Pseudoname: Febri, Code: Interview S013, Category: Government, Sex: Female, Level: National, Job: Ministry of Transport Officer

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| Rama:  Terima kasih atas waktunya, waktu itu saya tim evaluasi Buy the Service. Sekarang saya sedang melanjutkan studi tentang tourism transport, kebetulan topik saya tentang Bali. Pertama mungkin boleh tahu tentang Anda?  S013:  Saya dosen di […], bidang Teknik industry, tapi terakhir mengajar 3 tahun lalu. Saya mulai mengajar tahun 1999. Sudah hampir 20 tahun mengajar. Tahun 2009 saya masuk […] sampai sekarang. Mengajar kan fleksibel waktunya, saya bukan pengelola jurusan (major) jadi jadwalnya disesuaikan jadi Sabtu atau malam hari.  Rama:  Apakah Teknik industry ada kaitannya dengan transportasi?  S013:  Waktu itu sebelum saya di bagian […], saya di bagian […]. Terus selama hampir 4 tahun 2009 sampai 2014 di situ, lalu saya pindah ke bagian […]. Baru saya jadi pejabat structural di sini, pejabat eselon […]. Dulu fungsional bisa double, jadi saya peneliti dan structural. Baru tahun 2019 harus memilih, tidak boleh double jadi saya memilih fungsional.  Rama:  Untuk research project Green Zone Ubud ini tahun berapa?  S013:  2017  Rama:  Apakah ini permintaan dari sana atau dari BKT sendiri yang meneliti?  S013:  Waktu itu presiden sedang ramai tentang 10 destinasi wisata baru. Presiden memetakan wisata di Indonesia dibagi menjadi 10 destinasi wisata yang menjadi target utama. Jadi wisata itu semua bagaimana untuk bisa ditingkatkan wisatawannya. Kami dari Kementerian Perhubungan harus support dari sisi transportasinya. Nah, waktu itu entah karena itu atau bersamaan, kami punya program klinik transportasi. Jadi kami menerima permintaan penelitian dari berbagai daerah di Indonesia untuk melakukan transportasi di daerahnya. Waktu itu Kabupaten Gianyar mengusulkan untuk dibantu dalam penyelesaian masalah transportasi di Ubud.  Waktu itu ada isu di media, Ubud secara ranking sudah menurun. Jadi awalnya 5 atau 3 besar menurut apa ya, adalah yang merankingkan itu. Lama-lama itu menurun karena memang kemacetan yang ada di Ubud itu mengurangi daya Tarik ke sana. Makanya mereka berharap dengan bantuan hasil penelitian kita bisa membantu menyelesaikan itu. Cuma ya setelah itu memang kami ga …sempat 1 tahun monitoring, itu beberapa sudah berjalan. Itu kami mengusulkan ada 3 tahapan. Tahapan yang pertama itu seperti masalah parkir sudah mulai diterapkan, tapi ya memang belum 100% menyelesaikan khususnya parkir sepeda motor memang masih susah. Nah sampai situ sih, terakhir kita monitoring tahun 2018. Sampai sekarang belum lagi.  Rama:  Tahap 2 tentang shuttle provision itu belum ada?  S013:  Iya, jadi implementasi berikutnya itu kita memang tidak ada agenda ke sana. Kebetulan teman yang kerja di sana juga pindah lagi, tidak di dinas perhubungan. Jadi terputus ini. Hasil penelitiannya hanya sampai di situ.  Rama:  Saya Tarik sedikit ke Ubudnya. Itu Ubud kan mereka mengidentifikasi mereka sendiri sebagai rural atau sebagai perkotaan? karena ada dispute dari beberapa stakeholder.  S013:  Di situ mereka kabupaten ya, jadi mereka tidak menyebut Kota Ubud sih. Ubud itu kecamatan sih sebenarnya.  Rama:  Memang secara kewilayahan mereka rural, tapi apa secara keramaian masih layak disebut rural?  S013:  Secara keramaian, kalau dilihat dari Bali masuk rural ya. Karena kan mereka juga menawarkan wisata-wisata yang natural. Jadi wisatawan yang ke sana pun kan khusus, kebanyakan dari Eropa. Berbeda dengan Denpasar, wisatawannya banyak dari luar Eropa. Artinya lebih banyak Australia, tapi di Ubud itu kebanyakan Eropa. Memang lebih menengah ke atas di Ubud itu, kan dari ratenya juga lebih mahal, hotelnya, tempat makannya, mereka kan eksklusif.  Rama:  Nah, saya ada beberapa pertanyaan seperti surat kemarin, tapi barangkali sudah disebutkan juga di laporan Green Zone ini. Di laporan itu ada tahapan 1, 2, dan 3. Apakah waktu itu juga sudah mempertimbangkan tentang perubahan pola perilaku wisatawannya?  S013:  Perubahan perilaku contohnya bagaimana?  Rama:  Misalkan modal shifting  S013:  Jadi yang ada saat ini sebenarnya mereka sangat tergantung dengan mobil yang ada di situ. Dalam arti mereka bisa sewa atau fasilitas yang ada di hotel. Jadi ada hotel yang bisa antar jemput berupa shuttle. Nah jadi mereka itu banyak menggunakan itu. Nah lebih dari itu, sebenarnya mereka menyukai jalan kaki sih. Karena Ubud itu kan kecil sebenarnya, namanya desa, kecamatan ya, sebenarnya ga terlalu besar. Destinasi wisatanya itu di situ berupa, setelah perhotelan mereka bisa jalan-jalan ke restoran, toko-toko antic, souvenir. Kalau mereka mau menikmati yang lebih jauh lagi misalnya pusat kopi, kopi plantation, atau yang lebih jauh lagi baru mereka pakai charter. Jadi di Ubud sendiri mereka cenderung sewa motor atau jalan kaki.  Rama:  Bagaimana dengan non-motorised transport lainnya seperti sepeda atau saya ga tahu di sana apa udah ada scooter, secara kontur apa memungkinkan ya?  S013:  Secara kontur ga aman ya, mereka itu kan jalannya kecil, karena memang jalan local. Waktu itu kita juga memberi masukan terkait pedestrian, trotoarnya juga belum dibangun dengan bagus di keseluruhan area Ubud. Waktu setahun kita monitoring itu ada beberapa yang sudah diperbaiki, tapi saya ga tahu sampai sekarang apakah sudah meluas cakupan perbaikannya. Nah itu sebenarnya untuk memfasilitasi pedestrian. Mereka itu kan sebenarnya membawa bayi. Trotoarnya juga kecil ga sampai 1 meter. Jadi kalau yang saya lihat di lapangan itu mereka sebenarnya rada ga nyaman dengan itu. Kalaupun mereka berjalan itu, apalagi bawa dorongan bayi (stroller), mereka kan berkelompok juga, nah mereka tidak nyaman dengan situasi yang macet kemudian pedestriannya juga tidak cukup lebar dan tidak nyaman. Menurut saya sih saya melihat ada ketidaknyamanan. Kita pun tidak nyaman, apalagi mereka yang biasa di negaranya mungkin lebih baik.  Jadi kalau untuk sepeda, cycling kayaknya ga cocok secara kontur. Dan saya juga ga melihat banyak turis pakai sepeda di situ. Tapi kalau sepeda motor lumayan banyak. Karena kalau sepeda bagi mereka mungkin ga aman. Artinya ada tapi ga banyak. Tapi kalau motor itu mungkin sudah habit di sana. Motor itu sangat murah, fleksibel. Dan mereka itu senang pakai motor dengan bebas. Di Bali itu kan mereka ga pakai helm dan sebagainya itu lah. Ya, jadi memang mereka itu, Bali sendiri sepertinya menyediakan suasana yang tidak harus pakai aturan (laugh). Jadinya berlalu lintas itu kayaknya jarang kita lihat mereka itu pakai helm full, jadinya banyak pelanggaran sih menurut saya.  Rama:  Mohon maaf agak teknis satu hal, kalau misal trotoar itu dilebarkan, memangnya lebar jalannya memadai? Setahu saya jalannya juga agak kecil  S013:  Ya juga sih. Kami waktu itu juga tidak terlalu menyarankan untuk melebarkan, tetapi lebih memperbaiki saja. Karena saya yakin masalah tanah itu sudah mahal sekali di sana. Karena kepemilikan tanah itu sudah orang asing. Banyak orang asing yang sebenarnya sudah jadi pemilik tanah di sana. Kalaupun kita lebarkan jalan, costnya tinggi sekali. Jadi menurut saya Ubud itu lebih cocok dijadikan area yang non-motorised. Artinya kita harus memberikan pembatasan mobil sampai dimana. Nah sebenarnya yang kita usulkan itu, ada pembatasan mobil pribadi dan ada pembatasan mobil wisata itu ada dimana.  Jadi waktu itu kita focus di Jalan Raya Ubud, focus di 1 ruas jalan aja yang kita teliti. Sebenarnya masih ada ruas jalan yang lain. Tapi di situ kita cari yang menjadi centre nya dan memiliki tingkat kemacetan paling tinggi. Rasio kemacetan sudah hampir 100%.  Rama:  Iya, ya. Saya ingin Tarik ke beberapa interview saya sebelumnya, sebelum nanti saya ingin gali tentang kebijakannya terakhir. Saya pernah bicara dengan […] sebelumnya, katanya mereka punya trayek KSPN (Kawasan Strategis Pariwisata Nasional), tapi subsidinya distop. Bandara ke Bangli dan Amed kalau tidak salah. Jadi ke arah rural ada direct bus dari bandara. Berarti kan inisiatif seperti ini dari pusat banyak sekali.  S013:  Iya ini zaman presiden saat ini. Mungkin ini menindaklanjuti arahan. Tapi Bangli ini kan daerah sepi ya, menuju Danau Batur, daerah Trunyan. Ya kalaupun ada […] itu kan sifatnya hanya pemandu moda yang ada di Bandara. Jadi mereka hanya akan berhenti di satu titik. Misal dari Bandara ke Bangli. Itu sih menurut saya kenapa berhenti, karena tidak meet demand. Karena dari bandara kan berarti turis baru datang. Otomatis mereka menginap di daerah Denpasar dulu, atau daerah nusa dua. Ke Bangli itu kalau mereka berwisata. Jadi menurut saya itu Ketika mereka punya agenda itu salah satunya ke Bangli, tapi menginapnya tetap di Denpasar. Nah jadi kalau membuka transport ke Bangli itu menurut saya harusnya titiknya jangan di Bandara ya. Mungkin waktu itu salah menentukan asal dan tujuan aja, prediksi saya ya.  