Pseudoname: Antara, Code: Interview S014, Category: NGO, Sex: Male, Level: Local, Job: Transport NGO Staff

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| Rama:  S014:  … Bisa dipakai, baik itu informasi maupun data kemudian ataupun keterangan yang saya sampaikan berdasarkan situasi angkutan pariwisata di Bali mungkin kalau bisa nanti dipakai, syukur kan. Nanti kalau kurang, yang kurangnya coba nanti kita cari. Kemarin saya coba hubungi instansi yang mengurusi angkutan pariwisata, itu kan ditangani oleh pemerintah pusat dan pemerintah provinsi. Jadi Pemerintah kabupaten/kota itu hanya menerima, maksud saya kewenangan perizinannya hanya di 2 tingkatan pemerintah itu. Jadi untuk angkutan pariwisata itu adalah kewenangan pemerintah pusat, dalam hal ini adalah kementerian perhubungan C.Q. dirjen perhubungan darat.  Kemudian sedangkan untuk kendaraan sewa ada 2; angkutan sewa umum itu kewenangannya ada di pemerintah pusat, dan angkutan sewa khusus kewenangannya di pemerintah provinsi. Jadi wilayah operasionalnya angkutan sewa khusus di wilayah provinsi. Kebetulan Bali kan satu pulau, jadi control wilayahnya jadi lebih mudah daripada kalau yang ada di Jawa. Itu kan batasnya satu provinsi dengan provinsi lain kan hanya berupa garis, orang nyebrang juga ga terdeteksi. Sementara di Bali sendiri karena kepulauan, maka kalau darat harus melalui 2 pelabuhan, di Barat Pelabuhan Gilimanuk kemudian di Timur ada Pelabuhan Padangbai untuk Bali ke Timur seperti Lombok, Sumbawa, Sumba, dan sebagainya. Sedangkat ke arah Barat itu lewat Gilimanuk, Ketapang.  Kemudian tadi kalau menyinggung soal pariwisata di daerah rural. Pada umumnya destinasi wisata itu di rural. Kemudian Sebagian besar saat ini, origin dari wisatawan itu lokasinya, katakan hotel, ada di daerah pusat kota seperti Nusa Dua, Kuta, Denpasar. Sementara tujuan wisata itu banyak di luar daerah itu, kecuali tadi di Nusa Dua juga ada tujuan wisata, Kuta ada, tapi banyak yang ke rural karena bicara rural banyak di daerah-daerah pinggiran. Di Desa atau di kabupaten lain seperti di Gianyar, Ubud, ada … Gajah, kemudian di Klungkung ada … Gosa, ada Kemudian di Karangasem ada Taman Ujung, ada Besakih, kemudian di Utara daerah Buleleng ada Lovina, kemudian di Timur juga masih ada Amed. Nanti pergerakan mereka ada Sebagian wisatawan yang stay di sekitar lokasi itu.  Kemudian wisatawan yang stay di sekitar itu pilihan transportasinya kalau dekat sekali ya mungkin hanya cukup jalan kaki seperti di Amed untuk diving. Jadi lokasi stay di sana, kemudian aktivitas diving tinggal jalan kaki. Kalau membutuhkan transportasi, paling menggunakan sepeda motor. Sementara turis yang dari Bali wilayah selatan menuju wilayah-wilayah itu tentu transportasinya ada menggunakan mobil penumpang.  Beberapa waktu belakangan ini memang turis dalam bentuk grup besar sering dengan bus kapasitas lebih dari 20-seat. Biasanya wisatawan mancanegara, bus yang paling besar mereka pakai mungkin hanya 35-seat. Sementara wisatawan domestic seringkali busnya lebih besar, jadi mereka overland. Mereka bawa bus dari Jawa. Ini bisa saja karyawan sebuah perusahaan, karyawan kantor, atau seringkali siswa yang melakukan karyawisata. Belakangan memang banyak turis yang datang dalam bentuk couple. Mereka mungkin hanya 2, 3, 4 orang paling banyak itu pakai kendaraan lebih kecil. Belakangan juga mereka drive sendiri. Itu yang disebut dengan angkutan sewa umum. Mereka tiba di bandara, ambil mobil di sana, kemudian bertransportasi selama di Bali, kemudian Ketika pulang mereka lepas lagi mobilnya di bandara.  Dari sisi yang kaitannya dengan pariwisata lain yang mana sekarang sudah bergeser saya ingin informasikan. Dulu 20 tahun yang lalu, misal ada turis 1 bus datang ke sebuah rute pariwisata, misal nonton performance barong jam 9. Kemudian di situ supir maupun guide mendapat komisi. Lalu mobilnya berhenti karena performance 1,5 atau 2 jam lalu jalan lagi. Kemudian 1 lintasan ada arsop … (meeting stop) … Terakhir yang saya bicarakan ini mungkin banyak yang tidak tahu. Situasi pariwisata di Bali sekarang dibanding dengan 20 tahun yang lalu. Dulu turis datang ke sebuah arsop, turis memberikan … (meeting stop) Jadi kira-kira apa yang bisa saya atau kami dukung dari studi ini? Karena kalau studi transportasi atau pariwisata di Bali kan memang beberapa waktu belakangan Gubernur sebelumnya ingin mengembangkan kereta wisata keliling Bali kira-kira hampir 400 km, itu slow train. Tapi kayaknya banyak kendala juga karena itu harus memotong jalur ke pantai. Masalahnya di pantai itu salah satu lokasi untuk upacara keagamaan, jadi sampai sekarang belum. Memang tahapannya ingin ke sana tetapi kapan untuk penyediaan transportasinya dipilih (rute) kota-bandara.  Setelah saya juga dikirimi data soal angka jumlah kendaraan pariwisata. Memang angka untuk jumlah angkutan pariwisata yang dikelola oleh Organda, di Bali Namanya PAWIBA. Dulu sebelum COVID angkanya agak tinggi, setelah COVID, dari sekitar 1700an menjadi sekitar 600an, sisanya tinggal sekian. Agak kelimpungan juga Ketika COVID 3 tahun itu. Kelimpungan karena semua pelaku pariwisata sudah jadi pedagang. Jadi situasinya belum stabil, rumput tinggi belum bisa dibersihkan. Tapi syukurlah sekarang sudah mulai rame. Cirinya, indikatornya mulai rame itu jalan bypass ngurah rai itu macet, bandara mulai ada orang.  Saya kira tentu karena bicara konteks Indonesia, kita definisikan rural itu atau batasi definisi rural itu seperti apa. Mungkin ada selisih definisi rural yang Anda maksud dengan rural pada umumnya di Indonesia. Kemudian tentang Ubud secara posisi memang rural. Kemudian secara aktivitas pada waktu tertentu, itu melebihi aktivitas di kotanya, kotanya kan di Gianyar, jadi bukan lagi sebagai rural. Tetapi Ubud sendiri sudah menyatakan dirinya bahwa ini adalah desa, tidak mau disebut kota. Jadi desa yang memilki ciri khas bahwa pariwisatanya adalah yang berbasis kehidupan pedesaan. Sehingga ada beberapa kegiatan yang sebetulnya di kota ada, di Ubud dibatasi. Awalnya tidak ada seperti live music, ada restoran atau kafe boleh saja tapi dibatasi waktunya, kemudian dibatasi kekerasan suaranya. Karena ingin Ubud itu menjadi sebuah yang tidak sama dengan Kuta. Kuta memang apa saja ada di sana, night club juga ada, mau cari dari A sampai Z ada. Jadi Ubud masih tetap mempertahankan ciri khasnya, keunikannya, ada beberapa Batasan. Tapi kita juga susah memberikan pembatasan karena mereka juga terbuka, siapa saja boleh masuk, pedagang ataupun orang yang mau membuka usaha boleh masuk.  Sekarang justru tahun ini Ubud mendapat dana dari pemerintah pusat untuk pengembangan pasar tematik. Karena tematik, Pasar Ubud itu harus berbeda dengan pasar biasa. Hanya ada 2 di Indonesia yang mendapat dana, satu lagi di Manado. Jadi apa yang dibuat dikerjakan di situ, kemudian diproduksi di sana. Kalau itu makanan, dikonsumsi di situ. Nah itu apa bisa dibuat seiring dengan kebutuhan akan bisnis. Jadi Ubud seperti itu wisatanya masih soal kemacetan. Jadi beberapa orang mengkhawatirkan kemacetan Ubud itu akan menggeser orang tidak menempatkan Ubud sebagai salah satu destinasi lagi. Tetapi waktu itu nomor 2 kan tempat wisata pada tingkat asia pasifik, masih masuk 10 besar dari lama hampir tidak pernah terlempar.  