

The Policy of Batanghari Government Regency on Coal Transportation

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ABSTRACT

This research examines the Batanghari Regency Government's policy on coal transportation. This study sees that Jambi Province has quite large natural coal resources. The latest data shows that coal reserves in Jambi Province are estimated at 1.9 billion tons of coal. The large income generated from coal mining is good for the State, Regional Government, including workers in coal mining, making some people switch jobs to become coal transport drivers. In this context, Batanghari Regency is an area in Jambi Province that has coal mining and is also the main route for coal transportation to the demolition site. These causes the number of coal transportation to increase, creating congestion, air pollution and accidents, including in Batanghari Regency. The emergence of these recurring problems has made the majority of Batanghari residents hope that coal transportation will have a special road so as not to disturb the general public's roads. This research method uses descriptive qualitative research with the findings explaining that the Batanghari Regency Government through the Transportation Agency with the assistance of the Batanghari Police has issued several policies regarding the regulation of coal transportation to avoid existing problems but the results have not been optimal. A comprehensive and measurable policy from various relevant stakeholders is needed to regulate coal transportation.

Keyword: policy; coal; transportation; government; Batanghari.

INTRODUCTION

This research will discuss the Batanghari Regency government's policy on coal transportation. The research objectives to be achieved are, first, to see what the Batanghari Regency government's policy is regarding coal transportation. Second, this research wants to find out how the Batanghari Regency Government's policy is implemented regarding coal transportation. Third, want to see what obstacles the Batanghari Regency government faces in regulating traffic flow to avoid traffic jams. There are several problems that the research team can explain based on the results of observations regarding the Batanghari Regency government's policy regarding coal transportation, including the absence of a firm policy regarding the placement of coal transportation that is parked on the shoulder of the road or on the edge of the road, the many complaints from the public such as roads damaged, traffic jams and coal transportation operating outside the specified hours. The traffic jam that occurred caused the community to hold demonstrations demanding that the government be strict about coal transportation and demand the immediate construction of a special road for coal transportation. However, the one year deadline passed and it turned out that the special road had not been realized. Likewise, the river route is difficult to navigate because it has become shallow. Negotiations with foreign investors regarding dredging the Batanghari River had been carried out since 2010, but failed. So the consequence that arises is that coal transportation activities still use public roads. This is the starting point for conflict over coal transportation issues in Jambi Province recently, including in Batang Hari Regency.

As we know, Jambi Province is one of the provinces in Indonesia which has relatively large amounts of natural resources. One of them is the natural resource coal. Coal natural resources are one of the non-renewable

resources (cannot be renewed). The mining sector is one of the favored commodities for the Jambi province because it is one of the sources of regional income for the Jambi province. This sector is also a strategic sector, and can be the backbone of regional income. Coal mining is a natural resource that has the potential for high economic value for regional income, so it is necessary to carry out good management so that it can truly provide maximum benefits and be useful in improving the standard of living and welfare of the community.

Mining activities not only have an impact on the environment and social life of society but also on the economic sector. Jambi Province, which is known as one of the largest coal mining producing areas on the island of Sumatra, has helped the local government, especially the Jambi provincial APBD, by contributing IDR 50 billion per year. Meanwhile, for the community, of course the existence of this coal company can open up employment opportunities for the surrounding community so that the unemployment rate in Jambi province can be reduced.

The need for coal energy will always increase along with increasing population growth and human living standards. The growth rate of energy consumption per capita tends to increase from year to year in line with economic development in society. This energy is needed to drive production machines and industrial infrastructure to meet the needs of society. Petroleum and coal are still sources of energy that support the lives of Indonesian people. The contribution of coal energy is one of the largest after oil compared to other primary energies. The quality of coal in Jambi province is of very good quality. One type of coal owned by the Jambi province is metallurgical coal (coking coal), namely coal that can be used as raw material for making coke. However, the above does not compare with the existing transportation infrastructure in Jambi province, the absence of special road infrastructure for coal transportation makes coal transportation activities hampered and disruptive to public roads.

