Pseudoname: Bobby, Code: Interview S010, Category: Business, Sex: Male, Level: Local, Job: Transport NGO Staff

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| Rama:  Ini untuk riset PhD saya di Bournemouth University. Topiknya tentang rural destination travel di Bali. Karena background saya sebelumnya di transport jadi mungkin lebih ke setengah transport setengah tourism. Karena Bali juga kan dominan sekali pariwisatanya jadi ga bisa dilepaskan juga dari itu. Ini biasanya sekitar 1 jam kemudian akan direkam, tapi nanti kalau ada yang akan saya quote juga anonymous. Jadi silakan saja kalau ada sesuatu yang perlu diraise. Langsung saja, yang pertama boleh tahu tentang job role Anda, atau keterkaitannya saat ini dan sebelumnya mungkin dengan bidang pariwisata atau transportasi?  S010:  Di […] saya sudah jadi admin akun media social dari tahun lalu, mungkin bulan November atau Desember, sekitar itu. Foundernya sebetulnya orang lain, dia terlibat cofounding […], Cuma karena kemarin dia pindah ke Bali jadi dia ikut mendirikan cabang Bali. Kemudian karena saya local (jadi saya ikut). Kemudian saya juga pernah terlibat di […]. Karena dulu saya pernah kuliah di Surabaya jadi pernah ikut ke acaranya mereka. Setelah saya selesai kuliah saya pulang (ke Bali), kebetulan ada orang […] yang pindah ke Bali jadi saya ikut juga.  Rama:  Bagaimana dengan sebelum di […]?  S010:  Sebelumnya saya kuliah jurusan hukum, jadi ga ada hubungannya sama sekali. Sebelum kuliah saya sempat kerja di sector pariwisata di Sanur, 1,5 tahun.  Rama:  […] sendiri apakah sudah berbadan hukum? Dan positioningnya bagaimana?  S010:  Nah itu saya sendiri kurang tahu, yang pertama itu kan […]. Saya kurang tahu statusnya apa sudah jadi badan hukum atau bagaimana, tapi awalnya Cuma Gerakan aja kemudian punya cabang yang lain seperti di Surabaya, Jogja, dan lain sebagainya, yang Bali ini relative baru. Ada organisasi induknya Namanya […], tapi ya saya juga kurang tahu statusnya bagaimana apakah badan hukum atau bukan.  Rama:  Oke. Saya penasaran apakah ini ada kaitannya dengan […]?  S010:  Sepertinya iya, karena salah satu cofounder […] sangat terinspirasi dengan hal-hal yang berbau […] karena dulu dia kuliah di […], sepertinya sih meniru. Tapi Cuma pendapat saya, mungkin harus ditanyakan langsung ke orangnya sih karena logonya juga mirip. Orangnya kerja di […]  Rama:  Berarti ini komunitas atau social pressure group gitu ya?  S010:  Bisa dikatakan begitu, yang Jakarta ya. Saya ga tahu kalau daerah lain, daerah lain kan Cuma niru-niru aja.  Rama:  Apakah […] base-nya di Denpasar?  S010:  Basenya di kota masing-masing, tapi… Mayoritas di kota masing-masing, tapi ada satu yang Brebes atau apa itu sedang kuliah di Semarang, jadi basenya sementara di Semarang. Selebihnya di kota masing-masing.  Rama:  Kalau relasi dengan stakeholder setempat bagaimana?  S010:  Kami karena masih baru ya jadi belum ada. Kalau kota-kota lain sudah, terutama Jogja, Solo, itu petanya mereka dipakai oleh TemanBus di sana. Kalau Bali kan relative masih baru, juga bikinnya kemarin terburu-buru jadi belum ada sih.  Rama:  Peta apa?  S010:  Peta jaringan angkutan umum di Solo dan Jogja. Kan petanya dipakai di aplikasi TemanBus. Kalau lihat aplikasi TemanBus, buka kota Solo atau Jogja, itu mereka yang desain petanya, […]. Solo, Jogja, Semarang yang hubungannya paling dekat. […] setahu saya malah dimusuhi oleh dishub setempat.  Rama:  […] belum ada komunikasi dengan dishub?  S010:  Belum  Rama:  Rencananya […] untuk scope provinsi atau city centre?  S010:  Karena Namanya Bali sih, kalau saya pribadi inginnya scope provinsi. Karena Bali kan ga Cuma Denpasar dan sekitarnya aja, tapi ada kabupaten-kabupaten lain juga.  Rama:  Oke nanti dilanjut di bagian berikutnya untuk pertanyaan tentang […]. Tadi Anda punya pengalaman bekerja di sector pariwisata, menurut Anda rural tourism itu pariwisata yang seperti apa ya?  S010:  Dari Namanya berarti pariwisata yang ke daerah-daerah non-urban, ke desa-desa. Di Bali mungkin wisata alam atau sightseeing.  Rama:  Boleh dicontohkan menurut Anda wisata yang seperti itu di Bali itu dimana saja?  S010:  Di Bali menurut saya yang masuk kategori itu daerah Jatiluwih ya. Karena di situ kan ada terasering yang khas Bali yang terkenal, kemudian Kintamani agak utara. Kalau Selatan itu kan ada istana presiden, itu Kawasan urban. Yang utara itu daerah kebun kopi, kemudian daerah nusa penida, nusa lembongan, karena pulaunya kan terpisah dan itu di sana desa-desa semua. Mungkin ada daerah-daerah lain seperti di Buleleng, Bali Utara, tapi saya kurang hapal daerah Bali Utara.  Rama:  Bagaimana dengan Ubud?  S010:  Ubud kalau menurut saya daerahnya sudah semakin urban ya. Kalau jalan sedikit keluar dari Ubud, ke Tegalalang atau daerah sekitar situ ya masih terasa suasana desanya sih. Tapi kalau Ubud kotanya sendiri itu udah urban. Walaupun tidak sebesar Denpasar tapi sudah terasa suasana urban.  Rama:  Berarti udah mulai banyak daerah rural yang menuju urban?  S010:  Ya  Rama:  Ada lagi yang ingin ditambahkan?  S010:  Balebengong yang lebih tahu mungkin masalah rural tourism, situs jurnalisme warga local di Bali. Biasanya mereka mengadakan pelatihan ke desa-desa, biasanya juga ingin mengembangkan informasi desa di sana, seperti ada kabar apa dari desa tersebut.  Rama:  Oke terima kasih, saya baru tahu juga Balebengong ini. Lanjut ke segmen perjalanannya ya. Wisatawan sendiri sebenarnya kalau menuju ke area-area yang tadi disebutkan itu bagaimana atau menggunakan apa?  S010:  Setahu saya sih biasanya sewa mobil yang ada pengemudinya langsung maupun sewa mobil atau sepeda motor yang dipakai sendiri.  Rama:  Apakah ada lagi selain itu?  S010:  Setahu saya itu sih, tapi tahun 2020 lalu itu DAMRI Denpasar pernah membuka beberapa trayek angkutan Perintis di desa seperti Trunyan, Nusa Penida, dan Bali Utara. Tidak menjangkau pusat kota seperti Singaraja atau Denpasar, tapi hanya sekitar desa itu. Tapi saya ga tahu layanan itu masih ada atau bagaimana tingkat keterisiannya apakah ada warga setempat yang menggunakan atau turis. Tapi waktu itu 2020 juga konteksnya kan awal-awal pandemic, jadi saya juga meragukan keterisiannya. Tapi itu ada, menjangkau Trunyan, desa wisata, tapi saya kurang tahu terisi, berhasil atau tidak, masih ada sampai sekarang atau ngga.  Rama:  DAMRI Bali ya. Adakah trayek konvensional DAMRI Bali?  S010:  Sebelum tahun ini, mereka adalah operator Trans Sarbagita. Layanan angkutan umum di Denpasar raya tapi tidak terlalu sukses. Untuk regular non dalam kota, DAMRI juga melayani bus AKAP (antar kota antar provinsi) ke Jember, sebelumnya sempat ke Surabaya juga. Tapi yang bertahan sampai sekarang dari Denpasar ke Jember.  Rama:  Ini memang dominan sekali ya mobil dan motor. Menurut Anda factor apa yang mempengaruhi wisatawan bepergian seperti itu ke area rural?  S010:  Menurut saya memang karena layanan angkutan umum ke sana hampir tidak ada. Mungkin ada tapi hanya sejenis angkot kan hanya melayani dari ibukota kabupaten ke desanya. Tapi kalau dari titik masuk Bali sendiri dari Bandara atau Pelabuhan yang terintegrasi sampai ke desa memang tidak ada. Lalu ada artikel dari website lokadata, websitenya sekarang sudah down, tapi kalau di internet archive masih bisa diakses. Mereka menulis artikel tentang tingkat kepemilikan sepeda motor dan mobil di Bali, dimana sebetulnya 3 kota/kabupaten di Bali menempati 10 besar kepemilikan sepeda motor dan mobil di Indonesia. Dan ketiganya kota dan kabupaten yang sama semua, baik yang sepeda motor maupun mobil. Kalau bisa saya tambahkan, titik masuk Bali juga kan dari Bandara ya terutama turis asing. Di Bali juga kan yang Namanya rental motor dan mobil juga banyak, jadi sepertinya itu juga mempengaruhi kenapa orang-orang memiliki mobil dan sepeda motor gitu, terutama di 3 kabupaten itu; Kota Denpasar, Kabupaten Badung, dan Kabupaten Gianyar.  