Rama:  Ya terima kasih sebelumnya. Hal yang ingin saya gali. Wisata rural itu biasanya menyimpan natural protected area, misal itu punya beban wisata yang tinggi ditambah transportasi yang beremisi tinggi maka kualitas udara dan kemacatan menjadi semakin buruk. Di sisi lain, beberapa stakeholders berbeda pendapat antara kondisi infrastruktur jalan yang tidak memungkinkan dan mendorong transportasi public. Kemudian gesekan yang mungkin ada dengan usaha penyewaan kendaraan jika transportasi umum dikembangkan. Nah apa yang menurut Anda dapat dilakukan untuk transportasi wisata rural agar tetap menjaga tempat wisatanya?  S014:  Sebelumnya apakah Batasan kajian ini beberapa lokasi atau hanya satu lokasi?  Rama:  Ya, contohnya bus Sarbagita itu mengidentifikasi dirinya sebagai layanan urban. Nah bisa jadi rural itu yang perjalanannya di luar Sarbagita.  S014:  Ya, wilayah Bali selatan atau sarbagita kemudian berubah menjadi metropolitan Denpasar mencakup wilayah-wilayah sarbagita. Selain 100% Denpasar, Hanya mencakup Sebagian badung, gianyar, Tabanan. Sistem transportasi Sarbagita yang dikembangkan 12 tahun yang lalu, kebetulan saya juga bidangnya itu, Itu tidak berkembang tumbuh seperti yang diharapkan dalam rekomendasi. Awalnya rekomendasinya adalah 17 koridor dan 17 trayek cabang (feeder). Ada 34 total trayeknya, kemudian kalau running keseluruhannya kira-kira membutuhkan 400 unit kendaraan dengan mengeliminasi sekitar 2000 kendaraan eksisting operator yang mungkin masih ada tapi tidak beroperasi. Jadi dari minibus 14-seat kira-kira kita eliminasi sekitar 2000an.  Kemudian sangat lambat sekali. Sampai saat ini koridornya hanya 2 yang dijalankan. Padahal targetnya, setiap tahun kita berupaya ada 1 tambahan koridor. Sehingga Ketika ada daerah di luar koridor ini mengoperasikan feeder tidak sukses. Karena feeder ini orang tidak naik, karena mereka tidak yakin Ketika naik feeder mendapatkan koneksi ke koridor, koridornya tidak nyambung. Jadi konektivitasnya tidak ada kalau hanya 2 saja. Tetapi bagi customer yang diwawancara misalnya kebetulan mereka secara transportasinya ada di koridor itu, pasti mereka mengatakan bahwa Sarbagita bagus. Bagi wilayah yang tidak dilalui Sarbagita, Ketika kita bertanya bagaimana peran Sarbagita, mereka bilang tidak bagus karena memang tidak ada. Hasilnya Ketika orang tidak keseluruhan perjalanannya bisa dicover oleh koridor sarbagita itu, mereka akan memilih dari awal berangkat menggunakan kendaraan sendiri, terutama sepeda motor. Kemudian Ketika mereka sudah memiliki sepeda motor lalu kita minta berpindah untuk menggunakan transportasi public, ini mereka harus menunggu waktu sampai selesai leasing.  Kemudian waktu berjalan, datang angin segar pemerintah pusat memberikan pendanaan untuk angkutan massal dengan pola buy the service dengan nama menjadi Trans Metro Dewata. Kalau kita telusuri jaringan TMD ini sebetulnya hampir mirip dengan Trans Sarbagita. Kalau kita katakan TMD ini adalah modifikasi dari Trans Sarbagita. Karena pada awalnya dulu 12 tahun yang lalu Trans Sarbagita ini mungkin rutenya harus ke sana, tapi mungkin sekarang ada review.  Ada 6 koridor sekarang yang dilaksanakan, termasuk kalau dilihat koridornya ada yang menembus sampai Ubud. Ubung-Batubulan-Ubud, jadi Denpasar masuk ke Gianyar bagian selatan lalu sampai Ubud. Kemudian koridor lain ada yang sampai ke Nusa Dua, ada yang ke Bandara, ada yang sampai ke wilayah Barat Sarbagita yang di Tabanan masuk di Terminal Pesiapan itu ujung barat, bagian timur dari Tabanan. Kemudian ada di Menguying di Badung. Jadi ada 6 total mungkin kendaraannya 120-150 kendaraan. Dan kemarin saya bicara dengan Dirjen Perhubungan Darat, mau juga dikembangkan, ditambah Buy the service ini dengan bus listrik curahan dari event G20. Sekarang ini kan kita siapkan G20 dengan bus listrik dan sepeda motor listrik. Nanti setelah selesai mungkin dilelang, dijual, sepeda motor kepada masyarakat dengan harga khusus, saya dapat infonya begitu. Sementara busnya akan dimanfaatkan sebagai transportasi public.  Jadi kalau dari sisi lingkungan memang electric vehicle ini mendapat dukungan. Tetapi dari sisi untuk menanggulangi kemacetan, program EV ini tidak ada bedanya, tidak memberikan pengaruh apa-apa. Karena 1 on 1, jadi kendaraan fossil ditukar dengan EV ya sama aja jumlahnya. Tapi daripada tidak sama sekali ya kita ambil. Isu lingkungannya terpenuhi, apalagi isu lingkungan menjadi bagian dari G20. Nah seperti itu.  Kemudian kalau kita bicara soal transportasi untuk memberikan layanan kepada pariwisata, saya kira sudah dikembangkan juga sekarang. Katakan turis turun di Bandara. Bandara menjadi bangkitan, kemudian destinasinya mau kemana kalau Ubud ada bus tadi. Kemudian pilihannya juga ada taksi, angkutan sewa, dalam bentuk Grab lalu bentuk motor juga ada. Tapi untuk publiknya saya kira belum sepenuhnya dicover. Saya juga masih belum bisa mengatakan bahwa ini kan sudah 3 tahun lebih beroperasi dan masih free. Load factor penumpang buy the service ini Bali cukup tinggi dibanding kota lain di Indonesia. Terutama untuk rute ke Ubud itu tinggi load factornya. Tapi belum ada yang bisa menjamin Ketika nanti ini diberikan biaya atau tarif sekitar 4500 itu apa jumlah penumpangnya masih sama?  Jadi beberapa penggunanya itu bagian yang berekreasi yang ke Ubud mungkin mereka naik itu, mungkin kuliner di Ubud, setelah itu mereka pulang lagi. Nah Ketika nanti berbayar apakah nanti kebiasaan itu masih dilakukan? Kalaupun iya, mungkin mereka tetap akan memilih TMD. Tapi kalau mereka berpikir kami ke Ubud bayar, lalu makan, kenapa harus jauh-jauh kan mending di rumah aja, pulang pergi 9000 bisa dapat nasi 2 bungkus, nasi kucing, misalnya. Nanti belum tahu kita pasca berbayar nanti bagaimana animo masyarakat. Nah sementara untuk menunggu itu kita harus menambah koridor untuk kesenjangan konektivitas bisa dikurangi. Di situ lemahnya konektvitas itu. Kalau konektivitas tidak ada, mereka khawatir. Apalagi kebiasaan di kita orang berjalan jauh itu juga malas gitu, karena panas dan lain sebagainya. Sementara di luar sana di tempat Anda sekarang orang jalan jauh juga ga masalah kan, cuacanya mendukung, sejuk dan sebagainya. Di Indonesia 100 meter aja orang mengatakan “saya kok ga ada angkutan umum,” nah itu yang terjadi. Hasil studi UMP Sarbagita juga dengan KIAT antara lain ada juga mencari kontur untuk layanan bus. Misalnya 100 meter dari lintasan itu berapa orang yang bisa dijangkau, berapa penumpang potensial yang bisa ditarik oleh layanan itu.  