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MASS PUBLIC TRANSPORTATION SYSTEM POLICY IN THE MILLENNIUM ERA IN INDONESIA¹

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Article	Abstract
<p>Keywords: Millennium Era, Public Policy, Public Transportation, History of Article Received: September 8, 2022; Reviewed: September, 9 2022; Accepted: September 12, 2022; Published: September 26, 2022;</p> <p>DOI:</p>	<p>The Millennium Era at the beginning of 2050 left challenges that every country, including Indonesia, must handle early. Indonesia, which currently has around 273.88 million, will impact the transportation system. Based on a literature study, it is concluded that the policy for the availability of an ideal mass public transportation system in the millennium era in Indonesia must be problem-oriented and integrated forecasting with monitoring and evaluation of policies continuously over time. The policy recommendation is the provision of environmentally friendly bus transportation, such as electric buses, and improving facilities, safety and comfort. Considering a large number of motorcycles and passenger cars in Indonesia, there is a need for a policy that is based on normative juridicalism on the rate of passenger cars and motorcycles using fossil fuels by 2050, including by imposing a carbon tax.</p>

I. INTRODUCTION

The world will enter the 3rd Millennium Era in early 2050. United Nations News (2050) estimates the world's population to reach nearly 10 billion people. This is an essential concern for the Indonesian government regarding sustainable policies on the mass public transportation system in the millennium era, considering that the updated population of Indonesia, according to the Ministry of Home Affairs (2022) has reached 273.88 million as of December 30, 2021

¹ This article is the author's scientific opinion and does not reflect the policies of the agency/institution.

The size of Indonesia's population will be a challenging task for the government in terms of sustainable public policies in terms of the mass public transportation system. This challenge refers to several essential data related to the number of vehicles that have been released by the Central Statistics Agency (2020). Based on the data for 2020, it is found that with a road length of 548,366 km, consisting of 44.27% of the length of the road is in good condition, 22.33% is in moderate condition, 15.23% is in damaged condition, 18.17 % is in a heavily damaged state. Other data is the growth of motorized vehicles in Indonesia, which is estimated at 4.95% per year, which consists of 4.71% passenger cars (which in 2020 amounted to 15.79 million), buses by 3.34% (2020 quantity was 233.26 thousand), goods cars by 4.11% (which quantity 2020 was 5.1 million), and motorcycles by 5.03% (which quantity 2020 was 115 million).

The high rate of population growth, the feasibility of roads that are in good condition, which is still below 50%, and the small number of public vehicles are not in line with the implementation of public policies that support sustainable development in Indonesia, one of which must be integrated with the environment. Thus, this study is necessary to answer the formulation of the problem that asks how the policy for the availability of an ideal mass public transportation system in the millennium era in Indonesia is?

II. METHOD

In answering the formulation of the existing problems, this study is expected to narrow the gap between theory and practice based on analysis and discussion that provides certainty and simplicity (Harris, 2020). Thus, this study is adequate to use the literature review method, as this method is highly recommended in avoiding the risk of redundancy (Harris, 2020).

III. ANALYSIS AND DISCUSSION

1. Literature Review of Public Policy

The policy of the mass public transportation system in the millennium era must still be an action made and implemented by a government agency that is legally, politically, and financially authorized in the form of several choices of actions or strategies made to achieve certain goals for the benefit of the people (Suharto, 2010). This shows that the analysis of public policy on the mass public transportation system in the coming millennium era is designed to provide knowledge relevant to policy issues, expected policy outcomes, selected policies, observed policy outcomes, and policy performance (Dunn, 2018).

The dimensions of the policy process, which must include identification and formulation of problems, policy implementation, policy monitoring, and policy evaluation (Dewi, 2016) show that public policy analysis is a way or tool in choosing the most appropriate policies for the public, the information presented in increasing the ability of policymakers, and studies on the nature, causes and effects of a public policy (Abdoellah and Rusfiana, 2016). Identifying and formulating problems describe information about conditions that cause issues so that future consequences can be known (forecasting) from implementing policy

alternatives (Dewi, 2016). Such forecasting will guide policymakers to obtain net benefits from each choice and provide the best recommendations (Dewi, 2016). Prescriptions regarding the relative value or usefulness of the future consequences of solving a problem must be monitored so that an evaluation can always be made of the performance or outcome of the policy (Dunn, 2003).

2. Integrated Policy Analysis of the Mass Public Transportation System in the Millennium Era

Some understandings of public policy show that public policy analysis cannot be separated from the law. Considering that all legal products are the result of the public policy formulation process, and conversely, all public policy products are stipulated through legislation in the form of legal products as the legalization of political decisions (Abdoellah and Rusfiana, 2016).

This shows that in formulating a policy scenario for the availability of an ideal mass public transportation system in the millennium era in Indonesia, it must still be based on normative juridical. Considering that matters relating to motorized vehicles in Indonesia must comply with applicable laws and regulations, such as traffic provisions, engine feasibility, and safety functions.

Fulfilling the juridical requirements of each motorized vehicle supports the availability of land transportation, which can move the economy and reduce development inequality. Considering that Indonesia is an archipelagic country. However, with Indonesia's current population of around 273.88 million, its economic and legal functions will not be achieved in 2050 if the number of motorized vehicles increases rapidly. Again, the number of motorized vehicles in 2020 alone reached 136.14 million. So that this phenomenon will cause extraordinary air pollution, congestion, and noise; thus, public policies that will be implemented must utilize and develop various available resources wisely, both human resources, natural resources, and artificial resources, and must be accompanied by efficient energy widely at the implementation level. Some things that can be conducted are to reduce people's dependence on fossil energy and slowly switch to renewable energy, such as cars or electric motorcycles. Another alternative is to improve the facilities and convenience of mass transportation, namely buses. A bus is a means of transport that carries a lot of passengers. The number of buses, only 233.26 thousand of the 136.14 million vehicles in Indonesia in 2020, must be increased by 2050 because it will cause extraordinary congestion. Another policy is to reduce the number of motorcycles, which in 2020 amounted to 115 million.

IV. CONCLUSION

The policy for the availability of an ideal mass public transportation system in the millennium era in Indonesia must be problem-oriented and integrated forecasting with continuous monitoring and evaluation of policies. The policy recommendation is the provision of environmentally friendly bus transportation, such as electric buses, and improving facilities, safety and comfort. Considering the large number of motorbikes and passenger cars in Indonesia, there is a need for policies based on normative jurisprudence on the rate of passenger cars and motorbikes using fossil fuels by 2050, including by imposing a carbon tax.

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