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Analysis of the Impact of the Implementation of the Government's Zero ODOL Policy in 2023 on Commodity Distribution in the Special Capital Region of Jakarta and West Java Provinces

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Abstract: The phenomenon of ODOL became a public and government highlight when, according to the data of the Ministry of Public Works and People's Housing (PUPR), the state losses due to ODOL trucks turned out to have reached Rs 43 trillion in accordance with the budget of annual expenditure of the PUPR Ministry. Since the initial announcement of the Indonesian policy Free of Vehicles Over Dimension and Over Load (ODOL) in 2023, it has received a varied response from the parties directly related as well as various layers of society, but the opinion is to implement the total Zero ODOL since the beginning of the year 2023 without exceptions and other opinions of the implementation of zero ODOL to be postponed in the period 2023-2025. Demos related to the rejection or request for the delay of the Zero Odol policy are becoming more pronounced at the end of this. The hopes of the people of DKI Jakarta and West Java provinces are that the distribution needs of important commodities are routine and must not be interrupted, the implementation of which will depend heavily on a transport fleet that has sufficient volumes of demand. The closer to the implementation of the government's Zero ODOL policy, the more the government needs to step up its efforts to keep the situation under control, ensuring that no accumulation becomes anarchic, widespread, or jeopardizes or interferes with the distribution of commodities to the public. This research aims to obtain answers on the impact of commodity distribution on DKI Jakarta Raya Province and West Java Province with the implementation of the Free ODOL policy in 2023, as well as the readiness of carriage entrepreneurs and fleet owners to meet the free ODOL regulation in 2023. This research uses qualitative methods with data collection techniques such as observations, interviews, documentation, and combination/triangulation. With the triangulation of sources, techniques, and time, as well as data analysis methods, the Miles and Huberman Interactive Model is an option to answer the problems that have already been formulated.

Keywords : Policy Impact, Zero Odol, 2023, Commodity Distribution

INTRODUCTION

The Over Dimension and Over Load (ODOL) phenomenon occurs highlight society and government when he conveyed data from the Ministry of Public Works and Public Housing (PUPR), state losses due to it turned out to be an ODOL truck Already reached IDR 43 trillion which is the calculation matter This referring to the budget expenditure annual Ministry of PUPR. ²⁾ Data from the PUPR Ministry inform amount budget is mandatory issued regularly per year due to exists repair road before the time consequence passed by ODOL vehicles. In the FGD at the Grand Elite Hotel Pekanbaru which was attended by 138 participants, the Director of Free Street Obstacle Urban and Regional Road Facilitation Directorate General of Highways Ministry of Public Works and Public Housing (Ministry of PUPR) Hedy Rahadian say that , some impact negative ODOL trucks include : 1) Damage road before period / age technical plan achieved (damage early), 2) Decreasing level safety , 3) Decreased level service Then cross and give rise to traffic jam on the road raya, 4) Decline quality environment consequence pollution . Focus Group Discussion at the Grand Elite Hotel Pekanbaru attended participant from various line that is Police, Ministry of PUPR, Department of Transportation Riau Province and Province Riau Islands, Transportation Department Districts and Cities throughout Riau Province, representatives of the Management Center Land Transportation (BPTD) for Java and Sumatra regions, DPP Aptringo and DPD Aptringo Riau, also partners related work of the Ministry of Transportation .

The Ministry of Transportation (Kemenhub) has targeting a free Indonesia Over Dimension and Over Load (ODOL) vehicles in 2023, as per delivered by the Minister of Transportation, Budi Karya Sumadi finished Meeting ODOL Coordination and Synchronization in Jakarta, on Monday (24/2/2020). In the meeting attended circles entrepreneurs, Indonesian Chamber of Commerce and Industry, Organda , Gaikindo and parties Police agreed policy ODOL ban is 3 years again, that is beginning in 2023, inwes.id. ¹⁾ Every decision policy government naturally will give impact to stakeholders direct nor impact wide to public . Since beginning he conveyed Free Indonesia policy Over Dimension and Over Load (ODOL) Vehicles in 2023, p the Already direct get varied responses from stakeholders direct nor various layer society, some opinion the that is, to be done total application of the above Zero ODOL commitment from the start 2023 without exceptions and opinions other propose exists delay implementation so that Zero ODOL is implemented at the time of preparation more sufficient namely in the 2023-2025 period. Related matter This nor development different opinions other , some party proposes that the government emphasize going to enforcement policy This with emit Roadmap reference as guide implementation at a higher level technical

Table 1. Comparison Amount Vehicle those who violate and those who do not violate in the January - December 2020 period .

Violating Status	Janu	Febru	Mar	Apr	Ma	Jun	July	Aug	Septe	Octo	Nove	Dece	Total	
	ary	ary	ch	il	y	e		ust	mber	ber	mber	mber	Vehi	%
Violate	73,3 42	79,84 9	71,2 62	23,2 94	12,5 19	42,3 59	88,6 51	89,4 92	101,75 1	85,3 09	99,098	71,00 9	837, 935	58. 80
Not violate	44,1 29	86,02 2	69,6 30	44,8 58	29,8 28	49,7 63	70,5 11	76,6 71	40.136	25,3 58	28,680	21,49 4	587, 080	41. 20

Source : West Java Transportation Department data , 2021

ODOL violation data in The January - December 2020 period owned by the West Java Transportation Service shows an average number of violations more ODOL vehicles big

compared to with vehicles that don't violate . With period time from sufficient data long and show consistency to happen violation in scope vehicle transportation .

Table 2. Percentage Violating Vehicles and Actions Taken in the January - December 2020 Period

Description	Number of vehicles												Total
	January	February	March	April	May	June	July	August	September	October	November	December	
Violation	73,342	79,849	71,262	23,294	12,519	42,359	88,651	89,492	101,751	85,309	99,098	71,009	837,935
Enforcement	34,903	38,700	30,767	9,860	2,813	13,748	27,098	17,143	21,144	21,642	21,096	14,716	253,630
a.UPPKB action	25,570	30,988	24,749	9,645	2,628	12,946	24,422	13,511	15,585	15,165	16,955	11,881	206,045
b. Police Action	445	807	622	143	31	112	304	379	400	1,852	262	155	5,512
c.Other/Miscellaneous UPPKB Actions	6,888	6,905	5,396	72	154	690	2,372	3,253	5,159	4,625	3,879	2,680	42,073
% Enforcement	47.59	48.47	43.17	42.33	22.47	32.46	30.57	19.16	20.78	25.37	21.29	20.72	30.27

Source : West Java Transportation Department data , 2021

Advanced data related ODOL violations did it action by officers grouped fields _ in 3 areas viz Police , UPPKB and other UPPKB . the data show The role of the UPPKB of the West Java Transportation Service is prominent in do enforcement to ODOL violation . However in a way comparison between amount violations and amounts enforcement show achievements that only 30% of actions were carried out of the total ODOL violations that occurred . Other data show that ODOL violations are dominated by conditions Power transport that exceeds the specified load limit legislation .

Become interestingly , regarding this ODOL violation data is how much multiple ownership statuses the owner of the vehicle that violates the ODOL is Individuals , who can also means that the person concerned is concurrent owner as driver from vehicle transport his . With exists Zero ODOL policy in 2023, how? impact for owner vehicle owned transport from group Businessman possible individuals own Lots limitations capital and may also be affected heavy smoothness his business with the Covid-19 Pandemic.

Several things that can be identified with the implementation of Zero ODOL in early 2023 on commodity distribution include: damage to roads and infrastructure due to overloaded vehicles which resulted in state losses amounting to an average of IDR 43 trillion per year, which is the budget allocation for repairing damaged roads before the time. Road safety problems, traffic accidents caused by ODOL trucks, the majority of goods transport 74% -93% violate the provisions, so that goods transport is the 2nd largest contributor to accidents after motorbikes. Likewise, ignoring ODOL vehicles has an impact on the speed of other vehicles becoming slower, because other drivers have to adjust their speed to large trucks that are ODOL and the travel time becomes longer, wastes fuel and air pollution gets worse. Another thing, there are high transportation costs and logistics costs. The need for routine distribution of basic necessities must not be disrupted, and shortages of goods must be avoided. As well as ODOL violations in transport vehicles.

The obligation to implement ODOL free in 2023 has an impact on providing an increase in the number of fleets, the need for drivers increases, the need for transportation increases, the need for fuel increases, the addition of operational fleets causes congestion to increase, the increase in fleet causes the amount of pollution to increase. The Covid pandemic has an impact on the economy and capabilities perpetrator business to survive. Interesting stuff other from data submitted to the FGD of the Ministry of Transportation Year Budget 2020 ie spread ODOL violation of vehicle seen on 3 commodities the highest as following.

