Pseudoname: Panji, Code: Interview S011, Category: Business, Sex: Male, Level: National, Job: Tourism Bus Association

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| Rama:  Saya dapat kontak Anda dari […]. Apa bapak di […] juga?  S011:  Saya di […] Organda pusat. Saya membawahi […].  Rama:  Penelitian saya terkait dengan wilayah Bali. Apa Anda tahu juga tentang bus wisata di Bali?  S011:  Terus terang tidak begitu luas untuk itu, tapi di Jakarta saya tahu. Di Bali ada orang Balinya sendiri, kan kita ga tahu kebijakan pemda seperti apa itu kan beda dengan Jakarta.  Rama:  Baik, tidak masalah jika Anda berkenan karena topik saya tentang transportasi wisata walaupun konteks nasional, karena kebijakan juga ada yang Anda banyak ketahui juga. Mohon izin saya rekam suaranya, tapi saya rahasiakan identitasnya.  Saya fokusnya terkait dengan wisata rural, bukan wisata di kota, karena terkait dengan lingkungan dan area yang dijaga lingkungannya. Menurut Anda seperti apa wisata rural?  S011:  Terima kasih. Ini terus terang kan menyangkut bagaimana kebijakan pemda. Kalau dari kementerian pariwisata sendiri, justru sekarang sedang mengembangkan daerah-daerah wisata baru, kan lagi gencar-gencarnya nih. Cuma yang jadi kendala terus terang yang sering saya sampaikan ke kementerian perhubungan juga, setiap pemda membuka suatu tempat wisata itu tidak ditangani secara komprehensif dan matang. Jadi hanya dibuka saja, kemudian orang datang. Mula-mula memang sedikit, masih sifatnya pribadi, pakai kendaraan sendiri, itu jalan masih memungkinkan. Begitu sudah terkenal, yang ingin datang kan banyak. Nah orang wisata kan lama-lama ga Cuma kendaraan pribadi, tapi juga menggunakan bus. Nah ini yang akhir-akhir ini sering terjadi kecelakaan. Karena pertama memang medannya belum dikenal oleh pengemudi-pengemudi wisata dan kemudian demandnya juga tinggi, maka banyaklah bus-bus wisata yang saya bilang itu sesungguhnya ga kompeten untuk melakukan bisnis wisata ini. Tapi karena memang demand tinggi, ya akhirnya mereka tuh kadang-kadang beli bus bekas dibedaki sedikit jadi cakep, terus pengemudinya asal-asalan. Mereka bukan didikan… Terus terang aja mulai tahun 1995 saya dengan Menteri perhubungan sudah sampai berkata begini, “pilot dituntut kompeten dulu baru boleh bawa pesawat, nahkoda juga begitu, masinis aja yang jalannya ga bisa semaunya dididik dulu, kompeten dulu, dapat sertifikat baru dapat kereta,” Kalau supir kan tidak, tadinya dari kenek, bisa tiba-tiba jadi supir. Kemudian preman-preman terminal, maju mundur belok kiri belok kanan, mengurus SIM jadi supir. Orang setelah pension, mereka udah ga bisa kerja di tempat lain, mereka lebih banyak masuk jadi pengemudi. Mantan narapidana ga bisa kerja formal di tempat lain, yang paling bisa ya jadi pengemudi. Jadi kalau saya bilang sumbernya pengemudi aja udah kayak gitu. Kok dituntut mereka harus kompeten, itu susah.  Pemerintah ini setengah hati dalam menyediakan tenaga kerja, karena itu selalu muter-muternya “supir itu gajinya berapa emang?” Kalau emang mau ditingkatkan jadi kompeten terus gaji mau bagaimana? Nah ini benang kusut yang sampai sekarang ga bisa diuraikan oleh Pemerintah. Jadi kalau bolak balik kemarin saya dengar itu truk nabrak anak sekolah sampai 12 orang meninggal, 2 luka parah, di Bekasi, itu masih akan terus terjadi karena pengemudi itu hanya berdasarkan bisa. Tapi terus terang mereka tidak dibekali dengan pengetahuan.  