Pseudoname: Agung, Code: Interview S020, Category: Community/NGO, Sex: Male, Level: Local, Job: Local Vehicle Rental Driver

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| Rama:  Pertama, perkenalkan saya Rama, pernah ke Bali di tahun 2001, 2014, 2015.  S020:  Lumayan tahu Bali  Rama:  Baru sekarang Kembali lagi melihat kondisi transportasinya. Informasinya di Bali kan banyak kendaraan rental untuk wisatawan, jadi mungkin Anda bisa mewakili rekan-rekannya juga pendapatnya.  Pertama, tolong diceritakan pengalaman Anda di bidang bisnis kendaraan sewa.  S020:  Kami bergerak di bidang transportasi untuk wisatawan volunteer, tapi tidak pernah untuk local. Jadi lebih (banyak) tamu (internasional). Selama ini saya menjalani bisnis transportasi ini karena marketnya tamu, jadi otomatis saya lebih untung (profit). Lalu bisa belajar juga dari tamu, tidak hanya dari satu negara, ada Inggris, Perancis, Belanda, banyak lah. Saya tahu bagaimana tamu dari berbagai macam negara. Selain mendapat dari segi materialnya (uang), kita juga bisa tahu adat istiadat negara lain.  Karena saya kerja lebih suka interogasi/bertanya kepada tamu, jadi tidak suka diam. Sering mengajak komunikasi. Kadang tamunya duduk, saya ga suka kalau di mobil diam-diaman dengan tamu. Jadi saya belajar Bahasa Inggris, Bahasa mereka misalnya dari Perancis ya saya belajar sedikit Bahasa Perancis, semacam itu.  Rama:  Berapa lama Anda sudah kerja di bidang ini?  S020:  (saya sudah) kerja hampir 5 tahun di transportasi volunteer. Dipotong pandemic 2 tahun. Tahun 2017 saya mulai (kerja di bidang) transportasi, mengantar tamu.  Rama:  Transportasi volunteer ini berarti ada pengelolanya?  S020:  Ada. Kami di sini punya program volunteer, jadi ada relawan yang datang untuk mengajar, ada juga program konservasi hutan. Jadi tamunya datang ke program kami, Senin sampai Kamis mereka beraktifitas di program masing-masing, teaching, konservasi. Setelah itu Jumat, Sabtu, Minggu mereka free, bisa jalan-jalan dan menggunakan transportasi yang ada.  Hari Kamis pun kalau mereka mau main bisa. Jadi fokusnya saya ke volunteer. Kadang-kadang ambil job di luar transportasi volunteer. Ada teman saya punya tamu yang ingin didrop ke Denpasar, ke airport, tapi jarang juga.  Rama:  Lokasi program ini dimana?  S020:  Di […].  Nama programnya […], Yayasan […]. Yayasan itu milik mertua saya, dan saya ikut kerja di situ.  Rama:  Apa Anda asli […]?  S020:  Ya, orang local pengelolanya. Kita punya Yayasan […], lalu di Indonesia pusatnya di […], Bali.  Rama:  Baik. Anda juga local asli […] ya?  S020:  Ya  Rama:  Satu lagi, penelitian saya ini tentang transportasi untuk rural tourism. Ini tidak ada benar, tidak ada salah, tapi saya ingin tahu pendapat Anda. Bagaimana Anda mengartikan rural tourism?  S020:  Wisata pedesaan seperti itu ya, yang dikelola oleh desa, mungkin semacam itu. Dari segi akomodasi, transportasi, dikelola oleh masyarakat desa.  Rama:  Baik, apa bisa disebutkan contohnya di Bali? Atau mungkin di daerah Anda?  S020:  Banyak sih karena kebetulan di sini kan daerah wisata. Saya tinggal di daerah Tulamben, daerah wisata. Jadi, banyak masyarakat yang berkecimpung di situ.  Rama:  Biasanya atraksi wisata pedesaan di Bali itu apa memang kebanyakan dimiliki oleh desa adat juga apa ada yang dimiliki perusahaan?  S020:  Tergantung, apa potensi desanya. Contoh begini, di Tulamben potensi desanya diving. Jadi ada tempat dikelola oleh adat, karena wilayahnya di bawah naungan desa adat.  Penyedia alatnya itu investor, kebanyakan dari luar (negeri). Ada sih satu dua perusahaan local, sisanya mungkin 20 perusahaan investor. Tapi tempatnya itu dikelola oleh desa adat, dan organisasi kemasyarakatan contohnya kelompok nelayan, pecinta terumbu karang, mereka yang mengelola. Nanti di situ ada retribusinya, masuk ke desa adat dan kelompok (komunitas).  Rama:  Apa ada kontribusi juga ke Kabupaten Karangasem?  S020:  Sementara ini yang saya tahu untuk dive site yang kecil-kecil itu tidak ada kontribusi ke kabupaten. Mereka langsung ke pengelolaan ke desa adat dan pemilik lahan dan kelompok yang mengelola tempat itu. Untuk (dive site) yang lebih besar kemungkinan ada pemasukan ke kabupaten tapi kurang tahu berapa persen. Setahu saya belum, paling hanya dari pajak hotel, restoran, saya belum pernah dengar ada pemasukan dari diving ke kabupaten.  Rama:  Saya jadi ingat, siapa pengelola Savana Tianyar?  S020:  Tidak ada pengelola, itu tanah tak bertuan. Saya juga baru tahu bahwa tanah itu milik orang luar, jadi tidak ada yang berani untuk ambil tiket. Kecuali ada di pinggiran, lahan memang milik orang di situ, kemudian mereka inisiatif membuat semacam spot foto. Jadi mereka menarik karcis. Tapi untuk membuat savana secara luas itu tidak ada pungutan apa-apa.  Rama:  Bukan tanah milik pemerintah juga?  S020:  Bukan, setahu saya bukan. Milik pribadi tapi tidak tahu (siapa).  Rama:  Selanjutnya tentang transportasinya. Sepengalaman Anda, apa boleh diceritakan seperti apa yang paling umum praktiknya, seperti kontaknya bagaimana, menjemput dimana?  S020:  Saya di tempat programnya hanya drop ke Ubud, ke airport. Kebanyakan drop ke Ubud atau Canggu, karena volunteernya masih muda. Jadi maunya tempat-tempat seperti Canggu. Untuk Kuta sudah jarang (diminati). Paling banyak Ubud dan Canggu, karena mungkin tempatnya lebih murah. Ubud kan hatinya Bali, jadi lebih ingin ke situ. Bagi yang suka clubbing mungkin ke Canggu. Tapi sekarang Kuta sudah tidak lagi jadi tujuan volunteer.  