Table 3. Commodities Violating the Highest ODOL Policy (Per Island)

Island	No	Commodity	Frequency
Bali	1	Package Items	247
	2	Packaged Food	173
	3	Fruits	99
Java	1	Package Items	13,122
	2	Packaged Food	10,829
	3	Building material	7,004
Kalimantan	1	Cement	3,314
	2	Groceries	3,266
	3	Palm Fruit	2,319
Maluku	1	Groceries	1,647
	2	Building material	409
	3	Household furniture	235
Nusa Tenggara	1	Animal feed	625
	2	Corn	622
	3	Grocery	580
Sulawesi	1	Grocery	4,909
	2	Packaged Drinks	2,625
	3	Cement	2,474

Source: FGD Operational Management of UPPKB Fiscal Year 2020

Data above show ODOL violations in several different place , deep matter This different islands shows violation data transport highest different ones the commodity . Distribution Data Commodity. From FGD Ministry of Transportation following this is the data that can give description small activity distribution ongoing commodities in period final.

Table 4. Estimates Distribution Commodity Highest

KATEGORI KOMODITI	JENIS KOMODITI	ASAL KOMODITI	TUJUAN KOMODITI	FREKUENSI KENDARAAN ANGKUTAN BARANG
Barang Kebutuhan Pokok Hasil Industri	Minyak Goreng	Mempawah, Kalimantan Barat	Pontianak, Kalimantan Barat	247
Barang Kebutuhan Pokok Hasil Industri	Gula Pasir	Gorontalo, Gorontalo	Palu, Sulawesi Tengah	42
Barang Kebutuhan Pokok Hasil Industri	Tepung Terigu	Kupang, Nusa Tenggara Timur	Kupang, Nusa Tenggara Timur	26
Barang Kebutuhan Pokok Hasil Pertanian	Beras	Solok, Sumatera Barat	Padang, Sumatera Barat	582
Barang Kebutuhan Pokok Hasil Pertanian	Bawang Merah	Bima, Nusa Tenggara Barat	Surabaya, Jawa Timur	137
Barang Kebutuhan Pokok Hasil Pertanian	Cabai	Takalar, Sulawesi Selatan	Gowa, Sulawesi Selatan	86
Barang Kebutuhan Pokok Hasil Pertanian	Kacang Kedelai	Padang, Sumatera Barat	Solok, Sumatera Barat	48
Barang Kebutuhan Pokok Hasil Peternakan Dan Perikanan	Telur Ayam	Blitar, Jawa Timur	Jakarta Pusat, Dki Jakarta	654
Barang Kebutuhan Pokok Hasil Peternakan Dan Perikanan	Ikan Segar	Pidie Jaya, Aceh	Medan, Sumatera Utara	308
Barang Kebutuhan Pokok Hasil Peternakan Dan Perikanan	Daging Ayam	Bogor, Jawa Barat	Bogor, Jawa Barat	5
Barang Kebutuhan Pokok Hasil Peternakan Dan Perikanan	Daging Sapi	Tasikmalaya, Jawa Barat	Bandung, Jawa Barat	3
Barang Penting	Semen	Mempawah, Kalimantan Barat	Pontianak, Kalimantan Barat	2,689
Barang Penting	Gas LPG	Mempawah, Kalimantan Barat	Pontianak, Kalimantan Barat	678
Barang Penting	Pupuk	Lhokseumawe, Aceh	Medan, Sumatera Utara	598
Barang Penting	Jagung	Bone, Sulawesi Selatan	Makassar, Sulawesi Selatan	348
Barang Penting	Besi Baja Konstruksi	Serang, Banten	Serang, Banten	207
Barang Penting	Baja Ringan	Kupang, Nusa Tenggara Timur	Kupang, Nusa Tenggara Timur	73
Barang Penting	Kayu Lapis	Malang, Jawa Timur	Malang, Jawa Timur	46
Barang Penting	Benih Padi	Aceh Tamiang, Aceh	Medan, Sumatera Utara	40
Barang Penting	Biji Jagung	Parigi Moutang, Sulawesi Tengah	Pohuwato, Gorontalo	28
Barang Penting	Benih Jagung	Kediri, Jawa Timur	Bandung, Jawa Barat	9
Barang Lainnya	Buah Kelapa Sawit	Aceh Tamiang, Aceh	Langkat, Sumatera Utara	2,124
Barang Lainnya	Barang Toko	Malang, Jawa Timur	Malang, Jawa Timur	751
Barang Lainnya	Batu Bara	Batanghari, Jambi	Jambi, Jambi	563

Source : FGD Operational Management of UPPKB Fiscal Year 2020

In table the show amount movement vehicle transport and goods important average in a number of period time final . Overview in table the explain simulation departure or origin commodity ingredients need principal and purpose Finally. For ensure sustainability distribution appropriate transport fleet and power are required adequate transport his needs. That need distribution commodity important is routine things that are not can disrupted its implementation will really depend to a transportation fleet that meets the volume of demand . With development existing situation as depicted in the excerpt circumstances community in the description above , also in conjunction with the more nearby enforcement policy Zero ODOL government , of course the Ministry of Transportation need increase efforts ensure that decision taken Later expected No become something later accumulation become anarchic, impactful widespread and dangerous to public .

Several things that can be identified with the implementation of Zero ODOL at the beginning of 2023 on commodity distribution in DKI Jakarta Raya Province and West Java Province include: 1) There is damage to roads and infrastructure due to overloaded vehicles which results in state losses of an average of Rp. 43 Trillions per year which is the budget allocation for repairing damaged roads before time; 2) Road safety problems, traffic accidents caused by ODOL trucks, the majority of goods transport 74% -93% violates regulations, so that goods transport is the 2nd biggest contributor to accidents after motorbikes; 3) The impact of leaving an ODOL vehicle on the speed of other vehicles becomes slow, because other drivers have to adjust the speed to the large truck that is ODOL and the travel time becomes longer, wastes fuel and air pollution gets worse; 4) There are costs transportation , costs high logistics ; 5) There is an ODOL violation on the vehicle transportation ; 6) The obligation to implement ODOL free in 2023 which has an impact on the provision of an increasing number of fleets, increasing driver needs, increasing transportation needs, increasing fuel needs, increasing operating fleets causing increased congestion, increasing fleets causing the amount of pollution to increase; 7) Needs routine distribution of commodities important which is not can disturbed , because must avoided happen scarcity goods.

The formulation of the problem in this research is how impact distribution commodities in DKI Jakarta Raya Province and West Java Province with implemented it policy ODOL free in 2023 ? And how readiness businessman transport / fleet owner in fulfil regulations ODOL free in 2023 in DKI Jakarta Raya Province and West Java Province ?. Meanwhile, the aim of this research is to find out how big the impact is on commodity distribution in DKI Jakarta Raya Province and West Java Province with the implementation of the ODOL Free policy in 2023. To find out how big the readiness of transport entrepreneurs/fleet owners in DKI Jakarta Raya Province and Java Province is. West in complying with ODOL Free regulations in 2023.

The government has set a target for implementing Zero ODOL in early 2023 as well as various outreach efforts, various preparatory steps to ensure the smooth implementation of the Zero ODOL policy in early 2023. Various information and government explanations show consistency in implementing the Zero ODOL policy in early 2023 and remain on time. and there are no delays or exceptions for parties related to the policy, which in the form of implementation in the field shows that there are socialization activities, the installation of Zero ODOL signs on several toll road sections, the installation of Zero ODOL billboards/banners and an increase in inspection activities. in the field and joint operations with government agencies on transportation vehicles. The next thing that is not directly related to the Zero ODOL policy is the situation and conditions that need to be prepared by the government when there is a shortage of important commodities as is the current phenomenon, although the main cause of what is happening now is not a logistics transport strike or limited number of logistics fleets due to forms of compliance. towards the Zero ODOL policy.

On the other hand, several associations have voiced the need to reconsider the implementation time for the Zero ODOL policy in early 2023, namely by proposing to delay

the implementation time of Zero ODOL instead of early 2023 and requesting an extension of the time for implementing Zero ODOL including requests for an evaluation. which considers the economic impact of the Covid-19 pandemic on transportation entrepreneurs in the past 2 years. Other things that need to be considered are the existence of demonstrations from transport actors taking place in the field, both in the nature of orderly demonstrations and demonstrations that disturb the comfort of other road users.