Rama:  Betul, dan memang alasannya karena load factor hanya 30% katanya. Tapi kan load factor juga ga akan pernah 100% ya.  S013:  Iya rata-rata segitu. Biasanya ini kan subsidi. Nah mungkin yang lagi booming seperti Kawasan Mandalika, kebetulan saya juga meneliti terkait […]. Itu memang load factor awalnya sedikit, tapi ada juga load factor yang gemuk. Artinya Ketika kita memang pas menentukan asal-tujuannya itu memang hidup. Tapi kalau dalam menentukan rute atau trayeknya kurang pas itu biasanya mati, atau tergantung sampai habisnya subsidi. Itu kan kita create, jadi demand dilayani. Create supply agar demand datang. Tapi kan itu tergantung kuat-kuatan pemerintah memberikan subsidi.  Rama:  Apakah rute dengan load factor gemuk ini apakah pernah diidentifikasi kalau di daerah wisata banyak dipakai oleh commuter local atau wisatawan?  S013:  Di Bali kami tidak tahu, kebetulan saya meneliti yang NTB Lombok. KSPN dilayani oleh […], salah satunya adalah Mandalika, kemudian ke Sembalun Gunung Rinjani, kemudian kemana lagi. Rute KSPN itu bisa dari bandara, bisa dari penyebrangan dari Bali itu, dari Bali ke Nusa Tenggara. Kemudian ada 1 lagi yang ke arah pulau Sumbawa. Jadi diantara titik Lombok itu berarti yang dari Bali ke Lombok, dari Sumbawa ke Lombok, kemudian dari Utara juga ada. Itu semua dilayani oleh KSPN. Kebetulan itu baru tahun lalu dioperasikannya dengan adanya Mandalika itu.  Rama:  Kalau dinamakan KSPN berarti memang mentargetkan wisatawan juga ya?  S013:  Ya, jadi dengan adanya MotoGP Mandalika, akhirnya Kawasan wisata lainnya juga ikut dikembangkan. Sebenarnya ga dilewati rutenya. Mandalika ini kan daerah Selatan, sementara Rinjani sudah arah mau ke Sumbawa, Utara. Jadinya memang mereka kayak mengelilingi pulau Lombok gitu. Nah itu saya lihat memang kayak rute ke Rinjani itu sedikit, memang siapa yang mau ke Gunung. Ya yang gemuk itu ya ke Mandalika sama ke Senggigi. Gili Trawangan itu juga dulu DAMRI pertama di sana, subsidi juga, bus medium. Itu salah satu cikal bakal subsidi KSPN. Dan memang Gili Trawangan sudah tercipta pengunjungnya, dari dulu sudah ada. Cuma untuk membantu dalam transportasi yang lebih terjangkau, dibuatlah itu. Kebetulan memang demandnya banyak.  Rama:  Iya, mohon maaf saya Tarik lagi ke Bali. Trans Metro Dewata itu sudah ada rute ke Ubud juga. Beberapa kali saya lihat koridor 4 sudah langsung ke Monkey Forest, sepertinya koridor baru.  S013:  Iya mungkin, karena permintaan Monkey Forest memang banyak. Ya saya lupa koridornya. Kebetulan saya teliti Trans Metro Dewata tapi bukan tim saya jadi saya ga terlalu hafal. Tapi setahu saya kayaknya itu perkotaan. Tapi kalau memang sudah sampai ke sana ya bagus juga sih, jadi kayak aglomerasi ya. Jadi cakupannya lebih luas.  Rama:  Iya, salah satu catatan yang saya masih ingat, tata Kelola manajemen bus jadi lintas kabupaten. Bagaimana Anda melihat ini, apakah akan diambil oleh provinsi atau BLU aglomerasi atau bagaimana?  S013:  Waktu itu Ketika evaluasi buy the service kan masalahnya rendahnya peran daerah. Jadi pemerintah pusat ini sekarang menggelontorkan APBN, Cuma ga tahu sampai berapa lama. Nah harapannya 3 tahun, daerah sudah mulai menindaklanjuti dengan mensubsidi sendiri. Jadi kalau memang wilayahnya lintas kabupaten, maka perlu koordinasi provinsi. Nah berarti subsidi harus diinisiasi oleh daerah, misalnya Gubernur, kemudian disupport oleh dewan, DPRD itu harus menyiapkan anggaran dalam anggaran belanja daerah itu. Mereka harus menyediakan khusus untuk transportasi. Kayaknya titik lemahnya itu di situ. Jadi pemerintah daerah sendiri, wakil rakyatnya, DPRDnya itu kadang-kadang kurang support. Kemudian bagi Gubernurnya juga mungkin itu bukan sesuatu yang langsung terlihat.  Jadi anggaran untuk transportasi ini rata-rata bukan prioritas, sehingga akhirnya kayak yang terjadi itu kemarin setelah kajian ITB itu kita lakukan evaluasi lagi. Kebanyakan itu bus sudah beroperasi tapi penentuan trayeknya kadang ga tepat sehingga load factornya kecil. Jadi trayeknya, penentuan rutenya tidak tepat sehingga load factornya kecil. Kemudian yang kedua, fasilitas yang harus disediakan oleh pemerintah daerah sendiri ternyata mereka juga anggarannya tidak dianggarkan, otomatis kan juga seperti misalnya halte atau rambu bus stop saja sebagai petunjuk bahwa di situlah pemberhentian bus. Nah kadang-kadang penumpang itu ga tahu naik bus itu dimana. Jadi bus itu mereka lewat, tapi masyarakat ga ngerti harus naik dimana. Mereka sudah naik busnya lalu ada pengumuman, “berhenti di halte ini,” oh ini ternyata halte. Pada kenyataannya tidak ada tanda apa-apa.  Jadi itu salah satu yang membuat load factor kecil juga sosialisasi kurang. Kemudian penumpang juga tidak tahu, kalau pun ada penumpang yang tahu bus lewat mana tapi berhentinya hanya dimana. Halte dan bus stop itu sesuatu yang sangat urgent tapi daerah kayaknya belum siap untuk membiayai.  Rama:  Saya sempat mengobrol dengan komunitas […]. Halte bus di sana hanya tiang lalu gambar bus. Jadi penumpang pun ga tahu itu koridor mana, kadang haltenya pun bersebelahan beda koridor, jadi penumpangnya tertukar halte.  S013:  Ya, jadi karena political will ya. Kalau kita kasih garis bawah itu masalah utamanya political will dari pemerintah daerah sendiri. Jadi di tingkat pucuk pimpinan seperti Gubernur atau bupati atau walikota, siapa yang punya kewenangan di situ, itu belum menjadi prioritas. Yang kayak kemarin kasus Komisi V itu yang di televisi itu mereka mengkritik bus yang di Makassar itu kan kosong yang lewat di depan rumahnya itu. Katanya “ngapain itu ngabisin APBN aja, sebaiknya tidak perlu dilanjutkan, toh kita ada kredit motor juga murah.” Itu DPR tingkat pusat yang bicara, gimana yang daerah.  Rama:  Iya karena Anda menyebutkan itu, saya langsung ke situ juga. Apakah transportasi itu juga, karena ini sempat ada yang menyebutkan juga dari komunitas lain di interview saya sebelumnya. Apakah tidak bisa transportasi itu punya dana khusus sendiri seperti subsidi Pendidikan dan kesehatan? Apakah memungkinkan ya?  S013:  Ya Pendidikan dan kesehatan itu alokasi khusus maksudnya DAK?  Rama:  Saya kurang tahu istilahnya, tapi kan kesehatan itu kan dianggarkan 5% dari APBN, kemudian Pendidikan 20% dari APBN. Apakah transportasi juga?  S013:  Semua kan dianggarkan Cuma prosentasenya kan tidak sama  Rama:  Iya prosentasenya …  S013:  Iya Pendidikan itu prosentasenya lebih besar. Artinya itu kan prioritas. Jadi memang kan negara kita ini prioritas itu masih tentu kesehatan dan Pendidikan, dianggap masih kebutuhan dasar. Kalau transport itu kan masih belum menjadi kebutuhan dasar. Masih menjadi apa ya, orang tuh kan yang penting sehat dulu, punya Pendidikan, bisa makan. Ga usah pergi kemana-mana kan bisa. Artinya kalau dari hasil diskusi dengan beberapa narasumber, sebenarnya kalau kita mengharapkan dari political will pimpinan daerah kan sulit ya. Karena itu terkait dengan apakah itu menguntungkan bagi yang bersangkutan pada saat kepemimpinannya.  Jadi narasumber itu menyarankan sebenarnya dana-dana CSR dari perusahaan itu kenapa tidak dialokasikan ke bidang transport. Waktu itu juga ada yang mengusulkan seperti BUMN Jasa Raharja atau apa, itu seharusnya tidak perlu memberikan dividen kepada pemerintah, kata Pak Djoko Setiowarno. Dana CSR BUMN seharusnya untuk keselamatan transportasi, waktu itu kita bahas keselamatan transport terkait dengan kecelakaan bus dan truk yang akhir-akhir ini banyak. Kita mendapatkan dana-dana transportasi itu sebenarnya bisa melibatkan dari swasta, dari CSR perusahaan yang memang bisa kita libatkan di situ. Cuma kan itu Kembali lagi kepada pemerintah. Pemerintah yang harus punya action, harus bisa mengkoordinir bagaimana swasta ini bisa untuk mengalokasikan dana-dananya itu. Siapa yang mengkoordinir, bagaimana nanti akuntabilitas pertanggungjawaban dan sebagainya. Artinya kalau pemerintah daerah kayak Gubernur misalnya. Seharusnya mereka bisa menggunakan dana CSR yang ada di daerahnya, bisa digunakan untuk misalnya pasang halte, pasang rambu. Sebenarnya kalau memang mereka punya inisiatif dan mau berkoordinasi itu bisa.  