
SOCIUS:

Jurnal Pendidikan dan Pembelajaran Ilmu Pengetahuan Sosial

Volume 11, No 2, October 2022, 86-97

P-ISSN: 2089-9661 | E-ISSN: 2089-967X

DOI: **[10.20527/js.v11i2.11048](https://doi.org/10.20527/js.v11i2.11048)**

Open Access: <https://ppjp.ulm.ac.id/journal/index.php/JS/index>



IMPLEMENTATION OF FREE STUDENT TRANSPORT POLICY IN THE CITY OF BANJARBARU

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ARTICLE INFO

Article history:

Received 13 Agustus 2022

Accepted 2 September 2022

Available online 15 Oktober 2022

Kata Kunci:

Implementasi
Kebijakan;
Angkutan Pelajar;
fasilitas

Keywords:

Policy
Implementation;
Student
Transportation;
facility

ABSTRACT

This study aims to analyze the effect of project-based learning with a STEM approach to increase students' creative thinking about water conservation material. The research design used in this study was a quasi-experimental design and used the non-equivalent pretest-posttest control group design. The research sample consisted of 72 students consisting of 1 experimental class and 1 control class, each class totaling 36 students at SMA Negeri 3 Banjarbaru. The results showed that project-based learning with a STEM approach on water conservation had a major effect on increasing students' creative thinking. The student's average count result is 39.3 with a figure of 78.7% or is included in the high criteria. There is a significant influence on students' thinking before and after implementing project-based learning with a STEM approach on water conservation. The results of the t test gave a significance value of 0.000 ($p < 0.05$) and the results of the different gain test (increase) in the experimental group showed the mean was 0.41 and the control group was 0.05 with a value of 0.000 ($p < 0.05$). Based on the research results, teachers at SMA Negeri 3 Banjarbaru are expected to be able to apply a project-based learning model with a STEM approach to improve students' creative thinking skills for other subjects. This research can be used as a reference for further similar research as initial research data related to project-based learning with a STEM approach on other materials. Based on the research results, teachers at SMA Negeri 3 Banjarbaru are expected to be able to apply a project-based learning model with a STEM approach to improve students' creative thinking skills for other subjects. This research can be used as a reference for further similar research as initial research data related to project-based

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PRELIMINARY

Policies are generally decisions or choices of actions that directly regulate the management and distribution of natural, financial and human resources for the public interest, namely the people, residents, communities or citizens (Parson, 2006).

Transportation is one of the most important means of human needs. In this modern era and with the increasing population density, transportation is needed to meet one's needs in carrying out activities or moving from places close to far away. Transportation is the lifeblood of national development to facilitate the flow of people, goods and information to support the achievement of optimal allocation of economic resources. The increasing population growth continuously and the increasing number of roads cause the amount of traffic to also increase. However, the traffic system is nearing saturation and does not have an effective impact on the enforcement of traffic sign regulations for transportation drivers.

The consumptive rate of the population due to the availability of motorized vehicles, makes transportation increase from year to year as one of the most influential factors in the level of congestion. Therefore, humans cannot be separated from transportation because humans really need transportation to support their lives. Economic development requires adequate and adequate transportation services. Without transportation as a means of supporting it cannot be expected to achieve satisfactory results in an effort to develop a country's economy (Kusuma, 2015).

Tamim (in Putrayasa and Maharani, 2014) has a similar opinion that there are several views that urban transportation has several weaknesses, including: the absence of a fixed schedule, route patterns that force transfers to occur, excess passengers during peak hours, and ways of driving vehicles that are not suitable for use. carelessly and endanger safety and poor internal and external conditions.

The importance of transportation facilities in reducing the high accident rate, especially among students, makes local governments throughout Indonesia seek to form programs or make innovations, one of which is the free student transportation program. Transportation is an activity of moving people and goods from one place (origin) to another (destination) using vehicles (Warpani, 2002).