LITERATURE REVIEW

Over Dimension Over Loading

By general, research This aim evaluate operational transportation goods from origin departure (*origin*) to location *the* destination of the goods Groceries with use transport goods. Beginning with understand activity Management Logistics Flow of Goods according to (Chois, Kurniawan, & Sihombing, 2018), mentioned there are 10 things that must be done is known namely Type, Type and Characteristics of Goods, Planning, Terminal Place parking goods, Procurement/Warehouse/Warehouse, Distribution, Transportation, K3 Management, Management Operational Logistics, Management Low Cost Logistics and Asset Management and Accountability.

Whereas the establishment of the Zero ODOL policy was based on conditions before the Covid-19 pandemic, several associations proposed that the implementation of Zero ODOL be postponed until the economic situation was affected, as stated in the following opinion "Suara.com - Association of Various Indonesian Ceramic Industries (ASAKI) stated that his party was not ready to implement *Zero Over Dimension Over Load* (ODOL) in early 2023. Asaki requested that it be implemented Can postponed until condition industry recover return from adversity , consequence Covid-19 pandemic. He said, if Zero ODOL is implemented in 2023 with condition industry ceramic moment this, then Can impact negative to ability Power competitive industry , esp from onslaught product import from China, India and Vietnam are the trends experience enhancement every the year. According to Edy, ASAKI looked at him that Total Allowable Weight (JBI) is necessary reviewed repeat, remembering the actual weight load moment This compared to with load as per JBI has very big difference . He said , adjustments load according to Zero ODOL will cause decline load up to 70%, and will cause increase cost transportation / expedition until with 200%. " As Consequently , industry ceramic need additional truck fleet "almost 12 thousand units," he said .

Perpetrator industry strategic others , who asked delay, coming from industry fertilizer and paper . Boycke Garda Aria from Association The Indonesian Fertilizer Entrepreneurs (APPI) said that the Zero ODOL policy will raise amount rit to 100 percent. "In the past That Can served by 1,000 trucks , with Zero ODOL later will to 2,000 trucks . Investors not yet Of course Can accommodate purchase as much That in time short," said Boyke. Meanwhile , Chairman Indonesian Pulp and Paper Association (APKI), Aryan Warga, conveyed Zero ODOL policy will adding 765,000 trucks , OK small, medium and large sizes .

A number of Zero ODOL study provides conclusion as following, "Assessment and Development Agency Trade The Ministry of Trade (Kemendag) carries out analysis about impact application Zero ODOL policy towards price goods need principal and goods important," Through analysis This will seen influence Zero ODOL policy towards price goods basic and important . Furthermore That will made reference government in support distribution goods, said First Expert Researcher Trade Services Sector, Research Center Domestic Trade, Ministry of Trade Rizky Ramadini Febrinda . Analysis results show increase price Enough tall For commodity 3% soybeans and 2% rice if Zero ODOL is implemented with tolerance 0% charge. But necessary remembered number This only calculated from one time distribution just. So increase price goods need principal nor goods important will the more tall If chain distribution the more long, he explained. Whereas impact increase price goods important

consequence application of Zero ODOL to tolerance 0% load at most occurs in fertilizer . When tolerance 0% load , price fertilizer will rise 7.5%. It said Febrinda , based on assumption inflation in 2021 (assumption macro in 2021 by 2-4 percent), an increase price goods principal and goods important can cause inflation.

The commitment to implement Zero ODOL in 2023 is not a sudden thing, as stated by Assistant Deputy for Logistics of the Coordinating Ministry for Economic Affairs Erwin Raza in a virtual discussion, Jakarta, Thursday (10/6) "The implementation of the Zero ODOL policy has been postponed five times since 2017. Even I No Certain even if it is postponed to 2025 the perpetrators business will ready, " said Erwin presentation delivered. At that time, the association company request delay implementation during One year so that implemented as of August 1 2018. This was postponed Keep going up to the current target to 2023. In fact , according to Erwin, regulations related ODOL policy is very complete , starting from laws , regulations government , regulations minister relations , up to regulation director general . Call course , Law Number 22 of 2009 concerning Road Traffic and Transportation in Article 169 states that driver and/ or company transport general goods must obey provision regarding procedures loading , power transport , dimensions vehicle, and class road . This was taken down to PP Number 74 of 2014 concerning Road Transportation in Article 70 paragraph 3 states forbid driver continue journey if violation heavy load exceeds 5% of Power transport specified vehicle in test book . In verse 4 it says driver must lower excess cargo at the place determined by the official and/ or implementing unit officers weighing .

For the government, something that needs to be considered in implementing the Zero ODOL policy in 2023 concerns the phenomenon of goods transport drivers demonstrating to ask for a postponement of the implementation of the Zero ODOL policy in 2023, such as the demonstration that occurred triggered by demonstrations held by hundreds of logistics truck drivers who are members of the Confederation. Indonesian Logistics Driver (KSLI) Banyuwangi in front of the Banyuwangi Regency Government office on 22-11-2021 (Source: Jawa Pos, Radar Banyuwangi). Drivers ODOL trucks blockade access entering and exiting ASDP Ketapang Port, Monday afternoon 3/1/2022. Additionally , access door Exiting ASDP Ketapang Harbor is also the same . Truck big on purpose parked across the front door gate so that it doesn't Can passed new vehicle just demolish load on the ship (Business Tribune) .

Likewise happened in Ketapang on 4/1/2022 . Thousand driver combined trucks in Alliance Community Indonesian Driver (AKSI) held action rally for second time For demanded that the government center or the Ministry of Transportation (Kemenhub) reviews repeat enforcement normalization of existing Over Dimension Over Load or Zero ODOL result disappearance eye livelihood For live family them . (Source : Detik.com). The voices conveyed _ from the demonstrators Zero ODOL policy is caused they as driver logistics including goods Groceries at a time owner vehicle truck feel condition economy moment This burdensome they when must follow Zero ODOL policy because will reduce income per rit or add cost with exists addition rit For the same amount of volume as usual transported .

Meanwhile, Chairman of the Indonesian Employers' Association (APINDO) Hariyadi B Sukamdani said that postponing the implementation of ODOL needs to be a priority consideration for the government because the current condition of the business world is very difficult due to the pandemic which has not yet ended (Tribunnews.com. 2021/07/26) as well as opinions from public policy observer, Agus Pambagio, said, "If there is no agreement between sectors, the implementation of the Zero ODOL policy will have a direct impact on: (1) an increase in logistics costs due to an increase in transportation costs of up to 100%; (2) the potential emergence of product shortages (for example, cement) due to a shortage of transportation fleets during the transition period; (3) a large increase in the number of fleets will result in traffic congestion because alternative modes (for example trains or ships) take time and cannot completely replace land transportation modes (trucks). Addition queue

vehicles in some point distribution , start loading and un-loading, will give rise to traffic jams in the area . 8) . According to Sugiyono (2019, p.370) referred to reference is supporter For prove the data that has been discovered by researchers . In research this , Researcher use Rules and Regulations as reference in do study as well as supported with journal research related past with moderate problem researched .

Study Introduction Which Has Held And Results Which Has achieved

Based on search literature Research , Journal nor article related analysis impact application policy zero ODOL government exists in 2023 against distribution commodities in Special Regional Provinces The former capital of Greater Jakarta and West Java Province among others:

Table 5. Estimates Distribution Commodity Highest

No	Title Study	Research result	Year	Researcher	Publication
1	Zero ODOL (Over Dimension-Over Loading) Study Build Policy Effective Land Transportation in Indonesia	There is a policy subtraction taxes and incentives outside Income Tax to businessman impact and necessity done advocacy interest to existing efforts – walk . Giving incentive with policy taxes related as deduction factor cost . Giving justification other supporting costs For readiness of fleet entrepreneurs .	2020	Team Responsible : Prof. Dr. Sigit Riyanto, SH, LL.M – Dean of the UGM Faculty of Law Mada University Team	of Transportation FGD ?
2	Analysis Impact Implementation Zero Over Dimension Over Load (ODOL) Policy Against Increase in Prices of Necessary Goods Basic and Important Items	There are several encouraging factors in the field ODOL violation . There is implementation sanctions to ODOL violation . Policy the implementation of Zero ODOL will add investment in the sector transportation , number of fleets, amount driver , as well potency increasing inflation . Need exists ODOL tolerance for rice , soybeans , chilies , onions red , onion white , granulated sugar and cooking oil by 5% in 2023 and beyond .	2020	Study Center Domestic Trade	Research and Development Agency Trade , Ministry of Commerce
3	Analysis Influence Over Dimension Overload (Odol) Vehicles Against Road Paving	Analysis results show mark cumulative Power damaged all type vehicles in overload condition amounted to 3,171,587_Esal, while in type vehicle provided – action in overload conditions of 3,135,181_Esal. Influence excess load vehicle to remainder age plan roads in	2020	Kgs. Saiful Anwar, Faculty of Engineering, Tarumanegara University . Ofyar Z. Tamin Faculty of Engineering Institute	Proceedings Transportation Studies Forum Symposium between 23rd College Institute Sumatra Technology (ITERA),