Rama:  Apa Anda mulai mengantar dari airport atau dari tempat program?  S020:  Biasanya dari tempat saya (program), tapi saya fleksibel kalau dapat jadwal dari airport ya saya bawa dari airport ke Tianyar, atau dari Tianyar ke Canggu, tidak menentu.  Rama:  Oh sesuai permintaan dari kantor berarti ya  S020:  Ya, kadang-kadang Kamis atau Jumat drop tamunya ke Ubud, Canggu, hari Minggu dijemput balik.  Rama:  Anda base di […] ya?  S020:  Ya, di tempat teaching program.  Rama:  Baik. Berarti kalau begitu, selama tamu tinggal di sana, maka mereka terikat dengan program volunteer ini ya  S020:  Ya, karena memang tujuan awalnya mereka ke sini kan jadi relawan, jadi volunteer. Melancongnya kan setelah program.  Rama:  Tapi yang Anda antar (ke Ubud/Canggu) itu masih masuk dalam programnya ya, bukan tujuan jalan-jalan.  S020:  Sudah di luar program sih, Jumat, Sabtu, Minggu mereka bisa free.  Rama:  Oh Anda mengantar mereka di weekend saja  S020:  Ya, dan teaching program itu kan sore hari jam 3 sampai jam 5. Kalau paginya mereka mau melancong bisa juga, umpamanya mereka ingin ke Gunung Batur bisa. Yang penting pas waktu program, sorenya, mereka ada di tempat.  Rama:  Untuk tamu sendiri, pertama kali ke Bali biasanya menggunakan apa untuk perjalanan ke tempat programnya?  S020:  Biasanya langsung sih kita yang jemput. Tapi tergantung jumlah tamunya juga. Kalau banyak, kita pakai mobil yang lebih besar. Kalau tamunya hanya 2-3 (orang), kita pakai minibus, atau mobil kecil.  Jadi ada tamu datang, mungkin menginap 1 hari di dekat airport. Setelah itu kita pickup, kita jemput ke tempat program. Kadang-kadang langsung dari airport ke tempat program.  Rama:  Berapa lama mereka peserta program tinggal di sana?  S020:  Ga tentu, kadang-kadang ada yang 2 minggu, paling sedikit 2 minggu sampai 6 bulan.  Rama:  Lama juga ya 2 minggu.  S020:  Paling sedikit itu 2 minggu, jarang ada yang 1 minggu. Mau apa jauh-jauh dari Amerika, dari Perancis, Cuma seminggu di Bali? (laugh) Lelahnya di pesawat.  Rama:  Apakah disediakan moda transportasi lain dari program atau memang hanya mobil dan harus diantar?  S020:  Dari program tidak ada, hanya kita saja, tidak ada mobil lain. Jadi, Ketika mereka sudah sampai di airport itu menjadi tanggungan program.  Rama:  Termasuk yang melancong di weekend itu?  S020:  Itu di luar program, jadi tamunya yang membayar. Program Cuma include biaya hidup selama di camp, di akomodasi program. Jika tamunya mau kemana-mana, itu charge mereka.  Rama:  Baik. Di sana wisatawan biasa banyak juga yang menyewa motor. Apakah tamu di program Anda seperti itu juga?  S020:  Ada beberapa, tapi kami make sure saja “apa kamu punya license?” kamu boleh pakai jika punya, sebaliknya usahakan jangan. Karena itu mencakup keselamatannya mereka. Di program juga kita mengawasi agar volunteers kita tidak bermasalah selama di jalan, entah itu dengan polisi, atau kecelakaan. Jadi kita membatasi mereka untuk menyewa kendaraan sendiri. Tapi ada juga sih yang sewa, balik lagi ke mereka. Kalau mereka mau selamat, silakan gunakan transportasi yang sudah ada. Kalau mereka mau ambil risiko ya silakan.  Rama:  Berarti diingatkan juga oleh kantor ya?  S020:  Ya, soalnya sudah sering terjadi seperti itu. Mereka bisa mengendarai, tapi keselamatannya masih diragukan. Ada beberapa kecelakaan dari volunteer yang menyewa. Tapi volunteer yang sudah pernah ke 2-3 kali Bali, sudah pernah mencoba, biasanya mereka pasti sewa begitu, sewa motor.  Rama:  Apakah ada tamu yang pernah menggunakan transportasi umum ke tempat program?  S020:  Transportasi umum seperti bus yang disediakan oleh pemerintah begitu?  Rama:  Ya, yang punya rute, apakah ada di sana?  S020:  Karena kebetulan contoh dari Denpasar, dari airport, ke […], itu tidak ada rute public transport. Jadi ga ada, belum pernah ada tamu yang pakai itu. Biasanya rutenya dari Denpasar ke Amed, itu baru ada rute untuk public transport. Di luar itu mungkin belum ada, untuk daerah […]. Jadi jalurnya dari airport ke Amed.  Rama:  Rutenya kemana?  S020:  Lewatnya begini, seperti dari […] itu kan ujungnya Kabupaten […]. Amed itu ada di tengah-tengah. Lalu Denpasar ada di selatan. Jadi public transport hanya sampai tengah, tidak sampai ke Barat.  Rama:  Apa itu DAMRI?  S020:  Yang merah  Rama:  Trans Metro Dewata?  S020:  Apa namanya, saya lupa. Kalau dulu Sarbagita namanya. Trans dewata atau apa namanya, saya kurang tahu.  Rama:  Bagi warga local seperti Anda, apakah ada transportasi umum?  S020:  Ada transportasi umum pedesaan, tapi sudah jarang yang menggunakan. Semacam angkot. Saya pakai transportasi (umum) mungkin pada saat liburan. Karena saya bekerja dengan anak-anak Yayasan peserta program. Jadi lebih sering memanfaatkan fasilitas transportasi umum itu untuk rekreasi anak-anak. Jadi sewa (angkot) untuk dipakai Bersama anak-anak. Jarang saya pakai untuk (urusan) pribadi.  Rama:  Saya lebih concern ke arah itu. Nah, sekarang apakah Anda sudah dengar rencana kereta di daerah Bali selatan.  S020:  Sempat mendengar, tapi untuk posisi persisnya belum tahu dimana.  Rama:  Bagi Anda, dengan banyaknya inisiatif seperti bus, mungkin nanti bertambah rutenya. Mungkin kereta juga nanti akan sampai ke utara, dan […]. Bagi Anda yang bergerak di bidang transportasinya juga, bagaimana tanggapannya?  