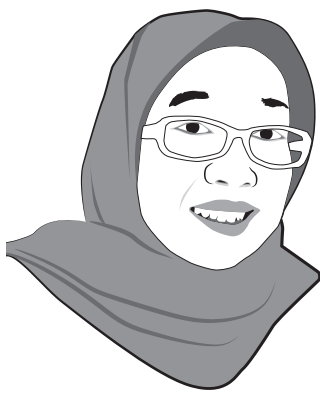
Significance of a political education for the mentally disabled



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The 2024 General Election on February 14 still leaves interesting stories to recount. One of those stories would be the engagement of people with mental disabilities in voting. The General Election Commission (KPU) of Indonesia has allowed people with mental disabilities (ODGJ) to vote, which has posed a challenge for election organizers in various regions. The Permanent Voter List (DPT) includes 264,594 people with mental disabilities, out of 1.1 million disabled people eligible to vote in the 2024 election.

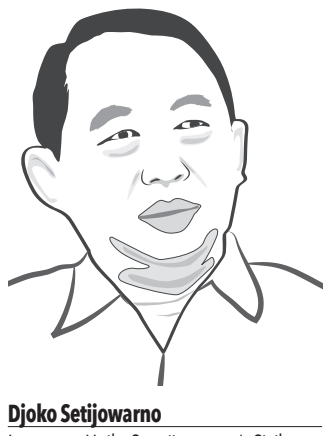
There are several important considerations when executing a vote for a disabled group of people. As a democratic practice, voting should not only be a part of partisan groups but is also expected to accommodate the aspirations of people with mental disabilities. The democratic system should embrace and include the interests of the entire society (inclusive).

People with mental disabilities (ODGJ) are a community with several complexities, both in their ability to perceive sensory perceptions and their inability to understand reality, resulting in distortion between the imaginary world and the real world, including an increase in anxiety levels due to traumatic events and other factors. ODGJ disorders can be attributed to a neurotransmitter system in the brain, passed down through generations (genetic). Drug users may also exhibit disorders. As a result, people with mental disorders typically undergo collaborative therapy that includes both psychological and medical therapies via drugs (psychopharmacology). To minimize the effects of drug usage, they are frequently instructed to physically stay active through gymnastics or sports, art guidance, mental and psychological guidance, and labor-intensive tasks during the rehabilitation process.

The complexities experienced by people with mental disabilities (including types of disorders and their respective designations) and their specific treatments allow them to be provided with a political education. Such an education for mentally disabled individuals can include the introduction of voting, including its practice, before the elections.

Implementing political education for mentally disabled people can be challenging. For instance, a sudden relapse in certain individuals with mental disabilities may take place when they try to simplify a concept. Individuals with mental disabilities undergoing specific treatment cannot handle complex thinking. Therefore, election and political education organizers need to set criteria and establish their needs, as individuals with mental disabilities (especially schizophrenia) are vulnerable to specific situations.

The increasing number of pioneering cargo transport subsidy services



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The pioneering freight transport subsidy program can be used as an instrument to reduce oversized and overloaded cargo transportation. Its main purpose is to narrow the price gaps between goods in Java and the outer islands. Thus, the "Public Service Obligation" (PSO) for cargo transportation can become an effective program.

Presidential Regulation 27/2021 regulates the implementation of PSO for cargo transportation to-and-from frontier, outermost, least developed and border regions, an operation which must comply with the principles of (a) cargo transportation based on tariffs and road route networks, as well as crossing networks using an application-based information system in the network that works as an information source for operations of goods delivery loads, (b) providing treatment and service to all users, in accordance with service standards as determined by the minister, (c) maintaining the safety and security of goods transportation, (d) meeting the facilities and infrastructure required by the Minister and (e) considering the efficiency and flow of cargo transportation.

Transportation Ministerial Regulation 10/2020 stipulates the guidelines for implementing PSO for goods transport on roads to and from frontier, outermost, least developed and border regions. The PSO implementation for cargo transportation is served by pioneering cargo transportation, through several considerations. The first is socio-economic aspects related to inter-regional accessibility, developed in Indonesia. The second aspect is underdeveloped regions without cargo transportation services. The third is to encourage economic growth. Fourth is to act as a stabilizer in certain areas with transportation rates that are lower than applicable rates. The fifth is to serve the movement of goods to and from pioneering sea transportation, ferry transportation, air transportation and/or logistics distribution centers.