Facilities and infrastructure are the most important factors in supporting the economic development of a region. Transportation infrastructure is one of the most important factors to ensure the smooth running of coal transportation activities. The principles of effectiveness, efficiency and economy are very closely related to this business world which is profit-oriented. Therefore, most coal companies want to utilize existing infrastructure, namely the road infrastructure of Jambi Province. However, this is not the case with what the community and local government want, where coal transportation must go through special roads without passing through public roads in Jambi Province. It is hoped that transporting coal via special roads will not interfere with public transportation and can avoid accidents for the public. From 2017 to 2022, the death toll caused by coal transportation reached 116 people, 15 of whom were residents of Batang Hari district. The large number of accident victims from the general public caused by coal transportation made the Jambi provincial government, followed by the Batang Hari district government, issue several policies related to coal transportation on public roads such as Batang Hari Regent Regulation Number 20 of 2013 concerning Procedures for Implementing Coal Transportation in Batang Hari Regency and several other regulations issued by the Batang Hari regency government.

Etymologically, public policy consists of two words, namely policy and public. Policy is understood as a set of plans that contain political goals and as a manifestation of thoughtful judgment (HM, 2023). While the word 'public' comes from the Greek (pubes) which means maturity, both physically, emotionally, and intellectually and from the origin of the Greek word koinon which was adopted by English into common which emphasizes the importance of relationships between individuals (HM, 2023).

Terminologically, public policy is understood in the various opinions expressed by several parties. Thomas R. Dye (As cited in HM, 2023) said that public policy is what the government does or does not do to solve the problems faced by its people. Meanwhile, Horal Laswell and Abraham Kaplan (As cited in HM, 2023) define public policy as a program that is structured with a set of specific goals, values and practices. Steven A. Peterson (As cited in Nugroho, 2018, p.203) interprets public policy simply by considering it as an action taken by the government to solve various problems. Therefore, Riant Nugroho (2018, p.204) interprets public policy as every decision made by the state, as a strategy to realize the goals of the state. Furthermore, Riant Nugroho (2018, p.216) said that the best public policy is an initiation that can motivate people to build their own competition, not the other way around, plunging the community into a pattern of dependence. This

understanding contains aspects of strategy, as the main component of public policy. The emergence of strategy in this definition implies that a policy contains the political preferences of the actors involved and is not only positive, but also negative which implies accepting one and rejecting the other.

As an institution that is constitutionally mandated with the task of managing the state, the government is required to be able to present a variety of public policies that are expected to overcome the problems faced by the community. Related to this, Prof. Michael E. Porter stated that the effectiveness of state management carried out by a government is highly dependent on the policies it produces (Nugroho, 2018, p.4; HM, 2023, p.96-97). That is, the role of the government is very necessary in an effort to free the people from the confines of the problems they face in this life. The role carried out by the government is carried out through the public policies it produces.

Various studies show that local governments have an important role in efforts to overcome various problems faced by the community, especially in the era of regional autonomy. Among them are studies conducted by Kisman and Tasar (2014) and Witkowski and Kiba-Janiak (2014) which show the large role of local governments (in Turkey and Poland) in efforts to overcome social problems faced by the community. These studies also confirm that local governments can improve people's welfare more than when the government was still in a centralized system. In addition, studies conducted by Nak-ai etc. (2018), Sharma (2015) and Brillo (2017) also show that the role played by local governments by collaborating with several stakeholders is able to improve the standard of living of the community. A study conducted by HM & Darminto (2021) also shows that the policies implemented by the local government (Jambi City) through the Kampung Bantar Program and the Bangkit Berdaya Program have a significant impact on the quality of life of the community.