S020:  Bagus sebenarnya ada transportasi semacam itu. Jadi lebih… kalau kita yang dari […] mau ke Denpasar jadi lebih cepat, lebih nyaman, lebih aman.  Rama:  Ya, misalnya tamu volunteer itu mau melancong ke suatu tempat saat ini Anda yang antar, tapi misal nanti ada public transport mungkin tidak akan menggunakan jasa Anda lagi. Apa itu juga termasuk salah satu yang dipertimbangkan juga Pak?  S020:  Ya, salah satunya juga. Kalau jadi ada kereta seperti itu pastinya akan berdampak ke usaha jasa transportasi. Tapi public transport seperti kereta itu kan titik ke titik. Sementara tamu itu kan ke celah celah tempat mana gitu. Jadi kayaknya kereta tidak akan menjangkau seluruh tempat wisata di Bali. Contoh, mungkin keretanya dari Denpasar melewati Klungkung, melewati Karangasem, lalu ke Singaraja, itu kan ada line besarnya. Kalau tamunya mau ke pinggir-pinggir, masih bisa menggunakan jasa transportasi. Tapi kalau memang tamunya mau ke pusat-pusat seperti Denpasar, ya silakan saja naik public transport, tidak masalah sih.  Kita juga harus mengikuti perkembangan transportasi. Kita jasa transportasinya yang harus mengupgrade, harus mengikuti. Kalau memang mereka di sini tidak bisa ke Denpasar pakai jasa kita, kita tawarkan ke tempat-tempat yang lain. Di Bali kan banyak gem, banyak tempat-tempat bagus, hidden gems.  Rama:  Ya karena saya wawancara juga wisatawan asing. Di daerah selatan agak sengit dengan Gojek atau Grab, sampai dipasang plang katanya “di area ini dilarang.” Kenapa kalau dengan Gojek/Grab itu sengit. Sepertinya kalau dengan bus yang merah itu juga saya dengar di daerah Denpasar tidak terlalu banyak penolakan.  S020:  Karena begini, bus itu kosong, tidak ada yang menggunakan, jadi untuk apa kami complain kalau tidak ada yang pakai (laugh). Sementara Gojek, Grab, lalu sekarang ada Go Air Asia kan, mereka banting harga luar biasa. Kalau tamu dikasih harga murah pasti senang. Jadi, makanya agak sengit dengan pengusaha local. Contohnya, di Canggu sekarang sih Go-Car, Grab sudah diperbolehkan masuk. Dulu lumayan sengit, tapi sekarang sudah terbuka sepertinya. Mungkin (driver) lokalnya sudah banyak yang berpindah ke aplikasi, jadi seperti itu. Itu yang mempengaruhi sekarang sudah tidak begitu sengit. Dulu sebelum pandemic luar biasa penolakannya. Sekarang sudah paham, sudah aware lah, sudah terbuka. Jadi orang local ikut Grab, nyambi juga. Saya sering dengar 1 orang bisa punya 2-3 aplikasi. Jadi mereka freelance sendiri bisa, kalau ada tamu diambil. Kalau ada booking di aplikasi, mereka akan ambil juga. Jadi udah ga terdengar lagi ada gesekan antara penyedia jasa freelance dengan aplikasi, belum pernah terdengar lagi ada gesekan.  Rama:  Kenapa kira-kira setelah covid jadi menurun penolakannya?  S020:  Karena mungkin yang dulunya freelance sudah beralih ke sana, sudah punya aplikasi itu. Jadi buat apa juga bentrok, lebih baik ikut ke aplikasi mereka. Jadi mereka seperti punya 2 identitas, sambil duduk di pinggir jalan, sambil keliling, sambil menyalakan aplikasi. Di Ubud banyak yang seperti itu.  Rama:  Apa Anda mengambil aplikasi juga?  S020:  Tidak, saya hanya di program ini saja. Kadang kita jengkel juga sih karena tamunya ada yang pakai aplikasi seperti itu. Gimana ya? Kayak banting harga. Contoh, harganya 600 ribu Ketika drop hari Jumat. Ketika main ke Canggu ketemu Grab, tarifnya bisa jadi 400 ribu. Itu yang membuat kami jengkel. Jadinya (kesal), “ya sudahlah, rezeki.” (pause)  Kita menawarkan keamanan kepada tamu. Sementara supir (lain) di luar kan ga tahu Ketika ada barang hilang atau ketinggalan, bisa saja didiamkan oleh supirnya. Kalau dengan kita kan sudah jelas ini supir kamu, kalau barang kamu hilang di mobil bisa tanya langsung ke drivernya. Kalau dengan ojol itu kan ga tentu, kalau barang sudah tertinggal di mobil, supir pergi, kemana kita cari? Kan tidak bisa.  Rama:  Bagi Anda dan mungkin mewakili yang lain yang belum pindah ke aplikasi, bagaimana harapan Anda ke depan terkait dengan transportasi bagi wisatawan ini?  S020:  Tidak masalah sih sebenarnya kalau ada public transport yang menjangkau ke wilayah kami. Cuma perlu dipertimbangkan mungkin dari segi tempat tujuan, tidak semuanya harus dijangkau oleh transportasi umum. Contoh mungkin dibuatkan line rute untuk mereka, untuk transportasi umum, dari Karangasem, ke Amed, ada titik poinnya. Lalu bagi kami kan celah-celah kalau tempatnya tidak terjangkau oleh public transport, kami masih bisa handle di sana.  Tapi kalau semuanya sudah terjangkau dengan fasilitas umum, mungkin kita akan pindah pekerjaan. Jadi ada line public transport, ada titik-titik dimana (berhenti). Contoh dari tempat saya di […], mungkin titiknya di […], jadi masih bekerja dari […] ke […], semacam itu. Tidak harus benar-benar di […], jadinya kan mati semua. Jadi mungkin di titik-titik strategis saja lah. Kalau sekarang ini kan hanya sampai Amed, mungkin kalau tamu mau menggunakan fasilitas itu, kita dari jasa transportasi masih bisa bekerja, dari […] ke Amed, dari […] ke Amed, itu kita masih bisa bekerja.  Rama:  Tulamben ini ibukota ya?  S020:  Bukan, Ibukota kabupaten Karangasem adalah Amlapura. Amed masih pedesaan, […] itu kan desa. Tapi di satu jalur jalan provinsi.  Rama:  Dari Amlapura ke […] ini seberapa jauh?  