



Quota Policy of Coal Production and Transportation in Jambi Province (Viewed from the Aspect of the New Paradigm of Government Science: Protection and Service of the Community)

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Abstract — This study aims to identify, identify and analyze the quota policy for coal production and transportation which has been carried out according to the standard procedures in force in Jambi Province and to analyze how the implementation of ideal control over the quota policy for coal production and transportation in terms of the aspect of the new government paradigm, namely protection and service to the community. Data collection was obtained through interviews where key informants were determined by purposive sampling, observation and documentation studies with related agencies and parties, and literacy studies, books, journals. This type of research uses a qualitative descriptive analysis. The results obtained from this study are that the implementation of fixed procedures (protap) for coal transportation in Jambi Province has not been properly implemented at this time and there is a need for special road acceleration for coal in Batanghari Jambi Regency with the option of the Ministry of Public Works and Public Housing (PUPR) approach and or collaborative government and private governance with inducement funds from the government (RAPBD) and other sources of income), as well as fulfillment of protection rights and services to the community have not been optimal. The solution that can be offered is the acceleration of the construction of special coal transport roads in Jambi Province.

Keywords — coal production and transportation quota policy, community protection and services, jambi province

I. INTRODUCTION

Coal is one of the potential natural resources in the region which is non-renewable and its management aims to maximize the welfare of the people. For this reason, the state is given authority by the 1945 Constitution based on Article 33 paragraph (3) to regulate, manage, supervise mining management for the greatest possible prosperity of the people. The purpose of coal as a natural resource is the main capital which is fundamental in nature to meet the needs of mankind, its management takes into account the potential benefits for realizing national development. Besides that, coal mining is one of the fields that supports the national and regional economy, the management of which is environmentally sound. On this basis, strategic issues in the implementation of coal mining management in the context of unbalanced regional development in Jambi Province. The problem is, out of 9 (nine) regencies and 2 (two) cities in Jambi Province, 7

(seven) of them are coal mining producers, including the Batanghari district, which is currently having problems with order, especially the use of public roads by coal fleet transportation [1].

Jambi Provincial Government Has issued Jambi Provincial Regulation No. 13 of 2012 [29] concerning Coal Transportation Arrangements in Jambi Province. As an additional regulation, the Provincial Government of Jambi in March 2013 issued Governor Regulation (Pergub) Number 18 of 2013 [28] concerning Procedures for Carrying Out Coal Transportation in which to form an Integrated Team (Timdu) in order to carry out guidance, supervision and prosecution. With the governor's regulation, the government has given time for business actors to prepare a special coal transportation route, but until now it has not been 100% realized within the allotted timeframe. So that new problems arise regarding coal transportation.

The coal production quota in Jambi province continues to increase, the production quota throughout 2019 was 10.2 million tons, 2020 the coal production quota increased to 11 million tons, in 2021 the range reached approximately 13 million tons, coal production in Jambi province reached 17, 3 million tons until November 2022. Where the achievement target is 40 million tons as set by the Ministry of Energy and Mineral Resources. With the number of coal transportation fleets until 2023 reaching 7000 to 9000 units of new coal fleets which are no longer in accordance with the capacity and capacity of the roads that are traversed by the fleet, this is where the problem begins [2][4][5][6][11].

Behind the financial contribution to the Jambi area, it turns out that coal also causes many complex problems in Jambi Province, starting from traffic jams, health problems, transportation from the mouth of the mine to the stockpile, there is no special coal road, the number of coal fleets that operate is approximately thousands every day, the emergence of community conflicts with coal transportation crews, the capacity of TUKS/Unloading ports that cannot serve all coal transportation so that many fleets pile up around national road sections in Jambi city, high number of traffic accidents, and public facilities damaged due to traffic jams, disorderly coal transportation, damage to roads, mobility of community activities in areas through which the coal fleet is disrupted due to the high mobility of the coal fleet, disruption of the sense

of comfort, peace, in the community, resulting in traffic jams of up to 1x24 hours more, ambulances carrying referral patients are also stuck traffic jams, violations of operational hours of the coal fleet, so that road conditions in Jambi Province which should only have a carrying capacity of 8 tons are very unable to withstand loads beyond the specified carrying capacity, some even transport dozens to tens of tons of coal transport vehicles, causing a lot of new problems.

The government and people's representatives carry out political actions to produce policies and laws, to administer the State [9]. "Glorifying Villages, Uniting Indonesia, Strengthening Governance, Glorifying Humans". College of Village Community Development "APMD"). One of the main tasks of the government is to provide public services to the community. Therefore, government organizations are often referred to as "Public Service". In providing services to the community, it has not been fully implemented properly, there are still many service implementing officials who do not understand how important good service is to the community or may know but are unwilling and unable to provide good service, where it is hoped that public services can be carried out properly in accordance with the principles of public service delivery, the public must know and understand their rights and obligations in public service.