Pun juga perlu ditelusuri dengan orang Bappenas ya, di Gianyar sendiri sekarang ada yang Namanya Ulapan, Ubud-Tegalalang-Payangan. Itu adalah tiga kecamatan di wilayah Gianyar, penyangga Ubud, itu sedang dikembangkan suatu proyek yang didanai oleh nasional. Jadi ada proyek-proyek penting tentang persampahan, kemudian tadi tentang pasar, area parkir, kemudian juga transportasinya. Nah yang digandeng oleh Pemerintah Provinsi itu juga sedang melakukan studi. Ada 1 lintasan transportasi public yang masuk ke sisi Barat wilayah Ubud yang akan dibangun TOD (Transit Oriented Development). TOD itulah yang akan nanti penumpang itu ditransfer menggunakan shuttle. Jadi konsep pengembangannya adalah dengan shuttle. Shuttle ini isu lingkungannya ya kita dorong dengan menggunakan EV kan. Itu yang sedang dibuat untuk jangka Panjang. Dananya juga hampir 33 triliun keseluruhannya. Cuma dari sektor transportasinya saja katakanlah untuk 40 unit shuttle saja kendaraan listrik itu besar pendanaannya karena hampir 3-4 kali lipat ya dari kendaraan BBM fossil. Itu yang ada, data lebih lengkapnya nanti Anda bisa ke Bappenas, mungkin di direktorat transportasinya di Ulapan.  Itu tadi saya bicara dari luar masuk ke Ubud. Tentu kalau bicara rural tadi adalah Ubud, konsep transportasinya ya kita lihat dulu. Kalau daerah tujuan wisata itu menyiapkan akomodasi, saya kira itu memang pergerakannya hanya di dalam. Jadi sedikit orang yang ulang alik seperti turis mancanegara hanya di situ jalan kaki atau sepeda. Itu sementara ini.  Kalau rural mungkin disesuaikan dengan kamus tata ruang. Mungkin rencana tata ruang wilayah (RTRW) Bali sedang dibahas oleh kementerian ATR. Kalau Sarbagita itu kan memang sudah lama ya. September mungkin baru dibahas RTRW, mungkin itu perlu ditinjau baru 3 provinsi kalau tidak salah yang sudah dijadikan peraturan daerah. Justru itu banyak perubahan-perubahan, sebetulnya nuansanya pedesaan tapi sebenarnya kota. Atau kalau satu Bali mungkin bisa dibuatnya berdasarkan DTW (Daerah Tujuan Wisata), dibagi menjadi cluster-cluster kajiannya. Karena kalau kita nanti bicara terkait dengan aksesibilitas itu harus dilihat apakah jaringan jalannya memenuhi sehingga wisata yang berkelanjutan harus didukung dengan transportasi yang berkelanjutan juga. Nanti mungkin dicek lagi RTRW yang terbaru.  Rama:  Betul ini juga diawali dari KSPN.  S014:  Saya ingin tahu sedikit motivasi Anda mengambil studi angkutan pariwisata  Rama:  ---  S014:  Tapi untuk Ubud, saya punya keinginan untuk mengembangkan transportasi segitiga emas. Di Gianyar ada Sukawati, itu kecamatan, tempatnya pasar seni. Kemudian ada Gianyar sendiri ada kotanya. Kemudian Ubud. Jadi transportasi yang menghubungkan 3 tempat ini belum tersedia dengan baik, dengan pola transportasi yang kualitas terbaik. Sementara sekarang memang sudah ada yang dari Denpasar melewati Sukawati menuju Ubud. Tapi orang Ubud mau ke Gianyar sekarang juga ada angkutan pedesaan tapi kurang bagus kualitasnya. Kemudian antara Sukawati dengan Gianyar. Nah ini segitiga ini yang dikembangkan. Nanti jadi hub Ubudnya, hub untuk daerah Utara yaitu Tegalalang sama Payangan. Sementara mereka masuk ke Ubud menggunakan fasilitas shuttle. Dan konsepnya ada 18 ruas jalan di wilayah Ubud ini yang memang kita sebetulnya sudah tetapkan pembatasan parkir. Karena ada jalan yang agak lebar akan kita persempit, kita luaskan pejalan kakinya. Yang belum masuk adalah transportasi public, mungkin dengan shuttle ukuran 14-seat. Dan sebetulnya saya lihat kalaupun disediakan itu untuk wilayah Ubud di dalam kota walaupun jaraknya tidak terlalu jauh, wisatawan mancanegara itu lebih senang jalan kaki. Mungkin turis local aja yang akan menggunakan itu. Atau sesekali mungkin wisatawan yang bermasalah dengan fisiknya (disabled people), bisa memanfaatkan itu. Jadi konsepnya seperti itu, dan kalau itu jalan saya kira kemacetan di Ubud bisa diatasi karena kita punya satu lokasi parkir yang bisa menampung 2000an kendaraan. Jadi semua kendaraan yang sekarang parkir di jalan bisa disedot semua ke situ. Jadi yang melintas itu hanya … Kita tuh belum ada lintasan untuk through traffic nya. Denpasar ada beberapa yang mungkin terpaksa masuk dan karyawan restoran yang banyak menggunakan badan jalan itu kita sudah minta sebetulnya untuk menyiapkan tempat parkir. Atau bekerja sama dengan central parkir dengan sistem diskon, jadi mereka tinggal antar jemput karyawannya. Jadi ga penuhin jalan. Kalaupun nanti ada area parkir di badan jalan tuh khusus untuk customer yang transaksi singkat. Masa untuk beli roti aja mereka harus naik shuttle kan. Itu konsep dari saya yang saya ingin dikembangkan.  Rama:  Semacam park and ride?  S014:  Park and ride ya, central parkirnya, shuttle. Tapi bagi yang transaksi singkat ya mungkin bisa sebentar aja, mungkin ga lebih dari transaksi roti misalnya terus mereka pergi. Tapi yang terjadi sekarang kan karyawannya juga parkir di situ dari pagi sampai tutup restorannya. Itu tambahan dari saya.  Rama:  Terakhir dari saya, Anda kan juga terlibat di Sarbagita ya, apa kendalanya waktu itu untuk mengembangkan 2 jadi 17 koridor?  S014:  Dulu saya project managernya. Itu alasan klasik lah, uang. Satu uang. Kedua, saya pernah juga menyampaikan suatu pernyataan bahwa kadang-kadang legislatif menyatakan rugi. Memang rugi misalkan dari dulu 12 miliar jadi Cuma 3 miliar, rugi kan. Tetapi saya ingatkan bahwa hasil yang diperoleh dari Sarbagita itu tidak hanya berupa berapa tiket yang terjual atau masyarakat membayar, tapi berapa yang bisa dihasilkan dampak positifnya. Kalau dihitung mungkin lebih besar dari 12 miliar. Tapi pemahaman ini kan perlu jalur yang agak Panjang. Jadi mereka selalu menghitung secara finansial, sementara kita orang transportasi hitungannya kan ekonomi. Sarbagita pun terakhir juga antar komisi di DPRD bertentangan. Itu perlu dikembangkan. Success story katanya dari Stockholm, itu 40 tahun mereka baru sukses. Jadi ga seperti makan cabe, kalau tidak diupayakan juga, termasuk Gubernur yang sekarang juga malah mengurangi jumlah koridor. Saya termasuk yang bereaksi juga waktu itu, kita ingin menambah malah mengurangi koridor. Alasannya … ga ada.  Seperti itulah yang terjadi di Bali. Sekarang dengan pemerintah pusat memberikan dana tentu pemerintah daerah juga harus bersikap. Makanya saya usulkan agar pemerintah pusat punya dana alokasi khusus untuk transportasi seperti Pendidikan. Dan itu dibelanjakan untuk transportasi non-infrastruktur. Jadi bukan untuk jalan, untuk bangun ini itu, tapi untuk sistemnya, untuk buy the service, bayar prasarananya yang mendukung operasional. Itu cukuplah saya kira kalau ada dana subsidi yang ditarik, kasih aja tiap kabupaten/kota itu 10 miliar tiap tahun, maka akan butuh 60 triliun, sedikit itu.  Rama:  Yang waktu itu saya cermati Trans Sarbagita kan lintas kabupaten/kota, apakah secara penganggaran subsidinya dikoordinir provinsi?  S014:  Makanya saya ingatkan (pemerintah) pusat agar jangan cepat bosan agar ini bangkit. Kalau nanti dicabut langsung dan daerah tidak segera mengambil alih, nanti jadi preseden buruk. Setelah sarbagita dicap gagal, nanti TMD juga, bangun satu lagi nanti orang tidak percaya, “buang-buang uang aja,” kan gitu. Jadi saya inginkan bahwa komitmen semua pihak lah. Termasuk juga kalau kami bicara kan ada di tengah. Pemerintah kita dorong, masyarakat juga kita dorong. Nanti kita siapkan supaya masyarakat jangan pakai mobil lagi, motor lagi, tapi sepanjang ini belum menjanjikan layanan transportasi publiknya kan sama dengan nyuruh orang tanpa ada kepastian, ini kan berat juga. Tapi nanti kalau sudah bagus semuanya tanpa disuruh saya kira mereka semua sudah bisa memilih naik apa. Jangan sampai turun lagi semangatnya, kalau turun lagi semangatnya membangun semangatnya lagi susah.  