Transportation has an important role in basic human needs, covering all aspects such as the economy, tourism, agriculture and education that involve transportation in its activities. The

quality of public transportation is a separate task for the government, where the use of public transportation decreases along with population growth and private vehicle ownership. Based on the number of vehicles in the city of Banjarbaru, which is 100,279 units of which are dominated by motorcycles (Personal Vehicles) which amount to 82,203 units (BPS 2016) this is a problem and the number continues to grow every year.

School transportation services or student transportation are a form of special service management whose purpose is to meet the needs of students, school transportation services aim to bring students to and from school (Kusmintardjo, 1993).

Currently, the Banjarbaru City government has a Free Student Transport Program (PAPG) which is stated in the Banjarbaru Mayor Regulation Number 32 of 2017 concerning the Implementation of Student and Health Transport, this PAPG has been socialized by Drs. H. Hilman, MM (Head of the Banjarbaru City Transportation Service) in March 2017 and then at the Widyatama Hall of the Banjarbaru City Education Office which was conveyed through the media as follows:

"This free transportation for students is a program from the Banjarbaru City Government, free transportation aims to make school children from elementary, junior high and grade 1 high school safe and safe to their destination." (kanalkalimantan.com) The Banjarbaru City Transportation Service has operated Free Student Transport (APG) since March 2017 as many as 20 Carry types and an additional 20 transport fleets. The new additional fleet began operating in October 2017. With the addition of these 20 new fleets, there are a total of 40 free student transport fleets that are empowered to shuttle students in Banjarbaru City. The additional fleet includes 10 Avanza type cars that will be modified, which are assistance from the Banjarbaru City Government, and the remaining 10 are regular transportation with a rental system. This was conveyed by the Head of Transportation and Terminals of the Banjarbaru City Transportation Service, Adi Suryanoor S.STP (kanalkalimantan.com).

RESEARCH METHODS

This research uses descriptive research with qualitative analysis, in the form of an approach that aims to maintain the integrity of the research object in the sense that the object studied is an integrated whole. Qualitative research method is a research process/procedure that aims to collect, describe and analyze descriptive data in the form of writing, expressions and observed human behavior. Qualitative research is research that produces descriptive data in the form of speech and writing as well as the behavior that researchers observe (Sujarweni, 2014).

RESEARCH RESULTS AND DISCUSSION

This research was conducted in the Banjarbaru City area, precisely at the Terminal, Education Unit and Bus Stop associated with APG in Banjarbaru City.

A. Terminal

Law No. 22 of 2009 explains that the terminal is a public motorized vehicle base used to regulate arrivals and departures, raise and lower people and/or goods, and transfer modes of transportation. The terminal is a base for motorized vehicles commonly used to regulate arrivals and departures, raise and lower people and/or goods, as well as transfer modes of transportation (Regulation of the Minister of Transportation of the Republic of Indonesia, Number 40 of 2015 concerning Service Standards for the Implementation of Road Transport Passenger Terminals).



Route A Source: Research Documentation, 2019 Figure 4.1 APG meet up location before starting and after operating to transport students.

Figure 4.1 is the building for the Technical Implementation Unit for Motor Vehicle Testing and Workshops at the Banjarbaru City Transportation Service, which is located at Jalan Karang Rejo Guntung Manggis (Simpang Empat Palam). The backyard of this building is used for the APG Terminal for Route A, as shown in Figure 4.2. In addition, there are several APGs located at the Banjarbaru Simpang Empat Terminal, at the Fleet Pool, and at the Banjarbaru City Transportation Agency Office.



Source: Research Documentation, 2019 Figure 4.2 Backyard of the Technical Implementation Unit for Motor Vehicle Testing and Workshops, Banjarbaru City Transportation Service

B. Route B

APG which operates on Route B does not have a definite meeting point before picking up students during school hours, they immediately depart from the homes of each Transport owner.