	the South Sumatra Region is 5.78 years For load excess and 5.85 years For load excessive .	Sumatra Technology . Najid, Faculty of Engineering, Tarumanegara University	Lampung, 23 – 24 October 2020	
4	Penalty To Violation ODOL Land Transportation (Overdimension al Overloading) Judging from the Law Number 2 of 2009 concerning Road Transport Traffic	Research result This conclude that making vehicle motorized transport goods must fulfil regulations in the LLAJ Law, PP No.55 concerning vehicle motorized , PM No.33 about testing type vehicle motorized , PM No.133 of 2020 and Perdirjen KP 4413 of 2020. Imposition penalty to ODOL violations have been arranged It is clear in Article 277 of the LLAJ Law that violations of overloading are regulated in Article 307 of the LLAJ Law. Besides that penalty administrative to ODOL vehicles can charged freezing Kir test book till ODOL vehicle the done normalization to dimensions beginning in accordance provision government	2021	Syairur Rozi University 17 August Surabaya Journal Vol 2 No 1, January 2021

Contribution And Newness Which Will Result From Study This

The more nearby time application Zero ODOL policy and p This Already become attention Lots party , okay the parties will affected direct nor those who wish implementation full policy commitment , as well exists a number of growing thing moment This so study this is very much needed For capable give answers to to what extent readiness businessman transport / fleet owner in ensure smoothness business at the moment enforcement Zero ODOL policy as well How readiness government For ensure distribution commodities in DKI Jaya Province and West Java Province which are need main public No disturbed and become problem national.

Research Road Map

Implementation study served in map research roadmap on Research Images and Schedule attached . Study This planned will starting in May 2022 to August 2022. Publication target carried out no later than September 2022.



Figure 1. Research Road Map

METHOD

According to Sugiyono (2011), method study qualitative is method research based on philosophy *postpositivism*, used For examine the conditions natural object, (as his opponent experiment) which researchers is as instrument key, retrieval sample data source is carried out in a way *purposive* and *snowball*, techniques collection with triangulation (combination), data analysis inductive or qualitative, and results study qualitative more emphasize meaning than generalization. With form descriptive research, research Qualitative tend using the analysis process. Process and meaning (perspective subject) more highlighted in study qualitative. Base theory utilized as guide to focus study in accordance with facts on the ground.

Qualitative research views objects as something dynamic, the result of thought construction and interpretation of observed phenomena, and holistic *because* every aspect of the object has a unity that cannot be separated. Characteristics study qualitative according to Bogdan and Biklen in (Sugiyono 2019) is as following:

- a. Performed under natural conditions, (as his opponent is experiment), directly to data sources and researchers is instrument key.
- b. Study qualitative more nature descriptive. Collected data in the form of words or image, so No emphasizes numbers.
- c. Study qualitative more emphasizes the process rather than product or outcome.
- d. Study qualitative do data analysis inductive.
- e. Study qualitative more emphasize meaning (data behind what is observed)

In terms of this, Researcher use type study qualitative For analyze impact application Zero ODOL policy in 2023 towards distribution nine material need staples / basic necessities.

Location And time Study

Research sites is place study done. Research sites used by Researchers For obtain the data and information used For finish formulation problem study. Research sites This covers the DKI Jakarta area, Banten Province and West Java Province with determination a number of point specified main as base sample retrieval of data and information.

Instrument Study

According to (Sugiyono 2019, p.293) instrument or tool study is researcher That Alone. Therefore That researcher as The instrument must also be "validated" to some extent Far researcher qualitative Ready do further research plunge to field.

Researcher qualitative as *humans instrument*, works set focus research, choose informant as data source, commit data collection, assessing data quality, data analysis, interpreting data and creating conclusion on his findings.

As for instruments in study This is as following :

Researcher Alone

Instrument main in study qualitative is researcher That myself , because researcher have role important For set focus research , selection informants who can give information related problems that will researched , carried out data collection , data analysis , as well as make conclusion on his findings .

Guidelines interview

In the form of a list of questions to be asked submitted to informant , created by the researcher For guide in obtain necessary information .

Equipment Support

Media / tools used by researchers in do study that is like tool write , book notes , and laptop. Equipment the used For help Researcher in record and collect data from results interview with informant / source .

Data collection technique

According to (Sugiyono 2019, p.289) study qualitative , frequent sampling technique used is *purposive sampling* , and *snowballing sampling* .

Purposive Sampling

Purposive sampling is technique taking sample data source with consideration certain . Consideration certain For example , this person is considered to know best about what are we expect , or Possible he as ruler so that will makes it easier researcher explore object / situation researched social .

Snowball Sampling

Snowball sampling is technique taking sample data source , which is at first the amount a little , over time it becomes big . This matter done Because from amount few data sources That the Not yet capable provide satisfactory data , then look for someone else who can used as data source . With thereby amount sample the data source will be the more big , like a rolling snowball , over time it becomes big .

Deep sample study qualitative done moment researcher start enter field and during study ongoing (*emergent sampling design*). The method namely , Researcher select specific people to consider will provide the necessary data . Furthermore based on data or information obtained from sample previously that , researcher can set sample others are considered will provide more data complete . When seen from source the data , then data collection can use Primary sources , and sources Secondary .

Primary data

Primary Data is something direct data source provide data to data collector (Sugiyono 2019, p.229) . Primary sources used in study This that is :

As Informant : 1) Owner / Entrepreneur of a transport fleet logistics ; 2) Driver transport logistics 100 people . As Sources : 1) Main Market Manager Cikopo , Purwakarta ; 2) Main Market Manager Kramat Jati .

Secondary Data

Secondary data is a data that is not direct provide data to data collectors , for example through other people or in form document (Sugiyono 2019, p.229). in study This is secondary

data obtained from documents , statistical data , articles , research previous , and other related data with the problems studied .

According to (Sugiyono 2019), technique data collection , then technique data collection can done with observation , interview , questionnaire , documentation and combination all four . Many kinds of technique data collection _ general there is four type technique data collection , ie observation , interviews , documentation , and combination / triangulation .

Observation

According to Nasution in (Sugiyono 2019), that data collected and frequent with help various Very sophisticated tool , so objects that are very small (protons and electrons) and very far away (objects room space) can be observed with clear . Object study in study observed qualitative according to Spradley named situation social , which consists over tige components namely (*place*) place , (*actor*) perpetrator , and (*city*) activity .

Interview

According to **Esterberg** in (Sugiyono 2019), interview used as technique data collection if Researcher want to do studies introduction For find must be a problem researched want to know things and from more respondents in depth This data collection technique base yourself in the report about self Alone or *self-report* , or at least on knowledge and or confidence personal . Interview process in study This that is interaction between researcher with informant or source person . In terms of This researcher will do interview to : 1) Owner / Entrepreneur of a logistics transport fleet ; 2) Driver transport logistics 100 people ; 3) Main Market Manager Cikopo , Purwakarta ; 4) Main Market Manager Kramat Jati .

Focus Group Discussion

Focus group discussion is technique general data collection carried out in research qualitative with objective give meaning A theme according to understanding A group . FGD is intended For avoid wrong meaning of a researcher to focus moderate problem _ researched . FGD is group discussion No interview . Characteristic the FGD method is not owned by the method research qualitative other is interaction between researcher with informants and informants with informant study . Internal FGD study This used as tool pre-research data collection , which is purposeful For get data or description beginning . In research FGD This consisting of 10 people from 6 sources and 4 researchers .

Document

According to (Sugiyono 2019, p.314), document in the form of writing, pictures , or documents in the form of writing, regulations , policies . Document study is complement from use method observations and interviews in study qualitative .

Triangulation

In engineering data collection , triangulation interpreted as technique nature of data collection combine from various technique data collection and data sources that have been There is . If researchers do data collection with triangulation , then Actually researcher collect research data do collect data at once test credibility of the data, ie check credibility of data with various technique data collection and various data source . Triangulation technique , meaning researcher use technique collection of different data For get data from the same source .

Data analysis technique

Data analysis is the process of searching and compiling in a way systematic data obtained from results interview , notes field , and documentation , with method organize data into in category, describes to in units, do synthesis , compiling to in patterns , choosing what is

important and what will be learn , and create conclusion so that easy understood by oneself Alone nor anyone else.