Kemarin saya bicara dengan kepala dinas perhubungan provinsi, kita sedang berupaya menekan penggunaan sepeda motor, tapi digalakkan sekarang sepeda motor listrik, lalu bagaimana? Kok bukan transportasi massal yang digalakkan. Nanti kalau orang sudah terlanjur beli sepeda motor listrik yang relatif lebih mahal lalu kita suruh pindah ke transportasi public yang elektrik mereka berpikir lagi kan, “motor saya buat apa sudah saya beli mahal?” Jadi ini kan kejar-kejaran dengan G20 sebagai prasyarat. Konon ada 200 sepeda motor listrik akan disiapkan untuk G20 di sekitar parkiran Nusa Dua, charging stationnya di sana. Setelah selesai G20 diobral ini motornya.  Rama:  Baik, itu saja yang ingin saya tanyakan. Tujuannya lebih ke bagaimana wisatawan bisa berubah perilakunya. Karena sekarang top of mind masih mobil sewa melulu.  S014:  Saya kira itu juga sebagai pilihan ya.  Rama:  Betul tapi pilihannya sekarang sangat terbatas  S014:  Iya, nanti kalau transportasi publiknya sudah memenuhi atau agak luas konektivitasnya, saya kira ada pilihan untuk orang asing karena lebih senang dan terbiasa di negaranya. Dan memang ini sebagai suatu pembuktian bahwa ojek online sekarang kan agak turun pendapatannya seiring dengan naiknya kualitas layanan transportasi public. Itu pasti saling tekan. Kenapa dulu orang lari ke Grab, karena tidak ada layanan. Tapi sekarang kalau sudah equal, mungkin sekarang orang lebih nyaman pakai itu (transportasi public). Mungkin nanti di Bali seperti itu. Tapi mungkin ada kekhususan di Bali juga. Justru saya ingin mencoba commuter ini juga didorong ada layanannya. Kalau turis silakan mereka pilih. … Kalau mau lebih nyaman ya sewa kendaraan. Datang di satu tempat kemudian kemana-mana mereka pilih … Dari Bandara mereka naik TMD, di Ubud turun, selesai.  Nah kalau yang saya buat kemarin dengan membuat … Kan sekarang orang memecahkan masalah transportasi dengan skema transportasi. Saya waktu itu memecahkan dengan skema kebijakan dalam rangka mengurangi jumlah penggunaan sepeda motor, itu yang coba kita dorong.  Rama:  Oh iya, pendekatan saya juga dari sosiologi. Seperti misal dari Bandara memang ada pilihannya, tapi TMD harus jalan dulu lokasinya jauh dibanding taksi.  S014:  Ini kan pengaruh bisnis. Bisnis lama yang disusupi dengan yang baru kan merasa kehilangan. Kalau bisa, oh boleh silakan masuk, tapi tempatnya agak jauh sedikit. Tapi ya persaingannya dibuat seperti itu. Tapi bagus lah yang penting bisa masuk dulu. Nanti kalau jarak jalan menuju lokasi pemberangkatan tidak terlalu sulit dari sejak mereka keluar pintu kedatangan, saya kira … Tahu sendiri kalau Anda di tempat lain di luar sana kan jalan juga jauh-jauh. Selisihnya jauh sekali soalnya, naik Grab, naik taksi. Saya juga kaget, karena kalau hitungan mereka, kita bayar pergi dan pulangnya. Misalnya berangkat Cuma 50 ribu tapi jadi 100 ribu karena kita bayar pulangnya. Itu kalau mereka captive tidak ada pilihan, tapi kalau sekarang sudah ada pilihan, ya kalau mau murah ya jalan sedikit lah.  Rama:  Bagaimana dengan posisi pilihan-pilihan tersebut di Bandara, apakah Angkasa Pura juga ikut mengatur atau siapa?  S014:  Ya, kan itu kewenangannya Angkasa Pura. Tetapi yang bermain di transportasi itu kan orang-orang yang sudah lama. Dulu beli nomor itu lebih mahal dari mobilnya, udah biasa itu. Bandung Angkatan udara, Jogja Adisucipto juga begitu, hampir di semua tempat. Terutama bandara-bandara yang dulu dikuasai oleh Angkatan udara. Tapi kalau Bali memang Angkasa Pura murni, walaupun ada orang AU main di situ, tapi bukan dominan seperti Bandung, Jogja. Bali kan sempit, agak pusing juga menempatkan fasilitas di bandara. Makanya dikatakan kan terminalnya bisa menerima 25 juta penumpang. Tapi yang saya kritisi apa bisa pergerakan pesawatnya mencapai 25 juta? Dalam setahun ga mungkin. Harus pindah, paling tidak harus double runway tapi ga mungkin di situ dibuat. Jadi percuma saja kapasitas terminalnya tinggi tapi seperti itu. Yang jelas parkir sekarang sudah padat sekali. Jadi saya dorong pemerintah provinsi bikin tempat parkir yang jauh di luar bandara. Jadi kita bisa pungut parkirnya dan bisa kita transfer orangnya dengan menggunakan bus atau kereta, jadi dapat uang. Kalau sekarang kan mereka hanya memberikan dana sekian miliar, bukan kewajiban mereka menyetor kepada pemerintah daerah. Karena pemerintah daerah ga punya modal di situ. Tapi kalau kita bangun, kemudian kita “paksa” bandara ngurah rai untuk parkir di luar, kita siapkan transportasinya. Atau mereka punya pilihan misal bayar 10 ribu per jam, kalau di luar bayar 5 ribu per jam, otomatis mereka akan beralih. Sehingga lebih santai di dalam bandara. Kita dapat uang, transport lebih bagus, dan jaraknya lebih dekat, ga harus masuk ke pusat bandara. Bikin aja dimana nanti tinggal diatur kecepatannya, transfernya, seperti naik kereta di Jepang kan begitu. Tapi yang gagal juga ada seperti Palembang, LRT, lalu di Kualanamu.  Rama:  Iya pak, mohon maaf terakhir, pengaturan seperti itu siapa actor kuncinya? Kan tidak mungkin bisnisnya sendiri  S014:  Ya, saya kira keberanian aja. Tapi kita juga jangan lupa bahwa mereka yang dulu sudah pernah bermain di situ adalah pioneer, sama dengan ojek Ketika kita masukkan mobil penumpang janganlah ditendang ojeknya. Bagaimana sih mereka mendapatkan juga, karena itu mata pencaharian. Kalau sudah urusan perut, mereka akan lawan. Ini harus diakui, maka itu tadi saya bilang syukurlah bus ini bisa masuk walaupun masih jauh, ga langsung keluar lalu dapat bus, ya sudahlah itu tahap awal. Pelan-pelan nanti saya kira pasar yang akan mengatur nanti. Kalau yang lain tidak ada yang order juga nanti mereka berpikir, jangan-jangan mereka juga ikut bermain menjadi bagian dari busnya, menaruh saham di bus, “silakan nanti saya minta bagian hasilnya saja, tidak ikut bermain lagi.” Bisa kan? Mungkin bisa begitu. Tapi kan kapan itu dan bagaimana tekniknya saya kira ini perlu pembicaraan. Tapi yang perlu diingat kalau ada orang yang mementingkan kepentingannya sendiri dan menjadi penghambat, mungkin itu perlu tim intelijen yang bekerja saya kira. Kan ga mungkin itu orang yang status quo sudah nyaman itu diubah-ubah. Tapi nanti pasar yang akan … Dulu ga mungkin masuk, sekarang bisa bus. Lama-lama pasti mereka akan jadi operator bus, minimal jadi pemilik saham perusahaan bus. Sabar lah, yang penting kan ini dalam rangka membuat thesis. Yang penting mana syarat minimal untuk lolos. (laugh)  Rama:  Tapi kan pengennya terealisasi juga  S014:  Nanti setelah lulus, ayo lanjut lagi kita buat lagi siapa yang mau menjadi pasukan besarnya. Saya juga ingin melihat yang seperti itu. Kadang-kadang saya pusing mikirin, biarin aja lah. Tapi Kembali ke naluri tuh ga bisa ngomong begitu, 5 menit aja Kembali lagi pola pikirnya ngurusi, mikirin.  Rama:  Baik nanti kalau saya hubungi Kembali boleh ya?  