Ini contoh kasus yang sepele, kita evaluasi provinsi DIY. Ini menurut kami sangat pasif, ada 2 kemungkinan karena memang mereka terpaksa. DIY itu sebenarnya tidak mau diberikan subsidi BRT karena sebenarnya mereka sudah punya Trans Jogja sendiri yang mereka subsidi sendiri. Mereka sudah punya, sudah running. Tapi oleh pemerintah pusat diberikan program buy the service. Jadi di sini ada dua yang harus mereka urus. Jadi mereka seperti ga terurus yang buy the service ini. Karena itu melibatkan tidak hanya kota Jogja, tapi juga sampai ke Bantul, sampai ke luar kota Jogja. Artinya koordinasinya pun kan butuh koordinasi. Ini pun lemah antar pemerintah sendiri. Nah bagaimana mereka harus mengkoordinasi pihak swasta. Itu sesuatu yang harus punya apa ya, pimpinan itu harus punya keinginan yang kuat. Punya idealisme mungkin ya.  Rama:  Iya, tapi untuk daerah-daerah pariwisata seperti tadi Lombok atau Bali seperti di topik saya. Apakah harusnya juga ada kerja sama khusus dengan dinas pariwisatanya untuk menentukan katakanlah rute atau mengalihkan wisatawan jadi mengurangi kendaraan pribadi?  S013:  Ya sebenarnya kalau contohnya Ubud. Wisatawan apalagi orang asing kan sebenarnya mereka menyukai jalan kaki dalam range tertentu misalkan 1 kilometer. Jadi fasilitasilah yang bisa berjalan kaki. Tapi kalau memang, artinya pemerintah juga harus bisa melakukan pembatasan tadi seperti usulan kami itu. Jadi untuk bisa masuk ke jalan raya ubud berjalan kaki itu memang harus memanfaatkan parkir off-street. Itu harus bisa maksimal. Artinya bagaimana kita bisa disiplin gitu melarang mobil untuk bisa masuk ke jalan raya itu pada jam-jam tertentu, naik mobil pribadi maupun angkutan barang. Nah ini angkutan logistic ini hampir setiap menit loh. Di sepanjang itu kan restoran, pertokoan, itu kan loading unloading setiap jam bisa berapa kali. Itu pembatasannya bagaimana, jadi sulit juga. Jadi untuk bisa membatasi kendaraan masuk ke situ pun harus dipikirkan bagaimana usaha mereka juga tidak terganggu.  Waktu itu yang Ubud kita bicara pembatasan angkutan barang. Nah itu ternyata anggota DPRD sana yang punya usaha angkutan barang, susah diatur. Itu conflict of interestnya banyak. Itu untuk angkutan barang. Jadi pembatasan kendaraan kalau menurut saya gini, sebenarnya mereka itu harus diakomodir apa sih kepentingannya. Ini seperti dirigen sih ya, harus ada pimpinan yang ditakuti. Karena di sana yang ditakuti kan raja di Ubud itu, raja Ubud itu pebisnis. Ketua asosiasi hotelnya aja raja Ubud. Saya ketemu dengan raja Ubud di situ. Ketua IPHI perhotelan adalah anaknya raja itu. Nah terus saya ngomong sama orang dinasnya, “ya memangnya bisa kalau mau ngatur raja?” (laugh). Ada hal-hal yang seperti itu. Raja mungkin nurut kalau sama Gubernur, atau gimana ya. Jadi emang secara politis itu yang sulit.  Untuk menjalankan konsep-konsep itu, butuh siapa yang bisa interest di situ harus diakomodir, mau tidak mau. Kepentingan mereka dimana itu diakomodir, tapi kepentingan masyarakat yang lebih besar lagi misalkan sustainable transport juga harus tercapai gitu. Jadi kayak konsep pembatasan kendaraan yang kami usulkan dalam studi kami itu hambatannya adalah mereka itu sering ada upacara adat. Dalam satu minggu itu memenuhi jalan. Mereka kan seperti karnaval. Ketika upacara adat itu sudah memenuhi jalan, logistic juga sudah merasa terganggu. Jadinya sih mungkin idealnya menurut saya kalau mau angkutan barang harus ada titik-titik logistic centre yang memang diakomodir seperti parkir off-street, dan hanya kendaraan ukuran berapa yang bisa lewat di situ. Jadi pengaturan penumpang dan barang itu memang harus dilakukan pembatasan. Jadi kayak hub spot. Mobil dari area luar hanya dibatasi di area mana, selanjutnya harus dilanjutkan dengan apa, shuttle untuk orang, atau angkutan barang dengan angkutan yang lebih kecil yang dikelola oleh tempat itu.  Rama:  Seperti park and ride baik untuk orang maupun barang.  S013:  Iya jadi memang harus diatur seperti itu. Kemudian sepeda motor ini yang susah ya. Kalau mobil mungkin masih bisa, tapi kalau motor ini satu ya itu juga bisnisnya orang situ sih ya, penyewaaan motor, penyewaan mobil. Itu juga akan berimbas kepada pendapatan daerah juga. Makanya transportasi umum massal di Bali itu menurut saya kayaknya pesimis deh saya. Karena mereka conflict interest dengan bisnis gitu. Saya yakin itu mereka yang punya bisnis rental kendaraan itu pejabat di sana atau orang-orang berwenang di situ.  Sekarang gini ya, di studi kita Bali mau bikin light train, seperti di Bandara, tanpa masinis. Waktu itu studinya kita lakukan di sana. Tapi ga ada yang ga mungkin ya, kalau sudah presiden yang bicara sih …Cuma apa semuanya harus presiden gitu? Jadi semua konsep yang bagus itu eksekusinya, tantangannya tuh eksekusinya, yang pertama political will. Jadi ada ga keinginan para politisi itu memang mau konsep itu diterapkan. Yang kedua, apakah memang para politisi yang punya kewenangan itu punya interest di situ. Karena kalau mereka punya interest mereka akan pikir-pikir penerapannya, akan mengganggu kepentingannya apa tidak. Yang ketiga, konsep-konsep itu biasanya terbentur dengan anggaran. Nah anggaran itu menjadi prioritas tidak di setiap daerah. Kalau memang itu proyek strategis nasional, biasanya pemerintah daerah akan ikut serta membantu pada periode tertentu. Selanjutnya memang pemerintah daerah sendiri yang harus punya inisiasi apakah melibatkan swasta atau dari luar negeri. Sehingga memang butuh pimpinan daerah yang kreatif, inovatif, punya visi.  Rama:  Dan berani melawan local power juga  S013:  Iya sih (laugh). Saya rasa sih kadang konsep tuh udah bagus-bagus ya. Tapi pada saat eksekusi itu gitu… Nah kalau Bali ini menurut saya stakeholdersnya kaya-kaya. Ini sebenarnya tinggal pemerintah Balinya saja. Ini dishub provinsi sekuat apa sih, menurut saya powernya kecil, ga mungkin mereka berani begitu. Itu tuh Gubernurnya, bisa ga dishub meyakinkan Gubernur. Terus Gubernur bisa ga mengkoordinasi semua stakeholder di situ.  Ini investor-investor semua yang ada di situ, hotel-hotel itu triliunan dananya. Kalau Cuma bikin transport di Bali itu kecil. Sekarang ada niat ngga? Masalahnya kalau transport Bali bagus mereka ketakutan usaha charternya pasti terganggu. Kayaknya mungkin harus diyakinkan ya bagaimana transport itu kan semuanya punya pasar. Ada pasar yang memang sewa, ada pasar yang memang pakai angkutan massal. Jadi semua tuh diakomodir. Artinya jangan takut duluan dengan adanya pembangunan transportasi. Karena kalau terjadi stuck, kemacetan, itu nanti mereka yang rugi sendiri. Kalau turis sudah enggan ke sana karena masalah ketidaknyamanan, yang rugi mereka juga. Nah itu yang harus diyakinkan, terutama pengusaha-pengusaha rental motor mobil harus diyakinkan kalau mereka tidak aware terhadap transportasi massal, tidak mendukung, maka sebenarnya yang rugi kalian sendiri. Kemudian bagaimana pengusaha-pengusaha di situ, baik pariwisata, perhotelan, restoran, itu harus mau CSR. Nah ini yang jadi dirigen siapa, harus Menteri Pariwisata? Itu mungkin. Nah itu harus didukung oleh presiden, itu khusus ngomongin Bali doang.  Rama:  Saya sempat diskusi dengan dosen juga bahwa transportasi umum mungkin tidak akan menggeser 100% mobil sewa tapi mungkin hanya akan jadi opsi tambahan. Mohon maaf saya jauh sedikit, apakah dari Kemenhub dan Kemenparekraf ada semacam program khusus bersama?  S013:  Kementerian pariwisata biasanya kerja sama kalau mendukung KSPN itu, pasti ada. Ada MoU, saya secara langsung tidak terlibat karena itu kan dirjen perhubungan darat. Secara langsung saya kurang tahu, tapi pastinya kalau sudah menjadi program strategis nasional pasti diselesaikan bersama-sama. Cuma ya mungkin sampai dimana kerjasamanya kemudian progressnya seperti apa (saya ga tahu). Kalau kayak kasus Mandalika waktu itu, itu kalau memang sudah level presiden itu dikebut seperti MotoGP. Event itu semua turun, menteri aja mungkin tiap pekan datang.  Rama:  Oke. Saya agak kurang di posisi kementerian ini, tapi apakah dua kementerian ini di bawah kemenko yang sama?  S013:  Kayaknya ngga, beda coordinator. Saya juga tidak terlalu hafal. Kita di Kemenko maritim investasi, di bawah Pak Luhut.  Rama:  Bagaimana dengan BUMN pengelola wisata seperti ITDC? Apa ada MoU dan program bersama dengan Kemenhub?  S013:  Iya itu Bali dan Mandalika, untuk Kawasan Borobudur lain lagi. Dalam hal ini mungkin Kemenhub lebih ke program, pada saat operasionalnya lebih ke BUMN seperti DAMRI. Tapi support dari Kemenhub lebih ke penentuan trayeknya, perizinannya. Mungkin lebih kepada prediksi demand untuk menentukan berapa banyak sarananya. Kayak studi kelayakannya.  Rama:  Bagaimana dengan BPTD?  