Mereka kenapa kok tikungan ga boleh ngerem, mereka ga ngerti gaya sentrifugal. Tahunya ya ga boleh ngerem. Tapi kalau mereka ngerti gaya sentrifugal, akuatik, kalau air menggenang tanggung dihajar (ngebut) itu (mobil) jadi melayang, mereka ga ngerti. Saya sering jadi juri pengemudi teladan nasional. Saya tanya sederhana sekali, buat pengemudi apakah lebih bermasalah setelah nanjak kemudian turun atau setelah jalan datar kemudian turun? Mereka mengatakan setelah nanjak lalu turun, loh kalau setelah nanjak tidak berpengaruh karena pada waktu nanjak kamu jalan pelan. Waktu turun masihi punya kesempatan untuk open gigi dan sebagainya. Dan biasanya waktu nanjak juga pakai gigi rendah. Beda kalau jalan datar, itu ga mungkin pelan, kencang, tahu-tahu jalan turun. Nah itu yang sering terjadi kecelakaan.  Kemudian rem, kendaraan makin ke sini makin canggih, macam-macam, ada yang rem udara, rem minyak. Dan menggunakan rem juga ga bisa terus-menerus. Ada engine break mereka ga ngerti itu apa dan fungsinya untuk apa. Jadi perlu sekolah pengemudi kuncinya. Bukan kursus ya, tapi sekolah, sehingga mereka dapat sertifikasi dari situ. Nah sekarang orang udah kerja mau disertifikasi ya malas. Mereka tuh kerja harian loh. Kalau ga narik (kerja) mereka ga punya uang, mereka ga makan. Boleh disekolahkan, tapi perusahaan mau ganti berapa, kan repot. Nanti perusahaan mengongkosi, dikasih uang untuk Pendidikan, dikasih uang untuk di rumah. Nanti begitu lulus dibajak oleh perusahaan yang lain. Yang ngongkosi Pendidikan siapa, yang nikmati Pendidikan siapa. Itu sesuatu yang di (transportasi) darat sangat krusial sekali. Tapi harus ada kemauan dari pemerintah Jadi bukan hanya dinas perhubungan saja, supir juga harus sekolah. Dari situ mereka punya sertifikat. Kalau mau wisata sekolahnya juga bukan hanya tentang kendaraan, tapi juga tentang medan. Jadi misalkan daerah wisata Bali, mereka harus benar-benar seperti kuliah kerja nyata (KKN) di Bali, bagaimana sih medannya, kendaraan apa saja yang bisa masuk. Jadi dari jauh pengemudi sudah bisa membuat penumpang merasa nyaman. Seperti introduce, nama saya X, perjalanan akan ditempuh dalam waktu sekian jam. Nah itu kan penumpang akan tahu bahwa ini supir berpengalaman atau tidak. Tapi kalau tiba-tiba jalan, berdoa juga tidak, itu kendala yang paling besar menurut saya.  Rama:  Iya pak, sebenarnya jika sistemnya bagus seperti pengemudi Trans Jakarta contohnya kan lumayan juga pendapatannya.  S011:  Tapi Trans Jakarta kan mereka di dalam kota punya jalur sendiri. Justru kalau ga bagus itu kelewatan saya bilang. Pengemudi Trans Jakarta itu kalau ga bagus kelewatan, mereka punya jalur sendiri kok. Mereka ga bisa kemana-mana, seperti kereta api. Jadi menurut saya harus disekolahkan. Ga seperti sekarang tiba-tiba jadi pengemudi. Ya Anda kan tahu juga mengurus SIM itu susah-susah gampang. Susah kalau kita mau benar-benar lewat prosedur, gampang kalau kita …ya tahu lah.  Rama:  Baik pak, itu kan sisi internalnya. Bagaimana dengan sisi demand seperti penumpang. Menurut Anda sesulit apa operator bus wisata untuk menarik mereka beralih dari kendaraan pribadi ke bus, karena di satu sisi mereka butuh fleksibilitas juga?  S011:  Begini. Ini terus terang saja kondisi yang tidak sehat juga diantara para pengusaha transportasi. Kalau kita mau benar-benar bikin kendaraan itu baru. Itu sekitar 3 miliar rupiah mungkin sekarang, jadi jenis chassis nya kemudian dibangun karoseri yang bagus yang kuat itu bisa 3 miliar. (Bus listrik) itu kendalanya nanti di tarif.  