METHOD

This study uses a qualitative research approach that according to Denzin & Lincoln (2009) is an approach that gives an opportunity for researchers to be able to carry out detailed descriptions and interpretations in order to gain a holistic understanding. This type of research is a case study, which understood by Creswell (2007) is a type of research that can be interpreted as an approach to study, explain, or interpret a case in its natural context without outside intervention. The research was conducted in Batanghari Regency, Jambi Province, Indonesia. The objects of this research consist of three, namely the Batanghari Regency Government, coal truck drivers, the community.

As required in qualitative research using the case study method, the data is collected from several sources, namely: through documents and archive records, interviews, direct observation, (participant observation) and other physical devices related to the topic (Yin, 2004, p.103-118; Crabtree & Miller (ed.), 1992, p.14-17). This research is qualitative and consists of primary data and secondary data. Most of the primary data was collected through interviews and direct observation, while a small portion of other data was obtained from documents and physical devices related to the policy of coal transportation of Batanghari Regency.

Interviews were conducted to determine the informant's knowledge regarding coal transportation in Batanghari Regency. However, researchers always develop questions in various directions in accordance with the development of informant responses in order to obtain complete, in-depth, and accurate information. In this case each interview is directed to a topic that in the view of the researcher is the competency of the relevant informant in accordance with their respective status, without neglecting the extraction of general information.

Miles & Huberman (1992, p. 88-90) revealed that effort to analyze data can use qualitative data analysis techniques in three ways, namely: data reduction, data presentation (displaying data), and drawing conclusions. Data reduction is the process of selecting, focusing on simplifying, abstracting, and transforming "rough" data that arises from written records in the field. Furthermore, the presentation of data is a collection of information that has been organized to facilitate the possibility of drawing conclusions and taking action. The final method used is drawing conclusions or verification, namely interpretation of the entire data collected so that adequate conclusions can be obtained.

RESULT AND DISCUSSION

Understanding Coal in Human Life

Coal is a black or brownish sedimentary rock that is flammable, formed from organic rock deposits consisting of carbon, hydrogen and oxygen. Coal is formed from plants that have been consolidated between other rock strata and changed by the combined influence of pressure and heat over millions of years to form coal seams (Kent, 1993). Regarding the coal formation process, there are 2 stages. First stage, the biochemical stage begins when the plant material is decomposed until lignite is formed. Second stage, geochemical stage which includes the process of changing from lignite to bituminous and finally anthracite. Coal can also be classified into 4 types depending on the age and location of the coal, namely: *First*, Lignite, also called brown-coal, is the lowest grade of coal and is generally used as fuel for power plants. *Second*, Subbituminous, generally used for steam power plants. Subbituminous is also an important source of raw materials in the manufacture of aromatic carbon in the synthetic chemical industry. *Third*, Bituminous, a solid mineral, black and sometimes dark brown, often used in steam power generation. *Fourth*, Anthracite, is a type of coal that has the highest content with a harder structure and a shinier surface and is often used for household and industrial purposes. Each type of coal above sequentially has a higher ratio of C:O and C:H. Anthracite is the most valuable and expensive coal, while lignite coal is the lowest value or cheapest coal.

Table 1:

Elemental Composition of 4 Types of Coal

Type of Coal	C%	H%	2%	H2O%	Volatile Matter (%)
Lignit	60-75	5-6	20-30	50-70	45-55
Subbituminous	75-80	5-6	15-20	25-30	40-45
Bituminous	80-90	4-5	10-15	5-10	20-40
Anstrasit	90-95	2-3	2-3	2-5	5-7
Mass Percentage					

Meanwhile, according to Law of the Republic of Indonesia Number 4 of 2009, Mining is all stages of activities in the context of research, management and exploitation of minerals or coal which includes general investigations, exploration, feasibility studies, construction, mining, processing and refining, transportation and sales as well as activities post-mining. Meanwhile, the mining process is one link in the chain of mining activities which functions to provide raw materials. In order for the supply of raw materials to be guaranteed, mining activities must be handled well and systematically.

