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EDITED BY
Irina Makarova,
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REVIEWED BY
Vladimir Shepelev,
South Ural State University, Russia
Timur Bakibayev,
Almaty Management University,
Kazakhstan

*CORRESPONDENCE
Ing Daud Nawir,
daudnawir@gmail.com

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Land transportation management policy in tarakan public economy

Ing Daud Nawir^{1*}, Rahmat Faizal¹, Achmad Zultan Mansyur¹,
Riinawati Riinawati ² and Usman Jayadi ³

¹Civil Engineering Department, Borneo Tarakan University, Tarakan, Indonesia, ²Universitas Islam Negeri Antasari Banjarmasin, Banjarmasin, Indonesia, ³Lafadz Jaya Institute, Mataram City, Indonesia

In achieving the development of Tarakan City, the role of land transportation has an important and strategic position, so the policies need to be integrated into a single land transportation management policy and its impact on the economy of the people in Tarakan City. Various policies have been issued, to minimize the problem of land transportation, but no matter how good the policy will not work optimally as long as land transportation management is not improved. This study uses a descriptive-qualitative method because it seeks to find empirical facts with the right interpretation of the actions of existing phenomena. The results of the study: 1. The selection of land transportation in accordance with the characteristics of the City of Tarakan, and taking into account the needs and interests of all different levels of society, is able to support the effectiveness and efficiency of providing city public transportation services. 2. The development of an adequate land transportation network in Tarakan City has been able to increase the growth of the community's economic sector, increase the value/price of land, the development of the small, medium, and large scale businesses, the occurrence of product specialization between regions, the concentration and urbanization of the population, especially in areas that have opened access roads and transportation. So that there is an increase in the income of the City of Tarakan accompanied by an even distribution of goods between residents, business fields spread over several areas. In addition, there has been an increase in the number and types of finished goods and services that consumers, government, and industry can produce.

KEYWORDS

land transportation, management, economy, Tarakan, role

Introduction

Tarakan City is the largest city in North Kalimantan Province and also the 17th richest city in Indonesia. This city has an area of 250.80 km² and has a geographical location and urban layout that resembles the State of Singapore, therefore Tarakan City is often dubbed Little Singapore. Tarakan city is also known as a transit city, because this city is a gateway to other cities in North Kalimantan because it has adequate transportation facilities, such as 1 international airport, 4 main ports, and 1 ferry port. Along with the rapid number of tourists and the increasing number of people traveling in Tarakan City, there is also a need for development in the transportation sector that can support every policy taken in order to improve city development (BPS Kota Tarakan, 2017).

In achieving development in Tarakan City, the role of land transportation has an important and strategic position, so that land transportation management policies need to be arranged in a unified land transportation management policy and community economic growth (Kadarisman et al., 2017a). The effectiveness of land transportation management policies in Tarakan City is highly dependent on how the Tarakan City Government handles land transportation management, both from the supply and demand sides. With the right management policy that includes planning, organizing, implementing and controlling, it is hoped that the condition of land transportation in Tarakan City will also achieve the target well as well.

The city of Tarakan is currently experiencing population growth that continues to increase, and such conditions have had an impact on the existing land transportation system, such as bus transportation. Various policies were issued, with the hope that the land transportation problem can be minimized, especially the problem of congestion. However, no matter how the policy is issued, it will not work well, as long as the management of public transportation is not or poorly addressed (Kadarisman et al., 2015).

In addition, land transportation management in Tarakan City as part of the characteristics of a more modern civilization of society to advance and develop, becomes crucial and strategic to be addressed and managed with an environmental approach, management based on public participation, integrated with the planning of a city or region (Tamin, 2017). With all the potential for the economic growth sector and regional development of the City of Tarakan, it has spurred the Government of the City of Tarakan to improve its transportation facilities and infrastructure to compensate. However, the availability of Human Resources (HR) with regional, national, and international competency standards, which are able to support the capacity of stakeholders in the development of land transportation in Tarakan City is very necessary, in order to ensure effectiveness and safety during operation and maintenance (Kadarisman et al., 2017b).

