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THE SOCIETY POLICE AND PILLARS PROGRAM TOWARD TRAFFIC OBEDIENCE IMPLEMENTATION IN TANJUNGPERAK RESORT POLICE JURISDICTION

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ABSTRACT

The purpose of this research is to know the Community Police Program in the field then with three pillars in realizing the community orderly traffic. The research method used is descriptive qualitative. The result of the research shows that the description of the orderly behavior of traffic by the people in the Tanjung Perak Port Police Law area is now the society perceives the culture of traffic as a phenomenon not as self-identity to be applied in daily life, the level of public knowledge about the traffic and causes of accidents traffic is still minimal, There are still trucks carrying goods that are not paying attention to the goodness of the vehicle, still the permissive attitude of the community and the public is limited to having knowledge of traffic has not been up to the level of understanding.

KEYWORD

Community, police, three pillars, traffic.

One of idea of Indonesia is stated in fundamental law of 1945 article 30 act 2, it stated that the national defense and safety is implemented through safety and defense of society's universe by National Military of Indonesia and Police of Republic of Indonesia, as main core, and society, as supporting core. Meanwhile, the article 4 of law 1945 stated that police of republic of Indonesia is as the state instrument to maintain the safeness and order of society by protecting, guiding, serving society, and enforcing the law. Another law has enforced this law in article 4 and 13 of law number 2 of 2012 about Indonesian police. Polri (police of republic of Indonesia) try to build its new paradigm to minimize its bad reputation. Thus, the society will always expect in good role model as it is in line with Polri vision and mission, it is the implementation of professional Polri posture, accountable, and transparent. That is why, the society's police (Polmas) is trying to be implemented in the corresponding situation.

Traffic is the movement of vehicles and people on the traffic highway space. Meanwhile, the traffic highway space is the infrastructure which meant to be used for the movement of vehicles, people, and commodities in the form of road or other supporting facilities. The society follows the current rule and law and the conditions of traffics, every people who ride their motorcycle must possess its components which are the technical requirements and the acceptable condition for the vehicle to be used on the road.

From the accidents data of 2015 in Tanjung Perak jurisdiction, there are 171 cases of traffic accidents in total, the number of people who died are 52 people, the heavy injured victim is 1 person, the light injured victims are 189 people, within material lost about Rp. 462.330.000 meanwhile, from 2016 data of traffic accidents, there are 168 cases which includes the dead victims cover 65 people, heavy injured is 1 person, 183 people suffered from light injury within Rp. 184.860.000 material lost.

The very high traffic accidents require comprehensive countermeasures to include coaching, prevention, regulation and law enforcement in addition to adequate infrastructure. Therefore, the Police as a tool of law enforcement, servant, guidance and community protector is expected to be more optimal in carry out the duties of the police. In article 13 of Law no. 2 of 2002 on the Police of the Republic of Indonesia (UU Polri) stated that "The main task of the Police of the Republic of Indonesia is to maintain public order and security; enforce the law; and provide protection, shelter and service to the community".

METHODS OF RESEARCH

Type of Research. To answer the problems and reach the objectives of the study, this study uses descriptive-qualitative research as its model of research. Descriptive-qualitative research is a method refers to identify the characteristic divergent or the characteristic of certain people, things, or events. Basically, descriptive-qualitative involves conceptual process and produces the shape of classification scheme (Silalahi, 2009).

The approach of this study is case studies, which includes explaining the decisions about the chosen study, the implementation and the results. The case studies in a research means; a) summon the theory which has been existed; b) the events is rare and unique; c) in relation with the objectives of the study (Yin, 1996).

Data Collection:

- Observation. Observation can be referred as a direct observation which is done by the researcher, if the researcher wants, results data from seeing or watching the activities of the informants and / or listening to what they say. While Burhan Bungin (2010) says observation or surveillances a human's daily activity using eyes as the main organ as the other organs such as ears, nose, mouth, and skin will help. Observation is the ability to observe something using human's five senses, with the proportion of eyes as the main organ to observe and the other organs as the supporter.
- Interview. Interview is a direct conversation between informant and the interviewer. The process of interview in a research is done in a deep observation with the informant. Based on Hamidi (2010), interview is an attempt to find deep information through detailed story and construction language of informant, for example about knowledge, experience, opinion, or views of life.
- Documentation. Documentation is a method which is used to gain data from notes (data) which has been available or made by other party. This data can be a personal document, such as notes or personal essay about action, experience, direct observation, and legal document.