In terms of this , writer use Miles and Huberman model data analysis . Miles and Huberman in (Sugiyono 2019) argued that , activity in qualitative data analysis way interactive and ongoing in a way Keep going continuously until finished , so the data Already fed up . Activity in data analysis , ie *data reduction, data display, and conclusion drawing/verification* . Processes and components in data analysis was carried out with use a number of criteria including :

a. *Data Collection* (Data collection)

Activity main on each study is collecting data. Namely collecting data with observation , interview in-depth , and documentation or combined all three (triangulation) . At stage beginning researcher do browsing in a way general to situation social / object under study , everything that is seen and heard recorded all . With thereby researcher will obtain very large and very varied data .

b. *Data Condensation* (Data Condensation)

Data obtained from field the amount Enough many , for That so need noted in a way thorough and detailed . Like has stated , the longer the researcher to field , then the amount of data will be the more many , complex and complicated . For That need quick done data analysis via Data concentration with the process of selecting , focusing , simplifying , creating abstraction of results data from notes field , *interview* , transcript , various documents and notes field .

c. *Data Display* (Data Presentation)

Display data p presentation of data in matter This is what Miles and Huberman in (Sugiyono 2019) stated most often used For present data in study qualitative is with nature text narrative . Furthermore recommended , in perform data display, in addition with Narrative texts can also be used in the form of graphs , matrices , (*networks*) . work and *charts*.

d. *Conclusion Drawing/Verification* (Withdrawal conclusion and verification)

Step to four in qualitative data analysis according to Miles and Huberman is withdrawal conclusion and verification . With thereby conclusion in study qualitative Possible can answer formulation formulated problem since early, but maybe not , because like has stated that problems and formulation problem in study qualitative Still nature while and will develop after study are in the field .

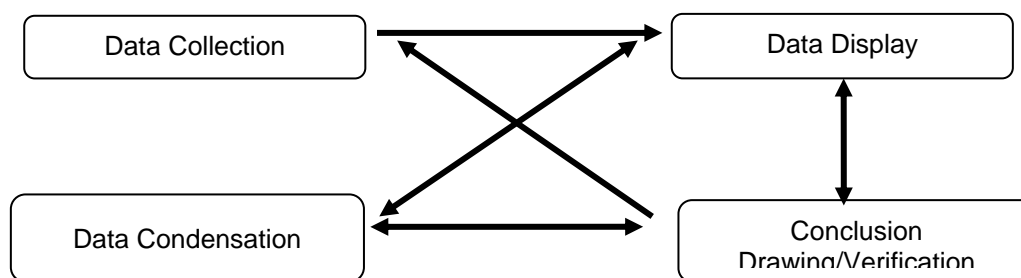


Figure 2. Components in Miles and Huberman's Interactive Model Data Analysis (Interactive Model)

Testing Data Validity

Data validity is carried out For prove is research conducted truly is study scientific at a time For test the data obtained . According to (Sugiyono 2019, p.364) , test the validity of the data in study qualitative includes tests of (*credibility*) internal validity , (*transferability*) validity external , (*dependability*) reliability , and (*confirmability*) objectivity . Based on the

data validity test in qualitative , researcher using the internal validity (*credibility*) test . The techniques used by researchers are : For testing (*credibility*) internal validity using Triangulation Techniques and Reference Materials .

Triangulation

According to William Wiersma in (Sugiyono 2019) said , Triangulation in the Credibility Test can interpreted as something activity checking data from various source with various time . With thereby there is triangulation source , triangulation technique data collection , and time (Sugiyono , 2019, p.368).

Triangulation Source

For test data credibility is carried out with method Check the data you have obtained through a number of source . Data obtained analyzed by researchers so that produce something conclusion furthermore requested agreement (*member check*) with three data source . In research this , researcher do interview to 100 informants (20 transport fleet owners / entrepreneurs logistics , 80 Drivers transport logistics , 2 Main Market Managers) as data source .

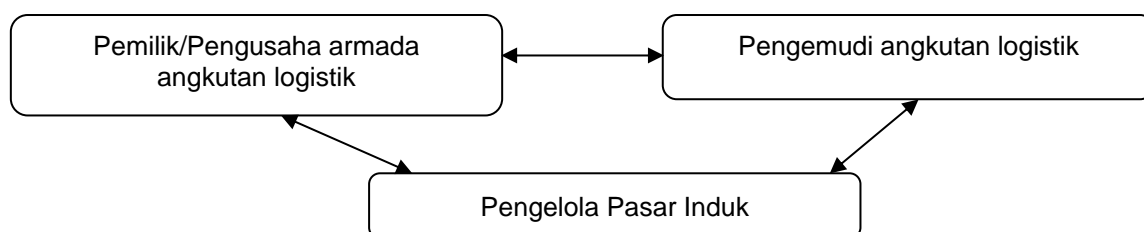


Figure 3. Triangulation Source
Source : Author

Engineering Triangulation

For test data credibility is carried out with method check data to the same source with different techniques . For example For you can check the data through interviews , observations , documentation . In research this , researcher will do interview to 100 different informants who could give information about moderate problems researched . Researcher will do activity observation direct to activity distribution Groceries in the field , main market and points possible samples other . Acquisition of data with method interviews and observations can more credible / or can trusted If supported with method related documentation with study . If If in use third technique the get different data , then Researcher will do discussion more carry on to the data source in question For ensure which data is considered Correct .

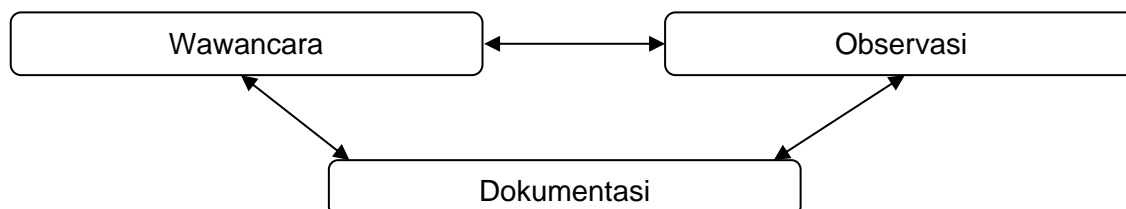


Figure 4 . Engineering Triangulation
Source : Author

Time Triangulation

Time is also frequent influence data credibility . Collected data with technique interview in the morning day at a time source person still fresh, not yet Lots problem will provide more valid data so more credible . For That in frame testing the credibility of the data can be done with method do checking with interview , observation , or other techniques in time or different situations .

RESULTS AND DISCUSSION

Results of Driver Survey on PD. Pasar Jaya Kramat Jati and Cikampek Modern Main Market , we have carried out this ODOL policy study conduct a survey on PD. Pasar Jaya Kramat Jati and Cikampek Modern Main Market , DKI Jakarta Province , in May 2022 with see condition pattern distribution Existing commodities by location and type Vehicle used and Commodity Type origin and destination .

Table 6. Interview Respondent Driver

No	Question	Analysis Answer
1	In a week how many times to transport goods	Of the 100 respondents, the average driver is transport goods in a week 3 times
2	Lots of it commodities transported in very road	Of the 100 respondents the average driver transported commodities _ in every very road as much as 4 tons
3	Items that exceed Power transport	Of the 100 respondents the average driver always transport goods that exceed Power transport
4.	Kilometers traveled every transportation	Of the 100 respondents the average distance travel bring commodity as far as 287 KM
5.	Cost operational in bring commodity	Of the 100 respondents the average driver bring in operating money in bring commodity as much as 2 million rupiah
6.	Big costs rent vehicle Per-Trip transportation	Of the 100 respondents the average driver pay rent vehicles per trip as much as 850 thousand , in matter This there are also drivers who don't emit cost rent Because car is owned by personal
7.	Not quite enough answer if There is happen damage or lost commodity	Of the 100 respondents the average for not quite enough answer if happen damage and loss commodity become not quite enough answer from owner vehicle
8.	Not quite enough answer if happen fine consequence excess Power transport	Of the 100 respondents the average for not quite enough answer if fine consequence excess Power transport become not quite enough answer from owner vehicle
9.	Understanding in procedures unloading and loading goods	Of the 100 respondents the average driver Already understand in procedures _ unloading and loading goods
10.	When Covid-19 pandemic influence to income	Of the 100 respondents the average effect from The Covid-19 pandemic has had a big impact to income .
11.	Opinion driver to will stated ODOL policy in 2023	Of the 100 respondents the average driver object For application ODOL policy

From table 4 of interviews and surveys with Respondent can concluded that of 100 respondents driver object For application ODOL policy in 2023 hopes For No enforced or postponed , following table percentage from survey results.

