THE IMPLEMENTATION OF TRANSPORTATION INCLUSION AS A SOCIAL WELFARE POLICY SUPPORTING STUDENTS MOBILITY

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\textbf{ABSTRACT}

\textbf{Background:} East Jakarta City experienced the largest increase in the number of students in DKI Jakarta Province. The large number of students participating was followed by the many problems experienced by students such as the cost of transportation expenses for students. The DKI Jakarta Provincial Government issued a Jak Lingko transportation service policy as one of the steps to solving the problem.

\textbf{Aim:} The focus of the research is to describe and analyze the implementation of the Jak Lingko transportation policy for the welfare of students in the City of East Jakarta as a form of supporting mobility.

\textbf{Method:} This research approach is qualitative with descriptive research type. Interviews were conducted with 15 informants using a purposive sampling technique.

\textbf{Findings:} The results of the study show that there are aspects of social welfare policy in the implementation of the Jak Lingko transportation policy that have fulfilled the basic Jak Lingko subsidy policy for students, the type of subsidy of the Jak Lingko subsidy policy, the process of distributing the Jak Lingko subsidy policy for students, and the funding system in accordance with Jak Lingko subsidy policy for students. There are obstacles in the implementation of the Jak Lingko transportation policy for students, namely the timeliness of the arrival of the Jak Lingko fleet has not been achieved.

\textbf{KEYWORDS} students, social welfare policy, transportation, subsidies, mobility

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INTRODUCTION

The number of students in DKI Jakarta in the 2022/2023 academic year according to (Kementerian Pendidikan, Kebudayaan, Riset dan Teknologi, 2023) 1,533,078 students spread throughout the DKI Jakarta administrative area. The highest number of students in DKI Jakarta Province is in the administrative area of East Jakarta City with a total of 468,103 students consisting of students from the Elementary School (SD), Junior High School (SMP), High School (SMA) and Vocational High School (SMK) levels.

The large growth in the number of students is one indicator of the demographic bonus in Indonesia, so it becomes a strategic opportunity for Indonesia to accelerate various developments. One of the accelerations of development is carried out through efforts to accelerate community mobilization through public transportation policies to improve the welfare of the people (Kementerian Koordinator Bidang Pembangunan Manusia dan Kebudayaan, 2020).

Transportation has become one of the basic needs for the community, including the people of Jakarta. DKI Jakarta as the main buffer of the National Capital, until now has experienced population growth that continues to increase, and these conditions have had an impact on the
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transportation system. Public transport policy as part of the hallmark for a more advanced, modern and developed civilization of society (Kadarisman et al., 2017)

The benefits of public transportation have an influence on welfare in terms of social development for the community, especially in DKI Jakarta Province. Where the process of social development is interrelated with economic development and harmonization between the two is needed to avoid distortions (Midgley, 1995).

The results of the survey of transportation use in Jakarta show that the most users are dominated by private employee groups with a percentage of 46%, in the next position occupied by students or students with a percentage of 25%, and the rest are other groups. Based on these data, information was obtained that people from any group can access public transportation services provided by the DKI Jakarta Provincial Government, but there are only two categories that dominate, namely the worker group and students.

Policies designed by the government as a form of intervening in problems that arise in society. Social welfare policy is described as a guideline for the government in an effort to meet basic needs in order to achieve social welfare. So basically social welfare policy is an effort to regulate the relationship between components in a society, where it can be realized through a regulation or policy making in order to improve the quality of life of the wider community (Adi, 2018).

Along with the provision of transportation policy subsidies for students, there are still problems in the world of education, including the high dropout rate, where DKI Jakarta Province in the 2020/2021 school year became the province with the second highest dropout rate in Indonesia after West Java Province (Kementerian Pendidikan, Kebudayaan, Riset dan Teknologi, 2022).

The administrative city of East Jakarta has a number of schools spread across ten districts such as Duren Sawit District, Cakung District, Jatinegara District, Pulo Gadung District, Kramat Jati District, Cipayung District, Ciracas District, Pasar Rebo District, Makassar District and Matraman District.

Although the number of schools passed by the Jak Lingko transportation service is quite large, there are still problems experienced by students. One of them is in addition to problems in the world of education with the large number of school dropouts, there is also the problem of the large number of victims of traffic accidents experienced by students (Badan Pusat Statistik Provinsi DKI Jakarta, 2022).