Rama:  Tinggal Tabanan aja yang belum ya  S010:  Tabanan angkotnya masih ada  Rama:  Memang yang masih ada angkot dimana saja?  S010:  Untuk angkot, waktu itu karena pekerjaan saya juga harus pergi bolak balik ke Tabanan. Saya perhatikan di Tabanan masih running. Di kotanya masih running, tapi kalau sudah sampai ke desanya itu yang saya ga yakin. Karena ada angkot yang trayeknya dari Terminal Pesiapan di Tabanan Kota ke desa yang Namanya Tuakilang. Kebetulan pekerjaan memaksa saya harus lewat terminal Tuakilang. Terminal Tuakilang itu justru ga ada angkotnya, malah jadi pasar. Jadi saya menyangsikan ini sebetulnya trayek yang Terminal Pesiapan ke Tuakilang ini masih running apa ngga karena terminalnya malah jadi kayak pasar. Lalu kalau di kabupaten lain… Karangasem sih relative masih running. Ada angkot orange dari Padangbai yang Pelabuhan ke Lombok itu, dari Padangbai ke ibukota kabupatennya, Amlapura. Kayaknya masih running sampai sekarang dan armadanya relative banyak.  Rama:  Bagaimana dengan Denpasar, Badung, dan Gianyar?  S010:  Di Denpasar angkot ada tapi saya kurang tahu running atau ngga, Cuma mereka biasanya parkir aja gitu. Badung rasanya ngga ya, itu bener-bener mati suri di situ. Gianyar sampai tahun 2014, setidaknya 2014 masih ada ya, tapi setelah itu saya kurang yakin.  Rama:  Bagaimana dengan empat kota/kabupaten lain?  S010:  Saya terakhir ke Buleleng, Singaraja, 2 tahun lalu. Di sana saya keliling kotanya pakai motor dan justru ga melihat angkot sama sekali gitu. Ada kayak bus kota warna biru tapi Cuma satu, itupun waktu saya mau masuk kotanya. Tapi di dalam kotanya sama sekali ga ada. Saya ga tahu itu bus apa, tapi tulisannya angkutan perkotaan. Kemudian Bangli, tadi dilayani oleh DAMRI karena rutenya ke Trunyan. Klungkung saya kurang tahu, haltenya ada tapi saya ga pernah lihat ada angkot. Kalau dari Terminal Ubung sih ada kendaraan elf gitu dari Denpasar tujuannya ke Padangbai. Tapi saya juga kurang tahu elfnya running ngga karena selain TemanBus di terminal Ubung banyak angkutan yang ga running, walaupun trayeknya jelas tapi kita ga tahu layanan ini running atau ngga selain yang TemanBus ya. Kemudian untuk Jembrana, saya tahunya bus dari Denpasar ke Gilimanuk masih sering kayak tiap beberapa jam pasti ada. Cuma untuk berhenti di desa-desa atau berhenti di ibukota kabupaten pasti ya karena pasti lewat. Tapi kalau ke desa-desanya saya kurang tahu yang jurusan Denpasar-Gilimanuk itu.  Rama:  Berarti tadi karena memang layanannya belum maksimal dan belum terintegrasi ya. Kira-kira dari sisi wisatawannya sendiri, motivasinya mereka apa memakai kendaraan sewa?  S010:  Mungkin menurut saya karena lebih nyaman, misal dari Ubud ke Jatiluwih lebih gampang kalau pakai mobil sendiri atau kendaraan sendiri karena ya memang ga ada trayeknya. Trayeknya juga relative tersentralisasi ke arah Denpasar atau ke kota besar terdekat, tapi kalau antar desa atau antar daerah seperti itu rasanya setahu saya sih ngga ada ya layanan seperti itu. Mungkin kayak permasalahan Kereta Rel Listrik (commuter line) di Jakarta itu kenapa dari Bogor ke Bekasi atau dari Bogor ke Tangerang itu harus muter lewat Jakarta, mungkin seperti itulah kira-kira analoginya.  Rama:  Nah, sebenarnya wisatawan itu perlu pengetahuan apa kalau misalkan anggaplah 2 kondisi urban dan rural Bali, di urban sudah ada pilihan Trans Metro Dewata walaupun ga tahu mereka pakai apa ngga ya…  S010:  Orang Jakarta iya sih, waktu itu mereka ngejar perjalanan gratis dari Bandara ke Ubud. Saya kurang tahu bagaimana dengan wisatawan asing.  Rama:  Ada trayeknya yang baru ya?  S010:  Iya, tapi harus ganti (transfer) dua kali, agak repot, tapi karena mungkin gratis jadi banyak yang menggunakan.  Rama:  Oke, kira-kira untuk mereka kira-kira butuh pengetahuan apa ya?  S010:  Mungkin informasi trayek dan jadwal yang jelas karena sekarang juga haltenya sangat minimalis. Dari Trans Metro Dewata sendiri haltenya minimalis, Trans Sarbagita walaupun haltenya ga seminimalis itu tapi informasinya juga terlalu minimal. Seperti jadwalnya tidak jelas. Kayak Trans Metro Dewata kalau saya cek di Instagramnya mereka setiap 2 minggu sekali jam operasionalnya berubah terus, jadi kayak konsisten ga sih. Dalam sebulan aja ada 2 jadwal berbeda gitu terkait jam operasionalnya. Mungkin informasi halte yang akan dilalui juga ga begitu jelas karena sampai sekarang pun setelah hampir 2 tahun beroperasi banyak orang yang menunggu di halte yang salah. Terutama di Denpasar kan ada 2 halte yang berdekatan, di halte Cineplex dan halte Gajah Mada, busnya ke 2 arah yang berbeda tapi masih banyak yang salah. Ada yang mau ke Ubud tapi nunggu di halte Gajah Mada, padahal kalau mau ke Ubud ya harus tunggu di halte Cineplex, kan jalan sekitar 300 meter. Informasinya terlalu minimalis jadi ya hal kayak gitu sering terjadi.  Rama: Boleh saya elaborasi sedikit, itu informasinya sekarang fisiknya seperti apa ya bentuknya?  S010:  Cuma tiang halte, papan tanda jalan yang tulisannya “halte Trans Metro Dewata” gitu aja. Ya mungkin ngga seperti halte-halte di luar negeri yang ada penjelasan jadwal operasinya atau informasinya di atas kertas lalu dimasukin ke dalam papan gitu itu ngga ada sama sekali.  Rama:  Bahkan info halte ini dilewati oleh rute mana itu ngga ada?  S010:  Ngga ada, Cuma minimalis, Cuma papan jalan itu aja. Jadi kalau ada orang nunggu di, terutama 2 halte itu dilewati 3 trayek sekaligus, mereka tuh harus benar-benar lihat busnya warnanya sama semua, jadi harus bener-bener dilihat ini bener bus yang membawa mereka ke tujuan akhir mereka atau gimana, karena kan nomornya juga ga terlalu besar.  Rama:  Nomornya ada di bus?  S010:  Nomornya iya, di pojok kiri atas, jadi kalau dari jauh mungkin ga terlalu jelas ya. Kalau ada bus yang bersamaan datang itu yang harus benar-benar diperhatikan. Layar yang bisa berganti-ganti informasi, LED mungkin Namanya.  Rama:  Ya tapi di haltenya lumayan membingungkan berarti ya. Ada lagi pengetahuan yang dibutuhkan, khususnya untuk tujuan rural?  S010:  Kalau Trans Metro Dewata dan Trans Sarbagita seperti itu. Untuk rural, kalau angkot di kabupaten justru lebih minimalis lagi. Sebetulnya kan waktu itu saya sempat berkeliling ke beberapa kabupaten di Bali juga, saya menyempatkan untuk dokumentasi. Justru informasinya lebih ga jelas lagi di kabupaten, kayak itu malah jadi pengetahuan local, warga local aja gitu. Kalau non-local ya sudah ga tahu, ini angkot trayeknya apa, harus bener-bener lihat ke badan kendaraannya.  Rama:  Nah case waktu itu yang banyak orang Jakarta yang pakai TMD ke Ubud itu mereka tahunya darimana kira-kira ya?  S010:  Kemungkinan sih dari media social ya. Untuk TemanBus sejauh ini promosinya juga rata-rata di media social. Cuma ada sosialisasi di awal peluncuran layanan, tapi setelah itu ya ga ada sosialisasi lain setahu saya.  Rama:  Apakah di Bandara ada banner atau reklame?  