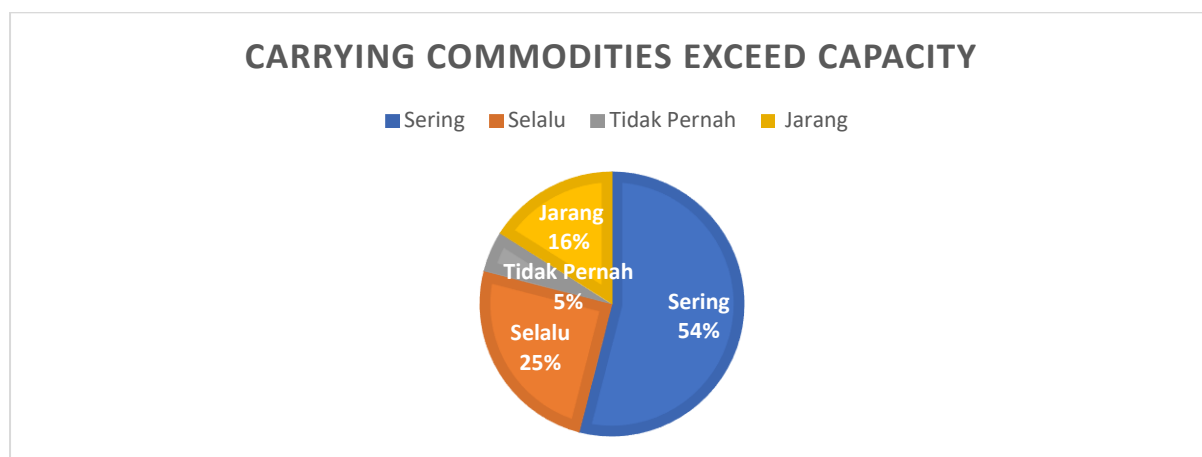


Figure 5. Carrying Commodity Exceed Capacity

From the picture above that 54% drivers often carry Commodity Exceed Capacity , Always 25%, Rarely 16%, Never 5 %. Is known that Why driver often bring commodity exceed capacity because want to cover cost operational high travel.

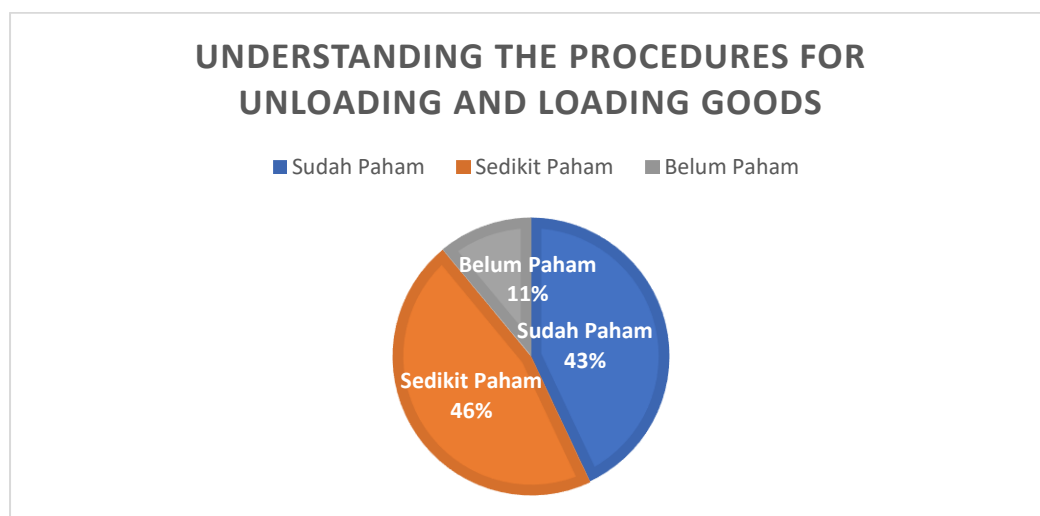


Figure 6 . Understanding Driver Regarding Procedures for Unloading and Loading Goods

From the chart in on that the driver about understanding of procedures unloading and loading average item respondents driver 43% already understand, 46% understand a little , don't understand 11%.

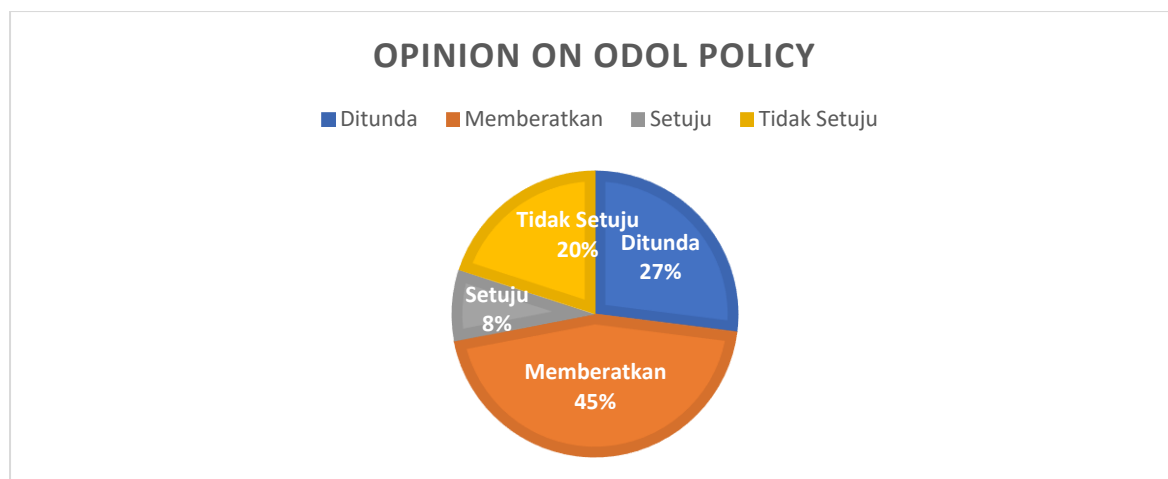


Figure 7 . Policy To ODOL Policy

Viewed from the chart above that percentage from respondents driver burdensome will implemented it ODOL policy 2023 with percentage 45%, Postponed 27%, Disagree 20 %, Agree 8%.

Survey Results on PD Fleet Owner . Pasar Jaya Kramat Jati and Cikampek Modern Main Market

In this ODOL policy study, we have conducted a survey at the Cikampek Modern Main Market, West Java Province, in May 2022 by looking at the condition of existing commodity distribution patterns at the location and type of vehicle used as well as the type of commodity origin and destination.

Table 7. Interview Source person Fleet Owner

No	Question	Analysis Answer
1	Transportation goods in a week	Of the 100 respondents, the average transportation goods in a week 5 times
2.	Commodities transported in very road	Of the 100 respondents, the average commodity transported in very 4 ton road
3.	Bring commodity exceed capacity	Of the 100 respondents, the average fleet owner is rare bring commodity exceed capacity
4	Mileage bring commodity	Of the 100 respondents the average distance travel bring commodity namely 240 KM
5.	Cost operational bring commodity	Of the 100 respondents on average they bring cost operational as much as 1,530.00
6	Cost rent vehicle transport goods per trip	In terms of This No There is cost incurred _ because vehicle owned by personal .
7	Cost rent vehicle transport goods per month	In terms of This No There is cost incurred _ because vehicle owned by personal
8.	Lifetime vehicle exceed 7 years	Of the 100 respondents the average vehicle has exceeds service life for 7 years
9	Understanding in procedures unloading and loading goods	Of the 100 respondents, the average is understand in procedures _ unloading and loading goods
10.	Vehicles that have been modified	Of the 100 respondents on average there are many owner vehicle has do modification .