S014:  Iya  Rama:  Iya itu saja dari saya, terima kasih banyak | Rama:  S014:  … It can be used, whether it's information or later data or the information I convey based on the situation of tourism transportation in Bali, maybe if it can be used later, thank God. Later, if it is lacking, we will try to find the lack of it later. Yesterday I tried to contact the agency in charge of tourism transportation, it was handled by the central government and the provincial government. So the regency/city government only accepts, I mean the licensing authority is only at those 2 levels of government. So for tourism transportation it is the authority of the central government, in this case the ministry of transportation C.Q. Director General of Land Transportation.  Then while for rental vehicles there are 2; The authority for public rental transportation is in the central government, and special rental transportation is under the authority of the provincial government. So the operational area of ​​special rental transportation is in the province. Incidentally, Bali is an island, so it is easier to control the territory than in Java. That's the boundary between one province and another, it's just a line, people crossing it are not detected. While in Bali itself because it is an archipelago, then if it’s through the land, it has to go through 2 ports, in the West Gilimanuk Port then in the East there is Padangbai Port for Bali to the East such as Lombok, Sumbawa, Sumba, and so on. Meanwhile to the west it passes Gilimanuk, Ketapang.  Then earlier, when we mentioned tourism in rural areas. In general, tourist destinations are in rural areas. Then most of the time, the origin of the tourists is the location, say hotels, in downtown areas such as Nusa Dua, Kuta, Denpasar. While many tourist destinations are outside the area, except for Nusa Dua, there is also a tourist destination, Kuta is there, but many go to rural areas because they talk about rural areas a lot. In the village or in other districts such as in Gianyar, Ubud, there are … Elephants, then in Klungkung there are … Gosa, there are Then in Karangasem there is Taman Ujung, there is Besakih, then in the North area of ​​Buleleng there is Lovina, then in the East there is also Amed. Later their movement will be some tourists who stay around that location.  Then tourists who stay around have a choice of transportation if it's very close, maybe it's just a short walk like in Amed for diving. So the location to stay there, then the diving activity is just walking. If you need transportation, most use a motorbike. Meanwhile, tourists who come from southern Bali to those areas, of course, the transportation is using passenger cars.  Recently, tourists have come in large groups, often with buses with a capacity of more than 20 seats. Usually foreign tourists, the bus that is the biggest they use may only be 35-seat. Meanwhile, domestic tourists often have bigger buses, so they are overland. They took the bus from Java. This could be an employee of a company, an office worker, or often a student on a field trip. Lately there are many tourists who come in the form of a couple. They may only have 2, 3, 4 people at most using smaller vehicles. Later they also drive themselves. It's called public rental transportation. They arrived at the airport, took the car there, then took transportation while in Bali, then when they got home they will leave the car again at the airport.  From the side that is related to other tourism which has now shifted, I want to inform you. It used to be 20 years ago, for example a tourist on a bus came to a tourism route, for example watching a barong performance at 9. Then there the driver and guide got a commission. Then the car stopped because of performance 1.5 or 2 hours and then started again. Then 1 track there is an arsop? … (meeting stop) … The last thing I talk about is maybe many who don't know. The tourism situation in Bali is now compared to 20 years ago. In the past, tourists came to an archive, tourists gave … (meeting stop) So what can I or we support from this study? Because if you study transportation or tourism in Bali, recently, the previous Governor wanted to develop a tourist train around Bali of approximately 400 km, that's a slow train. But I think there are many obstacles because it has to cut the path to the beach. The problem is that the beach is one of the locations for religious ceremonies, so it hasn't been done until now. Indeed, the steps are to go there, but when to provide transportation, the city-airport route is chosen.  After I was also sent data about the number of tourism vehicles. Indeed the figures for the number of tourism transportation managed by Organda, in Bali the name is PAWIBA. Before COVID the numbers were quite high, after COVID, from around 1700s to around 600s, that's all there is left. It's a bit confusing when it's 3 years of COVID. Distraught because all tourism actors have become traders. So the situation is not stable yet, high grass can't be cleaned yet. But thankfully it's getting busy now. The characteristics are that the indicators are starting to get busy, the ngurah rai bypass road is jammed, the airport is starting to have people.  I think of course because we are talking about the Indonesian context, we will define rural or define what rural is like. Maybe there is a difference in the definition of rural you mean with rural in general in Indonesia. Then about Ubud in a rural position. Then in terms of activity at a certain time, it exceeds activity in the city, the city is in Gianyar, so it is no longer a rural area. But Ubud itself has declared itself that this is a village, not wanting to be called a city. So a village that has the characteristic that its tourism is based on rural life. So there are some activities that actually exist in the city, in Ubud are limited. Initially there was no such thing as live music, there were restaurants or cafes, but the time was limited, then the loudness of the voice was limited. Because they want Ubud to be something that is not the same as Kuta. Kuta is indeed there, everything is there, night clubs are also there, want to find from A to Z there are. So Ubud still maintains its characteristics, its uniqueness, there are some limitations. But it is also difficult for us to provide restrictions because they are also open, anyone can enter, traders or people who want to open a business can enter.  Now, this year, Ubud has received funds from the central government for the development of thematic markets. Because it is thematic, Ubud Market must be different from ordinary markets. There are only 2 in Indonesia that received funding, one in Manado. So what is made is done there, then produced there. If it's food, eat it there. So what can be made in line with the need for business. So Ubud, like that, tourism is still a matter of traffic jams. So some people worry that the traffic jams in Ubud will shift people from placing Ubud as one of the destinations anymore. But at that time number 2 was a tourist spot at the asia pacific level, still in the top 10 from a long time ago, it was almost never thrown away.  