S010:  Ada papan penunjuk ke arah haltenya tapi ya ga begitu jelas mungkin. Kalau dari terminal domestic, kan keluar lurus itu ke parkir, kalau kita belok kanan itu baru haltenya, jadi agak terpencil, berada di belakang stand Grab dan Gojek, kalau saya ga salah inget. Jadi kayak bener-bener tertutup terus orang jalan dari Lorong kedatangan biasanya itu sudah disambut oleh para supir taksi. Jadi kayak tersamarkan gitu sih.  Rama:  Bagaimana dengan Google Maps kalau di Bali kita set arah dari satu titik ke titik lain, apakah ada pilihan angkutan umumnya?  S010:  Pilihan angkutan umum sama sekali ga ada (di Google Maps). Dari operator TemanBus sudah dibuat petanya tapi mungkin belum diintegrasikan dengan Google.  Rama:  Tapi di aplikasi TemanBus nya sudah ada ya?  S010:  Setahu saya sudah ya. Tapi jadwalnya kurang akurat ya, kayak jam kedatangan di halte tertentu itu biasanya ga akurat. GPSnya juga ga akurat.  Rama:  Akurasi GPS dan waktu ya. Nah bagaimana hal-hal seperti bisa diimprove? Faktor apa yang mempengaruhi?  S010:  Untuk memperbaiki mungkin integrasi angkot. Rasanya integrasi angkot dengan TemanBus dan TransSarbagita itu jadi penting ya. Walaupun angkot… terutama yang di Tabanan ya. Di Tabanan sendiri sudah dilayani TemanBus, kalau kabupaten lain kan belum ya. Kabupaten yang dilayani TemanBus lainnya, angkotnya sudah mati suri. Tapi kalau menurut saya Tabanan bisa diintegrasikan dulu ya. Angkotnya masih jalan, trayeknya juga jelas walaupun jadwalnya ga jelas. Mungkin bisa…kalau saya ga salah catat, itu dari Terminal Pesiapan ada angkot yang tujuannya ke Terminal Kediri, dari Terminal Kediri ada yang tujuannya ke Tanah Lot. Itu kan daerah wisata, mungkin bisa diintegrasikan dulu misal dari Terminal Kediri ke Tanah Lot karena daerah wisata gitu. Tapi kalau angkot di Klungkung dan Karangasem ini saya kurang tahu ya bagaimana bisa mengintegrasikan karena mereka juga belum terjangkau oleh Trans Metro Dewata atau Trans Sarbagita, karena memang juga diluar cakupannya.  Rama:  TMD itu kan Kota Denpasar saja?  S010:  Aglomerasi Sarbagita (Denpasar, Badung, Gianyar, Tabanan)  Rama:  Overlap dong dengan Trans Sarbagita?  S010:  Kalau dilihat dari Blueprint Sarbagita yang tahun 2011 itu sebetulnya ada beberapa trayek Sarbagita yang belum terealisasi diambil alih oleh TMD. Kan aslinya di blueprint ada 17 trayek rencananya, tapi yang terealisasi sampai sekarang kan Cuma 2.  Rama:  Ada berapa trayek TMD sekarang?  S010:  Di Bali ada 5  Rama:  Integrasi angkot Sarbagita dan TMD ini, kira-kira dari kebijakan, regulasi, atau infrastruktur?  S010:  Kebijakan ya, karena kalau saya lihat seperti di Solo gitu sudah punya feeder yang terintegrasi dengan TemanBus di sana. Jadi itu rasanya masalah *political will*. Pemerintah Kota Solo punya inisiatif untuk mengintegrasikan feeder dengan TemanBus di sana. Tapi kalau di Bali kan yang penting tidak bersinggungan dengan trayeknya angkot, dan angkot running. Masalah angkotnya jadwalnya jelas atau ngga, tarifnya berapa, ya kita ngga tahu.  Rama:  Ini policy yurisdiksinya siapa menurut Anda?  S010:  Mungkin overlap ya. Ini kan kebijakan dari Kemenhub, kemudian TMD ini dilaunching oleh Gubernur. Tapi kalau integrasi dengan angkot mungkin harus melibatkan dishub di tingkat kabupaten/kota. Mungkin ketiganya, baik pusat, provinsi, maupun kabupaten/kota juga sama kalau mau mengembangkan feeder local, integrasi antara angkot dengan TMD. Maksudnya kan juga ga bisa TMD sembarangan bikin trayek lalu membunuh angkot local. Kan malah jadi masalah baru seperti di Bandung, malah dimusuhi angkot-angkot.  Rama:  Apakah ada highlight dari sisi regulasi?  S010:  Kalau regulasinya seperti apa saya kurang paham ya, maksudnya pasal-pasalnya seperti apa?  Rama:  Bagaimana dengan infrastruktur? Tadi sudah disebutkan juga masalah dari informasi sebagai soft infrastructure, bagaimana dengan hard infrastructure seperti akses, jalan, fisik?  S010:  Infrastruktur…macet ya. Kalau masalah macet, koridor 1 itu kan lewatnya jalan yang macet kalau siang. Jalannya juga Cuma 4 lajur total, jadi mau bikin lajur khusus juga ga bisa karena jalan raya Denpasar gilimanuk, truk kan lewat situ kalau mau dari dan ke jawa. Kayak mau dibikin lajur khusus juga ga memungkinkan, malah mengganggu lalu lintas yang lain. Kemudian jalan di Bali juga relative kecil ya. Kalau dari infrastruktur terminal sih ya sejauh ini lumayan memadai, ya jangan dibandingkan dengan terminal bus di Jakarta. Tapi kalau terminal bus yang ada saat ini saya rasa sudah cukup memadai. Untuk armada TMD dicek setiap hari, itu lebih bagus dari angkot. Kita ga tahu seberapa sering itu diservice.  Rama:  Apa Anda tahu siapa operator armada TMD?  S010:  PT. Satria Eka Trans, konsorsium beberapa perusahaan bus pariwisata di Bali setahu saya. Kantornya di sebrang central parkir Kuta.  Rama:  Oke jadi kumpulan beberapa pengusaha  S010:  Makanya waktu peluncuran juga resisitensi dari para pengemudi mobil sewa maupun angkot local ga begitu kuat ya karena itu konsorsium dari perusahaan-perusahaan yang relative besar juga. Resistensi dari beberapa driver charter ada, tapi mungkin ga sekuat di daerah lain.  Rama:  Oke, menjawab sih kenapa TMD ga terlalu konflik dengan mobil sewa, karena konsorsiumnya dari pengusaha kendaraan pariwisata juga. Bagaimana dari sisi cuaca?  S010:  Ngga ada rasanya  Rama:  Bagaimana dengan budaya dan kekhasan kultur Bali, apa itu mempengaruhi ke bagaimana orang melakukan perjalanan wisata?  S010:  Kalau budaya naik angkutan umum di Bali mati setelah tahun 2000an. Kayak bener-bener harus membangun dari awal lagi kalau mau melibatkan warga local sini untuk naik angkutan umum lagi karena budaya itu hampir ga ada. Mungkin bisa dijelaskan lebih lanjut maksudnya budaya?  Rama:  Maksudnya wisatawan itu kan istilahnya tamu, sebagaimana orang Indonesia yang bepergian ke luar negeri, misalkan budaya buang sampah atau naik kendaraan umum itu kan budaya di sana seperti itu. Kalau di Bali, asumsi saya, wisatawan asing itu ke Bali naik motor, dimana di negaranya saja jarang, apakah mungkin karena terpengaruh local di sana?  S010:  Karena mungkin tidak ada layanan angkutan umum yang memadai dan terintegrasi juga ya, sehingga terpaksa harus sewa mobil dan motor karena khususnya di Denpasar dan kabupaten tetangganya itu budaya naik angkutan umum sudah puluhan tahun mati. Kalau saya waktu kecil tahun 1990an, yang Namanya naik angkutan umum adalah hal yang lumrah. Setelah tahun 2000an itu lumayan mati, karena trayek-trayeknya juga sudah mulai berguguran. Trayek-trayeknya mulai ga jelas, tarifnya ga jelas, kayak dibiarkan mati gitu juga sih dari tahun 2000an sih.  Rama:  Bagaimana okupansi TMD sekarang?  S010:  Dari pemaparan kementerian perhubungan di DTR diumumkan bahwa dari 10 TemanBus yang beroperasi, angka rata-rata penumpang per harinya Denpasar itu kemarin sekitar 6500 per hari, weekend sekitar 7000an penumpang per hari. Kalau saya ga salah ingat dari 10 kota itu peringkatnya Denpasar tertinggi ke-4. Tapi kalau per kapita mungkin ngga ya. Jadi kalau saya hitung rata-ratanya dalam setahun mungkin mengangkut sekitar 2,5 juta penumpang dengan 5 trayek itu.  Penumpang dibatasi waktu awal-awal (pandemic). Kalau sekarang sudah bebas, mau sampe penuh silakan. Saya ga ingat kapan dicabutnya kebijakan social distancing di dalam bus.  Rama:  Faktor apa yang jadi tantangan khusus untuk rural?  S010:  Mungkin bisa ditanyakan ke DAMRI, karena mereka kan operator kendaraan perintis di desa-desa, beberapa desa wisata, mungkin DAMRI lebih kompeten dalam menjawab itu.  Rama:  Bus jenis apa yang dipakai DAMRI?  