Type of Data:

- Primary data. Primary data is a data which is directly collected from the interviewees that has a connection with the research. The informant has to know the situation on the field. Besides that, in this research interview also categorized as primary data.
- Secondary Data. Secondary data is the supporting data of primary data. Usually, secondary data is a writings or notes (document) which support the research such as, files, document, report, and data from the interviewees or internet.

Data Analysis. Based on Burhan Bungin (2010):

- Data collection. The analysis process started by gaining data. It is corresponding to the technique of data collection, as the result the data collection can be done through observation, interview, and documentation.
- Data reduction. Data reduction can be translated as the data selections; the main focus is on the simplification and rough data that appears from notes writings on the field. Reduction of the data happens continuously as long as the research runs. The anticipation about reduction of the data has been imagined by the researcher, such as, the researcher decides the outline of regional research, research company, and the chosen approach.
- Data display. The data display collected is confined as a group of information which arranged that can lead into a conclusion and taking an action. The display covers various graphics, schemes, and the others shape. All of them are designed to combine any information which has been arranged in a solid form and easy to get.

From the data collected by the writer, the writer has drawn a conclusion. In this research, the data collected from the interview and observation leads to a hypothesis. To make this hypothesis more accurate, the researcher extends its time to do observation. From

the additional data, the researcher finds new facts and changes the hypothesis to draw a new conclusion.

RESULTS OF STUDY

The Cultures of Traffic as Phenomenon not Self-Identity. The existence of nation identity cannot be separated from the existence of local cultures, where the culture is the important essence of nation identity. In the case of culture, people places culture as an idiom or symbol. If cultures represent as a symbol, it has a certain meaning for society who says it, such as in traffic culture. Based on one of informant, "Community, especially in big city, rarely thinks that orderly the traffic is part of culture that need to be reserved, it has to be done to create security and order in community. This need to be highlighted." (AKP Wayan, Binmas Police Resort Office of Pelabuhan Tanjung Perak, interviewed in 25 October 2017)

From that statement, it can be concluded that in fact, community in big city still cannot use to have traffic order culture as part of rules or themselves. This is caused by the lack of awareness of the importance of traffic order, including the community surrounding the Pelabuhan Tanjung Perak Police Resort Office. Even though, traffic order culture can be explained as the identity of nation who obeys the law. About this culture, the other informant also explains: "It supposes to have awareness in traffic, if it is disappear the security and in order will be hard to be realized." (AKBP Didik Sugiarto, *Kasat Lantas* of Police Resort Office of Pelabuhan Tanjung Perak, Interviewed in 25 October 2017).

Therefore, the awareness and making the traffic order as a culture in community is needed. If the culture is defined as a symbol, then culture is a real phenomenon. To make community understand about this phenomenon, people gives a symbol for that phenomenon. It means everyone who states the symbol of culture, anyone who understands the meaning, even can point out that phenomenon.

The Level of Community's Understanding about Traffic and The cause of Traffic Accident still Minimal. Based on AKBP Didik Sugiarto, the culture of traffic order is still minimal. It is caused by the educational background of community. Education level has influence in direct and indirect knowledge development program to behavior. In the following, AKBP Didik Sugiarto explains, "in general, the education level of someone influences the behavior. It is proven that low education level people tends to have bigger chance to do violation and caused traffic accident." (AKBP Didik Sugiharto, *Kasat Lantas* of Police Resort Office of Pelabuhan Tanjung Perak, interviewed on October 25, 2017).

From the statement above, it can be seen that education level of someone can influence behavior while driving on the street. The higher someone's education level tends to have a good mindset in receiving information which underlines its behavior. Even level of education is not the only factors which support this mindset, however with higher education level people tend to be easily adapt to a good changes, while people who do not has high level of education tends to close minded and hard to accept changing.

Therefore, education is not only for transferring knowledge but it has a wider function such as to convey values and cultures. In relation with community' understanding in Legal Unit of Police Resort Office of Pelabuhan Tanjung Perak about traffic order, it uses to minimize the number of traffic accident. Similar to the statement above, some informant also believes that the community understanding about traffic order in the legal area of Police Resort Office of Pelabuhan Tanjung Perak still minimal.

There is a Freight Truck which Less Concerned about the Feasibility of Vehicle. In the process of transportation of goods, the feasibility of the vehicle is the most important condition to be concerned and done by the goods carrier organizer. This point is delivered by the informant, "There are a lot of truck which do not concerned much on the transportation feasibility, even though it has been arranged in the Traffic Law that every vehicle which operate on the street have to fulfill technical conditions and feasible." (AKBP Didik Sugiarto, *Kasat Lantas* of Police Resort Office of Pelabuhan Tangjung Perak, Interview 25 October 2017).