Rama:  Yes, thanks in advance. Things I want to explore. Rural tourism usually saves natural protected areas, for example, if it has a high tourist load plus high-emission transportation, the air quality and congestion will get worse. On the other hand, several stakeholders have different opinions between the condition of road infrastructure that is not possible and encouraging public transportation. Then the friction that may exist with the vehicle rental business if public transportation is developed. So, what do you think can be done for rural tourism transportation in order to maintain its tourist attractions?  S014:  Previously, was the limitation of this study several locations or only one location?  Rama:  Yes, for example, the Sarbagita bus identifies itself as an urban service. So, it could be that it is rural whose journey is outside Sarbagita.  S014:  Yes, the southern Bali area or Sarbagita then turned into the Denpasar metropolitan area covering the Sarbagita areas. Apart from 100% Denpasar, it only covers parts of Badung, Gianyar, Tabanan. The Sarbagita transportation system which was developed 12 years ago, I happen to be in that field too, It did not develop as expected in the recommendations. Initially the recommendation was 17 corridors and 17 feeder routes. There are 34 total routes, then when running, all of them require approximately 400 vehicles by eliminating around 2000 operators' existing vehicles that may still exist but are not operating. So from the 14-seat minibus, we will eliminate around 2000.  Then very slow. Until now, only 2 corridors are running. Even though the target is, every year we try to have 1 additional corridor. So when there is an area outside this corridor operating the feeder is not successful. Because of this feeder people don't go up, because they are not sure. When going up the feeder gets a connection to the corridor, the corridor doesn't connect. So there's no connectivity if there's only 2 of them. But for the customers who were interviewed, for example, they happened to be in the corridor for transportation, they would definitely say that Sarbagita was good. For areas that Sarbagita didn't go through, when we asked how Sarbagita's role was, they said it wasn't good because it didn't exist. The result is that when people can't cover the entire journey by the Sarbagita corridor, they will choose from the start to use their own vehicle, especially motorbikes. Then when they already have a motorbike and then we ask to move to use public transportation, this they have to wait until the leasing is finished.  Then as time went on, a breath of fresh air came from the central government to provide funding for mass transportation with a buy the service pattern with the name Trans Metro Dewata. If we explore the TMD network, it is actually almost similar to Trans Sarbagita. If we say this TMD is a modification of Trans Sarbagita. Because in the beginning 12 years ago, Trans Sarbagita might have to go there, but maybe now there is a review.  There are 6 corridors currently being implemented, including if you look at the corridors that penetrate all the way to Ubud. Ubung-Batubulan-Ubud, so Denpasar enters the southern part of Gianyar and then reaches Ubud. Then there are other corridors that reach Nusa Dua, some go to the airport, some go to the western area of ​​Sarbagita which in Tabanan enters the Pesapan Terminal, the western end, the eastern part of Tabanan. Then there is Menguying in Badung. So there are 6 corridors in total, maybe 120-150 vehicles. And yesterday I spoke with the Director General of Land Transportation, I want it to be developed, plus Buy the service with a bulk electric bus from the G20 event. Right now, we are preparing the G20 with electric buses and electric motorcycles. Later, after it's finished, maybe it will be auctioned, sold, motorcycles to the public at a special price, I got the information. Meanwhile, the bus will be used as public transportation.  So from an environmental point of view, this electric vehicle has received support. But in terms of dealing with congestion, this EV program is no different, it doesn't have any effect. Because it's 1 on 1, so fossil vehicles are exchanged for EVs, the number is still the same. But rather than nothing, we'll take it. Environmental issues are met, moreover environmental issues are part of the G20. Well like that.  Then when we talk about transportation to provide services to tourism, I think it has been developed now. Say tourists get off at the airport. The airport became a resurgence, then where would the destination go if there was a bus in Ubud. Then the options are taxis, rental transportation, in the form of Grab and then there are also motorbikes. But for the public, I don't think it's fully covered. I also still can't say that it's been more than 3 years operating and it's still free. The load factor for this buy the service passenger in Bali is quite high compared to other cities in Indonesia. Especially for the route to Ubud, the load factor is high. But no one can guarantee when this will be given a fee or tariff of around 4500, will the number of passengers still be the same?  So some of the users are part of the recreational side, maybe they go to Ubud for a ride, maybe culinary in Ubud, after that they go home again. So, when you pay later, will the habit still be done? Even if they did, maybe they would still choose TMD. But if they think we pay for Ubud, then eat, why do we have to go all the way, just stay at home, round trip 9000 can get 2 packs of rice, cat rice, for example. Later, we don't know how the public interest will be after we pay. So, while waiting for that, we have to add corridors so that the connectivity gap can be reduced. That's where the weak connectivity. If there is no connectivity, they are worried. Moreover, our habit of people walking long distances is also lazy, because of the heat and so on. While out there where you are now, people walking far away doesn't matter, right, the weather is supportive, cool and so on. In Indonesia, 100 meters away, people say, "How come I don't have public transportation," so that's what happened. The results of the Sarbagita UMP study also with KIAT include looking for contours for bus services. For example, 100 meters from the track, how many people can be reached, how many potential passengers can the service attract.  It also needs to be explored with the Bappenas, yes, in Gianyar itself now there is a name called Ulapan, Ubud-Tegalalang-Payangan. Those are three sub-districts in the Gianyar region, the buffer of Ubud, it is being developed a project funded by the national. So there are important projects regarding solid waste, then about markets, parking areas, then also transportation. Now, the Provincial Government is also conducting a study. There is 1 public transportation route that enters the West side of the Ubud area where TOD (Transit Oriented Development) will be built. The TOD is what the passenger will transfer using the shuttle. So the development concept is by shuttle. This shuttle is an environmental issue, so we encourage it by using EV, right? That's what's being made for the long term. The funds are also almost 33 trillion in total. Only from the transportation sector, let's say for 40 units of shuttle electric vehicles, the funding is large because it is almost 3-4 times that of fossil fuel vehicles. That's what there is, more complete data later you can go to Bappenas, maybe at the transportation directorate in Ulapan.  