The land transportation facilities and infrastructure in Tarakan City, such as buses, need to be supported by effective management. The land transportation management policy of Tarakan City is primarily intended as an effective and efficient means and is very important both in supporting the success and smooth development of the transportation sector in Tarakan City as well as in supporting community economic activities and regional development. In addition, the policy is also intended to improve population mobility services and other resources that can support economic growth in this region, as well as improve family welfare (Kelly, 2020).

Thus, the policy is expected to lead to a reduction in the concentration of workers who have expertise and skills in certain areas. The progress of development in the transportation sector is also to open up opportunities for trade activities in Tarakan City and between regions and reduce differences between regions, thereby encouraging development in Tarakan City and between regions. With the existence of modern land transportation management in Tarakan City, it is hoped that it can eliminate or reduce various existing obstacles.

Furthermore, providing a stimulant towards development in all areas of life, both trade, industry, and other sectors evenly in all areas of the City of Tarakan. Simbolon (2003: 12) suggests as follows. "In the world of transportation there is an expression ... Ship follows the trade and trade follow the ship ...," meaning that transportation (ship) follows the development of trade and trade follows the development of transportation (Sarafina et al., 2019). Thus, the development of a society is highly dependent on the development of transportation and vice versa. Along with the increasing population in Tarakan City, the community's need for transportation will also increase. The integrated land transportation network system plays a very important role for Tarakan City which is growing rapidly because it is able to effectively and efficiently provide access for the community to meet their daily needs for goods and services, as well as improve their socio-economic life.

With the increasing economic growth in Tarakan City, the demand for transportation is also increasing both in terms of quality and in terms of quantity. In terms of quality, users demand a means of transportation that is fast, safe, cheap, and comfortable, with good service management. On the other hand, in terms of quantity, with the increasing number of community activities in Tarakan City, the more that must be met regarding the necessary means of transportation (Nugroho and Malkhamah, 2018). The need for effective land transportation management in the sense of being cheap, smooth, fast, easy, organized, and comfortable is a demand from the people in this region. Each stage of development in the Tarakan City area requires effective and efficient land transportation management so there is a need for planning, organizing, implementing, and controlling which is described and implemented in full, coordinated according to developments and changes in development demands in the future.

Tarakan City land transportation management consists of several components that guarantee a function, namely moving goods or passengers from one place to another efficiently, safely, comfortably, and cheaply.

However, the study of the effectiveness of Tarakan City's land transportation policy and its impact on the community's economy has problem dimensions with a wide and complex range and various problems. Therefore, to be able to understand the working pattern of the policy and its accessibility, it is required to have a broad view and not only in one field of scientific study. Tarakan City's transportation management development policy leads to the realization of family/social welfare, namely progress in the field of community economic resilience.

In addition, the development of the economic sector of the people of Tarakan City also aims to increase the willingness and ability of people with community welfare problems to improve and improve the economic level of the local community. If there is a problem in the transportation policy of Tarakan City, of course, this will have a broad impact on the smoothness of traffic and will ultimately hamper and harm the community's economic activities, so that efforts to achieve family welfare in Tarakan City are also hampered. In the business and economic sectors, for example, many entrepreneurs and the wider community complain that economic and business routes are always haunted by traffic jams so inevitably it also adds to the company's expenses and their work activities.

In Tarakan City, city traffic congestion is influenced by two main factors, namely urbanization and private vehicle ownership. It often happens that in the midst of a very severe traffic jam, the officers or Traffic Police are also "lost" somewhere, so there is no road controller. The existence of street vendors on the shoulder of the road that is stuck in any place, and vehicles that rush at each other because in general everyone wants to get to their destination quickly, all of this adds to the chaotic traffic in Tarakan City.

To overcome this, various efforts are urgently needed to reduce the peak load of traffic jams in the morning and evening and even at night so that the level of traffic services is back to normal conditions. Of course, the result of all this is that it is increasingly difficult to achieve comfort, order, and traffic safety in Tarakan City.

Furthermore, economic development requires adequate and adequate transportation services. Without transportation as a means of support, it cannot be expected to achieve satisfactory results in the economic development of a region. Likewise, what happened in Tarakan City, that in general land transportation in Tarakan City plays an important role in two things, namely economic development and non-economic development? Economic goals include increasing regional income, developing local industries, and creating and maintaining employment opportunities for the community.