Coal is one of the main resources which is very valuable as fuel for electricity generation, around 40 percent in all parts of the world use coal as a material for generating electricity. Coal mining is often found in several regions of Indonesia, especially on the islands of Kalimantan and Sumatra. On the island of Sumatra, one of them is Jambi Province, which is estimated to have coal reserves reaching 1.9 billion tons. Apart from being a fuel for electricity generation, coal is also a transportation fuel, so it is not surprising that many producers are looking for and buying coal. Apart from what has been mentioned above, coal is also useful for several things as follows:

First, coal can also be used as a material that can produce gas products. Natural gas produced by coal is naturally obtained from the ground using a extraction process that requires sophisticated technological equipment. Natural gas produced by coal will be processed into mining sites which can be used into various products, such as industrial fuel, hydrogen products, diesel products and gas-fired power plants,

Second, the second benefit of coal is that it is a fuel that supports the aluminum industry. The heat of coke and gas produced from coal can help separate several steel products to produce aluminum products which are used for equipment in various types of industry. The equipment produced from aluminum includes construction

equipment and agricultural equipment. Third, To produce and produce agricultural fertilizer, special gas is needed for combustion. Many chemical products are produced from the residue from burning coal which is then purified using special equipment to produce ingredients for making chemical fertilizers.

The impact of coal transportation on public roads

As is known, public policy is the efforts made by the government (including regional governments) to overcome the problems faced by society or the people (HM, 2023). In this context, the presence of coal transportation in the Batanghari Regency area has caused several impacts or problems for the community. Based on interviews with informants (September 2023), there are three main problems that arise due to the use of public roads for transporting coal in Batanghari Regency. These impacts are economic, social and road safety impacts.

Economic Impact

The distance between the mine site and the port is far. traffic jams and strict travel rules are a challenge for truck drivers. The wages received by truck drivers are relatively low when compared to the workload. this is recognized by truck drivers as one of the factors they transport coal beyond the capacity specified by regulations. This challenge will increase if there is a time limit on crossing public roads for coal truck drivers. Drivers often have to compete with time so that in one day the driver can unload once. If a coal truck cannot unload its cargo in one day due to the limitation of hours on public roads for coal trucks, this condition will further hamper performance which has an impact on income and the economy, especially for coal truck drivers. Not to mention the reduction in the income of coal truck drivers as a result of illegal levies carried out by "unscrupulous" people on certain roads. Economic problems sometimes motivate people to ignore other things. Therefore, to create a conducive atmosphere amid community activities, ideally, the basic material needs of the economy of individuals, families, and groups must be met.

Social Impact

Social problem is more like a process, rather than a type of condition. It examines how and why people come to believe that certain conditions should be classified as social problems, or how they socially construct social problems. Typically, the social problems process begins with claim makers asserting that a given state should be classified as a problem, that it should be interpreted in particular ways, and that it requires attention. Since there is currently no clarity on the construction of a special road for coal transportation in Jambi Province, so the construction has never been implemented. As a result, this situation has an impact on the problem of social activities of the community around the roads that are traversed by coal transportation. Social problems are unpleasant conditions that are felt by many people and require solving these problems collectively. The impact of these social problems is in the form of public views of road users (especially twowheelers) to coal truck drivers who tend to be negative because they feel disturbed by coal transportation activities through public roads. The interaction between coal truck drivers and road users is often strained. Social problems such as the explanation above are increasingly worrying because they are the cause of physical conflicts (brawls between the community and coal truck drivers). The conflict occurred in a case of commotion between the community around the road and the coal truck driver in the Kumpeh area around 2018. The trigger was because the coal truck driver passed the public road not according to the specified time.