Law Number 25 of 2009 [14] concerning Public Services provides a legal definition that Public Services are Activities or a series of activities in the framework of fulfilling service needs in accordance with statutory regulations for every citizen and resident for goods, services, or administrative services provided by public service providers [12]. The essence of public service is to provide happiness both for implementers, administrators, and for the community who use or beneficiaries of public services. Therefore, each party must understand and care about their rights and obligations in public service. Rights and obligations in public services must be carried out in a balanced, proportional, professional and humane manner.

A new paradigm in government science will emerge aspects of service that can be provided to the community, not only related to administration, but many aspects of fulfilling other community rights related to security, comfort, protection, which can be viewed both from the point of view of fulfilling community needs, service to the community beyond the perspective of public service administration in general from government to the community [10]. The perspective of the new government science paradigm, that in controlling the allocation of resources between social actors, provides a set of rules and operates a set of institutions that determine "who gets what, where, when and how" in society, and manages symbolic resources which are the basis of legitimacy. Governance thus, involves establishing a basic set of relationships between the government and its citizens which can vary from highly structured to controlled by the government. From the point of view of the perspective of the new paradigm of government science, in the current problems in Jambi, it is necessary to emphasize the aspects of community protection and community services affected by traffic jams due to the mobility of coal fleet transport. Policies that have many pros and cons in their outreach, due to the lack of clarity in the government's regulatory policies which are considered not pro-small communities that do not have authority in regulation, policy making etc. [3].

Based on this description, the issues to be discussed can be formulated as follows, including (i) Has control of the coal production and transportation quota policy been carried out according to the applicable standard procedures (protap); (ii) How is the implementation of ideal control over coal production and transportation quota policies in terms of protection and public service aspects.

II. METHODS

This research is basically a qualitative social science research with a descriptive type. The aim is to describe, understand, and analyze complex social realities in such a way that they achieve governmental, legal, and social relevance. In this approach, data is collected in depth by using interviews, observations and additions from various relevant literature [7]. This research was conducted in Jambi Province. Primary data was obtained from an analysis of the results of interviews conducted with several key informants or key informants in this study as well as field observations. Several informants were used starting from several related agencies in coal management, the community, and several informants who might become additional informants in the field. Some informants are used to triangulating data to ensure that the informants obtained are complete and valid, presenting data, a collection of information can be presented in a narrative form according to the researcher's questions, then conclusions can be drawn and verification of the data that has been obtained and presented and in drawing a conclusion [8]. And the informants keyfrom the research, on table 1.

Table 1: Informans Keyfrom The Research

No.	Institutions
1.	Public Works and Spatial Planning Service of Jambi Province.
2.	Jambi Provincial Transportation Office
3.	RI Ombudsman Representative of Jambi Province
4.	Jambi Provincial Health Office

III. RESULT AND DISCUSSIONS

Coal production and transportation quota policy control is very important, because in order to regulate the supply and distribution of coal. The purpose of this control is to maintain a balance between demand and supply of coal, and to encourage efficient use of resources, as well as protect the environment. Meanwhile, control of coal transportation policy aims to regulate and supervise coal transportation activities in order to achieve several objectives, such as distribution efficiency, safety, and environmental and community protection.

Standard Procedures (SOPs) for Coal Quotas and Transportation Policies

The coal quota policy focuses more on national regulations including (1) Government Regulation number 55 of 2010 [17] concerning Coal Mining Guidance and Supervision, (2) Government Regulation number 22 of 2010 [18] concerning mining areas, (3) Government Regulation Number 96 of 2021 [19] concerning implementation Mineral and coal mining business activities, (4) Government Regulation Number 78 of 2010 [20] concerning Reclamation

and Post Mining, (5) Minister of Energy and Mineral Resources Regulation Number 7 of 2020 [21] regarding procedures for granting Licensing and Reporting Areas to Mineral and Coal Mining Business activities, (6) Decree of the Minister of Energy and Mineral Resources number 1776/K/30/MEM/2018 [22] concerning Guidelines for Implementing Applications for Evaluation and Issuance of Licensing, (7) Ministerial Decree Number 1798K/30/M/2018 [23] concerning Guidelines for Preparation, Closure and Granting of Regions P./WILPK/, (8) Law Number 38 of 2004 [15] concerning Roads, (9) Law Number 22 of 2009 [16] concerning Road Traffic and Transportation, (10) Regulation of the Minister of PUPR Number 05/PRT/M/2018 [24] concerning Determination of Road Classes, (11) Decree of the Minister of Energy and Mineral Resources Number 1806/K/30/MEM/2018 [25] concerning Guidelines for the Submission of RKAB Evaluation and Approval and reports, (12) Circular Letter of the Director General of Mineral and Coal Number 4.E/MB.05/DJB.B/2022 April 9, 2022 [26] concerning the use of motorized vehicles for Mineral and Coal transportation activities, (13) Circular of the Director General of Mineral and Coal Number 6.E/MB.05/DJB.B/2022 dated April 30, 2022 [27] concerning traffic management and regulation Coal Transportation in Jambi Province, (14) Circular Letter of the Governor of Jambi Number: SE 1165/DISHUB-3.1.V/2022 dated 17 May 2022 [31] concerning Coal Transportation Traffic Arrangements in Jambi Province, (15) Letter of the Head of Jambi Regional Police Number B/2143/V/REN.5./2023 dated 21 May 2023 [32] concerning instructions regarding the mobilization of coal transport and the tonnage of coal transport vehicles in Jambi Province.