Another problem experienced by students is the high costs incurred by student families to meet transportation needs. The information reported from states that transportation costs incurred by the community in DKI Jakarta amounted to Rp 500,000.00 per month, where the data has included the amount of transportation costs incurred by students in DKI Jakarta. With the large number of transportation costs incurred, the DKI Jakarta Provincial government is trying to reduce the number of expenditures by implementing the Jak Lingko transportation service (Republika News, 2022).

Based on the problem of the number of traffic accidents for students that are quite high in DKI Jakarta and the large number of expenses for transportation, the DKI Jakarta Provincial government takes an important role in the procurement of public transportation, especially for students. Transportation management policy planning needs to be managed in a unified transportation management policy. Transportation service policy planning can affect the
effectiveness of public transportation management, both from the demand or need side and the supply side.

In an effort to improve social welfare, the government has issued a transportation-based public policy. Public transportation is a benchmark in the process of spatial interaction carried out between regions, so that its role is very important for the development of the region, especially in human social development. With the existence of public transportation, in addition to overcoming congestion problems, it also facilitates accessibility for all people, this is one of DKI Jakarta's goals to achieve the title of a sustainable social city. The steps taken to achieve the title of a sustainable social city must be able to provide aspects of social development for its citizens.

The DKI Jakarta government has implemented the JakLingko program as a public transportation that integrates between modes of public transportation. JakLingko integration includes the integration of services, tariffs, physical to integration related to data and information between public transportation in DKI Jakarta. The Jaklingko Integration Service was developed through the merger of microbus-based city transportation (Angkot) to the implementation of the Mass Rapid Transit system as one of the train services in urban areas.

The DKI Jakarta Provincial Government provides public transportation subsidies, according to the 2022 Jakarta Transportation Annual Report (Transjakarta) showing the amount of subsidies provided by the DKI Jakarta Government from 2017 to 2021. The following is data on the development of the Jakarta Transportation service subsidy budget, which includes JakLingko services.

<table>
<thead>
<tr>
<th>Table 1. Public Transportation Subsidy in DKI Jakarta</th>
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*Source: PT Transportasi Jakarta Annual Report 2021*

The table above is the amount of subsidies provided by the DKI Jakarta Provincial Government allocated for public transportation services. There was an increase in the amount of subsidy budget given, this happened because of the increase in Regional Original Revenue (PAD) of Rp 8.14 trillion in the APBD, so that this affected the increase in the allocation of subsidy funds or Public Service Obligation (PSO) received by PT. Jakarta transportation when compared to the amount of subsidies in 2020.

This public transportation subsidy is also followed by regulations regarding the procedures for calculating and paying transportation service tariff subsidies listed in Regulation of Governor of DKI Jakarta Province Number 62 of 2016 concerning Public Service Obligations and Subsidy Provision (Peraturan Gubernur Provinsi DKI Jakarta Nomor 62 Tahun 2016 tentang Kewajiban Pelayanan Publik dan Pemberian Subsidi). The subsidy policy provided by the Government is a form of public policy for the community.
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In carrying out the framework of social welfare policy analysis, according to it can be done using four approaches, including using a policy basis in which contains who deserves to benefit from a social welfare policy; types of policies that discuss the types of benefits to be provided; design of a distribution system on the way or strategy of distributing benefits; and a funding approach that explains the source of funds used and how to divert the funds to target groups (Gilbert & Terrell, 2013).

Research conducted by found the facts behind social inclusion policies in transportation which states that social inclusion of disadvantaged groups in meeting transportation needs to be considered, including the provision of public transportation services to transit services (Lucas & Musso, 2014). Inclusive transportation needs to be provided socially in cities with developed infrastructure and supported by the majority of their population who have access to high motor vehicle mobility (Lucas & Musso, 2014).

Stanley and Stanley (2017) in a study entitled “The Importance of Transport for Social Inclusion” explained that the high mobility and social inclusion will be able to have an impact on urban design spaces, especially on streets, community connections and how the built environment impacts movement patterns and affects the level of social welfare of its citizens.

Inclusive transportation with interventions in the use of mass transportation for students such as school buses, but one of the studies related to student interventions with the use of school buses points to the fact that there are still common problems faced by schools related to behavior that occur on school bus services, this is an issue that still receives special attention through personal intervention of schools with fleet managers (Park et al., 2012). To drive fleet-specific interventions for students, it is necessary to develop with technical assistance consultations that emphasize collaboration between students, schools, and transportation fleet drivers (Park et al., 2012).