Driving Safety

Accidents in coal mines pose a grave danger to miners and the surrounding environment. Tthe lack of construction of special roads for coal transportation also has an impact on driving safety on public roads. The sight of a coal hauling truck accident is something that people commonly witness. With the ongoing coal transportation activities through public roads, these activities often result in road accidents involving coal trucks. Accidents can occur between coal trucks or between coal trucks and other drivers. Not without reason, the accident could have occurred because the coal truck driver's stamina was not good because he had traveled a very long distance, the hours on public roads were limited, the load was often excessive, and because many roads were damaged. The community believes that if there is a special road for coal transportation, then the

safety and comfort on the highway will increase. The public's anxiety is well-founded, because accidents on public roads often involve coal trucks. Until April 4, 2018, the Head of Sub-Directorate for Gakkum Ditlantas Jambi Police explained that 22 people died as a result of accidents involving coal trucks, 3 people died from January to March 2018, 7 seriously injured 8 minor injuries. Information from the Kasatlantas Polres Batanghari, throughout October 2018, in Jambi there were 20 accidents, 11 people died. In Muaro Jambi, an accident involving a coal truck, among others, occurred on March 22, 2018, an accident occurred in the Jambi Outer City District, one elementary school student died. On April 17, 2018 there was an accident involving a coal truck in Jambi Luar Kota District, one person died. On April 29, 2018, there was an accident involving a coal truck in Jambi Luar Kota District, one young man died. On February 18, 2019, there was an accident involving a coal truck in Mendalo Village, Muaro Jambi Regency, one person died. On February 27, 2020, there was a single coal truck accident at Mendalo, Muaro Jambi Regency. Accidents involving coal trucks in Jambi City, among others, occurred on October 2, 2019 in the South Rim of Jambi City, one coal truck driver was injured. On October 12, 2019, there was an accident involving a coal truck in Alam Barajo, Jambi City, one person died. On May 11, 2020, a single coal truck accident occurred in Kenali Besar, Jambi City. On September 23, 2020 there was an accident involving a coal truck on the Jambi City East Ring Road, there were two victims who were quite seriously injured, namely a husband and wife and one coal truck driver who was injured. Meanwhile, accidents involving coal trucks in Batanghari Regency, among others, occurred on August 25, 2018 in Durian Luncuk, Batanghari Regency, one MTS student died and another was injured. On October 9, 2018, there was an accident involving a coal truck in Rantau Puri Village, Batanghari Regency, one vocational student died. On November 20, 2018 there was an accident involving a coal truck in Sungai Rengas District, two victims died. On March 7, 2020 there was an accident involving a truck. Meanwhile, accidents involving coal trucks in Sarolangun Regency, among others, occurred on June 18, 2019 in Sarolangun Regency, the accident was a single accident. On March 10, 2020 there was an accident involving a coal truck in Sarolangun Regency, two people were seriously injured. Furthermore, accidents involving coal trucks also occurred in Merangin Regency, including on August 21 2020 in Merangin Regency, one private vehicle was damaged. Therefore, there is no longer any reason for the government and companies not to build a special road for coal transportation, because this already concerns the safety of the lives of motorists on the road.

Batanghari Regency Government Policy on Coal Transportation

As the party entrusted with managing the area, the Batanghari Regency Government is trying to overcome negative problems from coal transportation activities. These efforts are realized in the form of policies in the form of regional regulations. Based on interviews with informants (September 2023), Batanghari Regency is the central main road used by coal transportation. In response to this, the Jambi Provincial Government and the Regional Government of Batanghari Regency itself, especially the Transportation Service, made regulations relating to procedures for transporting coal. Ministry of Home Affairs Regulation Number 23 of 2010 concerning Implementation of Mineral and Coal Mining Business Activities, which in implementing activities is aimed at implementing policies to prioritize the use of minerals and coal for domestic interests. Then Jambi Province Regional Regulation Number 13 of 2012 concerning Regulation of Coal Transport within Jambi Province. This regional regulation stipulates that all coal transportation within Jambi Province must use special roads or river routes.