Sedangkan pengusaha yang odong-odong ini, mereka hanya beli bus bekas yang mungkin sudah 10 tahun lebih. Hanya direnov karoserinya dibikin bagus, kemudian mereka tawarkan ke RT RW (pengusaha bus kecil) dengan harga yang murah meriah. Ya itulah yang sering terjadi, kendala terjadinya kecelakaan-kecelakaan. Ada bus-bus pariwisata yang operatornya relatif baru. Kalau seperti HIBA, Panorama, kan ga mungkin mereka beli mobil bekas. Tapi kan risikonya tarif tinggi. Tukang becak aja bisa ngomong, “bayar seribu aja, jangan minta selamat! Kalau selamat itu 10 ribu, kalau seribu terserah saya.” Jadi memang kita mesti membiasakan juga kepada masyarakat pengguna supaya selektif. Mereka butuh aman, butuh selamat ngga. Nah itu sesungguhnya waktu itu saya dengan kepala dinas perhubungan Jakarta itu membuat semacam aplikasi. Dari aplikasi itu diarahkan kepada perusahaan-perusahaan yang katakanlah, yang sudah memenuhi standar keselamatan minimum, SKM. Ya artinya dari segi pembuatan busnya itu selalu dipantau dan menggunakan bus baru. Mereka menggunakan karoseri yang sudah punya nama. Kemudian dari segi KIRnya rutin dilakukan. Dari situ penumpang justru bisa tahu. Mereka ga perlu datang ke perusahaan itu, cukup melalui aplikasi, mereka bisa pesan. Bahkan kalau nanti dari perusahaan itu menyampaikan kendaraannya nomor berapa, itu konsumen sudah bisa melihat kapan itu terakhir KIR.  Jadi ada semacam jaminan rasa aman, oh ini mobil/busnya sudah KIR. Itu dulu sudah jalan, ga tahu sekarang, karena di Indonesia itu kan hangat-hangat tai ayam ya. Udah jalan nanti lama-lama hilang dengan sendirinya. Sesungguhnya aplikasi ini bagus kalau dikembangkan. (Lihat) KIR kapan kita bisa. Sebelum dishub Pak Syafrin, masih zaman (Gubernur) Pak Ahok, sekarang mengurusi tenaga kerja.  Rama:  Iya karena pasarnya sendiri kan apalagi wisatawan secara statistic lebih banyak yang pakai kendaraan pribadi daripada bus, apalagi bus yang trayek rutin itu kan ga banyak tersedia kecuali bus sewaan.  S011:  Ya bus-bus wisata, banyak juga. Saya dulu punya banyak anggota, ada sekitar 80 pengusaha kok. Kalau rata-rata mereka punya 10 aja udah 800 berarti. Kayak … aja kendaraannya udah 1000 lebih, HIBA juga udah 1000 lebih.  Rama:  Nah untuk wisata sendiri sebenarnya dari sisi regulasi apakah ada tantangan?  S011:  Ga ada sih, sesungguhnya mudah. Pemerintah sudah buka selebar-lebarnya untuk usaha pariwisata, karena itu sejalan dengan regulasi pemerintah pusat untuk menjadikan wisata itu devisa menggantikan minyak. Karena minyak makin lama makin habis, ga bisa didaur ulang. Nah jadi wisata ini sedang dikembangkan karena itu juga sifatnya massal. Cuma yang saya katakan tadi di awal, untuk membuka Kawasan wisata itu ga komprehensif. Pemda jalan sendiri, dinas wisatanya sendiri, ga pernah dipikirkan Ketika dibuka itu bahwa sebentar lagi bus-bus besar akan masuk, jarang yang berpikir ke sana. Kelas jalan dibiarkan apa adanya.  Rama:  Infrastruktur tidak diperbaiki juga ya.  S011:  Iya, ga dipikirkan gitu. Kemudian tempat parkir. Udah gitu yang sekarang masih kendala juga tempat istirahat untuk pengemudi. Pengemudi udah jadi sapi perah aja sekarang ini. Sampai tempat wisata pun supir mau tiduran juga ga ada (tempatnya), masa harus tidur di bus juga kan konyol. Ya ada penginapan tapi bayar mahal. Ya mestinya pemda, inilah saya kira wisata itu harus digarap dengan serius. Ketentuan pemerintah sekarang jalan tol sudah bagus dari Jakarta sudah sampai Surabaya, bahkan sampai Banyuwangi sebentar lagi. Tapi tempat istirahat untuk pengemudi ga ada, rest area itu untuk tempat kencing aja sama makan. Padahal ketentuan pemerintah sendiri setiap 4 jam pengemudi harus istirahat minimal 30 menit. Jadi ga bisa digeber Jakarta-Surabaya langsung. Paling ga lemesin badan, lurusin badan, menggeletak gitu, tapi tempatnya yang memadai, jangan geletak di rerumputan, di lantai, masih banyak yang harus dibenahi. Sehingga pengemudi tuh mereka betul-betul mengutamakan keselamatan juga.  Rama:  Oke pak. Bagaimana pandangan Anda tentang persaingan. Kira-kira competitor bus wisata baik yang langsung maupun tidak langsung apa saja?  