The microtrans research report shows data that people still complain that the display of Mikrotrans bus stops is less informative, the location of the stops is still too confusing for the community besides that there are several Mikrotrans stops that are separate from non-BRT stops. In addition, Mikrotrans services have not been integrated in one application with other modes of public transportation. The existence of these phenomena illustrates the lack of accessibility of Jaklingko services, especially for students. The results of the evaluation of the impact of using Mikrotrans as part of Jaklingko produce data that information on the arrival of Mikrotrans is uncertain, so it is important to make decisions on choosing transportation modes and reduce concerns.

This study tries to analyze Jaklingko services as the implementation of public transportation policies in the DKI Jakarta Provincial Government, further studies need to be carried out related to social welfare policy planning has been carried out accordingly. the purpose of this study is to describe social welfare policies in Jak Lingko transportation for students in East Jakarta.

METHOD

The approach used in this study is a qualitative approach. This approach was chosen to obtain deep, accurate and comprehensive data adapted to existing conditions in the field. This qualitative research emphasizes its understanding, because the nature of qualitative methods that question the meaning of an object more deeply According to mentioning that qualitative
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Research seeks to produce deep meaning to the experience of facts from human behavior, and is intended to produce qualitative data, theoretically detailed observations and data obtained cannot be reduced easily (Neuman, 2014). While this type of research is descriptive research (Rubin & Babbie, 2011). Descriptive research has the main purpose to describe research with words or numbers, profiles, classification types or certain steps to answer research questions such as who, when, where and how (Neuman, 2014). Through this type of descriptive research, this research is to describe systematically, in detail, in depth and factually the implementation of JakLingko transportation policy for the welfare of students in East Jakarta. The location of research related to the implementation of JakLingko transportation policy in encouraging student welfare was carried out in the East Jakarta Administration City more specifically to students who attend schools throughout the East Jakarta Administration City using JakLingko transportation services. This location was chosen as a research location because it is an area that has the largest potential number of students in DKI Jakarta Province, as well as one of the administrative cities most passed by JakLingko transportation services.

RESULTS AND DISCUSSION
Implementation of JakLingko Transportation for Student Mobility Supporters as a Social Welfare Policy Framework

The implementation of JakLingko transportation policy for students in East Jakarta Administration City has a certain way to distribute services to all JakLingko users, including students. The implementation of JakLingko's transportation policy can be seen through social welfare policy parameters consisting of basic aspects of policy, type of policy, policy distribution system, and policy funding system. To find out more deeply whether the implementation of the JakLingko transportation service policy has been implemented properly in serving students in the East Jakarta Administration City, here is a description of each aspect.

Policy Basis of JakLingko Transportation Policy Implementation for Students

The basic policy aspects of the implementation of the JakLingko transportation policy for students discuss the feasibility rules of the draft policy, including the eligibility of recipients of targeted transportation subsidy assistance. The eligibility of recipients of JakLingko transportation services does not have specific rules for who are the recipients of services and who are the recipients of transportation subsidy assistance, so that JakLingko transportation policy services are universal for all students both in the East Jakarta Administration City and throughout DKI Jakarta Province. This is as stated by the IZ informant that: "If the conditions for JakLingko transportation are no certain rules or conditions, so all students in the Jakarta area are entitled to use JakLingko, whether students whose schools are in the East Jakarta area or whose schools are outside East Jakarta so everyone can use this service, moreover this service is free not only for students" (Director of PT. Transportasu Jakarta, Mr. IZ, March 2023).

This information is in line with the basic policy background of JakLingko transportation when it was initially implemented where JakLingko transportation carried the idea of a tariff of Rp 0 (Zero Rupiah tariff). This was conveyed by IB who stated that: "JakLingko students used to have special student tariffs, so they still paid. Now from the student tariff, they can't pay a lot because they don't have a fee. So when the angkotn transportation system is free, it is
enough to make students easy, ma'am, judging again from one of the reasons the JakLingko program is free because we target students, where these students do micro mobility patterns, typical student trips are still small, short-distance trips then use this small bus" (Representative of the DKI Jakarta Provincial Transportation Office, Mrs. IB, March 2023).