In line with these economic goals, there are also non-economic goals, for example, to enhance regional integrity. This shows the importance of transportation in Tarakan City so that the development and improvement of the quality of land transportation or transportation services are absolutely necessary. Based on this description, making the discussion of land transportation management policies in Tarakan City linked to the economic sector of the local community is something that is very interesting and important to study more deeply. The purpose of the article is to study the content of the Land Transportation Management Policy and its impact on the Public Economy in Tarakan City.

Research method

This study uses a descriptive method because it seeks to find facts about land transportation management policies and their impact on the economy of the community in Tarakan City, with the right interpretation and accurately describing the nature and actions of the group and individual phenomena at the empirical level (Raco, 2018).

This research uses a qualitative approach because it observes and captures reality and examines the behavior of individuals and groups as well as the daily experiences of informants. Then carry out inspection, retrospection, describe as it is, experience and find understanding, uniqueness as deeply as possible, examine a symptom, observe empirical causality, form a theory from the data (Achmadi, 2011). Through the triangulation technique, researcher's cross-check the data obtained from one informant with other informants and compare the data from interviews with observations. The first informant is the Tarakan City Transportation Service, who knows very well the type of transportation that suits the characteristics of Tarakan City. While the second informant is a resident of Tarakan City, who uses transportation every day for daily activities. And the third informant is the Head of the Tarakan Police Headquarters.

All this data, was obtained both in the form of primary data and secondary data. The main source of research data uses words and actions, the rest are additional data, as well as documents (Sugiyono, 2017).

Results and discussion

Tarakan City is a city in North Kalimantan Province, Indonesia, and is also the largest city in North Kalimantan. According to data from the Central Statistics Agency in 2021, the city of Tarakan has a population of 242,786 people.

The results of interviews with informants indicate that transportation or transportation in Tarakan City is a very important activity in people's lives. The importance of transportation for the people of Tarakan City is caused by

several factors, among others, in order to meet the needs of smooth transportation, comfort, and security as well as to support the implementation of development. In the field of development, among others, is the dissemination of development needs, equitable development, and distribution of development results in various sectors throughout the city of Tarakan, for example, the industrial, trade, tourism, and education sectors.

This is in line with what was stated by Surya (2006) that the policy of providing land transportation modes in several metropolitan cities in Indonesia tends to use a populist approach (Gafar et al., 2019). This approach refers to the ability of land transportation modes to carry as many passengers as possible living in the suburbs and city centers. For the category of Indonesia as a developing country in Asia, populist policies in providing land transportation modes are considered more popular than the land transportation mode approach which emphasizes comfort with a high level of safety. The reason is that the population of metropolitan cities continues to grow so the limitations of land transportation modes will actually trigger social conflicts with all the consequences that may arise in the future.

It was emphasized that development is considered good and of good quality, not only regarding improving the quality of the facilities but also regarding the development of the legal aspects of land transportation itself. Legal development is not only adding new regulations or changing old regulations with new regulations but also must be able to provide legal certainty and protection for all parties related to the land transportation system, especially users of transportation services. Given the important and strategic role of traffic and road transportation that dominate the lives of many people, the interests of the general public as users of land transportation services need to get priority and optimal services from both the Tarakan City Regional Government and land transportation service providers. In addition, legal protection for the rights of the community as consumers of land transportation must also obtain certainty.

The results of observations show that the implementation of road traffic and transportation in Tarakan City has also been carried out in a sustainable manner and continues to be improved so that its reach and services are wider to the community while taking into account the public interest, community capacity, environmental sustainability, and public order in the implementation traffic and road transportation, while at the same time realizing a reliable and integrated land transport system in the region. Of course, the implementation of the land transportation system policy in Tarakan City also has the same problems as the urban transportation system in other areas. Problems such as congestion, delays, air pollution, and energy wastage are some of the many problems faced by the City of Tarakan related to transportation problems.