From the statement above, it can be said that it is one of the example about traffic order phenomenon happens in the area of Police Resort Office of Pelabuhan Tanjung Perak, which related to the feasibility of vehicle test that is not fulfilled by the truck.

There is Permissiveness from Community. Permissive means attitudes, vision, and stance which all of the way of life, attitude, and action, also anything disobey principle, norm, and ethical rules is fine to be done. People living as a good person and bad person both are allowed. People who want to be ethical and non-ethical also allowed. Therefore, in the eye of permissiveness, good and bad is not exist. This statement is supported by the informant through saying, "In Indonesia, there are too many people are too tolerance. Sometimes, it looks like indifferent. Doing good things is allowed, doing bad thing is your business. This becomes a dilemma for the development of Indonesian behavior, including in the legal area of Police Resort Office of Pelabuhan Tanjung Perak." (AKBP Didik Sugiarto, Kasat Lantas of Police Resort Office of Pelabuhan Tanjung Perak, Interview 25 October 2017).

In daily life, this behavior is often applied on the traffic behavior, as the example a lot of older people let their children under age to drive, for a practical reason. However, the physical, mental and knowledge condition of the children is not enough for them to drive. The use of religious activity makes the community do not use helmet for their safety while driving, and in daily life, there many permissiveness in community left.

Community Have Had the Knowledge but Have Not Understood. Every road users must understand the legal regulation of Law, Government Regulation, and the other law, so that there is one perception in action and the way of thinking in every interaction in highway. This is stated by the interviewees, "The law has been existed, thus every action, even in highway have to obey the rules. This is used to create discipline in Surabaya, including Police Resort Office of Tanjung Perak." (AKP Wayan, Binmas of Police Resort Office of Pelabuhan Tanjung Perak, Interview on October 25, 2017).

The differences on level of knowledge and or understanding the law resulting gap which potentially resulting problem in traffic, it can be between the road users or between the road user and police in charge. The knowledge has to be supported by understanding, because knowing something cannot maximize someone's attitude.

About the understanding of traffic, delivered by one of the informants, "The understanding about traffic has become serious problem if it is not realized as part of daily needs. If the communities surrounding Tanjung Perak who use big vehicle do not understand the traffic order, who are difficult is them. Thus, understanding is in higher level compared to the knowledge because it is not the matter of knowing only, because understanding can shape someone's attitude." (AKP Wayan, Binmas of Police Resort Office of Pelabuhan Tanjung Perak, Interview 25 October 2017).

From the explanation above, it can be concluded that understanding is one of someone's abilities in creating meaning, interpreting, translating, or stating in different way about a received knowledge. This means understanding is an attitude which comes from herself and can influence someone's action.

DISCUSSION OF RESULTS

Socialization on the Importance of Traffic Ethic through Informal Education by the Three Pillars (Babinsa, Polmas, and Village government). The meaning of traffic and road transportation based on the Article 1 Act 1 Law Number 22 Year 2009 is a united system which contains of traffic, road transportation, driver, road user, and the organizer. While Article 1 Act 2, traffic is defined as a moving vehicle and human in a Space of Traffic. The meaning of Space of Traffic is an infrastructure for a moving vehicle, human and/or goods in the shape of road and the other supporting facilitation.

In terms of traffic order education pattern, it can be done through informal way or in family or environmental education. This is stated by the informant, "if formal education, it has to be in school, besides formal, this education can be done in informal way which is helped by NGOs or in collaboration workshop with *Dikayasa*." (AKP Wayan, Binmas Of Police Resort Office of Pelabuhan Tanjung Perak, Interview on October 25, 2017).

Dikyasa of Police Resort Office of Pelabuhan Tanjung Perakis done through informal way to the citizens in the area of Police Resort Office of Pelabuhan Tanjung Perak by cooperating between *Polmas*, local public figure, *Babinsa*. This statement agreed by the informant, "Yes, we ask for a cooperation with *Polmas* and *Babinsa* to do socialization, like traffic education. This event held to make people intelligent in knowing the traffic order." (Drs. Ec. Harry Sistriyono, The Head of Village Perak utara, interview on October 30, 2017).

From the statement above, it is clear they explain that informal education also done by Three Pillars cooperating with *Polmas*, *Babinsa*, and village governance. This is done to make the community feels noticed and does not feel intimidated by Police uniform.