S013:  Itu sebenarnya kepanjangan tangan dari Dirjen Perhubungan Darat yang ada di setiap wilayah. Jadi mereka wakil dari dirjen darat, Ketika ada pertemuan-pertemuan dengan daerah yang memang tidak harus orang dirjen darat datang ya mereka selalu ada di situ. Jadi ya mengawal program-program pusat yang ada di daerah.  Rama:  Ya, karena saya dengar ada yang dapat subsidi dari BPTD ada juga dari dirjen hubdat, apakah ini sama?  S013:  Sama  Rama:  Iya itu yang ingin saya tanyakan. Gimana bisa membuat transportasi wisata lebih berkelanjutan, tapi tadi sudah digali juga semua. Termasuk rumitnya banyak kepentingan di sana.  S013:  Menurut saya, di Bali tuh sekarang ada shuttle ke titik-titik wisata. Saya pernah di Korea itu ada satu bus dengan trayek tertentu, tapi mereka beroperasi di titik-titik wisata doang. Jadi mereka berhenti misalkan di Jakarta tuh ke Kota Tua, kemudian nanti ke museum apa, kemudian ke Ancol, lalu kemana lagi. Jadi shuttle seperti itu dibuat menarik. Jadi trayeknya itu di titik-titik wisata. Shuttlenya bisa dibuat seperti Trans Metro Dewata itu, tetapi tujuannya titik-titik wisata. Kalau menurut saya itu yang kemarin kami usulkan juga. Kan Denpasar sudah ada juga, kalau ga salah Namanya Kura-kura shuttlenya.  Itu sudah ada di Bali, Cuma menurut saya mesti dibanyakin. Jadi dengan adanya shuttle itu, mereka kan terjadwal kapan mereka terjadwal, kapan mereka berangkat dan sampai dimana. Kemudian pasti tarifnya lebih murah. Nah itu akan membantu orang untuk bisa meninggalkan mobil-mobil tadi. Kalau ada shuttle seperti Trans Jakarta begini yang banyak dan murah pasti mau lho.  Rama:  Ya, seperti Citayam Fashion Week  S013:  Ya, kalau mau subsidi di situ. Subsidi angkutan shuttle. Waktu saya penelitian yang Ubud, permasalahannya adalah jumlah shuttle. Shuttle sudah berjalan di Ubud tapi jumlahnya masih kurang. Kalau terlalu lama menunggu orang malas juga kan. Itu memang harus dibuat headwaynya jangan terlalu cepat, jangan terlalu lama, misal 10-15 menit. Kepastian waktunya akan membantu orang dalam arrange perjalanan mereka  Rama:  Apakah itu subsidi?  S013:  Kabupaten Gianyar, kalau kura-kura mungkin Denpasar saya juga kurang tahu.  Rama:  Tapi apakah mampu? Isunya waktu itu sempat cek kemampuan fiscal daerah-daerah di sana ga terlalu besar juga.  S013:  Ya itu orang-orang yang kita layani juga kan orang-orang berduit sebenarnya. Jadi itu subsidi jangan lama-lama, waktu pengenalan aja. Karena yang kita layani ini kan bukan sembarang masyarakat. Mereka kan orang liburan gitu, asumsinya kan orang yang punya uang. Berarti harus menjawab kebutuhan aja. Ketika layanan ini menjawab kebutuhan mereka, saya yakin pasti load factornya besar. Nah Ketika load factor besar, mereka dicharge pasti mau asal pelayanannya handal, waktunya bisa dijamin tepat waktu, kalau kenyamanan jelas standar pelayanan minimal. Nah tarif tinggal kita tentukan tarif yang terjangkau tuh yang seperti apa. Saya yakin pasti kalau kita perginya 1-2 orang pasti akan lebih murah menggunakan shuttle. Tapi kalau rame-rame mungkin akan lebih mudah charter, tapi itu nanti akan terseleksi sendiri.  Rama:  Waktu itu yang mengeluarkan tarif 4500 dari mana?  S013:  Kalau tarif itu harus pemerintah daerah. Ya mungkin diusulkan oleh pemerintah pusat batasnya. Biasanya pemerintah pusat menentukan batas bawah dan batas atas, kemudian nanti pemerintah daerah punya peraturan daerah yang mengatur tarifnya berapa. Tapi itu berdasarkan kemampuan (ability to pay/ATP) dan kemauan (willingness to pay/WTP) dalam membayar.  Rama:  Ya bu, sudah banyak yang saya dapat. Pertanyaan saya seputar itu, sepertinya sudah semua. Apa ada yang ingin Anda tambahkan?  S013:  Mungkin benchmarking saja, kalau Anda bisa memberikan suatu model di luar negeri, konsep angkutan wisata, bagaimana pembiayaannya. Kalau yang saya lihat seperti di Korea itu penuh busnya. Itu bisa jadi contoh. Kalau di London mungkin ada kali ya.  Rama:  Ya bu, sebenarnya waktu itu sudah dimasukkan di laporan evaluasi. Yang untung itu dari hasil benchmark kita hanya di MTR Hong Kong, karena kuncinya bisnis transportasi itu juga bisnis TOD (transit oriented development).  S013:  Iya sih, memang harusnya begitu jadi non-farebox ya.  Rama:  Iya, karena dimana-mana juga disubsidi.  S013:  Nah itu berarti sebenarnya yang belum siap adalah peraturannya. Regulasi terkait TOD, regulasi terkait nanti kalau kita dapat uang di luar tiket, itu nanti bagaimana, masuk kemana, dikelola oleh siapa. Apakah pemerintah pusat atau bisa dikelola oleh daerah. Itu yang masih menjadi masalah sekarang, masih jadi satu tantangan yang perlu dibahas. Seperti buy the service ini, nanti mereka ada non-farebox. Non-farebox ini nanti bagaimana apakah akan menjadi pendapatan bukan pajak (PNBP) ke pemerintah pusat atau langsung menjadi pemasukan pemerintah daerah sebagai pengelola. Itu peraturannya belum siap, ya mungkin itu juga harus dipersiapkan.  Untuk bisa sustainable, sebuah konsep untuk bisa berjalan itu penganggarannya harus didukung. Kalau anggaran ga didukung pasti mentok lagi sih, ga sustain. Ya karena duitnya ini yang penting.  Rama:  Ya, saya lihat kalau TOD minimal pusat-pusat keramaian. Kalau misal di Bali itu mini-TODnya adalah atraksi wisata kan bisa juga dipungut iuran untuk transportasi publiknya. Karena misalkan, “mau tidak atraksi wisata ini dilewati oleh rute transportasi public?”  S013:  Ya sebenarnya Bali kan pasti rame. Artinya mau bikin konsep aja laku lah di sana itu. Cuma jangan lupa mereka juga punya Batasan budaya. Kayak monkey forest itu kan mereka membangun di situ juga ada Batasan-batasannya. Terus masalah kayak ketinggian bangunan juga ada batasannya. Ga boleh lebih tinggi dari Pura atau apa yang seperti itu. Artinya budaya sendiri juga membatasi (pembangunan). Tapi kan memang yang mereka jual adalah budaya. Jadi ya harus dipertahankan.  Rama:  Terakhir saya dengar Bali juga tidak mau dikoneksikan, misalnya dikoneksikan dengan kereta bawah tanah, karena kepercayaan di sana?  S013:  Oh kalau intermodal dengan kereta sudah ada rencananya. Mau dibangun kereta ke arah utara, kan nanti ada bandara di areah utara. Kalau dari Jawa sudah sampai Banyuwangi. Kan sudah ada iklannya, “Jalan-jalan ke Bali naik kereta dengan harga sekian.” (Tunnel bawah laut) lebih mahal lagi, mungkin lebih murah support ferry atau buat jembatan mungkin. Tunnel kan mungkin kita belum terbiasa untuk bangun tunnel bawah laut. Kecuali dimana ya, Di Indonesia saya belum pernah. Di Jepang saya pernah dari Sapporo ke pulau utamanya pernah lewat tunnel bawah laut, tapi kan bagi kita terlalu canggih kayaknya. Ya artinya kalau dari kereta sendiri itu sudah berusaha untuk menyambungkan intermodanya.  Rama:  Mendekati ya, sampai Banyuwangi  S013:  Kan dilihat dari perilaku turisnya juga. Kalau mahal kan mereka juga ga mau.  Rama:  Iya, akhirnya tapi kan terbatas dengan ferry dan pesawat saja ya ke Bali itu.  S013:  Ya, artinya kan kalau naik pesawat berarti yang menengah ke atas, kemudian mobil pribadi yang menengah, kemudian yang naik bus yang bawah begitu. Kemudian dari situ kan kelihatan emang kelasnya di situ. Dan itu saya yakin paling banyak naik bus dan kendaraan pribadi. Pesawat pasti terbatas, mahal lho pesawat dari Jakarta.  Rama:  Ya, banyak wisatawan asing yang naik pesawat.  S013:  Ya wisatawan asing kan termasuk menengah ke atas. Dengan nilai currency yang lebih tinggi itu kan pasti menurut mereka Indonesia itu murah.  Rama:  Iya, itu paling yang ingin saya tanyakan. Kalau teknis berarti di Dirjenhubdat ya seperti trayek dan subsidinya  S013:  Ya, seperti trayeknya kemana, itu yang menentukan dan membuat studi kelayakan adalah Dirjen Darat, lalu berapa subsidinya itu mereka. Itu terkait dengan kerja sama KSPN. Mungkin bisa menyurati ke sana kalau membutuhkan data yang bersifat teknis.  Rama:  BPTD XII itu di bawah Dirjen Hubdat ya?  S013:  Ya, tapi kalau ketersediaan data pasti lebih banyak di Dirjenhubdat. Silakan dicoba saja. Kalau di pusat itu mungkin responnya akan lebih lambat karena mereka sibuk. Kalau BPTD akan lebih cepat responnya, karena tidak sesibuk yang di pusat.  Rama:  Baik, terima kasih banyak kesempatannya untuk berdiskusi. Mungkin nanti jika ada beberapa hal yang ingin saya konfirmasi boleh saya kontak Kembali ya.  S013:  Ya silakan. Kalau misalkan Anda butuh kontak kemana mungkin nanti saya bisa bantu. Dirjen darat saya ga banyak kenal tapi saya bisa usahakan.  Rama:  Kalau dishub provinsi Bali?  S013:  Saya ada kontaknya  Rama:  Baik terima kasih | Rama:  Thank you for your time, at that time I was the Buy the Service evaluation team. Now I am continuing my study on tourism transport, coincidentally my topic is about Bali. First, may I know about you?  