11	When Covid-19 pandemic influence to income	Of the 100 respondents the average effect from The Covid-19 pandemic has had a big impact to income .
12	Opinion fleet owner against will stated ODOL policy in 2023	Of the 100 respondents, the average fleet owner objected For application ODOL policy

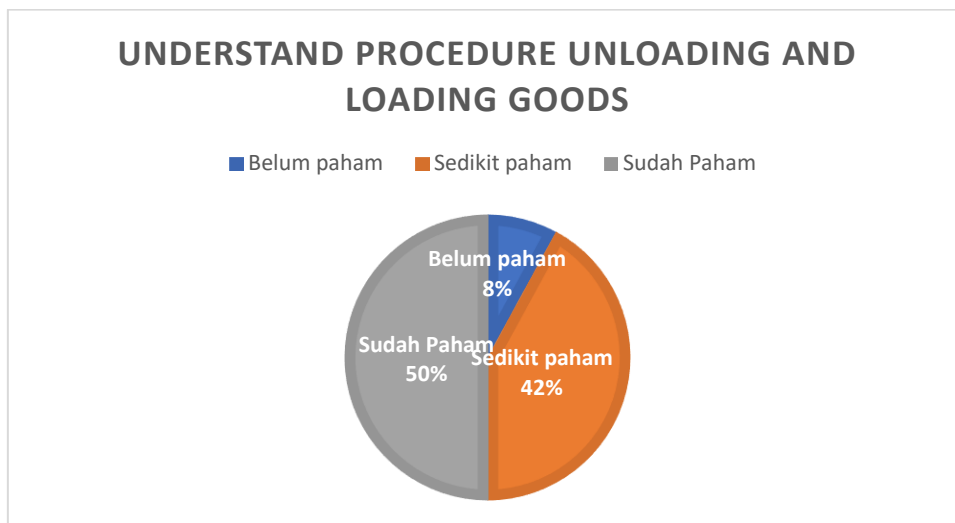


Figure 8 . Understanding Fleet Owners Regarding Procedures for Unloading and Loading Goods

It can be seen from the chart above that the percentage of fleet owners regarding the procedures for loading and unloading goods already understand 50%, understand a little 42%, don't understand 8%.

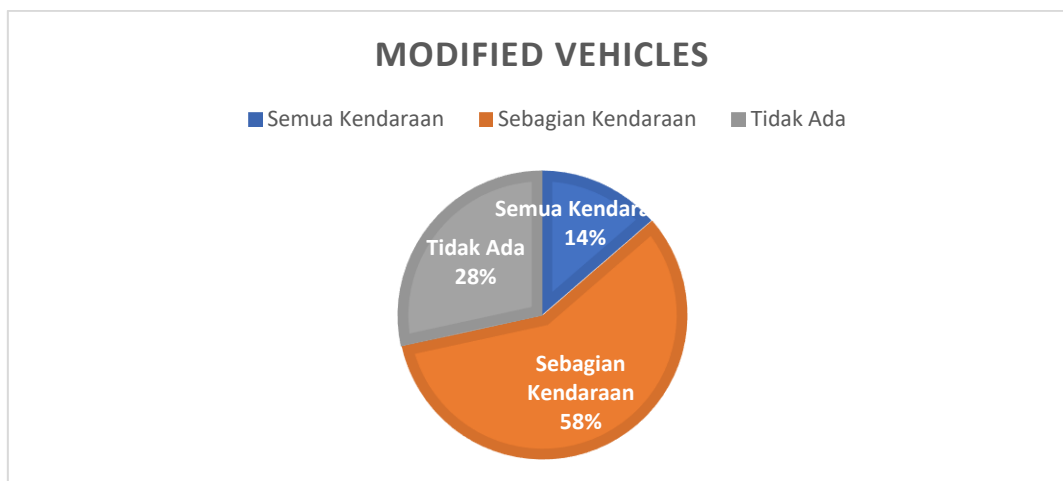


Figure 9 . Vehicle which has been modified Fleet Owner

From the chart above, it can be seen that fleet owners have some of their vehicles modified 58%, all vehicles 14%, none 28%.

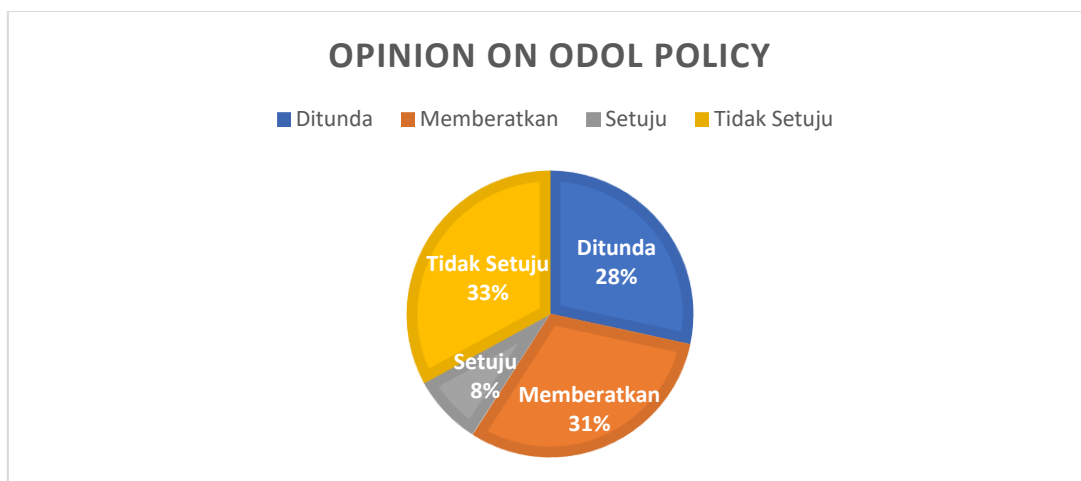


Figure 10 . Opinion Fleet Owners Against Odol Policy

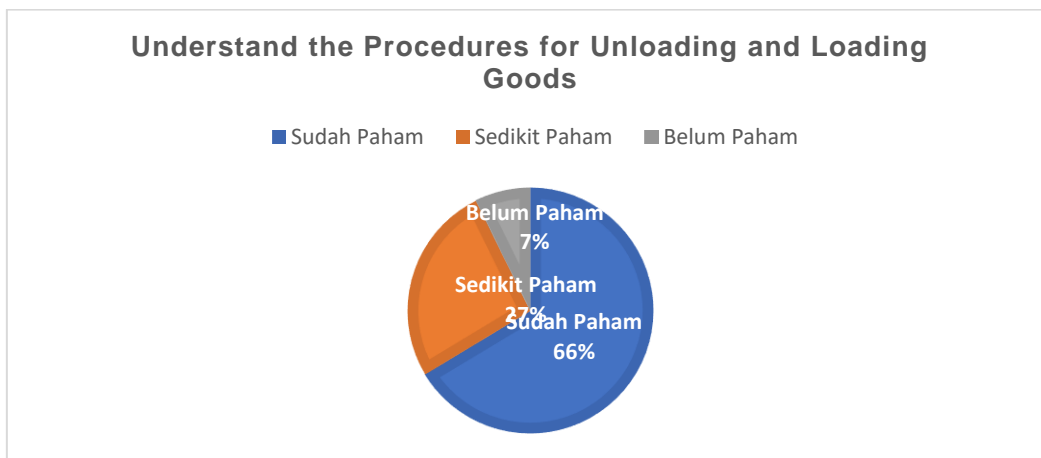
From the chart above, it can be seen that the percentage of fleet owners regarding the policy that ODOL will be implemented Disagree 33%, Burden 31%, Postpone 28%, Agree 8%.

Survey Results on PD Goods Owner . Pasar Jaya Kramat Jati and Cikampek Modern Main Market

Table 8. Interview Source person Owner

No	Question	Analysis Answer
1	Transporting Goods in a Week	Of the 100 respondents the average owner goods transport commodity 4 times
2.	Commodities transported in very road	Of the 100 respondents the average owner goods transport as much as 4 tons
3.	How much often bring commodity exceed capacity	Of the 100 respondents the average owner goods seldom bring exceed capacity .
4.	Mileage bring commodity	Of the 100 respondents the average distance travel bring commodity 240 KM
5.	Cost operational in bring commodity	Of 100 respondents the average cost operations issued For bring commodity as much as 850 thousand
6.	Cost rent vehicle transportation per trip	Of the 100 respondents the average owner goods For rent vehicles per trip are 1,325,000 million , there are also owners stuff that doesn't emit cost rent Because car is owned by personal
7.	Cost rent vehicle transportation per month	Of the 100 respondents the average owner goods pay rent vehicle 5,000,000 per month , there is also an owner stuff that doesn't emit cost rent Because car is owned by personal
8.	Lifetime vehicle	Of the 100 respondents the average owner goods vehicle has exceeds service life for 7 years
9.	Understanding about procedures unload and load goods	Of the 100 respondents the average owner goods whole Already understand about procedures unloading and loading goods .
10.	Vehicles that have been modified	Of the 100 respondents the average owner goods has do modification vehicle .
11.	When Covid-19 pandemic influence to income	Of the 100 respondents the average owner goods consequence from The Covid-19 pandemic has had a big impact to income .

-
- | | |
|---|--|
| 12. Opinion owner goods to will applied ODOL policy in 2023 | Of the 100 respondents on average , many objected For implemented it ODOL policy . |
|---|--|
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Picture 1 1 . Understanding Goods Owner Regarding Procedures for Unloading and Loading Goods

From the chart above, the percentage of goods owners who understand the procedures for loading and unloading goods already understand 65%, understand a little 27%, don't understand 7%.

