

ABSTRACT

Key words: Implementation
Public policy
Reformation urban transportation
Interaction, process and respons

The objective of this research is to study implementation of public policy on local government Malang about newly transportation implementation, the focus on three subject matters: Implementation of policy process; Interaction between policy actors and whose get the advantages from that interactions; and target groups responsiveness caused by the policy. Qualitative approach is used to get basic meaningful participants behaviours because there are many groups to be involved and they can access to the implementation.

The participants are the leaders of groups or representative of those chosen in incidental way, and they can describe the meaningful of the phenomena. The implementation of the policy involves: The leaders of BPTD/implementing bureaucrats, parliament leaders, Organda leader, SPSI leader, The coordinators groups of Bemo and Mikrolet trajectory. Participants or informants growing in following "snow ball" principle.

The technical analysis of the implementation is conducted by step by step interrelation. Analysis domain is used to achieve knowledge on surface and general it will explain the implementation process. While, taxonomy, componencial, and theme analysis are used to explain every groups interactions, and which groups get advantages. In addition they also will explain the responsiveness of the target groups caused by transportation reformation policy.

The research that is explained with descriptive Qualitative has proven that the reformation of bemo become mikrolet was implemented unsuccessfully. The thesis is: The Implementation process of urban transportation reforma-

tion is implemented relatively closed; reformation policy in installment car ownership and trajectory distribution depend on the interactions among the policy actors, and they who receive the advantages are implementing bureaucrats, the rich capital owner, first and second investors; the implementation of the reformation policy has caused market/economy structure urban transportation system change; the reformation policy has raised conflict to the target groups because they want to maintain or to achieve resources of their trajectory and cars ownership allocation. The theoretical implication of this finding is to underline that parliament is weak in terms of its bargaining power position; the interest groups (Organda and SPSI) do not have power to empowering his member, meanwhile implementation are dominated by the executive. Researcher suggest the need for strong control from the parliament and the changing of the job rotation for implementing bureaucrats (especially the leader) is urgent to minimize collusions, theoretically comparative research need to be conducted for reformation transportation policy.

BISMILLAHIR ROHMAANIR ROHIIM

Bacalah dengan nama Tuhanmu
Yang menciptakan,

Menciptakan manusia
dari segumpal darah.

B a c a l a h !
Tuhanmulah Yang Maha Pemurah!

Yang mengajar dengan kalam,

Mengajar manusia
Apa yang tiada ia tahu.

(AL-'ALAQ : 1-5)

Teriring persembahan dan doa bagi:
almarhum ayahanda Herman Soekotjo
ibunda Moesijah
isteriku Fitri Triowati dan putriku Hanum Salsabilla

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