S013:  I am a lecturer at […], in the field of industrial engineering, but last time I teach was 3 years ago. I started teaching in 1999. I have been teaching for almost 20 years. In 2009 I entered […] until now. Teaching time is flexible, I am not a program manager so the schedule can be adjusted to Saturday or evening.  Rama:  Does industrial engineering have anything to do with transportation?  S013:  At that time, before I was in the […] section, I was in the […] section. For almost 4 years 2009 to 2014 there, then I moved to the […] section. I just became a structural officer here, an echelon […] official. In the past, functional could be doubled, so I was a researcher and structural. In 2019 I have to choose, it couldn't be a double job so I choose as functional.  Rama:  What year is this Ubud Green Zone research project?  S013:  2017  Rama:  Is this a research request from Ubud or BKT self-initiative?  S013:  At that time the president was focusing about 10 new tourist destinations. The President has mapped tourism in Indonesia which is divided into 10 tourist destinations which are the main targets. So tourism is all about how to increase the number of tourists. We, from the Ministry of Transportation, must support the transportation side. Well, at that time, either because of that or just because at the same time, we had a transportation clinic program. So we received research requests from various regions in Indonesia to carry out transportation in their regions. At that time, Gianyar Regency proposed to be assisted in solving transportation problems in Ubud.  At that time there was an issue in the media, Ubud in terms of ranking had declined. So initially the top 5 or 3 according to …, what rank is it. Over time it decreased because the traffic jams in Ubud reduced the attraction there. So they hope that with the help of our research results, we can help to solve it. It's just that after that, we didn't really … there was 1 year of monitoring, some of them have been running. We propose that there are 3 stages. The first stage is like the parking problem has begun to be implemented, but yes it is not 100% complete, especially motorcycle parking, it is still difficult. So that's it, the last time we monitored was in 2018. So far, we haven't look back into it.  Rama:  Phase 2 regarding the shuttle provision, is it there yet?  S013:  Yes, so we do not have an agenda for the next implementation. Incidentally, a friend who worked there also moved, not in the transportation department anymore. So this is disconnected. The results of the research only end there.  Rama:  Let me go back to Ubud. For Ubud, do they identify themselves as rural or as urban? Because there is a dispute from several stakeholders.  S013:  There they are districts, so they don't mention Ubud City. Ubud is actually a sub-district.  Rama:  Indeed, regionally they are rural, but does it still deserve to be called rural?  S013:  In terms of crowds, if you look at it from Bali, it's rural. Because they also offer natural tours. So the tourists who go there are special, mostly from Europe. In contrast to Denpasar, many tourists from outside Europe. That means more Australian, but in Ubud it's mostly European. Indeed, it is more middle-class in Ubud, the rate is also more expensive, the hotel, the place to eat, they are exclusive.  Rama:  Well, I have some questions as stated in the invitation letter, but maybe they have been mentioned in this Green Zone report. In the report there are stages 1, 2, and 3. Have you also considered changes in tourist behavior patterns at that time?  S013:  How do you change behavior, for example?  Rama:  For example, modal shifting  S013:  So what is currently available is that they really depend on the cars that are there. In the sense that they can rent or facilitated by the hotel. So there are hotels that can pick up and drop off in the form of a shuttle. So they use it a lot. Well more than that, they actually like walking anyway. Because Ubud is actually small, it is a village, sub-district, yes, actually it's not too big. The tourist destinations there are in the form of hotel, after that they can go for a walk to restaurants, antique shops, souvenirs. If they want to enjoy something further away, such as a coffee centre, coffee plantation, or even further away, they use car hire. So in Ubud, they tend to rent motorbikes or walk.  Rama:  What about other non-motorised transport such as bicycles, I don't know if it's already there? a scooter, is the contour also possible?  S013:  Contours are not safe, yes, they are a small road, because it is a local road. At that time we also gave input regarding pedestrians, the sidewalks were also not well built in the entire Ubud area. During the year we were monitoring, there were some improvements that had been made, but I don't know until now whether the scope of the repairs has expanded. Well, it's actually to facilitate pedestrians. They're actually carrying babies. The sidewalk is also small, not even 1 meter. So from what I see on the field, they are actually rather uncomfortable with it. Even if they walk, let alone carry a baby stroller (stroller), they are also in groups, so they are not comfortable with traffic jams and the pedestrians are also not wide enough and uncomfortable. I think I see some discomfort. If we locals are not comfortable, how about those who are used to a better one (sidewalks) in their country.  So for bicycles, cycling doesn't seem to fit the contours. And I also don't see many tourists using bicycles there. But the motorcycle is used quite a lot. Because bicycles might not be safe for them. It means bicycles are there but not many. But riding a motorbike is probably already a habit there. The motor is very cheap, flexible. And they are happy to use motorbikes freely. In Bali, they don't wear helmets and so on. Yes, so they are, Bali itself seems to provide an atmosphere that does not have to obey rules (laugh). So, it seems that is rare for us to see them wearing full helmets, so in my opinion there are many violations.  Rama:  Sorry, it's a bit technical, for example, if the sidewalk is widened, is the current total road wide sufficient? As far as I know the road is also a bit small  S013:  Yes, at that time, we didn't really recommend expanding it, but just improving it. Because I believe the land value is high, very expensive there. Because the ownership of the land is already (owned by) foreigners. Many foreigners are already landowners there. Even if we widen the road, the cost would be very high. So I think Ubud is more suitable as a non-motorised area. This means we have to limit the number of cars. Well, actually what we proposed are restricting private cars and restricting where the tourist cars are.  So at that time we focused on Jalan Raya Ubud, focusing on only 1 road section that we examined. In fact, there are other roads. But there we were looking at the centre and the one has the highest level of congestion. The congestion ratio is almost 100%.  Rama:  Yes, yes. I would like to draw back to some of my previous interviews, before I want to dig into the policy part. I've talked to […] before, they said they have a KSPN (National Tourism Strategic Area) route, but the subsidies have been stopped. Airport to Bangli and Amed if I'm not mistaken. So in the rural direction there is a direct bus from the airport. It means that there are many initiatives like this from the central government.  S013:  Yes, this is the era of the current president. Maybe it's a follow up directive. But Bangli is a quiet area, right, towards Lake Batur, Trunyan area. Yes, even if there is […], it is only a guide mode at the airport. So they will only stop at one point. For example from the airport to Bangli. I think it was stopped because it didn't meet demand. Because from the airport, it means new tourists are coming. Automatically they will stay in the Denpasar area first, or the Nusa Dua area. Go to Bangli only if they travel. So in my opinion, when they have an agenda, they go to Bangli, but stays in Denpasar. So, if you open transport to Bangli, in my opinion, the origin point should not be at the airport. My prediction, maybe at that time it was the wrong decision in determining the origin and destination.  Rama:  That's right, and indeed the reason is because the load factor is only 30%, they said. But the load factor will never be 100%, right?  