

Actor Collaboration in Overcoming Road Damage in Karawang District

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Abstract

To improve one's position, development is a process of ongoing renewal. Many developing countries invest in development projects to reinvigorate their economies. Assuming that every citizen has the opportunity to participate, the government's proactive role and purposeful attempts to improve many parts of a country's political, economic, and sociocultural life may be successful. This study took a normative research approach, adhering to recognized norms for qualitative analysis. It is based on secondary data gathered from numerous sources, including primary, secondary, and tertiary sources of legal information. Through the use of sources, documentation, observation, and other methods of data collection. To address damage to road infrastructure in other regions of Karawang Regency, this study will look at the role of local governments in repairing these sections. However, because to financial constraints and inconvenient building sites, the Karawang Regency local government was unable to repair the damaged road infrastructure.

Keywords: Development projects, Government role, Damage to road infrastructure.

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1. Introduction

Progress is a continuing endeavor to better current situations. Development is frequently carried out in many aspects of life in underdeveloped countries as part of reform attempts. The government is taking an active role, and with strategic planning, this may be accomplished efficiently. Clearly, development administration is a systemic change process that impacts the entire social system, including politics, infrastructure, and the economy.

According to J.B. Kristadi, development administration is a type of state administration that can promote renewal and change while also implementing required changes to support planning. According to the regulations contained in Article 1 Number 4 of the Road Law Number 8 of 2004 ("Regulations"), except for railways, truck roads, and cable roads, all parts of roads, as well as any supporting buildings or equipment used for traffic purposes, whether on land, in the air, underground, or on water, are considered part of a road's land transportation infrastructure.

In this scenario, roadways involve numerous factors that influence the development of road legislation. The following are the considerations under Law Number 38 of 2004 respecting Roads.

- a) Roads play a crucial role in the development of national and state life, promoting unity and integrity, and advancing general welfare, as stated in the Preamble to the Republic of Indonesia's Constitution in 1945.
- b) Roads play a crucial role in the national transportation system, particularly in supporting economic growth.
- b) The purpose of roads is to strengthen national unity, create a spatial structure, and achieve national development goals. The government has the right and obligation to operate them. Efficient road management is possible.
- c) This is consistent with the purposes of the Government of the Unitary State of the Republic of Indonesia, as expressed in the Preamble to the 1945 Constitution, which, among other things, seeks to enhance general welfare. As stated in Article 34 Paragraphs (3) and (4), the state is required to provide adequate public amenities and must follow statutory requirements. Roads and

transportation infrastructure are critical in improving national life, much like the blood that circulates throughout civilization and country. The community can benefit from the highest degree of safety, comfort, and efficiency as a consequence of road construction projects that fulfill the community's transportation requirements.

d) Development is a continual and ongoing renewal of a specific situation that is deemed better.

This reform movement is also expanding into new countries. In most cases, this is accomplished by active government involvement and concerted effort. Development that encompasses all aspects of political, economic, and social cultural life will be successful only if it incorporates the participation of all citizens of a country.

Development is frequently associated with modernization and industrialization. As Goulet (1977) noted, all three involve the process of change. Development is a type of social change, modernization is a subset (special case) of development, and industrialization is a particular feature (facet) of development. This perspective leads to the conclusion that development is broader than modernization, and modernization is broader than industrialization.

The topic of development is a major concern that has had a profound and far-reaching impact on human life around the world, particularly among the people of the Third World, since the Second World War. However, different countries' perspectives on development concepts, theories, methods, and techniques differ, as do their experiences with development practices. Aside from that, industrialized countries view development (developmentalism) as a plan to position themselves to control the global economy after the colonial age ends.

Development frequently involves an initiator, a source of funding, and the participation of all parties, especially the government, the private sector, and society. However, in some development activities, the government continues to play a dominant role as a development agent, particularly in the drafting of development plans, which serve as the foundation for the development process that must take place.

According to Ndraha (1987: 110), the role of government in community development is very broad, ranging from operational services to ideological and spiritual matters. This role of government will have the authority and ability of a person to carry out the main tasks and functions of a leader, because the demands of the main tasks and functions themselves can solve problems in society and the government.

Tone defines infrastructure as the provision of physical facilities that develop for the purpose of the government's function of supplying energy, water supply, transportation, and even social and economic goals required by other public agencies.