S010:  Untuk kendaraan perintis mereka pakai ukuran elf, minibus mungkin. Tapi kalau yang AKAP pakai bus besar. Saya bisa share linknya, ada di Instagram mereka sih: <https://instagram.com/damridps_>  Saya ga tahu apakah layanan ini masih running. Ada yang bilang katanya relative kosong yang di Bangli itu. Jadi saya kurang tahu apakah karena kosong itu tetap dijalankan atau pelayanannya dihentikan karena DAMRI yang dari Bandara ke Singaraja dan Amed itu sudah dihentikan. Kayaknya karena masalah okupansinya.  Rama:  Apa Anda tahu mengenai izin trayek DAMRI di Bali Utara?  S010:  Itu saya kurang tahu sih, tapi seharusnya ada. Kalau angkot aja harus ada izin trayeknya, seharusnya sekelas DAMRI punya. Yang online ngga.  Rama:  Menurut Anda, tujuan orang berwisata ke rural Bali apa ada relasinya dengan moda transportasi yang mereka naiki?  S010:  Ngga sih ya, karena sebelum TMD dan Trans Sarbagita hadir juga bener-bener *car-reliant* sih di sini. Dan sangat bergantung pada mobil dan sepeda motor sih di sini. Kayaknya kalau dari 20an tahun yang lalu sih orang kalau mau kemana-mana harus pakai kendaraan bermotor karena angkutan umumnya ga ada. Jadi mungkin budaya itu terbawa sampai sekarang.  Rama:  Selanjutnya, Menurut Anda seperti apa sustainable travel?  S010:  Emisinya rendah, menghasilkan tidak terlalu banyak emisi. Berkontribusi langsung pada masyarakat yang dikunjungi, di desa yang dikunjungi.  Rama:  Kontribusi dalam hal apa?  S010:  Finansial sih yang pasti. Kontribusi finansial kepada warga local. Dalam artian ya uangnya berputar ke warga local, daripada, bukan kayak kita liburan nginep di hotel chain internasional, mungkin uangnya berputar ke daerah lain atau bahkan ke luar negeri karena hotel chain.  Rama:  Dari sisi transportasi, bagaimana caranya kontribusi ke warga local secara finansial?  S010:  Menurut saya harus ada layanan angkutan umum yang mungkin sejenis koperasi yang dimiliki oleh warga local untuk menjangkau daerah-daerah tertentu.  Rama:  Menurut Anda, bagaimana caranya rural destination travel di Bali bisa lebih rendah emisinya kemudian kontribusinya lebih banyak ke local?  S010:  Mungkin dengan pengembangan dari skema TemanBus itu ya, dengan melibatkan feeder yang seperti mereka diberikan kontrak untuk menjalankan feeder dengan armada yang relative baru sehingga emisinya bisa ditekan, menuju daerah-daerah wisata yang dimaksud, misalnya Jatiluwih atau lainnya.  Rama:  Untuk kendaraan listrik apakah di sana sudah berkembang?  S010:  Sekarang stasiun pengisian listrik di dekat rumah saya sudah ada 3, saya ga tahu kabupaten sebelah tapi ya kosong sih. Jadi kayak tempat parkir yang kosong. Tahun 2020 kemarin sempat ada ujicoba bus listrik buatan INKA, tapi Cuma sebulan dan saya kurang tahu hasilnya bagaimana. Dari hasilnya apakah mau dilanjut menggunakan bus listrik atau bagaimana karena sampai sekarang juga sampai sekarang ga jelas outcome dari ujicoba itu.  Rama:  Angkutan online sudah pakai kendaraan listrik juga?  S010:  Ga tahu sih. Taksi konvensional saya sudah lihat armada BlueBird yang pakai mobil listrik, tapi kalau ojek online atau taksi online itu saya kurang tahu.  Rama:  Menurut Anda apa bisa integrasi antara mass transport (Sarbagita, TMD) yang biasanya dengan angkot, tapi kali ini dengan kendaraan sewa atau online atau dengan DAMRI?  S010:  Untuk daerah rural mungkin iya karena daerah rural itu economies of scalenya tidak ada, jadi dibuat layanan feeder dengan jadwal yang regular gitu mungkin malah rugi. Tapi kalau semi-rural mendekati urban mungkin ngga ya. Rural kemungkinan besar bisa karena economies of scale tidak ada dan penduduknya sedikit juga agak jauh dari kota besar. Kalau semi-rural rasanya saya kurang yakin. Kalau urban jelas tidak ya, karena saya lihat di jalan juga yang pakai ojek online juga sedikit. Orang-orang pakai jasa ojek online biasanya Cuma buat delivery makanan. Saya kurang yakin demand nya ada ngga kalau di Kawasan urban.  Rama:  Di kota lain (ojek online) sepertinya kompetisi dengan mass transport …  S010:  Karena itu kepemilikan kendaraan di sini sudah relative tinggi, makanya ojek online atau taksi online ga terlalu laku kecuali kalau kendaraan kita sedang di bengkel (rusak). Lebih kuat di food delivery sih kalau saya perhatikan. Dan mungkin antar orang-orang yang dari luar kota aja sih yang liburan di Bali.  Rama:  Siapa saja key actors untuk masalah ini di Bali?  S010:  Pemerintah provinsi, pemerintah kota/kabupaten, menurut saya. Karena kalau melihat pengalaman mengelola Trans Sarbagita yang akhirnya kayak produk gagal begitu kan kelihatan tidak ada political will ya. Kalau lihat blueprint, sebenarnya tidak hanya layanan bus perkotaan, tapi juga ada layanan feeder yang menjangkau daerah-daerah yang tidak bisa dijangkau oleh bus besar dan itu blueprint nya sudah ada tapi kan tidak dilanjutkan, sudah 7 tahun mungkin.  Rama:  Pemerintah ini lebih khusus dinas apa ya?  S010:  Dinas perhubungan, mungkin perlu kerja sama dengan dinas pariwisata juga ya kalau mengembangkan, lebih mau mempromosikan desa-desa wisata.  Rama:  Bagaimana dengan dinas pekerjaan umum?  S010:  Untuk jalan mayoritas sudah diaspal bahkan masuk ke desa-desa gitu ya. Kecuali jalannya mau dilebarkan. Tapi kalau desa wisatanya belum terlalu berkembang rasanya juga belum ada keperluan untuk melebarkan jalan. Jalan ke Ubud juga sekarang relative masih sempit dari Denpasar.  Rama:  Selain dari sisi pemerintah, unsur mana lagi yang bisa menjadi actor kunci?  S010:  Mungkin bisa melibatkan driver charter. Kalau mereka tidak dilibatkan, lalu tiba-tiba pemerintah membuat layanan baru seperti sejenis TemanBus yang menjangkau daerah rural malah mengganggu penghasilan mereka. Dan akhirnya bisa seperti yang di Bandung atau di Makassar gitu, malah mengganggu pemasukan, hidupnya para driver charter.  Rama:  Apakah mereka ada asosiasinya?  S010:  Saya kurang tahu, tapi kalau tiap daerah seperti Sanur itu ada sendiri, lalu di Kuta ada sendiri, tapi kalau organisasi skala besar untuk satu provinsi saya kurang tahu.  Rama:  Saya masih cari juga asosiasi driver charter. Biasanya juga ini usaha pribadi ya.  S010:  Di Bali ini ada teori konspirasi lah ya bisa dikatakan kalau politisi local itu pemodal di balik para driver charter. Mereka yang beli mobil banyak-banyak lalu ya angkutan umumnya dimatikan. Teori konspirasi di sini (Bali) lah. Cuma benar atau ngga ya saya ga tahu. Kalau di Twitter yang isinya orang Bali, mereka biasanya membahas teori konspirasi kenapa angkutan umum di Bali itu tidak pernah benar-benar dikembangkan. Nah teori ini selalu ada. Di Instagram biasanya infodenpasar atau punapibali yang biasanya rame. Kalau Twitter balifest? mungkin ya.  Rama:  Tadi sudah dilakukan juga ya TMD dengan menggaet konsorsium bus pariwisata itu. Menarik tadi disebutkan layanan DAMRI antar desa ini sempat disebutkan oleh petinggi White Horse, bagaimana dengan perusahaan mereka di Bali?  S010:  Itu perusahaan yang menyewakan bus ya? Setahu saya pernah lihat busnya, tapi dominan atau tidak di Bali saya kurang tahu. Karena di sini perusahaan yang menyewakan bus juga banyak, kayak ini di sebrang rumah saya ada satu.  Rama:  Sudah overdeveloped mungkin atau bagaimana Anda menyebut Bali?  S010:  Ya untuk daerah Denpasar dan sekitarnya, Kuta, Seminyak, Legian, tapi kalau sudah keluar ke kabupaten itu ya kayak udah dunia lain gitu.  Rama:  Oke saya tampung, dishub, dispar, dan ga tahu ini ada atau ngga asosiasi pengemudi sewa ini. Itu saja yang ingin saya tanyakan, apakah ada lagi yang mau Anda tambahkan?  