The basis of JakLingko's transportation policy as a supporter of student mobility is supported by the role of actors who take their role as JakLingko policy makers. Actors who play a role in implementing the policy include the Department of Transportation, PT. Jakarta transportation, and cooperative fleet operator providers. As information submitted by the management of PT. Jakarta Transportation that: "So Tj is an implementer of the JakLingko program itself, actually the owner itself is the DKI Jakarta Pemprov through Dishub so the key factor is the sustainability of the policy itself which is manifested in subsidies by the DKI Provincial Government, what we know is the PSO, the operational costs that we use for Jaklingko itself, so the JakLingko tariff fee is 0 rupiah. Other resources such as human resources at PT. We continue to develop Transjakarta to be more efficient, to be more effective, to be precise. In addition, we also involve operators, where the JakLingko fleets are owned by the operators themselves, so we contract with them, we contract multiyear can be 5 to 7 years, so it is hoped that the continuity of this program is expected to synergize from all stakeholders or actors involved earlier" (Director of PT. Jakarta Transportation, Mr. IZ, March 2023).

Based on the information submitted by the informant above, information was obtained that in the implementation of an inclusive transportation policy, in this case the JakLingko program shows synergy between parties, where there is an implementer, namely PT. Jakarta transportation, while still supported by the Department of Transportation as its main coordinator.

Based on the basis of the policy of implementing the JakLingko transportation policy for students, it shows that the feasibility rules in determining the beneficiaries of the JakLingko transportation policy for students have run in accordance with universalism. Where universalism believes that every citizen has the right to receive social benefits from these public policies. The latest policy considers the possibility of risk to the entire population so that the provision of commodity-based subsidies acts as a prevention of the emergence of potential social problems in the future using the application of social effectiveness values.

There are advantages to the implementation of the JakLingko transportation service policy with the application of commodity-based subsidies with this universalism, there is a guarantee that all groups of people get social benefits and are able to eliminate the stigma of underprivileged or poor families.

*Types of Policies from the Implementation of JakLingko Transportation Policy for Students*

This type of policy generally discusses the superiority of cash or goods in a social welfare policy. The findings in the field show that there is a type of policy in the implementation of JakLingko's transportation policy is included in the service category. The subsidy-based service category is provided with a distribution mechanism directly to the JakLingko service manager.

In his opinion, there is a dimension of transparency that has been classified into six categories of social provisions, one of which is services. Interventions carried out directly through services cause beneficiaries, in this case, students can directly use JakLingko services for free at zero rupiah rates (Gilbert & Terrell, 2013).
**JakLingko Transportation Policy Distribution System for Students**

The design of the distribution system refers to the organization-related arrangements that exist between service providers and consumers, in this case students. The distribution system of JakLingko subsidy services needs to be done using JakLingko cards or other electronic money cards. Where the JakLingko card can be purchased widely and publicly in several places that have provided these cards. As information conveyed by IB informant that: "That can be bought, yes, it can be bought anywhere, it can be between buses, transjakarta buses, can be at the terminals it can be bought. If for example there is none, in the early days the driver brought a card, when the customer did not have a card yaudah nih buy, so the driver was provided with the JakLingko card, ma'am. But now, there are also rare drivers who are provided, because many people already have JakLingko cards, right, ma'am" (Representative of the DKI Jakarta Provincial Transportation Office, Mrs. IB, March 2023).

Similar information was also conveyed by the JakLingko driver that: "Yes, if the card was still rare at the beginning, ma'am, I said yo go up first tomorrow buy a yo card, now if the distribution of the 0 rupiah free subsidy is evenly distributed, ma'am to all, so this student on average now has a JakLingko card, ma'am. I also said that if the card distribution can be purchased or if there is socialization, it can be distributed for free at school, because my customers also get this card free of charge from socialization activities at school," (JakLingko driver, Mr. NG, March 2023).

So far, the assignment and distribution of JakLingko cards has been carried out by PT. Jakarta transportation with the DKI Jakarta Transportation Office. From the authority and supervision of the distribution of JakLingko transportation policies, it can be seen that the distribution of subsidies is centralized administratively because although it involves many related institutions, there will only be one agency as the main coordinator. The distribution system can be said to be ideal if it is able to provide integrated, accessible, accountable and sustainable services.

**JakLingko Transportation Policy Funding System for Students**

The findings in the sub-funding try to see the source of funding for the implementation of the JakLingko transportation policy for students. The funding system of JakLingko's transportation policy has been regulated in the regulations of the DKI Jakarta Provincial Government. As stated by the IZ informant that: "The source of 100% funding comes from subsidies from the DKI Jakarta provincial government, which is budgeted through the transportation agency. The payment is made from the Regional Financial Management Agency in transfer to Transjakarta's account, then TJ distributes it to operators according to the achievements and contracts they agreed" (Director of PT. Jakarta Transportation, Mr. IZ, March 2023).