That's what I was talking about from outside entering Ubud. Of course, when talking about rural areas, it was Ubud, we'll see the concept of transportation first. If the tourist destination prepares accommodation, I think there will be only the inside movement. So very few people who go back and forth like foreign tourists, just walk or bike there. That's for now.  If it is rural, it may be adapted to the spatial dictionary. Perhaps the Bali spatial plan (RTRW) is being discussed by the ATR ministry. If it's Sarbagita, it's been a long time. September, maybe the RTRW has just been discussed, maybe it needs to be reviewed by only 3 provinces, if I'm not mistaken, they have already been made into regional regulations. In fact, there are many changes, actually the feel is rural but actually it is a city. Or if one Bali might be made based on DTW (Tourism Destination Area), divided into study clusters. Because when we talk about accessibility, we have to see if the road network is adequate so that sustainable tourism must be supported by sustainable transportation as well. Later maybe check again the latest RTRW.  Rama:  It is true that this also started from KSPN.  S014:  I want to know a little of your motivation for taking tourism transport studies  Rama:  ---  S014:  But for Ubud, I have a desire to develop the golden triangle transportation. In Gianyar there is Sukawati, that is the sub-district, where the art market is. Then there is Gianyar itself, there is a city. Then Ubud. So transportation that connects these 3 places is not yet well available, with the best quality transportation pattern. While now there are already those from Denpasar through Sukawati to Ubud. But the people of Ubud want to go to Gianyar now there is also rural transportation but the quality is not good. Then between Sukawati and Gianyar. Well, this triangle was developed. Later it will become the Ubud hub, the hub for the northern area, namely Tegalalang and Payangan. Meanwhile, they entered Ubud using the shuttle facility. And the concept is that there are 18 roads in the Ubud area for which we actually have set parking restrictions. Because there is a rather wide road, we will narrow it down, we will widen the pedestrians. What hasn't been included is public transportation, perhaps with a 14-seat shuttle. And actually I see that even if it is provided for the Ubud area in the city, even though the distance is not too far, foreign tourists prefer to walk. Maybe local tourists will use it. Or occasionally, tourists who have physical problems (disabled people), can take advantage of it. So the concept is like that, and if it's a road, I think traffic jams in Ubud can be overcome because we have one parking location that can accommodate 2000 vehicles. So all the vehicles that are now parked on the road can be sucked into it all. So it's just… We don't have a path for the through traffic yet. Denpasar, there are some who may be forced to enter and restaurant employees who use the road a lot, we have actually asked to prepare a parking space. Or work with central parking with a discount system, so they just need to pick up and drop off their employees. So don't fill the way. Even if later there will be an on-street parking, specifically for customers who make short transactions. If it's only as short as the time to buy bread, they don’t have to take the shuttle, right. That's a concept from me that I want to develop.  Rama:  Some kind of park and ride?  S014:  Park and ride, yes, central parking, shuttle. But for those with short transactions, it might take a while, maybe nothing more than bread transactions, for example, they just keep going. But what is happening now is that the employees park there from morning until the restaurant closes. That's my addition.  Rama:  Lastly, from me, you are also involved in Sarbagita, right, what were the obstacles at that time to develop 2 to 17 corridors?  S014:  I used to be the project manager. That's the classic reason, money. One money. Second, I have also conveyed a statement that sometimes the legislature declares losses. It's a loss, for example, from the first 12 billion to only 3 billion, it's a loss, right? But I remind you that the results obtained from Sarbagita are not only in the form of how many tickets are sold or the public pays, but how much the positive impact can be generated. If we calculated, it may be greater than 12 billion. But this understanding requires a rather long path. So they always count financially, while we transportation people count the economy. Last but not least, Sarbagita was also contradicted between the committees in the local parliament. It needs to be developed. The success story, someone said, was from Stockholm, it took 40 years until they had been successful. So it's not like eating chilies, if you don't try it too, including the current Governor, who is also reducing the number of corridors. I was one of those who reacted at that time, we wanted to increase and even reduce the corridor. The reason… does not exist.  Such is what happened in Bali. Now with the central government providing funds, of course the local government must also act. That's why I propose that the central government has a special allocation fund for transportation such as education. And it should be spent for non-infrastructure transportation. So it's not for roads, to build this and that, but for the system, to buy the service, pay for the infrastructure that supports operations. That's enough. I think if there are subsidy funds that are withdrawn, just give each regency/city 10 billion every year, it will take 60 trillion, that's small.  Rama:  What I observed at that time was that Trans Sarbagita was cross-district/city, was the subsidy budgeting coordinated by the provinces?  S014:  That's why I reminded the central (government) not to get bored quickly so that this will rise. If it is immediately revoked and the region does not immediately take over, it will set a bad precedent. After Sarbagita is labeled a failure, TMD will also build another one later, people won't believe it, "just a waste of money," right? So I want the commitment of all parties. Including when we talk, it's in the middle. We encourage the government, we also encourage the community. Later we will prepare so that people don't use cars anymore, motorbikes anymore, but so far we haven't promised public transportation services, it's the same as telling people without any certainty, this is too hard. But later when everything is good without being asked, I think they can all choose what ride. Don't let their spirit go down again, if their spirit goes down again, it's hard to build the spirit.  