S010:  Ngga ada sih  Rama:  Baik, terima kasih | Rama:  This is for my PhD research at Bournemouth University. The topic is about rural destination travel in Bali. Because my background was previously transported, so maybe it's more than half transport and half tourism. Because Bali is also very dominant in tourism so it can't be separated from that either. This is usually about 1 hour later it will be recorded, but later if there is something I will quote anonymously. So feel free if there's something you need to raise. Immediately, the first one may know about your job role, or its current and previous relationship maybe with tourism or transportation?  S010:  At […], I've been a social media account admin since last year, maybe November or December, around that time. The founder was actually someone else, he was involved in cofounding […], only because afterward he moved to Bali so he co-founded the Bali branch. Then because I'm local (so I go). Then I was also involved in […]. Because I used to study in Surabaya, so I've been to their events. After I finished college I went home (to Bali), coincidentally there was an […] person who moved to Bali so I joined too.  Rama:  What about before joining […]?  S010:  Previously I studied law majors, so it has nothing to do with it. Before college, I worked in the tourism sector in Sanur, for 1.5 years.  Rama:  […] itself is already a legal entity? And how is the positioning?  S010:  Well, I don't know that, the first one is […]. I don't know if it's a legal entity or what, but at first it was just a movement, then it had other branches, such as in Surabaya, Jogja, and so on, which is relatively new in Bali. There is a parent organization called […], but yes, I also don't know what its status is whether it is a legal entity or not.  Rama:  Okay. I wonder if this has anything to do with […]?  S010:  I think so, because one of the cofounders of […] is very inspired by […] things because he used to study in the […], he seems to be copying. But it's just my opinion, maybe you should ask the person directly because the logo is also similar. The person works at […]  Rama:  Does that mean this is a community or a social pressure group, right?  S010:  You could say that, the Jakarta one. I don't know about other areas, other areas are just copying it.  Rama:  Is […] base in Denpasar?  S010:  The bases are in their respective cities, but… The majority are in their respective cities, but there is one in Brebes, (the person) is currently studying in Semarang, so the base is temporarily in Semarang. The rest are in their respective cities.  Rama:  What about relations with local stakeholders?  S010:  We're still new, so we don't have one yet. In other cities, especially Jogja, Solo, their map is used by TemanBus there. For Bali, it is still relatively new, we also established it in a hurry so there are no one currently.  Rama:  What map?  S010:  Map of public transport network in Solo and Yogyakarta. The map is used in the TemanBus application. If you look at the TemanBus application, go to the city of Solo or Jogja, they are the ones who designed the map, the […]. Solo, Yogyakarta, Semarang are the closest (with the government). […] as far as I know is even hostile to the local transportation agency.  Rama:  […] has no communication with Bali Transport Agency yet?  S010:  Not yet  Rama:  What is the plan for […], is it for a provincial or city centre scope?  S010:  Because the name is Bali, I personally want a provincial scope. Because Bali is not just Denpasar and its surroundings, but there are other regencies as well.  Rama:  Okay, this will be continued in the next section for questions about […]. Earlier, you had experience working in the tourism sector, what kind of tourism do you think rural tourism is?  S010:  The name means tourism to non-urban areas, to villages. In Bali maybe nature tourism or sightseeing.  Rama:  Can you give an example, do you think that such tourism in Bali is anywhere?  S010:  In Bali, in my opinion, the Jatiluwih area belongs to that category. Because there is a famous Balinese terrace, then Kintamani is a bit north. There is a presidential palace in the South, it's an urban area. The north is the coffee plantation area, then the Nusa Penida area, Nusa Lembongan, because the islands are separate and there are all villages. Maybe there are other areas, such as in Buleleng, North Bali, but I don't know much about North Bali.  Rama:  How about Ubud?  S010:  Ubud, in my opinion, is an increasingly urban area. If you walk a little out of Ubud, to Tegalalang or the area around it, you can still feel the village atmosphere. But for Ubud town centre itself, it's already urban. Even though it's not as big as Denpasar, it has an urban atmosphere.  Rama:  It means many rural areas are started to become urban areas?  S010:  Yes  Rama:  Anything else to add?  S010:  Balebengong, who knows more about rural tourism, is a local citizen journalism site in Bali. Usually they hold training in villages, usually they also want to develop village information there, such as what news is there from the village.  Rama:  Okay, thank you, I just found out about Balebengong. Continue to the travel segment. The tourists themselves actually go to the areas mentioned earlier, how or what do they use?  S010:  As far as I know, usually rent a car with a driver or rent a car or motorbike and ride yourself.  Rama:  Is there anything else besides that?  S010:  As far as I know, but in 2020, DAMRI Denpasar opened several Perintis transportation routes in villages such as Trunyan, Nusa Penida, and North Bali. It doesn't reach the city centre like Singaraja or Denpasar, but only around the village. But I don't know if the service still exists or how is the occupancy, whether there are local residents using it or tourists. But at that time, 2020 was also in the context of the early days of the pandemic, so I also doubted its adequacy. But it's there, reaching Trunyan, a tourist village, but I don't know if it's occupied, whether it's successful or not, it's still there or not.  Rama:  DAMRI Bali, yes. Is there a conventional DAMRI Bali route?  S010:  Prior to this year, they were the operator of Trans Sarbagita. Public transport services in Denpasar Raya but not very successful. For non-city regulars, DAMRI also serves AKAP (inter-city inter-provincial) buses to Jember, previously also had a route to Surabaya. But what has survived until now is from Denpasar to Jember.  Rama:  This is indeed very dominant, yes cars and motorbikes. What factors do you think influence tourists traveling like that to rural areas?  S010:  I think it's because there is almost no public transportation service there. There may be but only a type of angkot that only serves from the district capital to the village. But if from the entry point of Bali itself from the airport or port that is integrated to the village, there is no such thing. Then there is an article from the lokadata website, the website is now down, but on the internet the archive can still be accessed. They wrote articles about the level of motorcycle and car ownership in Bali, where actually 3 cities/regencies in Bali occupy the top 10 motorcycle and car ownership in Indonesia. And all three cities and districts are all the same, both motorcycles and cars. If I may add, the entry point for Bali is also from the airport, especially foreign tourists. In Bali, there are also many motorbikes and car rentals, so it seems that it also affects why people own cars and motorbikes, especially in those 3 districts; Denpasar City, Badung Regency, and Gianyar Regency.  