The number and names of the Education Units here are Junior High Schools (SMP) and High Schools (SMA) equivalent in Banjarbaru City in 4 sub-districts are attached in the attachment, The beginning of the APG program in Banjarbaru City in 2016 only served 6 Junior High Schools, namely SMPN 6 Banjarbaru, SMPN 9 Banjarbaru, SMPN 11 Banjarbaru, SMPN 3 Banjarbaru, SMPN 12 One Roof Banjarbaru, and SMPN 13 Banjarbaru, and until 2019 increased to 11 namely SMPN 5 Banjarbaru, SMPN 10 Banjarbaru, SMPN 15 Banjarbaru. Including SMP/SMA IT ANIC, presented in table 4.4.

Table 4.4. Name of Education Unit

No.	Subdistrict	NPSN	Education	Student (Person)	Ward
Route A					
1.	Banjarbaru	30304589	Junior High School 6 Banjarbaru	266	River Ulin
	North	30304607	Junior High School 9 Banjarbaru	651	Loktabat North
			IT Middle/High School ANIC		Comet (JUNIOR HIGH SCHOOL) River Ulin

No.	Subdistrict	NPSN	Education	Student (Person)	Ward
					(SENIOR HIGH SCHOOL)
2.	Banjarbaru South		5 Banjarbaru		Loktabat South

3.	Base Ulin		Junior High School 15 Banjarbaru		Syamsudin Noor
4.	burrow Anggang		Junior High School 10 Banjarbaru		Base West Ulin
		30304584	Junior High School 11 Banjarbaru	727	Base Ulin North
Route B					
5.	Cempaka	30304686	State Junior High School 3 Banjarbaru	728	Cempaka
		30305417	Junior High School 12 One Stop Banjarbaru	68	Bangkal
		30305415	Junior High School 13 Banjarbaru	201	River Tiung

Source: Research Documentation, 2019

Initially, the IT ANIC SMP/SMA were not included in the APG services in the city Banjarbaru, because at the initiative and personal request to the relevant Office and the city government to hold APG for SMP/SMA IT ANIC with the aim of reducing the use of private vehicles by students, this was welcomed by the City Government as evidenced by the availability of APG for these schools, This is as stated by an informant APG Driver Mr. Zailani Ilmi who stated.

"Student Transportation is a public school, sir, is there anyone who thinks about private schools, what is the middle school teacher?, ANIC Middle School, how does it feel, yes, longitude IT ANIC Middle School. To be honest, this transportation originally only served public schools in Banjarbaru, but because of a request from the school against the city government, there should be gas transportation for IT ANIC SMP/SMA." (This APG is not only for public schools but also for private schools, what is the junior high school called? If you're not mistaken, it's ANIC Middle School, that's right, IT ANIC Middle School. Actually, from the beginning this APG only served public schools in Banjarbaru, but because requests from private schools with the city government to also hold APG for private schools, especially SMP / SMA IT ANIC)

In line with what Mr. Zailani Ilmi said, the APG Driver for Banjarbaru City Route ARequest will provided APG no only for schoolJunior high school with state status but provided for schools with private status, this also happened on route B. Initially APG on Route B only served 3 junior high schools, namely SMP Negeri 3 Banjarbaru, SMP Negeri 12 One Roof Banjarbaru, and SMP Negeri 13 Banjarbaru , in line with the request of the schools in the area of Route B, not only the first secondary schools but also requests from high/equivalent high schools, whether public or private, namely MTs/MA Miftahul Khairiyah and MAN Banjarbaru.

M. Iqbal Driver APG Route B stated:

"Iskankan in Cempaka, Taxi (another name for Angkot in the Cempaka area) here is to junior high school in Cempaka, like SMP Negeri 3 Banjarbaru, SMP 12 Banjarbaru, against junior high school in Gunung, well, how many junior high schools are there? SMP 13, right, but the madrasa in front of me (MTs/MA Miftahul Khairiyah) also uses free taxis, so they ask for ae" (In "Oh, yes, MAN, yes, longitude".

C. Number of APG

APG which is owned and managed by the Banjarbaru City Government is 30 units divided into 25 units of carry type and 5 units of Avanza type and 40 Urban Transport Units owned by private rental system, presented in Table 4.7.