The coal transportation policy in Batanghari Regency can be seen as a policy process that involves many actors with their respective interests (interests) where they have resources and strategies to interact. Therefore, policy network analysis can be carried out by mapping the resources, interests and strategies of each actor involved in the policy. The relationship patterns that occur during policy interactions also need to be carried out so that policy analysis using a network approach is clearer and more comprehensive. In simple terms, the complexity of the coal transportation policy network in Jambi Province can be seen in the following table:

Table 2: The Complexity of Coal Transport Policy

Actor	Resource	Interest	Strategy
Provincial Governmen	Regulatory authority	▪ Road infrastructure is not	▪ Enact regional regulations and governor regulations on coal

t	Representative of the Central Government Road use authority	damaged by coal transportation. <ul style="list-style-type: none"> ▪ Regional income from coal. ▪ Public trust. ▪ Proving the Infrastructure Vision and Mission 	transportation. <ul style="list-style-type: none"> ▪ Give entrepreneurs a grace period to build a special road for transporting coal.
Regency Government	<ul style="list-style-type: none"> ▪ Regulatory authority. ▪ Road use authority. 	<ul style="list-style-type: none"> ▪ Road infrastructure is not damaged by coal transportation. ▪ Regional income from coal. ▪ Public trust. 	Determined/not yet determined Perbup regarding roads that can be used for coal transportation.
Coal Business Actors	<ul style="list-style-type: none"> ▪ Contribution to regional income. ▪ Supporting the regional economy 	<ul style="list-style-type: none"> ▪ More efficient distribution. ▪ Don't want to lose. ▪ Closer distance. ▪ It is permissible to cross public roads 	<ul style="list-style-type: none"> ▪ Threatening to sue the regional regulations and gubernatorial regulations to the PTUN. ▪ Adhere to business permits
Integrated Team	Supervision and enforcement authority	Carry out the main duties of coaching, supervision and enforcement.	<ul style="list-style-type: none"> ▪ Raids ▪ Ticket the truck that violates it
Coal Truck Driver	Operator of coal transportation activities	Closer routes job demands	<ul style="list-style-type: none"> ▪ Massive demonstrations. ▪ Blocking the Sumatra highway
Citizens Group	Support and demands	<ul style="list-style-type: none"> ▪ Public roads are not damaged ▪ No traffic jams ▪ There is no interference from coal trucks. 	<ul style="list-style-type: none"> ▪ Road blocking action. ▪ Demand that the Jambi Provincial Government firmly enforce the Regional Regulations.

Source: Results of primary research data processing, 2023.

The complexity of the coal transportation policy in Jambi Province can be explained with the mapping table above which clarifies what the resources and interests of each policy actor are along with the strategies implemented in the policy interaction process. From this mapping there are several things that need to be underlined, namely: **First**, the coal transportation policy is a policy that is closely related to the public interest, especially the sustainability of public facilities, road infrastructure. The success or failure of implementing this policy will have an impact on public support and trust in the Regional Government. **Second**, the Regional Government has negotiated with business actors to allow time for building a special road for transporting coal, but the special road has not materialized. This is because there is still no equality of interests between the Regional Government and business actors. The local government prioritizes public interests in accordance with its vision and mission, while business actors adhere to economic interests based on profit and loss calculations. **Third**, basically coal drivers are in a disadvantageous position because they only become an instrument of business actors' resistance to policies by mobilizing demonstrations.

In the field, the driver faced Timdu as the supervisor of the implementation of the Regional Regulation and

also faced residents who protested by blocking the road. In circumstances like this, the driver is caught in the middle, between the elite and the masses. Talking about coal transportation mechanisms, it has been explained in Batang Hari Regent Regulation Number 20 of 2013 concerning Procedures for Implementing Coal Transportation in Batanghari Regency for example in chapter 1 articles 11-13 related to roads, A public road is a road intended for general traffic, a specific road is a public road and all parts of the road, including complementary buildings and equipment intended for general traffic, for transporting Coal from the location/mouth of the coal mine to the Stockfile by the Mining Entrepreneur as determined by the Regional Government and stipulated by the Decree of the Regional Head. Special/River Roads are roads built by investors/or other parties in the coal mining sector which are specifically intended for transporting coal from the location/mouth of a coal mine to a port and/or railway station (Perda Batanghari No 20: 2013).