This problem is closely related to land use patterns because this sector plays a very important role in determining the activities and movement activities that occur. If it is not immediately addressed with a land transportation system policy and the right solution, it will be able to increase the impact and problems caused and waste energy use in vain. To provide an appropriate alternative solution, it is necessary to have an appropriate approach system that covers all related aspects. A tendency occurs because the development of a city coincides with the development of land transportation problems that occur, so that if there is no good synergy between the two, then this problem will always overshadow the development of an urban area continuously.

The problems that exist are not only related to the comfort of the disturbed land transportation system (density, congestion, delays, parking, etc.), but also can increase environmental pollution through increased exhaust gases from motorized vehicles and is a form of wasted energy. So it can be seen that the land transportation problem is a complex problem that involves many related aspects, parties, and systems so solving these problems requires a comprehensive and integrated solution that involves all elements and actors in the development of a city.

The triangulation results can be stated that along with climate change (climate change), sustainable transportation is something that must be obeyed in every land transportation system planning. A sustainable transportation system (sustainable transportation) is an answer to the challenges faced by planners and is a trend nowadays, urban development is usually accompanied by problems of traffic jams and air pollution. What strategy should be taken to overcome this is a long debate. Proponents of new urbanism believe that congestion and pollution can be overcome by forcing more people and vehicles into smaller areas.

By being more concentrated, the provision of public transportation can be better and more efficient, so that people will reduce the use of private vehicles and tend to use public transportation, cycling, or walking. On the other hand, suburban culture with the idea of urban sprawl assumes that congestion is caused by too many vehicles in a narrow area, and in turn, congestion exacerbates pollution. Therefore, cities should be allowed to spread out, to spread traffic, and not focus on just one city. There are three pillars that support the balance of the traffic system in the Tarakan City area, namely land use planning, limiting private car traffic, and developing public transportation.

These three pillars must be balanced, because only with a balanced combination can the system succeed. Of the three pillars, the first is land use planning, especially regarding urban density policies. The policy on urban density is not a land transportation policy, but this policy has an impact, directly and indirectly, on the city transportation system. The problem is interesting not only because of its relationship to the land transportation system but more because of its impact on the sustainable development system in general. Although the concept

of a dense city of Tarakan is considered as a new awareness towards sustainable development, to end the trend of uncontrolled urban sprawl which is considered unsustainable, does not mean it is not subject to challenges.

It was further explained that all policies related to the planning of the land transportation system in Tarakan City, have led to a policy that is the decision of the Tarakan City Government related to being the leader of a region and providing better changes compared to the existing land transportation mode arrangement. Even if the policy leads to a positive change, without any firm and real sanctions, it will not provide significant changes to answer all existing problems and become a scourge that continues to overshadow the existing transportation system. Land transportation policies must be based on a vision of sustainable traffic and public transportation system. The transportation system must work well at all times.

The definition of going well is that the transfer process runs smoothly, safely, comfortably, and must also be efficient. In other words, the demand for land transportation needs must be balanced with the proportional provision of land transport infrastructure. A sustainable transportation system is a system that can fulfill a sense of justice, namely by accommodating the needs or demands for the accessibility of all road users safely and comfortably; meeting the efficiency level of natural resources, both in terms of utilization of energy resources and utilization of space; can be managed in a transparent and participatory manner, and ensure sustainability for future generations.

Geographically located in the northern part of the island of Borneo, Tarakan City has continued to grow for 2 decades. Tarakan City's economic growth has always been above the national average, in 2018 it touched 7.52%, which is far above the national average. In line with the rapid development of the City of Tarakan, it is necessary to increase adequate urban infrastructure and facilities, which include the need for urban transportation. The transportation system in Tarakan City has an important role in directing the development of the city and is one of the building blocks of the city structure. Therefore, the policy of providing the Tarakan City transportation system must be related to the city's land use. In addition, the transportation system is also a supporter of the economic growth of Tarakan City. The economy of Tarakan City will be able to develop better if the city is supported by an efficient land transportation system. An inefficient transportation system will cause additional costs as a result of congestion, inter-mode linkages that are not mutually supportive, lack of adequate public transportation, especially for the economically weak, and so on.