S020:  Lumayan sekitar 40 menit sampai 1 jam.  Rama:  Jadi sebenarnya kalau di ibukota kabupatennya tidak masalah juga begitu ya.  S020:  Ga masalah sih kalau sampai di sana. Tapi lama kelamaan juga pasti akan ada public transport. Kita yang di jasa transportasi harus sudah siap-siap pindah Haluan, modernisasi kendaraan. Kita juga senang menggunakan fasilitas semacam itu, jadi lebih efisien. Kalau mau ke Denpasar, ada public transport yang murah, kenapa harus menggunakan mobil sendiri.  Rama:  Bagaimana tanggapan Anda tentang kendaraan listrik?  S020:  Kendaraan listrik saya suka sih ke arah sana. Mau sih saya punya kendaraan listrik. Tapi harganya … Begini ya, sekarang karena petrol sudah lumayan (mahal), dengan kompensasi (insentif/subsidi kendaraan listrik) boleh saya setuju saja. Kalau benar ada program itu dari pemerintah.  Rama:  Di program itu apakah kendaraannya milik pribadi?  S020:  Mobilnya punya saya sendiri, kantor ada lagi tapi mereka punya supir masing-masing.  Rama:  Karena ada juga di daerah selatan itu daerah wisata khusus kendaraan listrik  S020:  Ya di BTDC  Rama:  Ya, tapi apa kalau (diterapkan seperti itu) ke daerah pedesaan apakah sudah ada fasilitasnya?  S020:  Sementara ini belum pernah saya lihat di pedesaan. Di daerah saya rasanya belum ada yang punya mobil listrik. Saya baru lihat beberapa saja di kota. Karena harganya juga lumayan. Kalau kita pakai … kalau sekarang kan ada Wuling yang karimun itu, kalau kami pakai untuk (mengantar) volunteer rasanya kecil sekali, tidak cukup. Paling cukupnya hanya 2-3 volunteers saja, sementara kita kan bisa bawa 5-6 volunteers. Harganya juga lumayan, ratusan juta.  Rama:  Apakah di […] dan sekitarnya di […] ada kemacetan juga seperti di Denpasar?  S020:  Daerah sini belum ada. Di kabupaten kami paling tersendat saja karena di sini kan satu jalur, ada kendaraan-kendaraan galian, truk, pengangkut bahan galian itu banyak yang hilir mudik di sini. Jadi sedikit terganggu karena banyak proyek di sini. Karangasem kan penghasil pasir. Jadi kami lebih sering menggunakan shortcut, jalan pendek. Dari […], jika menggunakan (angkutan) umum biasanya 3,5 jam atau 3 jam. Tapi kalau melalui shortcut bisa 2,5 jam atau 2 jam. Ada jalan alternatif lain melewati gunung. Untuk jalan provinsi, jam siang, pagi, truknya lumayan banyak. Jadi medannya di sini juga kecil, jalannya kecil, lalu lika-liku semacam itu. Jadi susah, agak susah.  Rama:  Saya tidak tahu apakah di kantor Anda pernah menggunakan istilah sustainability. Bagaimana menurut Anda perjalanan wisata yang sustainable itu?  S020:  Apa ya? Mungkin yang ramah lingkungan, begitu? Seperti tadi memakai baterai. Tidak pakai BBM lagi, seperti itu mungkin?  Rama:  Ya salah satunya tentang lingkungan. Tapi ada juga aspek sosial dan ekonominya. Kira-kira menurut Anda bagaimana sistem transportasi untuk wisatawan, terutama untuk tujuan pedesaan, supaya ekonomi lokalnya juga tetap terjaga dan hidup.  S020:  Kalau bisa sih harapannya masih seperti sekarang. Jadi sekarang ini kami masih bisa bekerja dengan pengelolaan yang kami lakukan. Sekalipun nanti transportasi umum pemerintah masuk ke tempat-tempat kami, ke daerah pedesaan, lebih memperhitungkan lah ke penyedia jasa-jasa transportasi. Kalau memang nanti pemerintah harus sepenuhnya masuk ke jalur-jalur kami, ya sudah kami bisa apa? Kami yang harus mengikuti perubahan itu. Jadi segala kebijakan yang diambil pemerintah nantinya ke depannya diusahakan mempertimbangkan juga keinginan kami. Maunya sih seperti sekarang, jadi kami masih bisa bekerja. Dari segi persaingan di pedesaan kan di daerah saya sendiri daerah Karangasem, belum begitu ada persaingan. Karena (transportasi berbasis) aplikasi belum masuk sampai ke sini, seperti itu.  Rama:  Ya, setahu saya yang sekarang di pemerintahan juga dari adat, kalau tidak salah dari Puri Agung Ubud. Apakah itu berarti seharusnya bisa mewakili juga warga lokal? Atau bagaimana tanggapan Anda?  S020:  Untuk masalah pengambilan kebijakan jasa transportasi? Saya kurang tahu apakah Puri Ubud care tentang jasa transportasi. (laugh) Karena mereka beda orientasinya. Mereka sudah punya tempat, Puri, jadi fokusnya mereka mungkin di sana saja. Apakah mungkin memikirkan transportasi? Kurang tahu juga. Mereka punya power, apakah mereka akan menggunakan power itu untuk kepentingan penyedia jasa transportasi? Saya tidak tahu. Yang paling tahu, yang paling punya power ya kita-kita ini yang bekerja di jasa transportasinya langsung. Kalau mengandalkan Puri, apa mereka berkepentingan? Kalau tidak berkepentingan ngapain mereka bela-belain?  Saya sering menemukan kayak gitu. Jarang ada tokoh-tokoh Bali yang mau bersuara untuk kepentingan kita di jasa transportasi.  Rama:  Mohon maaf sekali, saya turut merasakan karena saya pernah di sana juga berinteraksi dengan banyak pengusaha mobil sewa.  S020:  Paling mereka ngurusin bisnisnya mereka saja, sudah. (Smile) Kalau Puri punya bisnis transportasi, mungkin saja mereka ikut mengambil kebijakan atau memberi solusi. Kalau Puri tidak punya kegiatan di jasa transportasi, ngapain. Wong Purinya juga sudah punya lahan besar, buat apa.  Rama:  Ya, terima kasih Pak. Itu saja pertanyaan dari saya. Silakan jika Anda ada yang ingin ditambahkan atau mengajukan pertanyaan kepada saya.  S020:  Tidak ada. Itu saja yang bisa saya bantu.  