Article 50 of Government Regulation 30/2022 pertains to the implementation of road traffic and transportation states where subsidies are provided for cargo transportation that (a) connects frontier, outermost, least developed and border regions, and/or other areas that should be served, because of socio-economic aspects, (b) is for underdeveloped regions that have no cargo transport services, (c) encourages economic growth, (d) acts as stabilizers in certain areas, with transport rates that are lower than applicable rates, (e) serves the movement of goods and pioneering sea transportation, (f) serves transmigration areas and urban areas, (g) revives natural disaster areas, and/or provides affordable cargo transportation services for people with low purchasing power.

Furthermore, article 51 states that the amount of transportation subsidy given to a particular route is based on (a) the difference between the operating costs incurred and the operational income obtained by the public transportation company or (b) the operating costs of people or cargo transportation incurred by the public transportation company, if the income is collected by another party, appointed by the subsidy provider.

The types of goods in pioneering cargo transportation that can be transported are basic necessities and essential goods, in accordance with the provisions of statutory regulations, as well as other goods, according to the needs of communities in frontier, outermost, least developed, and border regions. Other types of goods are determined by the minister who handles government affairs in the trade sector, by considering input from ministers and regional governments.

The criteria for pioneering cargo transport services are that affordable accessibility is not yet available, the nature of the service must never stop, operations must be adjusted to demand for goods delivery, and goods transport is not sufficiently available.

In 2024, six provinces will receive cargo transportation subsidies. Last year, five provinces (Aceh, Riau Islands, North Kalimantan, Papua and South Papua) received them, and in 2024, North Maluku will join the list. The length of the road network traversed by pioneering cargo transport for ten routes is 1,151.6 km.

The road network includes the route connecting Nunukan Port with the capital city of Nunukan Regency in North Kalimantan Province (7 km). In the Riau Islands, there is the Lampa Strait Port > the capital city of Natuna Regency route (56 km). In South Papua, there are two routes: the Pomako Port > the capital city of Mimika Regency (80 km), and Merauke Port > the capital city of Bovendigul Regency (429 km). Papua Province includes the Depapre Port > the capital city of Jayapura Regency route (28.5 km). Aceh Province has two routes: Malahayati Port > Blang Pidie District in Southwest Aceh District (407 km) and Malahayati Port > Blang Bintang District in Aceh Besar District (48 km). Lastly, in North Maluku Province, there are three pioneer cargo transport routes: Matui Port > Guaemaadus (61.8 km), Matui Port > Acango Village route (15 km) and Matui Port > Akelamo Village (19.3 km); three routes are all in West Halmahera Regency.

In 2020, three routes had 33 vehicle units and a subsidy amounting to IDR 6,300,549,377. In 2021, four routes were served by 33 units and a subsidy of IDR 7,969,246,081 was disbursed. In 2022, there were six routes with 43 units and a subsidy of IDR 15 billion. The number stayed the same for 2023. However, in 2024, there will be an increase to ten routes in six provinces.

Based on the Service Memorandum of the Director of Road Transport 209/AJ/IX/2023, the budget allocation for pioneering cargo transport subsidies for 2024 (excluding North Maluku Province) is IDR 22.2 billion (for seven routes). State-owned bus operator Damri is assigned to carry out pioneering cargo transportation.

A range of obstacles hinders the expansion of pioneering cargo transportation. For instance, many roads and bridges are damaged, especially the district roads. Based on Public Works and Housing Ministerial Decree 1688/KPTS/M/2022 about determining road sections according to their status as national roads, the total length of roads in Indonesia stretches up to 529,132.19 km. The road length based on authority consists of national roads (47,603.39 km or 8.90%), provincial roads (47,874.4 km or 9.06%) and city/regency roads (433,654.4 km or 82.05%).

According to Integrated Road Management System (IRMS) semester 2 (2022) data and Regional Infrastructure Facilitation Center data (2020), the road conditions in Indonesia based on authority affirm stability for national roads (92.18%), provincial roads (73.79%) and city/regency roads (62%). Therefore, it is necessary to increase the budget for the Regional Road Presidential Instruction Program, so that the stability of city/regency roads can increase. Good road conditions can facilitate the distribution of vehicles carrying passengers and goods.

The implementation of pioneering cargo transportation offers several benefits, including the availability of freight transportation services in the 3T regions (frontier, outermost and least developed), increasing the accessibility of cargo distribution between islands, a single price of basic and essential commodities and the connection between the sea highway and the air bridge.

Hopefully, the prices of goods will be low not only in areas around the port but also in inland areas.

Subsidized pioneering cargo transport routes can be gradually broadened, as long as ports are available for sea toll vessels to dock at. Prices of goods should not only be cheap around the port area but also in inland areas far from the port. When sea highways are not available, cargo transportation subsidies can be provided after a study of which ports have the potential to transport overdimensional and overweight cargo trucks.