The land transportation management policy in Tarakan City has been directed at sustainable development efforts as well as responding to global warming which has recently been increasingly felt, especially in Tarakan City, and with this policy, this has become a consideration for finding alternatives in controlling the use of natural resources source of global warming. The land transportation sector as one of the main

contributors to global warming, due to the high use of motorized vehicles, severe traffic congestion, has an impact on fuel wastage and air pollution which in turn reduces the quality of the environment. Challenges regarding sustainable development require policy reforms in the land transportation sector, in order to realize a better and more sustainable quality of life for the people of Tarakan City.

Increased mobility through the provision of road infrastructure has supported economic growth in Tarakan City, but on the other hand it will affect the environment, providing efficient transportation services in a competitive framework. Cheap public transportation facilities provided by the informal sector can meet the transportation needs of the people of Tarakan City with low income, but if they are not properly developed they can damage the environment and cause traffic jams due to irregularities. The conditions above illustrate that there are trade-offs that the Tarakan City Government must face in making land transportation policies.

With the more advanced development of the land transportation system in Tarakan City, this has an impact on the economic growth of the local community. Thus, in general, land transportation in Tarakan City plays an important role in two things, namely economic development and non-economic development. Economic goals include increasing regional income, developing local industries, and creating and maintaining employment opportunities for the community. In line with these economic goals, there are also non-economic goals, for example, to enhance regional integrity. This shows the importance of transportation in Tarakan City so that the development and improvement of the quality of land transportation or transportation services are absolutely necessary.

The above matters now and in the future, must be considered by policy makers in investing in the development of the land transportation sector that is balanced between the development of infrastructure and facilities for the road network and public transportation in accordance with the characteristics of the City of Tarakan itself (Setiani, 2015). The city of Tarakan has provided public transportation services with more than one mode according to the characteristics of the city. There are taxis, buses, and motorcycle taxis. Therefore, in planning the development of the public transportation system, it has been carried out in an integrated manner between the various subsystems (modes), so that there is no overlap between one mode and another. However, with the mingling of various modes in Tarakan City which does not pay attention to the hierarchy and function of the road network, it has created unhealthy competition in its operation.

Transportation is a sector that is the lifeblood of economic, social, and cultural life. Transportation problems in the city of Tarakan are the lack of a road network, the lack of road capacity, and the absence of public transportation that has good service. The transportation infrastructure network consists of an infrastructure network and a service network, where the infrastructure network consists of nodes and traffic spaces.

The provision and development of transportation in essence must be carried out by taking into account the relationship with Trigatra, namely geography, natural resources, and population [Regulation of the Minister of Transportation. No. KM 49 of 2005-Sistranas].

Gatra geography means that the transportation system can reach all service areas properly and effectively. Gatra Natural Resources means that the transportation system must be able to ensure that the needs of the community must be properly distributed so that they can be utilized optimally. Gatra Population means that population distribution, growth rate, structure, and level of welfare are problems and at the same time potential that must be solved and served by the transportation system through increasing population mobility.

And as mentioned above, the community's economic development which is not accommodated by providing good public transportation causes people to fulfill their movement needs by buying private vehicles. This step by community members caused traffic jams to occur in increasing frequency, intensity, and distribution of locations.

The development of the transportation sector is directed at the realization of a transportation system that is reliable, capable, and organized effectively and efficiently in supporting the mobility of people, goods, and services.

Urban transportation still has many unsolved problems, including the very limited capacity of the urban/urban transportation network, where the increase in the number of movements and the quality of service is not commensurate with network development. The next problem is the development of transportation which is faced with limited land, where the urban mass transportation network has not been fully developed to overcome the problem of the high volume of private vehicles in urban areas. Attention to the condition and development of the mass transportation system is still limited, the level of public transportation services is still low and is increasingly being abandoned. The estuary is traffic in urban areas characterized by traffic jams, caused by network limitations, lack of public transport services, and low levels of traffic discipline.

Meanwhile, for road transportation, the road network is still limited, where the connectedness of the road network in a hierarchical function, and road class makes urban transportation problems even more severe. Public transport road transportation is still not fully managed by the quality of adequate resources, norms, standards, and guidelines are not fully available, especially those relating to the management system, operation, and maintenance of transportation facilities.