Rama:  Baik, terima kasih | Rama:  First, let me introduce myself Rama, having been to Bali in 2001, 2014, 2015.  S020:  (You) know Bali well then  Rama:  Only now, I’m back to see the condition of transportation. The information is that in Bali there are many rental vehicles for tourists, so maybe you can represent your colleagues as well as their opinion.  First, please share your experience in the rental vehicle business.  S020:  We are engaged in transportation for volunteer tourists, but not for local. So it is for (international) guests. All this time I have been in this transportation business because the market is for guests, so automatically I am more profitable. Then I can also learn from guests, not only from one country, but from England, France, the Netherlands, there are many. I know how guests from various countries. In addition to getting from the material aspect (money), we can also know the customs of other countries.  Because during work, I like interrogating/discuss with guests, so I don't like being silent. Frequent communication. Sometimes the guests sit down, I don't like it when I'm in the car quietly with guests. So I learned English, their language, for example, from France, yes, I learned a little bit of French, something like that.  Rama:  How long have you been working in this field?  S020:  (I have) worked for almost 5 years in volunteer transportation. Hit by the pandemic for 2 years. In 2017 I started (working in the field of) transportation, taking guests.  Rama:  About this volunteer transportation, does it mean you are under a company?  S020:  There is. We have a volunteer program here, so there are volunteers who come to teach, there is also a forest conservation program. So the guests come to our program, Monday to Thursday they carry out activities in their respective programs, teaching or conservation. After that Friday, Saturday, Sunday they are free, they can go travelling and use existing transportation.  Even on Thursday, they can go hangout if they want. So my focus is on the volunteers. Sometimes taking jobs outside of volunteer transportation. A friend of mine has guests who want to be dropped off to Denpasar, to the airport, but it's rare.  Rama:  Where is this program located?  S020:  In […].  The name of the program is […], […] Foundation. The foundation belongs to my parents-in-law, and I work there.  Rama:  Are you originally from […]?  S020:  Yes, local people manage it. We have an […] Foundation, then in Indonesia the center is in […], Bali.  Rama:  Okay. You are also a native […] local, right?  S020:  Yes  Rama:  One more thing, my research is about transportation for rural tourism. There's no right, no wrong, but I'd like to know what you think. How do you define rural tourism?  S020:  Rural tourism like that, yes, managed by the village, maybe something like that. In terms of accommodation, transportation, it is managed by the village community.  Rama:  Well, can you name an example in Bali? Or maybe in your area?  S020:  There are a lot of them because it just so happens that this is a tourist area. I live in the Tulamben area, a tourist area. So, a lot of people are involved there.  Rama:  Usually, rural tourist attractions in Bali are mostly owned by customary villages, are some owned by companies?  S020:  It depends, what is the potential of the village. For example, in Tulamben the village has potential for diving. So there are places managed by customary villages, because the area is under the auspices of the customary village.  The tool providers are investors, mostly from overseas. There are one or two local companies, the rest are probably 20 investment companies. But the place is managed by the customary village, and community organizations, for example, fishermen's groups, coral reef enthusiast, those people manage it. Later there will be a ticket, which is going to traditional villages and groups (communities).  Rama:  Is there also a contribution to Karangasem Regency?  S020:  As far as I know, for small dive sites, there is no contribution to the regency. They go directly to the management of the customary village and the landowners and groups that manage the place. For (dive sites) that are bigger, there is a possibility that there will be income contribution for the district, but I don't know at what percentage. To my knowledge, there is not. At least only from hotel and restaurant taxes, I have never heard of any income from diving to the regency.  Rama:  I remember, who is the manager of Savana Tianyar?  S020:  There is no manager, it's no man's land. I also just found out that the land belongs to outsiders, so no one dares to take a ticket. Unless it's on the outskirts, the land really belongs to the people there, then they take the initiative to make a kind of photo spot. So they charge a ticket. But for the wider savanna, there is no charge.  Rama:  Isn't the land owned by the government?  S020:  No, I don't think so. Privately owned but do not know (who).  Rama:  Next about the transportation. From your experience, can you tell me what the most common practice, like how they contact, where to pick up?  