Rama:  It’s only Tabanan left …  S010:  Tabanan angkot is still available  Rama:  Where do you still have angkot?  S010:  For angkot, at that time because of work I also had to go back and forth to Tabanan. I noticed in Tabanan it was still running. It's still running in the town centre, but when it reaches the village, I'm not sure. Because there is an angkot whose route is from Pesiapan Terminal in Tabanan City to a village named Tuakilang. Incidentally, work forced me to pass through the Tuakilang terminal. In fact, the Tuakilang Terminal does not have any angkot, instead it becomes a market. So I doubt that the route from the Pesiapan Terminal to Tuakilang is still running or not, because the terminal has become like a market. Then in other districts… Karangasem is still relatively running. There is an orange angkot from Padangbai which is the port to go to Lombok, from Padangbai to the district capital, Amlapura. It seems that it is still running until now with relatively so many fleets.  Rama:  What about Denpasar, Badung, and Gianyar?  S010:  In Denpasar, public transportation is available but I don't know if it's running or not, it's just that they are usually parked. Badung doesn't feel like it, it's really suspended animation there. Gianyar until 2014, at least 2014 is still there, but after that I'm not sure.  Rama:  What about the other four cities/districts?  S010:  The last time I went to Buleleng, Singaraja, 2 years ago. There I went around the city by motorbike and didn't see an angkot at all. There are blue city buses, but only one, that's when I wanted to enter the city. But in the city there is absolutely nothing. I don't know what bus it is, but it says urban transportation. Then Bangli, was served by DAMRI because the route was to Trunyan. I don't know about Klungkung, there is a bus stop but I've never seen an angkot. From Ubung Terminal, there is a minibus vehicle from Denpasar to Padangbai. But I also don't know if it is running, because apart from the TemanBus at the Ubung terminal, there are many transportations that don't run, even though the route is clear, but we don't know if this service is running or not, other than the TemanBus one. Then for Jembrana, I know that the bus from Denpasar to Gilimanuk is still there every few hours. Just to stop in the villages or stop at the district capital, yes, because it must pass. But when it comes to the villages, I don't know about this route.  Rama:  That means earlier because the service is not maximised and has not been integrated, right. In terms of the tourists themselves, what is their motivation for using a rental vehicle?  S010:  Maybe I think it's because it's more comfortable, for example from Ubud to Jatiluwih it's easier if you use your own car or your own vehicle because there really isn't a route. The route is also relatively centralized towards Denpasar or to the nearest big city, but if it's between villages or between regions, it seems as far as I know that there is no such service. Maybe it's like the commuter line problem in Jakarta, why is it that from Bogor to Bekasi or from Bogor to Tangerang you have to go through Jakarta, maybe that's the analogy.  Rama:  Well, what do tourists actually need to know if for example, suppose 2 conditions are urban and rural in Bali, in urban areas there is already a Trans Metro Dewata option, although I don't know whether they use it or not...  S010:  Jakartans, yes, at that time they were chasing free trips from the airport to Ubud. I don't know about foreign tourists.  Rama:  Is there a new route?  S010:  Yes, but you have to change (transfer) twice, it's a bit of a hassle, but because it might be free, many people use it.  Rama:  Okay, about what knowledge do they need?  S010:  Maybe the clear route and schedule information because now the bus stops are very minimalist. From Trans Metro Dewata itself, the bus stop is minimalistic, Trans Sarbagita even though the bus stop is not that minimalist, the information is also too minimal. Like the schedule is not clear. It's like Trans Metro Dewata, if I check their Instagram, every 2 weeks their operating hours change constantly, so it doesn't seem to be consistent. In a month, there are 2 different schedules related to operating hours. Maybe the information on the bus stop that will be passed is also not very clear because even now, after almost 2 years of operation, many people are waiting at the wrong bus stop. Especially in Denpasar, there are 2 bus stops close together, at the Cineplex bus stop and the Gajah Mada bus stop, the buses go in 2 different directions but there are still many mistakes. Some want to go to Ubud but wait at the Gajah Mada bus stop, even though if they want to go to Ubud, they have to wait at the Cineplex bus stop, it's about 300 metres away. The information is too minimal so yes, things like that often happen.  Rama:  May I elaborate a little, what does the information panel look like?  S010:  It's just a bus stop pole, a road sign that says "Trans Metro Dewata bus stop". Yes, maybe it's not like the bus stops abroad where there is an explanation of the operating schedule or the information on paper and then put into the board, that's not there at all.  Rama:  Even there is no info on the route that passes by the bus stop, isn’t there?  S010:  Nothing, just minimalistic, just the road board. So, if there are people waiting at the bus stop, especially those 2 stops which 3 routes are passed at once, they really have to see carefuly with the buses are all in the same color, so they really have to see if that is really the bus that takes them to their final destination or what, because the displayed number is also not too big.  Rama:  Is the number displayed on the bus?  S010:  It is, the number is in the top left corner, so from a distance, it might not be very clear. Buses that come at the same time should really be paid attention to. It uses screen that can change information, maybe called LED.  Rama:  Yes, but at the stop it's quite confusing, right. Any more knowledge needed, especially for rural purposes?  S010:  Trans Metro Dewata and Trans Sarbagita are like that. For rural areas, public transportation in the district is even more minimalist. Actually, at that time, I had time to go around several districts in Bali, I also took the time to document. In fact, the information is even more unclear in the district, like it's even become local-only knowledge, just for local residents. For non-local, you won't know what type of angkot this is, you really have to look at the body of the vehicle.  Rama:  Well, at that time, many Jakartans who used TMD to Ubud, do you know where they can get the information?  S010:  Maybe it's from social media. For TemanBus, so far, the promotion is commonly posted on social media. There was only public socialisation at the beginning of the service launch, but after that, there was no other socialisation as far as I know.  Rama:  Are there banners or billboards at the airport?  S010:  There is a signpost to the bus stop but it's not that clear, maybe. If you come from the domestic terminal, go straight to the parking lot, if you turn right, then you can find the bus stop, so it's a bit remote, behind the Grab and Gojek stand, if I remember correctly. So it's like it's really closed and people walking from the arrival gate are usually greeted by taxi drivers. So it's like disguised.  