Apart from the above, it is also confirmed in chapter III article 4 which says: Coal Mining Business Entities that are members of the Coal Mining Association, Coal Companies, Individuals or other parties who will carry out Coal Mining Business activities are required to make special roads for Coal Transportation. Organizing Coal Transportation to final stacking and/or Port Coal must use special roads or river routes. In the event that a special road or river route is not yet available as intended in paragraph (2) then you can use certain roads until 31 December 2013. Certain roads as referred to in paragraph (3) are roads used for transporting coal from the location/mouth of a coal mine to the nearest river as a coal transport pier. Determination of Specific Roads as intended in paragraph (4) is determined by Decree Regent.

Meanwhile, the transportation of coal from companies outside the Batanghari area is regulated in chapter IV Article 5 which reads: For coal mining business entities that are members of mining associations Coal companies, Limited Liability Companies or other parties that have permits outside Batang Hari Regency and via public roads within the Batang Hari Regency area because special roads or river routes have not been built or cannot be used are required to own/control the nearest stockpile and dock in Batang Hari Regency area. The nearest storage place/stockfile and dock as referred to in paragraph (1) operational permits are issued by the Batang Hari Regency Government through the Batang Hari Regency BPMPT in accordance with the applicable provisions and laws. Transportation of Coal from the nearest stockpile to the dock within the Batang Hari Regency area applies to the provisions of Article 4 paragraph (3) and paragraph (5). Coal transportation as referred to in paragraph (1) is carried out using a One Way system pattern entering the territorial boundaries of Batang Hari Regency in Batin XXIV District and Maro Sebo Ulu District starting from 18.00 WIB to 06.00 WIB.

Meanwhile, for coal transportation, it is explained in chapter V Article 6, namely: Certain vehicles used for coal transportation must comply with standardization or Technical and roadworthy requirements and in accordance with the carrying capacity in the vehicle test book and according to the road class. Certain Vehicles as intended in paragraph (1) are Coal Transport Vehicles which are classified as hazardous and flammable materials. (3) Vehicles transporting dangerous materials as intended in paragraph (2) must meet the following requirements: a). Plaque containing a special sign attached to the left and right side, front and rear of the vehicle with the size and shape as well as an example of placement as in Attachment I to this Regulation. b) The name of the Transport Company must be attached to the left and right, front and rear of the vehicle body and placed under the Special Hazardous Material Sign Plaque with the size and color as in Attachment II to this Regulation. c) The identity of the driver placed on the Dashboard. d) First aid kit complete with contents. e) Fire extinguisher.

CONCLUSION

The complexity of the problem of coal transportation in Jambi Province can be seen from violations of regional regulations by coal entrepreneurs so that they continue to damage public roads, demonstrations by coal truck drivers, road blocking protests by residents, and efforts by entrepreneurs to challenge the Regional Regulations on Coal Transportation, etc. Regarding the Batanghari Regency Government's policy regarding coal transportation, there are several policies that regulate transportation procedures and the use of roads for coal transportation, for example Batanghari Regent's Regulation Number 20 of 2013 concerning Procedures for Implementing Coal Transportation in Batanghari Regency, Batanghari Regency Regional Regulation Number

16 of 2017 concerning Road Utilization and several other regent regulations regarding the use of roads for coal transportation. Of the several regulations mentioned above, their implementation is considered to be very deficient and not yet optimal. As a suggestion for the future, as we know, coal is a natural resource that has great potential and has had a lot of positive impacts on development in Jambi province, especially in Batanghari Regency. So, it is appropriate for the provincial and regional governments to work together and think about making policies related to coal transportation that are good for the long term and that supervision must also be improved.

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