S020:  I'm at the program where it only drops to Ubud, to the airport. Most of them drop to Ubud or Canggu, because the volunteers are still young. So they want places like Canggu. For Kuta it is rare (demand). Mostly Ubud and Canggu, because maybe the places are cheaper. Ubud is the heart of Bali, so they want to go there more. For those who like clubbing maybe go to Canggu. But now Kuta is no longer a destination for the volunteers.  Rama:  Do you start dropping off from the airport or from the program location?  S020:  Usually from my place (program), but I'm flexible if I get a schedule from the airport, so I take it from the airport to Tianyar, or from Tianyar to Canggu, it's uncertain.  Rama:  Oh is it according to the office request?  S020:  Yes, sometimes on Thursday or Friday I drop guests off to Ubud, Canggu, on Sunday I pick them back up.  Rama:  Are you based in […]?  S020:  Yes, at the teaching program.  Rama:  Okay. So, as long as guests stay there, they are bound by this volunteer program, right?  S020:  Yes, because their original purpose was to come here to be volunteers, to be volunteers. Traveling right after the program.  Rama:  But when you're taking them (to Ubud/Canggu), is still included in the program? It's not a travelling.  S020:  It's outside the program anyway, Friday, Saturday, Sunday they can be free.  Rama:  Oh you take them on weekends only  S020:  Yes, and the teaching program is in the afternoon from 3 to 5 o'clock. In the morning they can go on a trip, for example they want to go to Mount Batur. The important thing is that at the time of the program, in the afternoon, they are there.  Rama:  For the guests themselves, what do they usually use for the first time to Bali, for a trip to the program location?  S020:  Usually, we pick them up right away. But it depends on the number of guests too. If there are many, we use a bigger car. If there are only 2-3 guests (people), we use minibuses or small cars.  So there are guests coming, maybe staying 1 day near the airport. After that we pick them up to the program location. Sometimes directly from the airport to the program location.  Rama:  How long do program participants stay there?  S020:  Not sure, sometimes it's 2 weeks, at least 2 weeks to 6 months.  Rama:  That's long, 2 weeks.  S020:  At least it's 2 weeks, rarely there is 1 week. What do you want from America, from France, if only spend a week in Bali? (laugh) Just got tired on the plane.  Rama:  Are other modes of transportation provided from the program or is it just a car and must be picked up?  S020:  Nothing else from the program, it’s just us, no other cars. So, when they arrive at the airport, it becomes the program's responsibility.  Rama:  Including traveling on the weekend?  S020:  It's outside the program, so the guests will pay differently. The program only includes living expenses while at the camp, in program accommodation. If the guests want to go elsewhere, the charge is on them.  Rama:  Right. There are also many tourists commonly rent motorbikes. Are guests in your program have similar behaviour?  S020:  There are several, but we just make sure "do you have a license?" You can use it if you have it, otherwise try not to. Because it covers their safety. In the program, we also supervise so that our volunteers won't have problems while on the road, whether it's with the police, or accidents. So we limit them to rent their own vehicle. But there are also those who rent, it’s up to them. If they want to be safe, please use the existing transportation. If they want to take the risk, go ahead (with motorbikes).  Rama:  It means the office has warned them, right?  S020:  Yes, because it has often happened like that. They can drive, but their safety is still in doubt. There were several accidents from volunteers who hired. But volunteers who have been to Bali 2-3 times, have already tried it, usually they definitely rent it, rent a motorbike.  Rama:  Have any guests used public transportation to the program location?  S020:  Is public transportation such as buses provided by the government?  Rama:  Yes, which has a route, is it there?  S020:  Because by chance, for example, from Denpasar, from the airport, to […], there is no public transport route. So nothing, no guests have ever used it. Usually the route is from Denpasar to Amed, only then there is a route for public transportation. Outside of that, maybe it doesn't exist yet for the […] area. So the route is from the airport to Amed.  Rama:  Where's the route?  S020:  It goes like this, like from […] it ends in […] Regency. Amed is in the middle. Then Denpasar is in the south. So public transport only goes to the middle, not to the West.  Rama:  Is it DAMRI?  S020:  The red one  Rama:  Trans Metro Dewata?  S020:  What's it called, I forgot. In the past, the name was Sarbagita. Trans Dewata or what it's called, I don't know.  Rama:  For local people like you, is there any public transportation?  S020:  There is rural public transport, but it's rarely used. Some kind of angkot. I use (public) transportation maybe during the holidays. Because I work with children participating in the program. So more often take advantage of public transportation facilities for children's recreation. So I rent (angkot) to use with children. I rarely use it for personal business.  Rama:  I am more concerned in that direction. So, have you heard about the train plans for the south Bali area?  S020:  I've heard about it, but I don't know the exact position.  