The passage of light or large axle loads frequently causes damage to road infrastructure, such as private roads, village pathways, and public roadways. And the hardest times are usually during the rainy season, which is currently occurring. Road damage can result in pools or mounds of water, as well as landslides.

Prasetyo and Ade Yute (2017) identified several implications of road infrastructure destruction, including:

- a) vehicle accidents
- b) driver discomfort
- c) economic disruption
- d) social culture
- e) vehicle maintenance expenses
- f) disruption to body health

Roads play an important role in the nation's transportation system. The government's policies inevitably result in road damage. One of these events involved road damage in the Karawang Regency area. Additionally, the 7-kilometer Kalimalang Inspection Road in Ciampel District, Karawang Regency, suffered significant damage in several spots. Cracks, potholes, extensive damage, and muddy puddles are all warning indications of serious road deterioration. Road damage happened at least seven occasions, with varied degrees of severity and distances ranging from fifty to two hundred meters.

2. Research Method

This research falls under the genre of normative legal research, as defined by Soerjono Soekanto and Sri Mamudji as "legal research carried out by examining library materials or what is usually called secondary data". Qualitative analysis is used to describe data in a quality manner, using phrases that are orderly, cohesive, logical, and effective, with no overlap.

The study is descriptive in nature, employing inductive analysis. The descriptive analysis approach involves researching and analyzing current problems in the hopes of making discoveries that align with the research objectives (Ilhami et al., n.d. 2021). This makes it easier to interpret the data and analysis outcomes, hence it was selected for this study. This research data is derived from secondary sources such as books and articles that are related to the research question of how the local administration in Karawang Regency addresses the issue of damaged road infrastructure.

1) Primary Legal Materials

The primary legal materials are those that have binding force, such as statutory regulations. In this study, researchers employed the Republic of Indonesia's 1945 Constitution and Law Number 38 of 2004 on Roads.

2) Secondary Legal Materials

Materials that explain or describe the origins of primary and secondary legal materials, such as draft laws, journals, books, and research reports.

3) Tertiary Legal Materials

Legal materials that explain and demonstrate elementary and secondary legal materials, as well as tertiary legal materials, are gathered via legal dictionaries, language dictionaries, and data searches on the internet.

Data Collection Techniques

- a) Observation Techniques (Direct Observation) The author observed the role of the regional government in road infrastructure development on the Kalimalang Inspection Road, Ciampel District, and recorded the necessary data for the research.
- b) Interviews In this research, respondents and researchers conducted face-to-face interviews to gather information about the problematic issues at hand.
- c) Documentation In addition to interview data collecting, this research employs documentation procedures.

Data Analysis Techniques

Data analysis is required for research outcomes, which are obtained by comparing the reality that exists in society to the requirements that have been incorporated in various books.

3. Results and Discussion

The Karawang Regency is located in West Java Province, Indonesia. Central Karawang Regency is divided into four divisions: West Jambe Bay, East Jambe Bay, East Karawang, and West Karawang. Karawang Regency, with approximately 1,753.27 km² or 175,327 HA, accounts for 4.72% of West Java Province's total area (37,116.54 km²) and has a sea area of 4 miles x 84.23 km. According to Karawang Regent's Regulation Number 44 of 2016, the term "department" refers to the element of the regional government in charge of organizing public works and the planning room.

The Department plays a key role in regional governance when it comes to public works and spatial planning. The Head of the Service below him reports to the Regent through the Regional Secretary and is in charge of the service's head.

Improving the country's infrastructure is a critical step toward speeding development. Infrastructure is a critical component of economic progress. Prof. believes that infrastructure is critical. Sunyoto Usman believes that it is vital to facilitate the provision of services that support economic development initiatives and quality of life metrics. Road infrastructure is critical to economic

development, society, culture, the environment, politics, defense, and security (as stated in Roads Law Number 38 of 2004). The road network is the backbone of any community, country, or state, as it facilitates the movement of commodities and services. With well-maintained roadways, the delivery of goods and services can become more efficient and productive, which can boost economic development and raise people's living standards.