Yesterday I spoke with the head of the provincial transportation office, we are trying to suppress the use of motorbikes, but now electric motorbikes are being encouraged, so what? Why is it not mass transportation that is encouraged. Later, if people have already bought electric motorbikes which are relatively more expensive, then we tell them to move to electric public transportation, they will think again, "What have I bought expensive motorbikes for?" So this is a romp with the G20 as a prerequisite. It is said that 200 electric motorcycles will be prepared for the G20 around the Nusa Dua parking lot, the charging station is there. After the G20 is finished, this is the motorbike on sale.  Rama:  OK, that's all I wanted to ask. The goal is more about how tourists can change their behavior. Because now the top of mind is still a rental car.  S014:  I guess that's also an option huh.  Rama:  Yes, but the choices are very limited now  S014:  Yes, later if the public transportation has fulfilled or the connectivity is quite extensive, I think there are options for foreigners because they are more comfortable and used to being in their country. And indeed this is a proof that online motorcycle taxis are now decreasing somewhat in line with the increase in the quality of public transportation services. It must be mutual pressure. Why in the past did people run to Grab, because there was no service. But now if it's equal, maybe now people are more comfortable using it (public transportation). Maybe later in Bali it will be like that. But maybe there is a specificity in Bali too. In fact, I want to try this commuter and it is also encouraged to have services. If tourists please they choose. … If you want to be more comfortable, rent a vehicle. They come to one place and then wherever they choose… From the airport they take TMD, in Ubud they go down, done.  Well, what I did last time is by making … Right now people solve transportation problems with transportation schemes. At that time, I came up with a policy scheme in order to reduce the number of motorbikes used, that is what we are trying to encourage.  Rama:  Oh yes, my approach is also from sociology. For example, from the airport there is a choice, but TMD must walk first, the location is far from taxis.  S014:  This is a business influence. Old businesses that are infiltrated with new ones will feel lost. If you can, oh may you please come in, but the place is a little far away. But yes the competition is made like that. But it's good that the important thing is (for the bus) to get in first (to the airport). Later, if the distance from the road to the departure location is not too difficult from the time they exit the arrival gate, I think … You know that you are in other places out there too far away. The difference is very far because, take a Grab, take a taxi. I was also surprised, because if they count, we pay to go and return. For example, leaving is only 50 thousand but it becomes 100 thousand because we pay for the return. That is, if they are captive, there is no choice, but if now there is a choice, so if you want cheap, go a little bit.  Rama:  What about the positions of those choices at the airport, does Angkasa Pura also regulate or who?  S014:  Yes, that's the authority of Angkasa Pura. But those who play in transportation are old people. In the past, buying that number was more expensive than the car, it's normal. Bandung Air Force, Jogja Adisucipto too, almost everywhere. Especially airports that used to be controlled by the Air Force. But if Bali is indeed pure Angkasa Pura, even though there are Air Force personnel playing there, they are not dominant like Bandung, Jogja. Bali is narrow, it's a bit confusing to place facilities at the airport. So It is said that the terminal can accept 25 million passengers. But what I criticize is, can the movement of the plane reach 25 million? Not in a year. You have to move, at least you have to have a double runway but it's impossible to build it there. So it's useless the terminal capacity is high but like that. What is clear now is that the parking lot is very crowded. So I urge the provincial government to build a parking lot far outside the airport. So we can collect parking and we can transfer people by bus or train, so we get money. If now they only provide a few billion in funds, it is not their obligation to deposit it to the local government. Because the local government does not have the capital there. But if we wake up, then we "force" ngurah rai airport to park outside, we will prepare the transportation. Or they have a choice, for example paying 10 thousand per hour, if they don't pay 5 thousand per hour, they will automatically switch. So it's more relaxed inside the airport. We get money, transportation is better, and the distance is closer, we don't have to go to the center of the airport. Just make it where you'll just set the speed, transfer it, it's like taking the train in Japan, right? But there are also failures, such as Palembang, LRT, then Kualanamu.  Rama:  Yes sir, last apologies, who is the key actor in such an arrangement? It's impossible to run your own business  S014:  Yes, I think it's just courage. But we also don't forget that those who have played there before are pioneers, the same as motorcycle taxis. When we enter a passenger car, don't kick the motorcycle taxi. How the hell do they get too, because it's a livelihood. If it's a matter of the stomach, they will fight. This has to be admitted, so I said earlier, thank God this bus was able to enter even though it was still far away, it didn't go out immediately and got a bus, that's the initial stage. Slowly, I think the market will regulate later. If the others don't order too, they will think, maybe they will also play as part of the bus, put their shares in the bus, "I'll just ask for a share of the results later, don't play anymore." See, you can do it? Maybe so. But when and how the technique is, I think this needs to be discussed. But the thing to remember is that if there are people who prioritize their own interests and become obstacles, maybe it needs an intelligence team that works, I think. It's impossible for people who are comfortable with changing the status quo. But later the market will be… In the past it was not possible to enter, now you can take a bus. In time, they will surely become bus operators, at least they will be the owners of the bus company's shares. Be patient, this is important in order to make a thesis. What is important is the minimum requirements to pass. (laughs)  Rama:  But I want it to come true  S014:  Later after graduation, let's continue again, let's make again who wants to be a big army. I also want to see something like that. Sometimes I get dizzy thinking, just let it be. But back to instinct, I can't say that, just 5 minutes. Back again, the mindset is taking care, thinking.  Rama:  Okay, later if I call you back, can you?  S014:  Yes  Rama:  Yes, that's all from me, thank you very much |