Rama:  For you, with many initiatives such as buses, maybe the route will increase later. Maybe the train will also reach the north, and […]. For those of you who are also involved in the transportation sector, how do you respond?  S020:  It's good that there is such transportation. So it's more… if those of us from […] want to go to Denpasar it will be faster, more comfortable, safer.  Rama:  Yes, for example, if a volunteer guest wants to go on a trip somewhere, you will be the one delivering them, but if there is public transport later, they may not use your services again. Is that also one of the things that are being considered, sir?  S020:  Yes, one of them. If there is a train like that, it will certainly have an impact on the transportation service business. But public transportation like the train is point to point. Meanwhile, the guest is going everywhere through the gaps. So I don't think the train will reach all the tourist attractions in Bali. For example, maybe the train from Denpasar goes through Klungkung, passes Karangasem, then goes to Singaraja, there's a big line. If the guests want to go to the edges, they can still use (our) transportation services. But if the guests really want to go to centers like Denpasar, then feel free to take public transport, no problem anyway.  We must also follow the development of transportation. We have to upgrade the transportation service, we have to follow. If indeed they here cannot go to Denpasar using our services, we will offer them to other places. In Bali, there are lots of gems, lots of good places, hidden gems.  Rama:  Yes, because I also interviewed foreign tourists. In the southern area, it's rather fierce with Gojek or Grab, until a sign is put up that says "it's prohibited in this area." Why is it fierce with Gojek/Grab? It seems that I also heard that on the red bus in the Denpasar area there were not too many objections.  S020:  Because like this, the bus is (almost) empty, no one is using it, so why are we complaining if no one is using it (laugh). While Gojek, Grab, and now there's Go Air Asia, right, they cut incredible prices. If guests are given cheap prices, they will surey be happy. So, that's why it's a bit fierce with local drivers. For example, in Canggu now, Go-Car and Grab are allowed to enter. It used to be quite fierce, but now (the competition) seems open. Maybe many local (drivers) have moved to the application, so it's like that. That's what affects now is not so fierce. Before the pandemic, the rejection was extraordinary. Now you understand, you are aware, you are open. So local people join Grab, as a side job too. I often hear that 1 person can have 2-3 applications. So they can freelance themselves, if guests are taken. If there is a booking on the app, they will take it too. So there's no longer any friction heard between freelance service providers and applications, I've never heard of friction again.  Rama:  Why do you think the rejection has decreased after Covid?  S020:  Because maybe those who used to be freelancers have switched there, already have the application. So why clash, it's better to join their application. So it's like they have 2 identities, while sitting on the side of the road, while driving around, they are turning on the applications. In Ubud there are many drivers doing so.  Rama:  Did you take the app too?  S020:  No, I'm only in this program. Sometimes we get annoyed because some guests use an application like that. What to do? Like a price cut. For example, the price is 600 thousand rupiah when we drop them on Friday. When they go to Canggu, they meet Grab, the fare can be 400 thousand. That's what annoyed us. So (annoyed), "oh well, it’s a fortune." (pause)  We offer security to our guests. While the (other) driver outside not. When something is lost or left behind, the driver can just ignore it. With us, it's clear. This is your driver, if your items are lost in the car, you can ask the driver directly. With *ojol* (DRT), it's not certain, if the goods are left in the car, the driver leaves, where do we look for them? You can't.  Rama:  For you and maybe for others who have not moved to the application, what are your hopes for the future regarding this transportation for tourists?  S020:  It doesn't really matter if there is public transportation that reaches our area. It just needs to be considered in terms of destinations, not all of which have to be reached by public transportation. For example, maybe a line route will be made for them, for public transportation, from Karangasem to Amed, there are points. Then for us there are gaps if the place is not accessible by public transport, we can still handle it there.  But if everything is accessible by public facilities, maybe we will change jobs. So there is a public transport line, there are (stop) points. An example from where I am in […], maybe the point is in […], so I can still be working from […] to […], sort of. It doesn't have to be really in […], we'll all die. So maybe only at strategic points. Right now it only reaches Amed, maybe if guests want to use the facility, we from transportation services can still work, from […] to Amed, from […] to Amed, we can still work.  Rama:  Tulamben is the capital, right?  