The development of a transportation system that prioritizes the mass public transportation system that synergizes between land, river, and air transportation is expected to be able to increase the mobility of the population as well as goods and services in Tarakan City. After focusing on widening main roads, it is time for transportation development to start moving towards providing mass transportation services. The policy of reducing

motorized vehicles must be considered considering the increasingly expensive and scarce fuel for private vehicles.

In addition to the development of mass transportation, it is also necessary to build an inner ring road that connects the sub-sub-city service centers. This needs to be implemented in addition to spurring regional growth as well as to provide alternative route options for private vehicles so as to reduce the burden on main roads that are starting to often get congested. Another aspect that is also very important in the development of the transportation system is that the transportation network within the city must pay attention to and be connected to the wider regional transportation system so that it can be integrated into the concept of developing a wider area (Tarakan Metropolitan City).

The results of in-depth interviews with informants can be explained that transportation is a very important element that can even function as a vein for the life and economic growth of the community, politics, and socio-culture as well as the mobility of the population that is able to grow and develop following the dynamics that occur. Among the impacts of the development of the transportation sector in Tarakan City, the most obvious is related to the dynamics of the community's economy. In this regard, there are several things that can be explained. Among the economic impacts of development in the transportation sector are the development of small-scale community businesses; in the midst of society, the availability of the necessities of life; rising land prices; rampant urbanization; declining prices of goods; the occurrence of stabilization and adjustment of the price of goods; and the growth of medium and large scale businesses.

The triangulation results show that the progress in the field of land transportation in Tarakan City is the development of community businesses on a small scale. The small-scale economy by the people in Tarakan City is growing more evenly throughout the region, and in general, the small-scale economic growth is in line with the large-scale economic growth. This is because large-scale economic growth generally requires a source of raw material production which of course comes from the region to be further processed in factories/companies on a medium and large scale (Syafikri, 2016). Thus, business partners are built that are mutually beneficial to both parties and not vice versa, namely the occurrence of unfair competition or even trying to kill each other.

The triangulation results show that with the availability of easy, cheap, safe, and convenient transportation on land or areas that are potential for agricultural development, agricultural production is produced whose results can be transported and sold to the market at a more profitable price. So, the value of land that was previously far and remote from the market, will increase in value compared to before. The real effect of the existence of good and smooth transportation is the availability of goods for certain community needs that are not produced by one area and are easily found in other areas. For example, due to limited natural resources that make it impossible to produce or if it is

forced to be planted in certain areas, higher costs are required (Lestari, 2020).

With this easy, cheap, and smooth transportation, certain people who are unable to produce certain goods so that the lack of availability of these goods can be sent goods from other regions easily to meet their needs. In addition, there will be a decrease in transportation costs from producers to consumers. There is also the possibility of a geographical division of labor between regions or a territorial specialization that is capable of producing efficient and so on. The availability of land transportation that is easy, friendly, and smooth, also allows more sellers or entrepreneurs to enter the market. This will increase competition between them which can result in lower prices.

Conclusion

The land transportation management policy in Tarakan City has led to sustainable development efforts and answered the causes of global warming which has recently been increasingly felt by the people of Tarakan City. With this policy, this becomes a consideration to look for alternatives in controlling the use of sources that cause global warming. Challenges regarding sustainable development require policy reforms in the land transportation sector, in order to realize a better and more sustainable quality of life for the people of Tarakan City.

Increased mobility through the provision of road infrastructure has supported economic growth in Tarakan City, but on the other hand, it will affect the environment, providing efficient transportation services in a competitive framework. Cheap public transportation facilities provided by the informal sector can meet the transportation needs of the people of Tarakan City with low income, but if they are

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not properly developed, they can damage the environment and cause traffic jams due to irregularities. The conditions above illustrate that there is a “trade-off” that the Tarakan City Government must face in making land transportation policies.

Data availability statement

The original contributions presented in the study are included in the article/Supplementary Material, further inquiries can be directed to the corresponding author.

Author contributions

All authors listed have made a substantial, direct, and intellectual contribution to the work and approved it for publication.

Conflict of interest

The authors declare that the research was conducted in the absence of any commercial or financial relationships that could be construed as a potential conflict of interest.

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