S013:  That's the average. Usually this is a subsidy. Well, maybe it's booming like the Mandalika area, I also happened to be researching the […]. It was a small load factor at first, but there is also a heavy load factor route. This means that when we determine the origin of the destination correctly, it will indeed be alive. But fail in determining the route or the route is not right, it usually dies, or depends on the period of the subsidy. That's what we create, so demand is served. Create supply so that demand comes. But it depends on the strength of the government to provide subsidies.  Rama:  Has this route with a heavy load factor ever been identified whether it is widely used by local commuters or tourists in tourist areas?  S013:  In Bali we didn't know, I happened to be researching NTB Lombok. KSPN is served by […], one of which is Mandalika, then to Sembalun Mount Rinjani, then where else. The KSPN route can be from the airport, it can be from the seaport crossing from Bali, from Bali to Nusa Tenggara. Then there is another one that goes to the island of Sumbawa. So between the points of Lombok, it means that from Bali to Lombok, from Sumbawa to Lombok, then from the North there are also. It is all served by KSPN. Incidentally, it was just operated last year along with the Mandalika event (MotoGP).  Rama:  If it's called KSPN route, it means it's targeting tourists too, right?  S013:  Yes, so with the Mandalika MotoGP, finally other tourist areas are also being developed. In fact, there is no route. Mandalika is in the South area, while Rinjani is already heading to Sumbawa, North. So it's like they are around the island of Lombok. So, I see that the route to Rinjani has a low (load factor), indeed who wants to go to Mountains. Yes, the heavy one goes to Mandalika and Senggigi. Gili Trawangan was also the first DAMRI there, it was subsidied too, medium buses. This is one of the forerunners of the KSPN subsidy. And indeed Gili Trawangan has created visitors, there have always been. It was created to help with a more affordable transportation. Incidentally, there is a lot of demand.  Rama:  Yes, I'm sorry. I need to draw you back again to Bali. Trans Metro Dewata already has a route to Ubud as well. Several times I have seen corridor 4 that goes directly to Monkey Forest, it looks like a new corridor.  S013:  Yes, maybe, because there are a lot of demand in Monkey Forest indeed. Yes, I forgot the corridor. Incidentally, I researched Trans Metro Dewata but it was not my team so I don't really remember. But as far as I know (Trans Metro Dewata) it's urban. But if it really gets there, that's good too, so it's like an agglomeration. So the scope is wider.  Rama:  Yes, one of the notes that I still remember is that the bus management system will be cross-district. How do you see this, will it be taken by the province or the agglomeration-owned enterprise or what?  S013:  At that time, when evaluating buy the service, the problem was the little role of the regions. So, the central government is now disbursing the state budget, I just don't know how long it will last. Now, the hope is that in 3 years, the regions have started to follow up by subsidising themselves. So, if the area is cross-district, then provincial coordination is needed. So, it means that the subsidy must be initiated by the region, for example the governor, then supported by the council, the local parliament must prepare a budget in the regional budget. They should provide specifically for transportation. That seems to be the weak point there. So, the local government itself, the representatives of the people, the parliament sometimes less supportive. Then for the Governor, maybe it's not something that is immediately visible.  So the average budget for transportation is not a priority, so in the end, like what happened last time, after the study from ITB, we re-evaluated them. Most of the buses are already operating, but sometimes the route is not correctly determined, so the load factor is small. So the route, the determination of the route is not right so that the load factor is small. Then the second, the facilities that must be provided by the local government themselves, it turns out that it is also not budgeted, as for example a bus stop or a bus stop sign as an indication that that is where the bus stop is. Well, sometimes the passenger doesn't know where to take the bus. So they passed the bus, but people didn't know where to get on. They had boarded the bus and then there was an announcement, "stop at this place," oh they just realise it is a bus stop. In fact, there is no sign of anything.  So that's one thing that makes the small load factor also lacks socialisation. Then passengers also don't know, even if there are passengers who know where the bus going to, but don’t know where it stops. Bus stops are something that is very urgent, but the regional (government) doesn't seem ready to pay for it.  Rama:  I had a chance to chat with, such as […]. The bus stop there is just a pole a bus picture. So passengers don't even know which corridor it is, sometimes the bus stops are next to different corridors, so the passengers are swapped stops.  S013:  Yes, so because of political will, yes. If we give a bottom line, the main problem is the political will of the local government itself. So, at the top leadership level, such as the governor or regent or mayor, who has the authority there, it is not a priority. Like last time, in the case of Commission V, where he criticised the bus in Makassar, which was empty, that passed in front of his house. He said "why should you waste the state budget, it shouldn't be necessary to continue, after all we have cheap motorbike loans." It was the parliament at the central level who talked, how about the regional ones?  Rama:  Yes, since you mentioned that, I'll go straight to it too. What is transportation …, because this was mentioned by other communities in my previous interview. Can't transportation have its own special funds, such as subsidies for education and health? Is it possible?  S013:  Yes, education and health are special allocations. Do you mean DAK (Special state budget)?  Rama:  I don't know the term, but health is budgeted at 5% of the state budget, then education is 20% of the state budget. Can state do it for transportation too?  S013:  Everything is budgeted, only the percentage is not the same  Rama:  Yes, the percentage...  S013:  Yes, education is a bigger percentage. That means it's a priority. So, indeed, our country's priority is still health and education, which are still considered as basic needs. Transportation is still not a basic need. Still, it's important for people to be healthy first, have education, can eat. You don't have to go anywhere. This means that from the results of discussions with several resource persons, in fact, if we expect from the political will of regional leaders, it is difficult. Because it is related to whether it is profitable for the person concerned at the time of his leadership.  So the informant suggested, why don’t the companies' CSR funds be allocated to the transport sector? At that time there was also a suggestion such as SoE Jasa Raharja or something, they should not need to give dividends to the government, said Mr. Djoko Setiowarno. SoE CSR funds should be for transportation safety, at that time we discussed transport safety related to bus and truck accidents which have recently been a lot. We get transportation funds that can actually involve the private sector, from CSR companies that we can actually involve there. That's all. Back again to the government. The government, which must take action, must be able to coordinate how the private sector can allocate its funds. Who will coordinate, how will the accountability and so on. This means that the local government is like the governor, for example. They should be able to use CSR funds that are in their area, it can be used for example installing shelters, installing signs. Actually, if they really have the initiative and want to coordinate, they can do it.  This is an example of a trivial case, we will evaluate the DIY province. In our opinion, this is very passive, there are 2 possibilities because they feel like they are forced to. DIY actually doesn't want to be given a BRT subsidy because actually they already have their own Trans Jogja which they subsidise themselves. They already have it, it's running. But the central government given them a buy the service program. So here are two they have to take care of. So buy the service program seems to be neglected. Because it involves not only the city of Jogja, but also to Bantul, to outside the city of Jogja. This means it also requires coordination. This is also weak between the governments themselves. So how should they coordinate the private sector. That's something that must have, yes, the leader must have a strong desire. Have idealism maybe yes.  