From the many regulatory efforts above, it can be interpreted that the issues of coal management policy are complex and complicated, but the best and maximum/satisfactory results have not been found yet. This is evidenced by the issuance of Law Number 3 of 2020 [13] concerning: (a) Issuance of National Mining Governance and (b) Alignment of national interests.

Law Number 3 of 2020 shows the weakness of regional authorities in determining coal quota policies, even though regional autonomy gives more flexibility to regions to determine policies. Regional autonomy comes from the word autonomous energies which is interpreted to build with its own energy strength, in Article 1 paragraph 6 of Law Number 23 of 2014 adds the word wing within the framework of the unitary state system of the Republic of Indonesia. Thus, the regions must comply with the quotas set by the Ministry of Energy and Mineral Resources. Congestion is caused by the target quota being set too high, so that the regions are forced to meet the quota, resulting in road congestion, plus the prerequisites for preparing special infrastructure for coal are not yet available. The impact of traffic jams is unavoidable and the Governor will certainly submit more wise decisions from the center. However, decisions have never been in accordance with regional expectations and limited regional capabilities, and the awareness of coal business groups to provide special infrastructure has received little response. If there is an effort from the Jambi Province coal business group, in the sense of an example such as the provision of infrastructure such as in the Kalimantan area, where the stakeholders in the company are more collaborative with the local government, then the traffic jams will not occur

protractedly. Another problem is that the Ministry of Energy and Mineral Resources has provided the required prerequisites for regions to procure coal that have not been met, why has the permit for coal production been approved. Likewise, the Ministry of Public Works and Public Housing and the Ministry of Transportation have allowed coal fleets (trucks) to operate on National Public roads.

Furthermore, after operating coal fleets (trucks) transporting coal on the streets, the local government (Pemda) in Jambi Province through Governor Regulation (Pergub) Number 8 of 2022 [30] concerning Coal Transportation, only eliminates congestion but does not provide special coal infrastructure. Actually, this is the awaited and most appropriate resolution. Weak supervision of existing policies is the cause of not maximizing the policies that have been set, while the Batanghari Jambi special road has not been realized properly, quota and transportation policies can still be resolved with several policies, as is the case in 2020 and 2021, because traffic jams have not so bad.

Control of Coal Quotas and Transportation related to Community Protection and Services

When discussing Control, then in the concept of Management (Coaching) there are three aspects to consider, namely:

1) Early Supervision (Briefing)

The regulatory briefing is very complete, the verbal briefing which is a reminder of the production quota procedure and the limit (standard) on the number of coal trucks allowed for each company from the relevant agencies is still minimal. If there is even then the intensity is still very minimal. This relates to service issues, but not to mention at a higher level, namely community protection. The guarantee policy (insurance) for drivers and the public resulting in illness and victims of coal transportation accidents does not have clear regulations.

2) Supervision at the time (On The Spot) and carrying out direct assignments in the field affected by traffic jams in Batanghari Jambi Regency, as well as very minimal random supervision carried out by several related agencies, including:

- a) The Deputy Governor as development supervisor has an important role in terms of,
- b) The Department of Energy and Mineral Resources (Dinas ESDM) should be able to carry out tasks when the coal process is transported/lifted onto trucks with a pattern of tasks and supervision that they should be able to carry out or make,
- c) The Department of Transportation can be tasked with increasing direct monitoring activities to the field and collecting data on the number of trucks that are allowed to operate and the feasibility of the coal fleet (trucks)/coal transport cars,
- d) The Public Works and Public Housing Service (Dinas PUPR) carries out direct supervision of road damage and follows up with repairs, The Highway Traffic and Transport Service (Dinas LLAJR) is related on the spot to the ownership of a SIM and STNK that must be owned and carried by coal drivers.

- 3) Supervision after activity (Report) There is a written inspection report, but it is less objective in its application.