In line with this information, such as information submitted by the DKI Jakarta Provincial Transportation Office, it is stated that the funding system comes from the DKI Jakarta Provincial Budget (APBD).

Referring to the field findings that the subsidies given to the implementation of JakLingko's transportation policy are legal social protection instruments used by developing countries as long as the budget exists.
Based on facts, field findings and analysis show that the theory of social welfare policy according to Gilbert & Terrel has not been fully seen in the implementation of JakLingko's transportation policy for students. The following is a table of social welfare policy parameters with field findings:

**Table 2. Social Welfare Policy Parameters for the Implementation of JakLingko Transportation Policy**

<table>
<thead>
<tr>
<th>Social Welfare Policy</th>
<th>Field findings</th>
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<tbody>
<tr>
<td><strong>Policy Basis</strong></td>
<td>There are efforts to improve target accuracy by local governments through the application of universalism and targeting systems. There is a contribution between actors in the implementation of inclusive transportation policies for student mobility.</td>
</tr>
<tr>
<td><strong>Policy Type</strong></td>
<td>JakLingko's transportation policy is carried out through providing services for all levels of society including students.</td>
</tr>
<tr>
<td><strong>Dispensing System</strong></td>
<td>The distribution system uses an open subsidy distribution mechanism. The distribution of JakLingko cards or electronic money cards can be obtained widely and publicly.</td>
</tr>
<tr>
<td><strong>Funding System</strong></td>
<td>Funding through DKI Jakarta Provincial APBD funds in collaboration with PT. Jakarta Transportation as a distributor of funds for JakLingko fleet operators.</td>
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</tbody>
</table>

*Source: Processed Research (2023)*

Based on the results of these field findings, it is also in accordance with the theory presented by Blau and Abramovitz (2004) which states that social welfare policy as one of the public responses to problems experienced in the community and is ready to be overcome by the community along with social institutions consisting of programs and services with government funds targeted at various basic needs fulfillment and an action strategy as a way of intervening in the government provision of social welfare for the community.

The implementation of inclusive transportation policies as a supporter of student mobility is one part in addition to the intervention taken by the government that has an impact on the quality of life, especially for students in East Jakarta. This is relevant to the theory of social welfare policy presented by Dinitto and Johnson (2016) that government intervention to carry out a certain action.

The results in the field that have been collected show the implementation of inclusive transportation policies as a supporter of student mobility through a social welfare policy framework that is intertwined with each other. The linkage can be illustrated through the following scheme:
The results of the analysis of the theory of the facts found in the field show that there are several welfare impacts of student mobility opportunities on the use of public transportation such as JakLingko, where increasing mobility by students can reduce the risk of social exclusion. JakLingko's transportation service policy as a form of supporting student mobility to educational institutions is in accordance with the analysis by Stanley and Stanley (2017), and Lucas and Musso (2014) which states that social inclusion policies in transportation must cover all levels of disadvantaged groups including student groups while still paying attention to the provision of public transportation services to transit services.

CONCLUSION

Analysis of the implementation of JakLingko’s transportation policy for students in East Jakarta City shows the fact that it has grown wider and more evenly to target student groups. The ease of transportation services for students has been supported by the development of commitments from the DKI Jakarta Provincial Government through the public transportation subsidy budget, so that it has a positive impact on JakLingko services to a tariff of Rp. 0; (zero rupiah tariff). Based on the analysis of field findings through the social welfare policy framework, it shows that the basis of the policies implemented adheres to universalism so as to ensure that all levels of society are entitled as beneficiaries, including student groups in DKI Jakarta. JakLingko's transportation policy and subsidies are provided directly in the form of services to JakLingko users with the application of a fee of IDR 0; (Zero Rupiah Tariff). The implementation of JakLingko's transportation policy uses a funding system from the Regional Budget (APBD) as regulated through a governor's regulation. The ease of JakLingko transportation services has been able to support the level of student mobility in East Jakarta City, but in the implementation process there are still several things that need to get special intervention, including several obstacles in fulfilling student welfare such as the pattern of punctuality of the arrival of the JakLingko fleet which until now is still complained by students.
REFERENCES