Rama:  Yes, but for tourism areas like Lombok or Bali like in my topic. Should there also be special cooperation with the tourism office to determine, say, routes or divert tourists so as to reduce private vehicles?  S013:  Yes, in fact, for example Ubud. Tourists, especially foreigners, actually like to walk within a certain range, for example 1 kilometer. So, facilitate those who can walk. But if it is, it means that the government must also be able to carry out the restrictions like our proposal. So, to be able to enter the Ubud main road on foot, you must use off-street parking. It must be maximal. This means how can we be disciplined so that we can prohibit cars from entering the highway at certain hours, taking private cars or transporting goods. Well, this logistics transportation is almost every minute. Along these lines are restaurants, shops, how many times can it load and unload every hour. That's how the restrictions are, so it's hard too. So to be able to limit the vehicles that enter there, they must also think about how their business will not be disrupted.  At that time, in Ubud, we talked about restrictions on freight transportation. Well, it turns out that the local parliament members who have a goods transportation business are difficult to regulate. That's a lot of conflicts of interest. That's for freight. So the restrictions on vehicles, in my opinion, actually have to be accommodated, what are their interests? It's like a conductor, yes, there must be a leader who is feared. Because there the king in Ubud who is actually feared, the king of Ubud is a businessman. The chairman of the hotel association is the king of Ubud. I met the king of Ubud there. The chairman of hotel association there is the king's son. So then I said to the local government officer, "Is it really possible to manage the king?" (laughs). There are things like that. The king might obey the governor, or something. So it's politically difficult.  In order to carry out these concepts, it is necessary to accommodate those who can have an interest in them, like it or not. Their interests should be accommodated, but the greater interest of the community, for example sustainable transport, must also be achieved. So, like the concept of vehicle restriction that we propose in our study, the obstacle is that they often hold traditional ceremonies. Within a week they filled the streets. They are like a carnival. When the traditional ceremony has filled the road, logistics have also been disturbed. So maybe ideally, in my opinion, if you want to transport goods, there should be logistic centre points that are indeed accommodated such as off-street parking, and only certain size vehicles can pass there. So, the arrangement of passengers and goods must indeed be subject to restrictions. So, it's like a hub spot. Cars from outside areas are only limited in which area, then what to continue with, a shuttle for people, or transportation of goods with smaller transportation managed by that place.  Rama:  Like park and ride for both people and goods.  S013:  Yes, so it should be arranged like that. Then this motorbike is difficult. Maybe you can still do it for cars, but motorbike? That's also the people's business, motorbike rental, car rental. It will also have an impact on regional income as well. That's why for mass public transportation in Bali, I seem to be a pessimist. Because they have a conflict of interest with the business. I'm sure that those who own the vehicle rental business are officials there or those in authority there.  Now, yes, in our study, Bali wants to build a light train, like at the Jakarta airport, without a driver. At that time we did the study there. But nothing is impossible, right, when the president is talking, but does it always have to be president? So all concepts are good, the challenge is the execution, the first is political will. So there is no desire that the politicians really want the concept to be implemented. Second, do the politicians who have the authority have an interest in it? Because if they have an interest they will think about implementing it, whether it will interfere with their interests or not. Third, the concepts usually run into budgets. So the budget is not a priority in every region. If it is indeed a national strategic project, usually the local government will participate in helping for a certain period. Furthermore, the local government itself must have the initiative whether it involves the private sector or from abroad. So it takes regional leaders who are creative, innovative, have a vision.  Rama:  And dare to fight local power too  S013:  Yes (laughs). I think sometimes the concept is really good. But at the time of execution that was so… Well, in Bali, I think the stakeholders are rich. It's actually just up to the Bali government. How strong is this provincial transportation agency? (They are not) That's the governor (who is strong), can the transportation agency convince the governor? Then can the Governor coordinate all stakeholders there?  These are all investors who are there, the hotels have trillions of funds. If you only make transportation in Bali, it's small. Now, do you have any intentions? The problem is that if Bali's transportation is good, they are afraid that the vehicle hire business will be disrupted. I think maybe you have to be convinced how transport will look like, everything has their own market (demand). There are markets that are indeed rent private vehicles, there are markets that do use mass transportation. So everyone is accommodated. This means do not be afraid of the development of transportation first. Because if there is a stuck, traffic jam, then they will lose themselves. If tourists are reluctant to go there because of inconvenience problems, they will also lose. Now that's what you have to convince, especially car rental entrepreneurs, if they are not aware of mass transportation, don't support it, then it's actually their own loss. Then how about the entrepreneurs there, whether tourism, hotels, restaurants, they must do CSR. So, who is the conductor, has it to be the Minister of Tourism? It may be. Now it must be supported by the president, and it's must specifically talking about Bali only.  Rama:  I also had a discussion with the lecturer that public transportation might not shift 100% of rental cars but maybe it will only be stand as an additional option. I'm sorry this is a little bit far, is there some kind of joint special program from the Ministry of Transportation and the Ministry of Tourism and Creative Economy?  S013:  The tourism ministry usually cooperates if it supports the KSPN, there must be. There is an MoU, I'm not directly involved because that's the director general of land transportation. I don't know directly, but surely if it becomes a national strategic program, it will be completed together (between transport and tourism ministry). It's just that maybe how far the collaboration will go then what is the progress (I don't know). For the Mandalika case at that time, it was at the presidential level, so it was accelerated like MotoGP. They are all working hard for the events, the ministers maybe comes every week.  Rama:  Okay. I am a bit lacking in this ministry position, but are these two ministries under the same coordinating ministry?  S013:  I don't think so, different coordinators. I'm also not very remember. We are at the Coordinating Ministry for Maritime Investment, under Mr. Luhut.  Rama:  What about tourism management SoEs such as ITDC? Is there an MoU and a joint program with the Ministry of Transportation?  S013:  Yes, it's Bali and Mandalika, it's another company for the Borobudur area. In this case, the Ministry of Transportation may be more focused on programs, at the time of its operation it is more on SoEs such as DAMRI. But the support from the Ministry of Transportation is more about determining the route, the route license. Maybe it's more about predicting demand to determine the details, like a feasibility study.  Rama:  What about BPTD?  