S011:  Saya kira bus wisata ini adalah salah satu usaha yang akan terus berkembang. Saingannya saya kira ga ada, sesama bus wisata juga. Dan mereka masing-masing sudah memiliki konsumen masing-masing. Sama juga bakso seperti itu, macam-macam, tapi orang kan maunya bakso yang ini lah, mahal gini tapi lebih enak. Konsumen juga begitu, saya pakai perusahaan ini lebih mahal, tapi keselamatannya selama ini terjamin. Daripada saya pakai yang murah bolak balik kecelakaan melulu.  Rama:  Nah kalau konteks di Bali kan saya dapat cerita jalan bahkan untuk bus medium juga ga bisa masuk, kemudian penyewaan mobil juga banyak gampang ditemui. Bagaimana dengan konteks khusus di sana?  S011:  Saya tempo hari pernah usul, kalau kelas jalan belum bisa ditingkatkan buat saja portal. Jadi kalau itu kelasnya bisa untuk bus medium ya kasih portal, bus besar ga bisa masuk. Tapi juga harus ada konsekuensi buatkanlah tempat parkir di sekitar situ. Jadi setelah parkir di situ, barulah menggunakan kendaraan dari otorita di situ.  Rama:  Ada kesinambungan kendaraan ya  S011:  Iya betul, jadi harus begitu. Di tempat wisata harus menyediakan angkutan khusus untuk jemput dan antar dari bus besar. Tapi memang harus ada tempat parkir dulu.  Rama:  Iya karena pada akhirnya operator bus besar enggan bawa wisatawan di Bali karena untuk apa, busnya tidak bisa masuk di sana.  S011:  Itulah kalau membuka tempat wisata itu harus komprehensif dari pemdanya, dari tempat wisatanya, dari dishubnya. Dan rambu-rambu juga harus dibuat jelas. Jadi kalau memang kelas jalannya ga diubah ya biarin ga apa-apa, tapi tentukan satu titik dimana kendaraan itu berhenti, ada tempat parkirnya, dan pengusaha wisata itulah yang mentransfer antar jemputnya.  Rama:  Selanjutnya Pak, banyak juga yang highlight masalah dilemma. Kalau nanti disolusikan untuk kendaraan yang lebih besar nanti akan bersinggungan dengan pendapatan warga local yang banyak di pengemudi freelance itu.  S011:  Ya, lama-lama pasti akan ada keseimbangan lah, ga mungkin ngga. Pasti akan ada keseimbangan. Kan kalau ga ada yang datang juga mereka ga akan laku. Kalau ga ada bus wisatanya kan. Kecuali kalau kelas busnya ga bisa ya apa boleh buat. Tapi orang kan cari yang efisien. Masa dari Jakarta ke Bali ga bisa bus besar lalu pesan 10 bus kecil-kecil kan ga efisien juga, ga lucu.  Rama:  Betul, bukan berarti bus akan menghilangkan yang di sana ya  S011:  Ngga, ya kalau ga diatur begitu kan bus-bus kecil itu bisa dimanfaatkan oleh pengusaha transportasi untuk kerja sama juga gitu loh. Ngangkut dari tempat parkir menuju ke tempat wisatanya itu.  Rama:  Iya Pak, sebenarnya topik saya tentang gimana caranya… di Bali kan banyak wisata desa seperti tadi yang Anda ceritakan, focus saya gimana supaya desa ini alamnya tidak dirusak, tidak tercemar lingkungannya. Kalau yang datang ke sana mobil sewaan lagi motor sewaan lagi kan polusinya tinggi sekali. Per orang pakai mobil atau motor. Kalau pakai elf atau bus medium kan polusi atau emisinya lebih rendah. Tapi menurut Anda apakah mungkin transportasi wisata di Bali ini bisa lebih hijau?  S011:  Bisa. Contoh saja Badui. Di Badui ga ada kendaraan masuk. Boleh datang, parkir di sini, mau masuk sana jalan kaki, ga bisa maksa kita. Ya kenapa ngga? Itu kan kearifan local.  Rama:  Tapi dengan kondisi Bali yang sudah…istilahnya kalau Badui kan orang sudah kenal akan ke sana memang untuk itu. Tapi untuk Bali yang sekarang orang ke sana sudah bisa pakai mobil dan motor kemudian dibatasi begitu, apakah ga jadi problem?  