Source: Research Documentation, 2019

Figure 4.2 Free Student Transport managed by the City Government (Carry Type), serving Route A



Source: Research Documentation, 2019

Figure 4.3 Free Student Transportation managed by the City Government (Types of Urban Transportation) Serving the B Route

Figure 4.2 and Figure 4.3 are the types of transportation used for APG in Banjarbaru City, the APG operates on two routes, namely Route A (Banjarbaru City Area) and Route B (Cempaka District Area)

Table 4.7 Number of APG in Banjarbaru City

No	Route	R	Amount (units)	(units Type)		Transport Urban	Information
				Carry	Avanza		
1.	A		30	25	5	-	4 Broken Units
2.	B		40	-	-	40	20 units/week

Source: Banjarbaru City Transportation Service and Personal Documentation, 2019

APG which operates on Route A serves 8 schools divided into 7 SMP and 1 SMA namely SMPN 5 Banjarbaru, SMPN 6 Banjarbaru, SMPN 9 Banjarbaru, SMPN 10 Banjarbaru, SMPN 11 Banjarbaru, SMPN 15 Banjarbaru, and SMP/SMA IT ANIC.

1. Security inside APG

Transportation security is a condition that is manifested in the operation of transportation that is free from interference and unlawful acts. Safety and security in the provision of transportation services aims to increase the sense of security and comfort of transportation users and reduce the number and rate of transportation accidents which include road, rail and aviation transportation (Ministry of Transportation's strategic plan for 2015-2019).

In the implementation of the APG in Banjarbaru City does not provide safety insurance, in the APG which is a car type there are two doors with student entry and exit, the door is still manual or cannot close automatically, the APG seat has a safety belt but is not used by students because the passengers exceed Car capacity (Track A), passenger seats facing left and right, do not have a safety belt (Track B) in the APG there is no handle grip available and in operation the APG is operated by one driver and no other security/assistant officer. Unlike the bus type APG, all facilities are complete, the level of comfort and safety is guaranteed. The operation of APG is exclusively for students. The requirements for using APG are passengers, namely students must wear school uniforms. With the use of school uniforms, school buses are really used specifically for students so that students are protected from illegal passengers such as (buskers, thieves, etc.) and creates a sense of security for APG. So far, there have been no reports of criminal acts or APG accidents in Banjarbaru City.

2. APG Convenience

Comfort or comfort is a condition where basic human needs have been fulfilled, namely the need for peace, relief and transcendence. One of the physical views of comfort is something related to bodily sensations (Kolcaba, 1992 in Potter & Perry, 2005).

The physical form of the APG car type, the comfort level is very lacking, the facilities provided are very lacking seats that are only enough for 7-9 people, so not all passengers get the safety belt, the cooling function of the APG is not working, it is inversely proportional to the Bus type APG even though the number of units very limited.

3. Cost of Using APG

Tariff is the price of transportation services that must be paid by service users either through the mechanism of rental agreements, bargaining, or government regulations. The price of transportation services determined follows the tariff system, applies in general and there are no other provisions that bind the transportation company and the owner of

the goods or passengers except what has been regulated in the tariff book (Siregar M, 1995) in Bolla, 2015.

The operation of APG is one of the facilities of the Banjarbaru City Government to transport students to school in Banjarbaru. As a facility, the Banjarbaru city government does not charge fees for students who use the school bus or it is free.

CONCLUSION

Based on the results of the analysis of the Implementation of the Free Student Transport Policy in the City of Banjarbaru from the previous presentation, it can be concluded as follows: that the implementation of the policy of free student transportation in the City of Banjarbaru has been successfully implemented in achieving the objectives of the program itself, namely being able to ease the burden on parents of students in issuing transportation costs for access to school. In addition, in practice the implementation of the free student transportation policy has also succeeded in improving the welfare level of the drivers so that the economic conditions of the drivers become better, however, in the implementation of the free student transportation program there are still some obstacles, such as the non-optimal implementation of the free student transportation program for students. target accuracy.

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