

# **Analisis Desain Kebijakan Pengelolaan Moda Transportasi Kereta Rel Listrik (KRL) Commuter Line Jabodetabek di Era Pandemi COVID-19 = Analysis of Policy Design for the Management of the Electric Rail Train Commuter Line Jabodetabek Transportation Mode in the Era of the COVID-19 Pandemic**

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## **Abstrak**

Kebijakan pengelolaan moda transportasi Kereta Rel Listrik (KRL) Commuter Line Jabodetabek di era pandemi COVID-19 telah tercantum dalam Peraturan Menteri Perhubungan Nomor 41 Tahun 2020 serta Surat Edaran Nomor 14 Tahun 2020 dan Surat Edaran Nomor 15 Tahun 2020 sebagai peraturan turunannya yang diterbitkan oleh Kementerian Perhubungan dan Direktorat Jenderal Perkeretaapian. Kebijakan ini hadir untuk memberlakukan pembatasan jam operasional, pembatasan kapasitas penumpang, dan juga penerapan protokol kesehatan di moda transportasi KRL Commuter Line Jabodetabek sebagai upaya untuk meminimalisir resiko penularan COVID-19 di transportasi publik dan mencegah penyebaran COVID-19 semakin meluas. Akan tetapi, masih ditemukan permasalahan yang dapat menghambat pencapaian tujuan yang ditetapkan. Hal ini membuat peneliti ingin menganalisis mengenai bagaimana pemerintah merancang kebijakan ini untuk kemudian diterapkan sebagai salah satu upaya untuk mengatasi pandemi COVID-19. Oleh sebab itu, penelitian ini bertujuan untuk menggambarkan desain kebijakan pengelolaan moda transportasi Kereta Rel Listrik (KRL) Commuter Line Jabodetabek di era pandemi COVID19 dengan menggunakan elemen-elemen Policy Design, yaitu tujuan kebijakan, model kausal, instrumen kebijakan, sasaran kebijakan, dan implementasi kebijakan. Penelitian ini menggunakan pendekatan post-positivist dengan jenis penelitian deskriptif serta teknik pengumpulan data kualitatif berupa wawancara mendalam sebagai data primer serta studi literatur dan studi lapangan sebagai data sekunder. Hasil dari penelitian ini bahwa kebijakan ini telah didesain berdasarkan elemen-elemen desain kebijakan yang ada. Namun, ditemukan beberapa permasalahan dalam elemen tujuan kebijakan (tujuan yang berganda dan bertentangan), elemen model kausal (tidak dilibatkannya pengguna KRL sebagai stakeholder dalam desain kebijakan); elemen instrumen kebijakan (tidak mencantumkan sanksi tertulis yang ditujukan kepada pengguna KRL); sasaran kebijakan (timbulnya resistensi terhadap kebijakan); dan implementasi kebijakan (ketidakselarasan antara kebijakan WFH dengan pembatasan jam operasional dan pembatasan kapasitas penumpang yang dilakukan). Sehingga, desain kebijakan yang dirancang belum sepenuhnya matang yang pada akhirnya dapat menyebabkan pencapaian tujuan utama kebijakan, yaitu untuk meminimalisir resiko penularan COVID-19 dan mencegah penyebaran COVID-19 meluas, menjadi terhambat.

.....The policy for managing the Electric Rail Train (KRL) Commuter Line Jabodetabek transportation mode in the era of the COVID-19 pandemic has been stated in the Minister of Transportation Regulation Number 41 of 2020 as well as Circular Letter Number 14 of 2020 and Circular Letter Number 15 of 2020 as derivative regulations issued by the Ministry of Transportation and the Directorate General of Railways. This policy exists in order to impose limitations on operating hours, limitation on passengers capacity, and to implement health protocols in the KRL Commuter Line Jabodetabek transportation mode as an effort to minimize the risk of COVID-19 transmission in public transportation and prevent the spread of COVID-19.

However, there are some problems that can hinder the achievement of the goals that have been set. This makes the researcher want to analyze how the government designs this policy to then be implemented as an effort to overcome the COVID-19 pandemic. Therefore, this study aims to describe the policy design for the management of the KRL Commuter Line Jabodetabek transportation mode in the COVID-19 pandemic era by using the Policy Design elements, namely the goals of the policy, causal model of the policy, the tools of the policy, the target of the policy, and the implementation of the policy. This study uses a post-positivist approach with descriptive research and qualitative data collection techniques in the form of in-depth interviews as primary data and literature studies and field studies as secondary data. The result of this research is that this policy has been designed based on the existing policy design elements. However, several problems were found in the elements, such as the goals of the policy (multiple and potentially conflicting goals); the causal model (the absence of KRL users as stakeholders in the policy design); policy instruments (does not include written sanctions aimed at KRL users); policy targets (the emergence of resistance to policies); and implementation of policies (inconsistency between WFH policies and restrictions on operating hours and restrictions on passenger capacity). Thus, the design of the policies that have been designed has not been fully matured, which in the end can cause the achievement of the main policy goals, that is to minimize the risk of COVID-19 transmission and prevent the spread of COVID-19 from spreading, to be hampered.