S013:  It actually an arm of the Director General of Land Transportation in each region. So they are representatives of the Director General of Land. So yes, overseeing central programs in the regions.  Rama:  Yes, because I heard that there were subsidies from BPTD and others from the director general of customs and traditions, is this the same?  S013:  The same  Rama:  Yes, that's what I wanted to ask. How you can make tourist transportation more sustainable, but all of that has already been explored. Including the complexity of many interests there.  S013:  In my opinion, in Bali there is now a shuttle to tourist points. I was once in Korea that there was one bus with a certain route, but they only operated at tourist points. So they stopped, for example, in Jakarta, to Kota Tua, then to what museum, then to Ancol, then where else. So such a shuttle is made interesting. So the route is at tourist points. The shuttle can be made like the Trans Metro Dewata, but the destination is tourist points. In my opinion, that is what we proposed last time as well. There's already available there in Denpasar, if I'm not mistaken, the name is Kura-Kura.  It already exists in Bali, but I think it should be increased. So with the shuttle, they are scheduled, when they leave and where they arrive. Then it's definitely cheaper. Well, that will help people to be able to shift from the cars. If there is a shuttle like Trans Jakarta, which is plentiful and cheap, they will want it.  Rama:  Yes, like Citayam Fashion Week  S013:  Yes, subsidy should be given there. Subsidies for shuttle transportation. When I researched Ubud, the problem was the number of shuttles. The shuttle is already running in Ubud but the number is still lacking. If you wait too long, people are not interested, right? It is necessary to make the headway not too fast, not too long, for example 10-15 minutes. The certainty of the time will help people in arranging their trips.  Rama:  Is it a subsidy?  S013:  Maybe Denpasar government who subsidise Kura-Kura, I also don't know.  Rama:  But is it possible? The issue at that time was that the fiscal capacity of the regions there was not too sufficient.  S013:  Yes, the people we serve are also people with real money. So the subsidies don't take too long, just the introduction time. Because what we serve is not just any community. They're vacation people, the assumption is people who have money. That means you have to answer your needs. When this service answers their needs, I'm sure the load factor will be high. Now, when the load factor is large, they will definitely want to be charged as long as the service is reliable, the time can be guaranteed on time, if the comfort is clear, the service standard is minimal. Now, we just need to determine what kind of affordable rates are. I'm sure that if we go 1-2 people it will definitely be cheaper to use the shuttle. But if there's a lot of people, it might be easier to charter, but that will be self-selected later.  Rama:  Where did the 4500 fare come from at that time?  S013:  The tariff must be came from the local government. Yes, it may be proposed by the central government for a limit. Usually the central government determines the lower limit and upper limit, then later local governments will have regional regulations that regulate how much the tariff will be. But it is based on the ability (ability to pay / ATP) and willingness (willingness to pay / WTP) in paying.  Rama:  Yes ma'am, I've got a lot. My questions are all about that, seems to have all. Is there anything you'd like to add?  S013:  Maybe just benchmarking, if you can provide a model abroad, the concept of tourist transportation, how to finance it. What I see is like in Korea, it's full loaded of buses. That could be an example. If you're in London, maybe there are too.  Rama:  Yes ma'am, actually at that time it was already included in the evaluation report. What is fortunate is that our benchmark results are only in Hong Kong's MTR, because the key to the transportation business is also the TOD (transit oriented development) business.  S013:  Yes, it should be coming from non-farebox.  Rama:  Yes, because everywhere, transport is always subsidised.  S013:  Well that it means that what is actually not ready is the rules. Regulations related to TOD, related regulations later if we get money outside the ticket, how will it go, where to go, managed by whom. Is it the central government or can it be managed by the regions. That's still a problem now, it's still a challenge that needs to be discussed. Like this buy the service, they will have a non-farebox later. This non-farebox will later become non-tax revenue (PNBP) to the central government or directly become local government revenue as the manager. The regulations are not ready yet, so maybe it should also be prepared.  In order to be sustainable, a concept to be able to run requires budgeting to be supported. If the budget is not supported, it's definitely stuck again, it's not sustainable. Yes, because the money is important.  Rama:  Yes, I see that the TOD is at least located in crowded centers. If, for example, in Bali, the mini-TOD is a tourist attraction, you can also charge them fees for public transportation. Because for example, "will this tourist attraction be passed by public transportation routes?"  S013:  Yes, actually Bali is definitely busy. It means that if you want to make a concept, just do it there. Just don't forget they also have cultural boundaries. Like the monkey forest, they built it there, too, there were limitations. Then the problem like the height of the building also has a limit. Can't be taller than Pura or anything like that. This means that culture itself also limits (development). But what they are selling is culture. So yes it must be maintained.  Rama:  Lastly, I heard that Bali doesn't want to be connected, for example to be connected to the subway, because of their cultural boundary there?  S013:  Oh, there is a plan for intermodal by train. If you want to build a train to the north, there will be an airport in the north area. Now there is one (train) in Java that can get you to Banyuwangi. There's already an advert, "Travel to Bali by train at that price." (Underwater tunnels) are more expensive, maybe cheaper to support a ferry or make a bridge maybe. Tunnel? Maybe we are not used to building underwater tunnels. Except where yes, in Indonesia I have never known any. In Japan, I've gone from Sapporo to the main island through an underwater tunnel, but it's too sophisticated for us, I guess. Yes, it means that from the train itself, they have tried to connect with the intermodal.  Rama:  Yes at least near to Bali, until Banyuwangi,  S013:  It can be seen from the behavior of tourists too. If it's expensive, they don't want it either.  Rama:  Yes, in the end, but it's limited to the ferry and plane to Bali.  S013:  Yes, it means that if you take a plane, it means an upper-middle one, then a medium-sized private car, then those who take the lower-end bus. Then from there, it looks like the class is there. And I believe that most people take buses and private vehicles. Planes are definitely limited, you know planes from Jakarta are expensive.  Rama:  Yes, many foreign tourists board the plane.  S013:  Yes, foreign tourists belong to the upper middle class. With a higher currency value, they think Indonesia is cheap.  Rama:  Yes, that's what I wanted to ask the most. For technical things, it should be addressed to General Director of Land Transport, like routes and subsidies  S013:  Yes, as to where the route goes, it is the Director General of Land Transport who decides and makes the feasibility study, then how much is the subsidy for them. It is related to the cooperation with KSPN. Maybe you can write them (a letter) if you need technical data.  Rama:  BPTD XII is under the Director General of Hubdat, right?  S013:  Yes, but if the data is available, there will be more data at the Directorate General of Transportation. Please just try it. The central government maybe responds slower because they are busy. BPTD's response will be faster, because it's not as busy as the central one.  Rama:  Alright, thank you very much for the opportunity to discuss. Maybe later, if there are some things I want to confirm, do you mind if I contact you again?  S013:  Yes please. If for example you need a contact where maybe later I can help. The Director General of Land Transport, I don't know much but I can try.  Rama:  What about the Bali provincial transportation agency?  S013:  I have a contact.  Rama:  Okay, thank you |