Dikyasa of Police Resort Office of Pelabuhan Tanjung Perak does the informal education to the businessman by making a workshop. This workshop organizer is also done with Three Pillars. This workshop is design to educate businessman. The other traffic order education is also done in school such as for Senior high school or Vocational High school students. This held to realize the attitude of traffic order. One of the informants states, "Traffic education has become a long term police strategy until 2035. This means the implementation has to be delivered for all society. But, the main target is for young age community." (AKP Wayan, Binmas of Police Resort Office of Pelabuhan Tanjung Perak, Interviewed on October 25, 2017).

In a research which is done by RestuDyah Siam Pratiwi, Achsanul Fahrudin, Irvani, Wahyu Kurnia Dewi Nastiti, Itsna Amanatur Rohmah (2011), titled "Gerakan TertibLalu Lintas "Getas": Upaya Pencegahan Kecelakaan Sejak Dini," understand the effort to avoid traffic accident since young age. The result shows that a) GETAS Program increase the understanding of Junior High School students of Yapita Surabaya about the traffic regulation. B) Increasing the awareness of Junior High School Students of Yapita Surabaya in educating the friends about traffic order. C) Formed GETAS Community in Junior High School students of Yapita Surabaya as a place for sharing, networking, and campaign.

Socialization through Routine Activities together with Three Pillars, which are Babinsa, Polmas, and Pemerintahan Desa through Superlantas Activities. Synergy Three Pillars is teamwork between police, community, and government to help and support each other in terms of keeping the order in community, including in traffic. In this research, the three pillars mean a) *Babhinkamtibmas*; b) *bhabinsa*; c) *aparatdesa*.

Superlantas' activity is revealed by holding a big event to promote traffic order in community. Inside the event, there is cooperation between the three pillars. This topic is stated by the informant, "there is superlantas which contains of traffic order socialization, and there is prize and games as well as cultural performances to attract community. This event is designed not to be bored." (AKP Wayan, Binmas of Police Resort Office of Pelabuhan Tanjung Perak, Interviewed on October 25, 2017).

From the statement above, it can be interpreted that to attract community, it need an innovation to hold an event named "*Superlantas*", which is not only socialization, but also a partnership between Polri and community. So that, the purpose of *polmas* equal with the community to ease the security and shelter for community effectively.

The cultural event in *Suprelantas* is the idea from three pillars, that this events to educate and socialize the community about traffic order runs very rousing. The agreement comes that the event is rousing, an informant states, "The event is amazing, we enjoys everything, the cultural (performance), quiz, and socialization about traffic order, so that there will be no traffic accident in this area." (Hendri, the resident of Perak Timur who comes to Superlantas, interviewed on October 25, 2017).

The main event of Superlantar is held by the three pillars, *Babinsa*, *Polmas*, and Village government, is accepted by the community as well as the message, increasing the culture of traffic order.

Increasing the Working Transparency with the Partnership between Babinsa, Polmas, and Village government. The implementation of the traffic order by the three pillars has to be transparent, so that the implementation become maximal. Increasing transparency is done through holding a muster together. This point is stated by an informant, "It has to have MOU, and the implementation have to be transparent, so that the synergy between *Polmas*,

babinsa, and Village government is maximized. Good communication is a must and transparent. So that, there will be no egocentric in an institution or the other party.” (AKP Wayan, *Binmas* of Police Resort Office of Pelabuhan Tanjung Perak, Interviewed on 25 October 2017).

From the question above it can be seen that partnership between the three pillars can be transparent to make the egocentricity of an institution or other party disappear in making security and discipline of traffic in the legal area of Police Resort Office of Pelabuhan Tanjung Perak.

Arranging Campaign about Safety Riding with The Three Pillars (Babinsa, Polmas, and Village government in the Area of Police Resort Office of Tanjung Perak) by distributing brochure and pamphlets. In relation with the campaign of safety riding, refer to the explanation of Article 203 Act 2 Point (a) Law Number 22 Year 2009 about traffic and transportation, it is mentioned that safety riding is defined as the procedure of driving safely. In Law Number 22 Year 2009 about traffic and transportation, it is mentioned, “To ensure the traffic and road transport safety, then it is settled that the national general plan of Traffic Safety and Road Transport, including arranging the program of national event about traffic safety and road transport. Inside the national program, it is explained that one of the event is campaign about Safety Riding. This point is stated by one of the interviewees, “It is a need to be aware on the safety when driving, so that there is socialization about safety riding, through distributing brochure in the village around here” (Aipda Heru, the Member of Satgas Lantas Unit of Police Resort Office of Pelabuhan Tanjung Perak, Interview on October 23, 2017).

Based on the statement above, it can be referred that Of Police Resort Office of Tanjung Perak, also doing a socialization about the traffic’s code of conduct for village with safety riding program by distributing brochure to residential areas or densely populated settlements. This project is done with the partnership between Babinsa, Pemdases or even TNI.