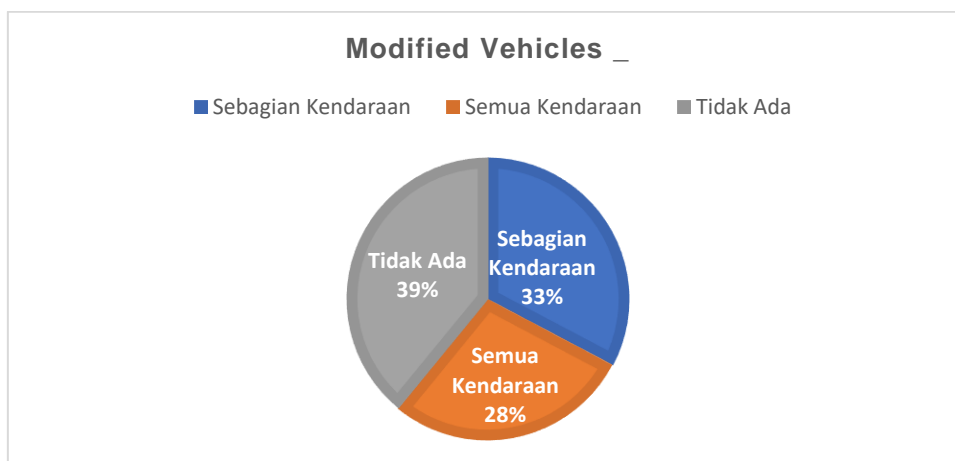


Figure 12 . Modified Vehicles Owner

From the chart above, the percentage of goods owners regarding vehicle modifications is All Vehicles 28%, Some Vehicles, 33%, None 39%.

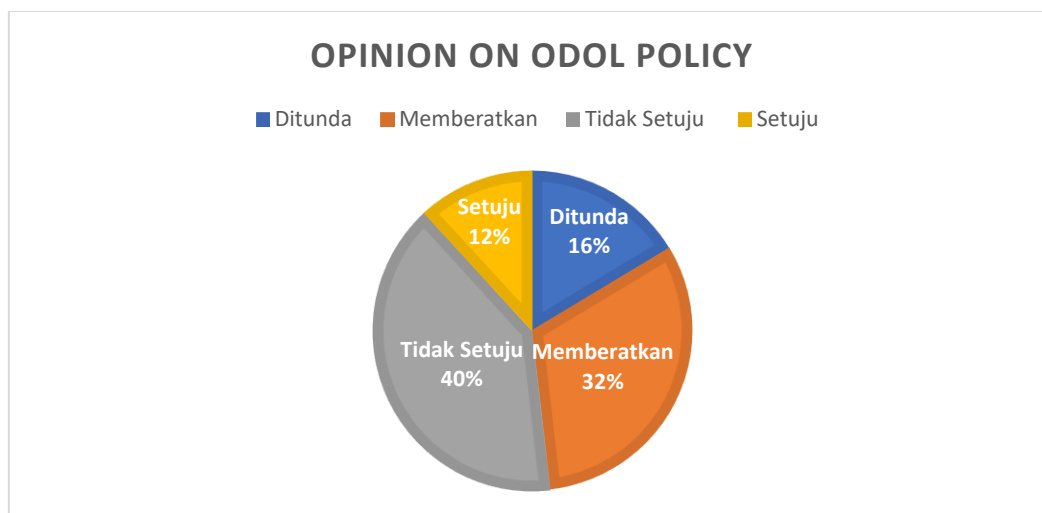


Figure 13. Opinion Property Owner About ODOL Policy

It can be seen from the chart above that the percentage of property owners regarding the implementation of the ODOL policy in 2023 is burdensome 32%, Disagree 40%, Postponed 16%, Agree 12%.

Secondary Data Study

We do secondary data collection from various source related with :

- a. Distribution Pattern Commodity Freight Transport in DKI Jakarta Province,
From the results secondary data studies are known Commodity Goods incl groceries Lots originate from West Java, East Java and Outside Java
- b. Distribution Pattern Commodity Goods Transportation in West Java Province
From the results secondary data studies are known Commodity Goods incl groceries Lots originate from the DKI Jakarta, Central Java and East Java regions
- c. Amount Vehicle Freight Transport in DKI Jakarta Province,
For Amount Vehicle Goods transportation begins from Truck size small , medium and large ones in DKI Jakarta Province there are 714,278 vehicles .
- d. Number of vehicles Freight Transport in West Java Province,
For Amount Vehicle Goods transportation begins from Truck size small , medium and large ones in West Java Province totaling 434,706 vehicles .

CONCLUSION

In accordance with the research objectives as discussed at the beginning of the previous chapter, it is related to the magnitude of the impact on the distribution of nine basic necessities (sembako) commodities at the Kramatjati Main Market, Jakarta and the Cikampek Modern Main Market as well as the implementation of the ODOL-free policy in 2023. The conclusion of this research is as follows: The implementation of the ODOL Free policy in 2023 could have a direct and significant impact on the distribution of basic necessities, as was the situation that occurred during the ODOL demonstration in several regions/cities on the islands of Java and Denpasar-Bali, for several days in February 2022. The ODOL demo starts on February 17 2022, then continues until happen simultaneously in several city on February 22-23 2022. Not long ago from the start of the ODOL demo, on February 24 2022 shows happen movement price commodity Basic necessities that are triggered by market laws , namely exists scarcity goods trigger happen enhancement price goods .

The same thing Can happens , when done Later ODOL policy , namely exists scarcity goods that impact the economy form enhancement price , but also possible impact widespread

when happen strike distribution transportation so that will paralyze economy with absence goods , esp Groceries that can impact to social and more big Again . Based on survey data from drivers, vehicle owners and property owners, it can be concluded: The impact on drivers' income if the ODOL policy is implemented in 2023 will have a 45% burdensome effect, 27% requesting it be postponed, 20% disagree, 8% agree. The impact on delivery costs for goods owners if the ODOL policy is implemented in 2023 is stated as burdensome 32%, Disagree 40%, Postponed 16%, Agree 12%. The impact for vehicle owners if the ODOL policy is implemented in 2023 is related to the number of vehicles they own that have been modified to be able to carry a lot of goods. So that Disagree 33 % , Concern 31%, Postpone 28%, Agree 8 % . On implementation ODOL policy.

Regarding the readiness of transport entrepreneurs/fleet owners to comply with the ODOL Free policy in 2023. Based on data from the survey results of property owners and vehicle owners, it can be concluded: The readiness of property owners if the ODOL policy will be implemented in 2023 will result in expressing objection to the limited delivery of goods. Generally they choose vehicle available transportation load Lots goods / Modifications (Modification Vehicles 28%, Partial Vehicles , 33%,) so Cost Delivery can more cheap. Readiness for Vehicle Owners if the ODOL Policy will be implemented in 2023 is related to revitalization/rejuvenation costs and normalization costs for vehicles that have been modified so that 33% of ODOL Disagree, Burdensome 31%, Postponed 28%, Agree 8%. From the Field Survey data that has been carried out and recent phenomena related to the widespread demonstrations of Drivers and Vehicle Owners in various regions, the results of this research recommend: It would be better for the 2023 ODOL Policy not to be forced to be implemented temporarily, because the ODOL Policy was established before there was a *Force incident*. *Majeure* Corona-Virus-19, which has an impact on the business world economy which has a domino effect, especially on National Transportation and Logistics Services; There is a need for subsidies or easy credit for vehicle owners to rejuvenate and revitalize/normalize vehicles that have been modified or vehicles that are more than 10 years old.

Where the majority of goods transport vehicle owners are generally > 50% owned by individuals; From the load pattern carried by goods transport vehicles, generally the carrying capacity exceeds 50% of the vehicles violate JBI. . So it is better to treat JBB nationally with the same effect in accordance with the configuration designed by the ATPM and SRUT which has been issued by the authorized agency; It would be better to set JBI & JBB nationally for vehicles according to the same configuration so that each province sets the same JBI & JBB, unlike currently where it differs from one province to another for vehicles with the same configuration due to the lack of synchronization of regulations between the Central Government (Ministry). Transportation) with the Regional Government (Transportation Service & Motor Vehicle Testing Section); The need for a complete policy for long-term handling so that the government has a strong commitment to eradicate extortion which is very disturbing in the economy, especially national transportation and logistics services; To solve problems comprehensively and sustainably by planning the development of national transportation and logistics so that all stakeholders can be in the same room to decide on strategic matters that support solving problems in the field.

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