

Formulasi kebijakan minimalisasi kecelakaan bus: Studi Human Factor Analysis and Classification System (HFACS) di DKI Jakarta = Policy formulation to minimize bus accidents: A Study of the Human Factor Analysis and Classification System (HFACS) in DKI Jakarta

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Abstrak

Kecelakaan bus menjadi salah satu permasalahan serius dalam sistem transportasi darat, terutama di wilayah DKI Jakarta yang merupakan pusat mobilitas tinggi di Indonesia. Meskipun pemerintah telah mengeluarkan berbagai regulasi dan kebijakan keselamatan, angka kecelakaan bus masih menunjukkan tren yang mengkhawatirkan. Penelitian ini bertujuan untuk menganalisis faktor-faktor penyebab kecelakaan bus serta merumuskan kebijakan yang tepat untuk meminimalisasi kecelakaan tersebut. Penelitian ini menggunakan pendekatan kualitatif dengan teknik pengumpulan data berupa wawancara mendalam terhadap sembilan narasumber dari Kementerian Perhubungan, Kepolisian, akademisi, dan praktisi transportasi. Data dianalisis menggunakan pendekatan Human Factors Analysis and Classification System (HFACS) yang terdiri dari empat dimensi: unsafe acts, preconditions for unsafe acts, unsafe supervision, dan organizational influences. Hasil penelitian menunjukkan bahwa kecelakaan bus di DKI Jakarta didominasi oleh faktor kesalahan manusia, lemahnya pengawasan, dan pengaruh kelembagaan yang belum maksimal. Berdasarkan temuan tersebut, penelitian merekomendasikan formulasi kebijakan yang lebih terintegrasi dan berbasis pada analisis faktor manusia guna meningkatkan efektivitas upaya minimalisasi kecelakaan bus di DKI Jakarta.

.....Bus accidents are one of the serious problems in the land transportation system, especially in the DKI Jakarta area which is the center of high mobility in Indonesia. Although the government has issued various safety regulations and policies, the number of bus accidents still shows a worrying trend. This study aims to analyze the factors that cause bus accidents and formulate appropriate policies to minimize these accidents. This study uses a qualitative approach with data collection techniques in the form of in-depth interviews with nine sources from the Ministry of Transportation, the Police, academics, and transportation practitioners. Data were analyzed using the Human Factors Analysis and Classification System (HFACS) approach consisting of four dimensions: unsafe acts, preconditions for unsafe acts, unsafe supervision, and organizational influences. The results of the study show that bus accidents in DKI Jakarta are dominated by human error factors, weak supervision, and less than optimal institutional influence. Based on these findings, the study recommends a more integrated policy formulation based on human factor analysis to increase the effectiveness of efforts to minimize bus accidents in DKI Jakarta.