The brochure distribution to the residents together with Three Pillars, this partnership is done by the three pillars. In relation with the safety riding campaign, as a stimulant from the surrounding, the human’s ability to study from the surrounding can be gotten from someone’s attention to the stimuli/information surrounding, where the results obtained from observations that potentially have relevance to the needs and interests of a person. Human cannot be influenced easily if he is not remembering, so that the next step is to make sure to save the message and adding to the prior knowledge. Hence, by giving brochure as socialization medium, it is expected that the campaign of pioneer traffic order can be the center of attention of the other community, especially in the area of Police Resort Office of Tanjung Perak.

The Obstacle Faced by Polmas in Traffic with the three pillars in making The Traffic order Community in Area of Police Resort Office of Pelabuhan Tanjung Perak. Handling traffic accident is categorized as a complex case. It needs a lot of budgeted to handle a traffic accident and the partnership with the three pillars. As the result, it needs enough budgeted, so that the implementation of the synergy can be done maximal. This is approved by the informant, “That’s right, if there is cooperation; it needs more budgeted, because we are not working alone. it is for the maximum socialization.” (Briptu Danang, The member of *Unit Satgas Lantas* Of Police Resort Office of Pelabuhan Tanjung Perk, Interview on October 23, 2017).

From the statement above, it can refer that it is a must for the additional budgeted to make the program maximum. The budgeted is the most crucial need in doing the program, even though there is a program, but without enough budgeted the program cannot work fast or even do not work at all.

The other obstacle for the police is having limited personnel; they need to do a double responsible. This statement is delivered by the informant, “Babinsa in Of Police Resort Office of Pelabuhan Tanjung Perak is not a lot or very limited, it leads into having a double responsible for other socialization. Even though the MOU has been clear that the person will have a responsibility in the synergy of three pillars for traffic order” (Aipda Heru, the member

of *Unit Satgas Lantas* of Police Resort Office of Pelabuhan Tanjung Perak, Interview on October 23, 2017).

In the statement above, it can be referred that the number of member Babinsa is limited which lead into the double responsibility and focuses; it makes the socialization of traffic order do not maximum. Therefore, it needs to add more members and the development of human resources.

The community participation who does not aware about keeping safety in the surrounding, also the personnel who lives far from the Of Police Resort Office of Pelabuhan Tanjung Perak office leads into ineffective when there is sudden responsibility. This topic is said by an informant, "The community is not too active in socialization in the village if there is no event or prize or the other event. So, if there is certain socialization the community who willing to come is not a lot if the head of the village is not invited. The other factor is they are working." (Briptu Danang, the member of *Unit Satgas Lantas* of Police Resort Office of Pelabuhan Tanjung Perak, Interview 23 October 2017).

From the statement above, it can be seen the meaning that all of the community only active when there is socialization, some of them says they are busy and taking care of household. These reasons become an obstacle in terms of giving socialization by the three pillars. In fact, the partnership between the village government/Urban village is supposed to help the mobilization of the community.

CONCLUSION

Based on the explanation on the previous chapter, it can be concluded that:

The obstacle of the synergy of three pillars program are the minimum budged for the partnership program, in fact it needs more budged in handling traffic accident and partnership between the three pillars. So, it needs more attention on the budged, so the program of synergy will work maximum.

There is a double responsibility for the police. This obstacle is mostly faced while doing the responsibility and function as a police who responsible for safety. The main reason is the limited number of member in *Babinsa*. It leads into the double responsible for almost everyone. That is why it needs to add more personnel to develop the human resource.

The Polmas program in the field of traffic partnership with the three pillars have a purpose to build a traffic order community, that is a program to socialize the needs of traffic ethic through informal education which is done by the three pillars (*babinsa*, *polmas*, and village government), the socialization happens by holding a routine event together with the three pillars, that are *babinsa*, *polmas*, and village government by holding *Superlantas*, increasing the transparency of working with the partnership of *babinsa*, *polmas*, and village government as well as arranging a campaign about the safety riding with the three pillars (*babinsa*, *polmas*, and local government in the legal area of Police Resort Office of Tanjung Perak). This campaign runs by distributing brochure or pamphlet. However the community is not really active if there is no event.

SUGGESTIONS

Adding the budged for the synergy of three pillar programs to monitor, analyze, socialize, and evaluate the program. Adding the number of member in *Babinsa* and holding a workshop and educational socialization of good and effective traffic order. The need of improvement in community participation by giving informal education where there is a support from non-profit institution, so that the program of the synergy three pillars becomes maximized.

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