S020:  No, the capital of Karangasem district is Amlapura. Amed is still a village, […] those are villages. But there is a provincial road.  Rama:  How far is it from Amlapura to […]?  S020:  About 40 minutes to 1 hour.  Rama:  So actually if it's in the district capital, it's not a problem for you.  S020:  It doesn't matter if you get there. But over time, there will definitely be public transportation. Those of us who are in transportation services must be ready to change direction, modernise vehicles. We also like to use such facilities, so it's more efficient. If you want to go to Denpasar, there is cheap public transportation, why do you have to use your own car?  Rama:  What do you think about electric vehicles?  S020:  I like electric vehicle. I wish I had an electric vehicle. But the price... You see, now that petrol is quite (expensive), with compensation (incentives/subsidies for electric vehicles) I can just agree. If there is really such a program from the government.  Rama:  In the program, is the vehicle privately owned?  S020:  I have my own car, there are also office cars with their own driver.  Rama:  There is also a special tourist area in the southern area for electric vehicles  S020:  Yes on BTDC  Rama:  Yes, but what if (it is implemented) to rural areas, are there already facilities?  S020:  So far I have never seen in the countryside. In my area, I don't think anyone has an electric car yet. I've only seen a few in town. Because the price is also quite expensive. If we use it... right now there is a good Wuling, if we use it to (pick up) volunteers, it feels very small, not enough. At most, only 2-3 volunteers are sufficient, while we can drive up to 5-6 volunteers. The price is also not bad, hundreds of millions.  Rama:  Are there traffic jams in […] and its surroundings in […] like in Denpasar?  S020:  There isn’t here. In our district it is only choked up because there is only one lane here, there are many excavation vehicles, trucks, transporters of these things going back and forth here. So it's a little disrupted because there are a lot of projects here. Karangasem is a sand producer. So we (drivers) use shortcuts more often. From […], if you use public transportation, it's usually 3.5 hours or 3 hours. But if you go through the shortcut, it can be 2.5 hours or 2 hours. There is another alternative way through the mountain. For provincial roads, there are quite a lot of trucks. So the terrain here is also small, the roads are small, then those kinds of twists and turns. So it's hard, kind of hard.  Rama:  I don't know if your office has ever used the term sustainability. What do you think about sustainable travel?  S020:  What is it? Maybe an eco-friendly one, is that it? As previously mentioned, using the battery, don't use fossil fuel anymore, like that maybe?  Rama:  Yes, one of them is about the environment. But there are also social and economic aspects. What do you think about the transportation system for tourists, especially for rural destinations, so that the local economy is also maintained and alive.  S020:  If possible, I hope it's still like now. So now we can still work with the management that we do. Even though the government's public transportation will enter our places, to rural areas, please also consider the providers of transportation services. If indeed the government has to fully enter into our roads, then what can we do? We have to keep up with the changes. So all policies taken by the government in the future should also try to take into account our wishes. I wish it will be like now, so we can still work. In terms of competition in the countryside, in my own area, Karangasem, there isn't much competition yet. Because application (-based transportation) haven't gotten here yet, like that.  Rama:  Yes, as far as I know, those in government are also from customary, if I'm not mistaken, from Puri Agung Ubud. Does that mean they should also represent local residents? Or how is your view about this?  S020:  For the matter of making transportation service policies? I don't know if Puri cares about transportation services. (laugh) Because they have different orientations. They already have a place, Puri, so their focus might just be there. Is it possible for them to think about transport? Don't know either. They have power, are they going to use that power for the benefit of the transportation service provider? I do not know. Those who know best, who have the most power, are us who work directly in transportation services. If we rely on them, what interests do they have? If they are not interested, why would they defend us?  I often find something like that. It's rare for Balinese figures to speak up for our interests in transportation services.  Rama:  I'm very sorry, I also feel it because I've been there and interacted with many rental car entrepreneurs.  S020:  They will just take care of their business, point. (Smile) If Puri has a transportation business, maybe they will take part in making policies or providing solutions. If Puri doesn't have activities in transportation services, what do they do? They also have a large plot of land already, why bother?  Rama:  Yes, thank you sir. That's all my question. Please if you have anything to add or ask me a question.  S020:  There isn't any. That's all I can help you with.  Rama:  Okay, thank you |