In the new paradigm in the science of government, aspects of service that can be provided to the community will emerge, not only related to administrative services in agencies, but many aspects of fulfilling other community rights related to security, comfort, protection, which can be viewed both from the perspective of fulfillment of community needs, service to the community beyond the perspective of public service administration in general from government to the community. In relation to the new paradigm of government science, namely how to fulfill the rights of people in areas affected by congestion due to coal mobility (social mobility is disturbed), there are no efforts to protect or provide services for people affected by congestion by means of assistance with the availability of clean water, Bath Wash Toilet (BWT), Rest Areas etc., considering that the Jambi provincial government, especially the transportation agency, knows the location points that are prone to traffic jams, no maximum effort has been made.

The Current Conditions

The current conditions resulting from coal production have an impact on the social conditions of society, because the crossing used by coal transport is the Sumatran highway which crosses populated areas, resulting in long traffic jams, road damage, and dust resulting from the mobility of stone transport. coal is detrimental to the health of local residents. Environmentally, the existence of coal mining has an impact on changes in the landscape, decreased soil fertility, threats to biodiversity, decreased water quality, decreased air quality and environmental pollution.

Related to the new paradigm. The new paradigm in government science will give rise to aspects of services that can be provided to the community, not just related to administration, but many other aspects of fulfilling people's rights related to security, comfort, protection, which can be viewed both from the fulfillment side. community needs, services to the community outside the perspective of administrative public services in general from government to the community. that in controlling the allocation of resources between social actors, providing a set of rules and operating a set of institutions that determine "who gets what, where, when and how" in society, and managing symbolic resources that are the basis of legitimacy. Governance thus involves the establishment of a basic set of relationships between the government and its citizens that can vary from highly structured and controlled by the government. aspects of community protection and community services affected by traffic jams due to the mobility of the coal fleet. A policy that has many pros and cons in its socialization, because of the lack of clarity in the government's regulatory policies which are considered not to be pro for small communities who do not have the authority to regulate and make policies, etc.

The old paradigm relates to how access to government services within the scope of office administration of these agencies and institutions, little attention to technical related problems in the field, there is still little fulfillment of rights and protection in the field.

Local governments have not been able to build infrastructure according to the target. This is because the Jambi government is in a budget deficit. The DPR only

approves or disapproves. Meanwhile, the submission of funds for infrastructure development has not been submitted by the Regional Government due to a deficit. Where does this source of financing come from? The Ministry of Public Works and Public Housing does not prioritize infrastructure development for coal, but the current priority is Betung Jambi. Therefore, to finance coal infrastructure, it is inevitable from the local government and collaboration with the private sector.

IV. CONCLUSIONS

- 1) Policies that have been established both from policies governing coal, operations, quotas and transportation have not been carried out according to the applicable standard procedures (SOPs), there are still findings in the field including, among other things, weak supervision, there are still many coal transports that violate the provisions of operating hours, Coal vehicles park vehicles on the right and left shoulders of the road and do not enter into parking pockets, causing a congestion effect, from the results of the sample sampling test at TUKS from the Indonesian National Police, Jambi Region on 22 s.d. On May 23, 2023 it was found that more than 90% of coal transportation violated the tonnage policy with a total load of more than 15 tons. Jambi Province, the local government has carried out all policies from the central government to implement all policies regarding coal regulations, limiting operating hours, limiting cargo tonnage, with the number and procedures that have been determined and determined.
- 2) There is no protection and services for people who experience long traffic jams at several congestion points in Jambi province, there are no public facilities that might be able to help when the general public is in a long queue of traffic jams. When viewed from the aspect of protection and community service related to coal policy, some people, especially road users, feel very disturbed and feel uncomfortable with the coal operations on public roads, because community services are disrupted due to the density of coal trucks which make public roads congested due to disorderly conduct. fleet, the community also has concerns about traffic safety when driving because already the community as users of public roads often become victims of traffic accidents due to coal transport operations that do not follow the applicable procedures.

V. SUGGESTIONS

- 1) The Jambi Provincial Government can propose again to the Ministry of Energy and Mineral Resources (ESDM) to reduce the coal production quota in Jambi Province as in 2020 or 2021.
- 2) On-the-spot technical control is intensified by related agencies such as the Highway Traffic and Transportation Service (LLAJR Service), the Transportation Service, the Jambi Province Public Works and Public Housing Service (Dinas PUPR) to eliminate congestion. Likewise, of all the policies that have been implemented, there are no policies that comply with the applicable standard procedures (SOPs), collaborative solutions from the management of coal mining, the private sector and the government in Jambi Province to immediately optimize

and provide special roads for coal transportation in Jambi Province between Regencies Batanghari-Jambi so that it does not interfere with national road activities that are used by public mobility, especially in the Jambi Province area.

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