Office in implementing the policy always carries out monitoring of crossing guards by routinely conducting socialization and evaluations carried out directly in the field and using WhatsApp media as operational or remote monitoring. This is done as an effort of the Jombang Regency Transportation Office to increase vigilance by crossing guards in carrying out their duties.

Conclusion

Based on the results of the research and discussion of the "Implementation of Safety Policies in PPL 75 by the Jombang Regency Transportation Agency" in accordance with the research focus that has been determined based on the 3 (three) criteria for policy implementation according to Jones (1996) described by the author above, it can be concluded that:

(1) Organization; The implementation of safety and security policies at level crossings in the, organizational dimension is quite optimal because the departure of training or training between railway crossing guard officers has not been carried out thoroughly. This certainly has gaps in basic knowledge and readiness in guarding railroad crossings. However, in terms of communication and division of labor, it is good because it makes it easier for crossing guards to carry out their duties and responsibilities. (2) Interpretation, The implementation of safety and security policies at level crossings in the interpretation dimension is quite optimal, as explained in the organizational dimension, the importance of departing for training or training at PPI Madiun by Brambang village level crossing officers because it can provide more understanding of knowledge at level crossings. So as to be able to make crossing guards feel

ready in any urgent situation. In addition, the SOP provided by the Jombang Regency Transportation Office has been very helpful for crossing guards who have not left for training or training in gaining an understanding of safety and security at the Brambang village level crossing. (3) Implementation, The implementation of safety and security policies at level crossings in the implementation dimension is optimal in its implementation because the Jombang Regency Transportation Office has been good at stably implementing safety and security policies in the form of socialization and evaluation in the field and conducting remote monitoring using WhatsApp as the medium. In addition, the implementation of safety and security policies at level crossings is in accordance with the explanation in the organization and interpretation sub-theory which explains the understanding of crossing guards about safety SOPs at level crossings is important to conduct training or training at PPI Madiun.

Suggestion

With reference to the research results, discussion and conclusions presented earlier, the authors attempt to offer the following suggestions: (1) The Jombang Regency Transportation Office is expected to dispatch more level crossing guards to carry out training or training at PPI Madiun in order to gain more understanding of safety and security policies at level crossings. So that if there are obstacles at the crossing, they have more readiness in dealing with this. And the Jombang district transportation office is expected to be more assertive if the crossing guard refuses when ordered to train at PPI Madiun. Because this affects human safety. (2) In addition to conducting socialization activities to level crossing guard officers, the Jombang Regency Transportation Office and related institutions are also expected to conduct open socialization in the field in the form of installing pamphlets on good and correct driving procedures when crossing railway crossings. (3) Improve the quality of communication that will support operationally with the various parties involved between the Jombang District Transportation Office and KAI, the Jombang District Police and the Jombang District Traffic Unit. (4) To future researchers, it is hoped that they can expand the scope of the implementation of safety and security policies at the level crossing in Brambang village by measuring using other theories. Policy implementation has an important role in obtaining information about plans to policy implementation).

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