Rama:  How about Google Maps in Bali, if we set directions from one point to another, is there a choice of public transportation?  S010:  There is absolutely no public transportation option (on Google Maps). From the TemanBus operator, a map has been made but maybe it hasn't been integrated with Google yet.  Rama:  But the TemanBus application already exists, right?  S010:  As far as I know, yes. But the schedule is not accurate, like the arrival time at certain stops is usually not accurate. The GPS isn't accurate either.  Rama:  GPS accuracy and time yes. So how can such things be improved? What factors influence?  S010:  To improve maybe the integration of angkot. It seems that the integration of angkot with TemanBus and TransSarbagita is important. Even if angkot… especially those in Tabanan, yes. TemanBus has served Tabanan area, but not in other districts. Other regencies which have served by TemanBus, the angkots are already suspended. But in my opinion Tabanan can be integrated first, yes. The angkot is still running, the route is also clear even though the schedule is not clear. Maybe you can…if I'm not mistaken, that from Pesiapan Terminal there is an angkot that goes to Kediri Terminal, from Kediri Terminal there is one that goes to Tanah Lot. It's a tourist area, maybe it can be integrated first, for example from Kediri Terminal to Tanah Lot because it's a tourist area. But when it comes to public transportation in Klungkung and Karangasem, I don't know how to integrate because neither Trans Metro Dewata nor Trans Sarbagita has reached the area, because it’s also beyond their scope.  Rama:  TMD is only Denpasar City, right?  S010:  The Sarbagita agglomeration (Denpasar, Badung, Gianyar, Tabanan)  Rama:  Does it overlap with Trans Sarbagita?  S010:  If we look at the Sarbagita Blueprint in 2011, there are actually several of Sarbagita routes that have not been realised, which have been taken over by TMD. In the original blueprint, there were 17 planned routes, but only 2 have been realized so far.  Rama:  How many TMD routes are there now?  S010:  In Bali there are 5  Rama:  The integration of the Sarbagita and TMD public transportation, in your opinion, is it more about policy, regulation, or infrastructure?  S010:  Policy, yes, because if I see it like Solo City, it already has feeders that are integrated with TemanBus there. So it feels like a matter of political will. The Solo City Government has an initiative to integrate the feeder with TemanBus there. But in Bali, the important thing is not to intersect with the routes of the public transportation, and the running angkot. The problem is whether the angkot has a clear schedule or not, how much the fare is, we don't know.  Rama:  Whose jurisdiction do you think this is?  S010:  Maybe overlap. This is a policy from the Ministry of Transportation, then the TMD was launched by the Governor. But if it is integrated with angkot, it may have to involve Transport Agency at the district/city level. Maybe all three, both central, provincial, and district/city are also the same if you want to develop local feeders, integration between angkot and TMD. It also means that TMD can't carelessly make routes and then kill local angkots. It's actually a new problem, like in Bandung, even angkots are hostile to them.  Rama:  Are there any highlights from the regulatory side?  S010:  The regulation is what I do not understand, yes, what the articles are.  Rama:  What about infrastructure? It was already mentioned that the problem of information as soft infrastructure, what about hard infrastructure such as access, roads, physical?  S010:  Infrastructure… it's jammed. For traffic jam problem, corridor 1 is a traffic jam at noon. The road is also only 4 lanes in total, so if you want to make a special lane, you can't, because the Denpasar-Gilimanuk highway, trucks go through there if they go to and from Java. Making a special lane is also not possible, it even interferes with other traffic. Then the roads in Bali are also relatively small, yes. In terms of terminal infrastructure, so far, it's quite adequate, so don't compare it to bus terminals in Jakarta. But I think the current bus terminal is sufficient. The TMD fleet is checked every day, it's better than angkot. We don't know how often it is maintained.  Rama:  Do you know who the TMD fleet operator is?  S010:  PT. Satria Eka Trans, a consortium of several tourism bus companies in Bali as far as I know. The office is across from Kuta's central parking lot.  Rama:  Okay, so a group of businesses.  S010:  That's why at the time of launch, the resistance from rental car drivers and local angkot drivers was not that strong, because it was a consortium of relatively large companies as well. Resistance from some charter drivers exists but may not be as strong in other areas.  Rama:  Okay, that is the answer why TMD doesn't have too much conflict with rental cars, because the consortium is from tourism bus companies too. How about the weather?  S010:  I think there is none  Rama:  What about the culture and uniqueness of Balinese culture, what does it affect how people travel?  S010:  The culture of using public transportation in Bali died after the 2000s. It's like you really have to build from scratch if you want to involve local residents here to use public transportation again because culture is almost non-existent. Maybe you can explain further what is meant by culture?  Rama:  It means that tourists who are called guests, just like Indonesians who travel abroad, for example, the culture of throwing garbage or taking public transportation is the culture there. In Bali, my assumption is that foreign tourists go to Bali by motorbike, which is rare in their country, is it possible because they are influenced by the locals there?  S010:  Because maybe there is no adequate and integrated public transportation service, yes, so you have to rent a car and motorbike because especially in Denpasar and its neighboring districts, the culture of using public transportation has been dead for decades. When I was a child in the 1990s, taking public transportation was common. After the 2000s it was quite dead, because the routes had also started to shed. The routes are starting to become unclear, the tariffs are unclear, it's like being left to die like that since the 2000s.  Rama:  How is TMD occupancy now?  S010:  From the transportation ministry's presentation at the Land Use Design, it was announced that of the 10 TemanBus operating, the average number of passengers per day in Denpasar was around 6500 per day, on weekends around 7000 passengers per day. If I remember correctly, of the 10 cities, Denpasar is the 4th highest ranking. But on a per capita basis, maybe not. So if I calculate the average in a year, it may carry around 2.5 million passengers on those 5 routes.  Passengers are limited earlier (pandemic). Now that people are free (travel restriction has been lifted), they are allowed to carry full capacity. I don't remember when the social distancing policy was lifted on the bus.  Rama:  What factors are the special challenges for rural areas?  S010:  Maybe you can ask DAMRI, because they have Perintis routes in villages, some tourist villages, maybe DAMRI is more competent in answering that.  Rama:  What kind of bus does DAMRI use?  