Road repairs in Karawang Regency are an important component of the regional government's plan to rehabilitate the area's damaged road infrastructure. So far, 87% of Karawang Regency's roads have been rebuilt, with the remaining 13% in need of repair. The government is implementing road infrastructure projects in Karawang Regency in stages. One of these portions is Jalan Pawarengan Tirtasari, which has not been restored in three years. The Karawang Regent, in partnership with associated agencies such as PUPR, Bapedda, and DLHK, intends to complete the 5.2-kilometer portion by the end of the year. The road measures 778 metres long and 6 metres wide.

The portion from Jalan Johar to Jalan Gempol Haji, which is 822 meters long and 6 meters wide, is scheduled for reconstruction. The next phase takes you to Sungaibuntu via the Rengasdengklok road, which is 378 meters long and 7.05 meters wide. The following length of road, Jalan Jati, is 1,414 meters long and 7 meters wide, and it leads to Kobak Biru. The following part, Jalan Anggadita towards Rumamble, is 1,599 metres long and 8 metres wide. This is an extra repair to the Blendung Bridge, which is 40 metres long and 7 metres broad. Finally, the Leuweung Seureuh portion, which is 2 kilometers long and 6 meters wide, will be completed by the end of 2022. Following that, on April 5, 2022, in the Ciampel District office, the Deputy Regent of Karawang Regency ordered repairs to this part. The Kalimalang Inspection Road in Ciampel District suffered damage as people expressed their dissatisfaction with its state. The Jakarta-Bandung toll road and high-speed rail project caused significant damage to the road as huge trucks arrived and exited the area. Cikampek 2 in Jakarta. According to information obtained from Karawang's Deputy Regent, PT. Waskita was ordered to pay for road damages caused by the passing of the National Strategy Project (PSN) truck.

Factors impeding regional government from addressing damage to road infrastructure in Karawang Regency

1. Budget.

Planning concerns are a key part of road budgeting. Among the duties required in this planning is determining the development priorities for each route. Current financial constraints, such as insufficient money and other infrastructure, make building roads to the needed standards difficult, if not impossible. This could be because the budgeted money have yet to be entirely spent, leaving room for all planned efforts. To guarantee that road building projects run smoothly and produce the best outcomes, local governments must ensure that allotted monies are properly accessed and delivered on time. This portion is based on a conversation with Mr. Dedi Achdiat, the Head of the Karawang PUPR Service. "The hurdles are budget-related; every year, the regional administration attempts to overcome them, as there is a budget from the center in addition to the regional budget. For concrete roads, you can use APBD, but the amount is tiny.

2. Construction Location

Development programs such as hardening and filling soil will be easier to implement if the weather on the construction site is dry and there is no rain, which is a supportive factor. If a recently paved or concrete road is not exposed to precipitation, it will harden rapidly. If inclement weather, such as rain, causes delays in road construction, new roads may take longer to pave. Aside from inclement weather, non-ideal construction locations might impede the development of road infrastructure. For example, the location could be located in an area with unstable or rocky soil. As a result, road development may become more challenging and costly.

The supporting factors in road infrastructure development are as follows:

1. Community Participation.

Community involvement is essential for creating road infrastructure. Local citizens can provide feedback on planned road construction during community development planning meetings. Local

governments can then take these proposals into account when planning regional road construction projects. Road construction will better meet the demands of local communities, resulting in increased economic development and greater community benefits. Local governments can benefit from community involvement in a variety of ways, including offering assistance and participation during road construction and establishing development goals in the area.

2. Information and Communication Network

When local governments and other internal and external partners have trustworthy information and communication networks, they will be able to collaborate and consolidate their efforts more effectively, accelerating growth. Aside from that, in some regions, such as Ciampel District in Karawang Regency, a strong information and communication network can help boost public satisfaction with road building. To improve road building in the region, the public must be kept informed and given accurate information about the construction process. This will facilitate their understanding and participation in the development process.

3. Human Resources.

In this sense, "human resources" refers to the knowledge, skills, and talents of anybody involved in policy development or implementation.

4. Conclusion

To repair roads in Ciampel District and the entire Karawang Regency that were damaged by the Jakarta Fast Train project, which was a government initiative, the author analyzed the situation and concluded that the local government and the road contractor, PT Waskita, should collaborate. Apart from that, the regional government is responsible for restoring damaged road infrastructure throughout Karawang Regency. However, because to financial constraints and inconvenient building sites, the Karawang Regency local government was unable to repair the damaged road infrastructure. The neighborhood members' compliance in using the road, on the other hand, is a positive element.

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