S010:  For Perintis vehicles they use the size of an elf, maybe a minibus. But for intercity service they use a big bus. I can share the link, it's on their Instagram: <https://instagram.com/damridps_>  I don't know if this service is still running. Some say it's relatively empty in Bangli. So I don't know whether because it was empty it was still running or if the service was stopped because DAMRI routes from the airport to Singaraja and Amed had been stopped. I think it's because of the occupancy problem.  Rama:  Do you know about the DAMRI route permit in North Bali?  S010:  I don't know about that, but there should be. An angkot has to have a route permit, so does DAMRI. The online transportation doesn’t have to have any.  Rama:  In your opinion, does the purpose of people traveling to rural Bali have anything to do with the mode of transportation they take?  S010:  No, because before TMD and Trans Sarbagita came, they were really car-reliant here. And they really depend on cars and motorbikes here. It seems that from 20 years ago people had to use a motorised vehicle to go anywhere because public transportation didn't exist. So maybe that culture carried over to this day.  Rama:  Furthermore, what do you think sustainable travel is like?  S010:  Low emissions, produce not too many emissions. Contribute directly to the community visited, in the village visited.  Rama:  Contribution in what way?  S010:  Financial for sure. Financial contribution to local residents. In a sense, yes, the money goes to local residents, rather than, it's not like we vacation staying at international hotel chains, maybe the money goes to other areas or even abroad because of hotel chains.  Rama:  In terms of transportation, how do you contribute to local residents financially?  S010:  In my opinion, there should be a public transportation service which may be a kind of cooperative owned by local residents to reach certain areas.  Rama:  In your opinion, how can rural destination travel in Bali have lower emissions and then contribute more to the local area?  S010:  Maybe with the development of the TemanBus scheme, yes, by involving feeders, like they were given a contract to run the feeder with a relatively new fleet so that emissions can be reduced to certain tourist areas, for example Jatiluwih or others.  Rama:  For electric vehicles, has it been developed?  S010:  Now there are 3 electric charging stations near my house, I don't know the next district but it's empty. So it's like an empty parking lot. In 2020 last time there was a trial on an electric bus made by INKA (a State-owned Enterprise), but it's only been a month and I don't know what the results are. Do they want to continue using the electric bus or what, because until now, the outcome of the trial is not clear.  Rama:  Does online transportation use electric vehicles too?  S010:  I don't know. I've seen conventional taxis, BlueBird fleets, that use electric cars, but I don't know about online motorcycle taxis or online taxis.  Rama:  In your opinion, is it possible to integrate mass transport (Sarbagita, TMD) which usually uses angkot, but this time with rental vehicles or online or with DAMRI?  S010:  For rural areas, maybe yes, because rural areas do not have economies of scale, so if a feeder service is made with a regular schedule, it might even be a loss. But for semi-rural approaches urban, maybe not. Rural is most likely because there are no economies of scale, and the population is small and a bit far from big cities. I'm not sure for semi-rural. For urban, obviously not, because I see that there are also few people who use online motorcycle taxis. People who use online motorcycle taxi services usually only make food delivery. I'm not sure if the demand is there or not in urban areas.  Rama:  In other cities (online motorcycle taxis) seems to be a competition with mass transport …  S010:  Because of that, vehicle ownership here is relatively high, so online motorcycle taxis or online taxis don't do very well unless our vehicle is in a repair shop (broken). They are stronger in food delivery, as I see them. And maybe only for people travel from outside the city who are vacationing in Bali.  Rama:  Who are the key actors for this problem in Bali?  S010:  Provincial government, city/district government, in my opinion. Because if you look at the experience of managing Trans Sarbagita, which in the end looks like a failed product, it seems that there is no political will. If you look at the blueprint, it's actually not only urban bus services, but also feeder services that reach areas that big buses can't reach and that blueprint already exists, but it's not continued, it's been 7 years maybe.  Rama:  What kind of service is this government more specifically?  S010:  The transportation office may need to cooperate with the tourism office as well if they want to develop it, they can also promote tourist villages.  Rama:  What about the public works department?  S010:  The majority of the roads have been paved and even entered the villages, unless the road is widened. But for the tourist village which is not too developed, it feels like there is no need to widen the road. The road to Ubud is also now relatively narrow from Denpasar.  Rama:  Apart from the government side, which other elements could be the key actors?  S010:  Maybe it could involve charter drivers. If they are not involved, then suddenly the government creates a new service such as the TemanBus type that reaches rural areas and even interferes with their income. And in the end, it could be like the one in Bandung or in Makassar, it even interfered with the income, the life of the charter drivers.  Rama:  Do they have any association?  S010:  I don't know, but if each region like Sanur has its own, then Kuta has its own, but I don’t know if they have a large-scale organisation for the Bali province.  Rama:  I'm still looking for a charter driver association. Usually this is also a personal business, right?  S010:  In Bali, there is a conspiracy theory, so it can be said that local politicians are the financiers behind the charter drivers. Those who buy a lot of cars and then the public transportation is deliberately killed. Conspiracy theory here (Bali). Is it true or not? I don't know. On Twitter, which contains Balinese people, they usually discuss conspiracy theories as to why public transportation in Bali was never really developed. Well, this theory is always there. On Instagram, usually infodenpasar or punapibali which are usually busy. What about Twitter balifest? Maybe yes.  Rama:  Previously, TMD has also done so by collaborating with the tourism bus consortium. It was interesting to mention that the DAMRI service between villages was mentioned by White Horse officials, what about their company in Bali?  S010:  Is that the company that rents the bus? As far as I know, I've seen the bus, but whether it's dominant or not in Bali, I don't know. Because there are many companies that rent buses here, like this, there is also one across my house.  Rama:  Is it overdeveloped maybe or how do you call Bali?  S010:  Yes, for Denpasar and surrounding areas, Kuta, Seminyak, Legian, but when you leave the district, it's like another world.  Rama:  Okay, Dishub, Dispar, and I don't know whether there is a rental driver association or not. That's all I wanted to ask, is there anything else you would like to add?  S010:  There's nothing  Rama:  Okay, thank you |