S011:  Menurut saya ngga kalau itu memang kearifan local, penduduk setempat melarang, ya harus tunduk dong. Tapi ya memang kejelekan orang Indonesia tuh kalau mau belanja di depan pintu. Di Jakarta mana ada yang mau jalan kaki, maunya mobilnya parkir di depan tokonya persis kok. Geblegnya orang-orang kita kan gitu, karena udah dibiasakan gitu. Tapi memang mengubah kebiasaan itu memang sulit. Saya ambil contoh Borobudur, orang sampai ribuan menginjak-injak tanah Borobudur itu dipikir biasa aja. Tapi mereka ga membayangkan daya tahan dari bangunan Borobudur. Sekarang dibatasi, orang sudah teriak-teriak. Sesungguhnya pemerintah menaikkan tarif itu cara untuk membatasi pengunjung. Tapi orang sudah repot, bisa ga itu diatur tiap hari maksimal sekian orang. Menurut saya sih bisa kalau lama-lama diterapkan, bahwa masuk ke sana tuh harus online misalkan, ga bisa dadakan, dadakan ga akan diterima. Dengan itu bisa dibatasi. Nah mungkin juga di Bali itu ya bisa, misalkan di Trunyan harus sekian orang dan itu ga boleh ada kendaraan masuk. Yang penting diberikan fasilitas untuk parkir. Ya kalau itu (kendaraan) ga boleh tapi ga dikasih tempat parkir kan susah. Orang jalannya terlalu jauh juga akan mengurangi minat dari itu. Tapi kalau jalannya katakanlah mutar 5 atau 6 kilometer masih wajar lah itu. Jalan 6 kilometer masih wajar, sampai 10 kilometer pun masih wajar.  Rama:  Saya jadi refleksi di sini juga, karena tempat parkir dari pusat atraksi wisatanya jauh. Mungkin supaya tidak terlalu dekat ya dan ga mengganggu ekosistem di sana, jadi tempat parkir juga dibuat jauh.  S011:  Sampai dengan 10 kilometer saya kira masih wajar itu. Hitung-hitung olahraga kok. Emang harus kita biasakan. Orang Indonesia itu harus dibiasakan, ya misalkan jalan kaki.  Rama:  Iya, nah sekali lagi konteks Bali itu kan demand nya sudah ada, sudah banyak, kemudian tempat wisatanya sudah banyak, tapi aksesnya ini atau kapasitas jalannya segitu-gitu aja. Apa yang bisa disolusikan ya karena ini jadi bottleneck lagi?  S011:  Ya kalau memang disananya nyaman dengan kondisi begitu ya kita harus ikutin itu mau ga mau. Kan ga bisa juga kalau jalannya diubah jadi kelas satu, sehingga bus-bus besar bisa masuk. Itu akan justru merusak ekosistem yang ada. Ya biarkan aja, tapi yang penting tadi, ada untuk tempat parkir bus besar, kemudian ada bus-bus kecil yang tersambung.  Rama:  Apakah transportasi umumnya diperlukan kalau begitu?  S011:  Ya perlu  Rama:  Karena sekarang kan ada yang seperti Trans Jakarta, TemanBus, dan itu hanya di area Denpasar, tidak bisa menjangkau sampai ke area Buleleng, Taman Nasional Bali Barat. Apa ada kendala untuk transportasi umum yang bisa menjangkau sepulau Bali?  S011:  Ya kalau sepulau Bali mungkin kendala ya. Tapi kalau katakanlah setiap kabupaten itu ada tempat parkir kan tujuannya ke kabupaten, dari sana baru ke ini (tempat wisata). Jadi ga bisa dari kabupaten A nyebrang ke kabupaten B kan ga bisa, jadi masalah juga terutama perizinannya lain.  Rama:  Karena beda dishub ya?  S011:  Iya, jadi tiap kabupaten aja. Tiap kabupaten ada tempat parkir. Bupatinya lah memfasilitasi untuk membuat parkir itu. Kemudian sekalian angkot kabupaten itu diberdayakan gitu untuk mengangkut para wisatawan. Ini disosialisasikan supaya yang di sana nanti tahu, di samping mereka membayar bus wisata ini nanti di sana mesti bayar lagi untuk ini (angkot). Jangan nanti wah masa bayar lagi. Kadang-kadang orang kita itu bayar seribu aja jadi kesal, “udah ga usah ke sana,” bisa gitu nanti.  Rama:  Atau disatukan ya, jadi kerja sama antara angkot dan bus wisata?  S011:  Nah boleh, jadi tarifnya sudah include di sana.  Rama:  Betul, ini malah lebih nyaman ya buat wisatawan. Tapi angkutan yang ada di sana sendiri seperti Trans Sarbagita itu kan antar kabupaten dan dibawahi langsung oleh dishub provinsi.  S011:  Ya ga apa-apa, jalan aja, itu bisa, ya jalan aja. Tapi kalau tadi … untuk menghidupi angkutan local ya seperti yang saya sampaikan tadi, tiap kabupaten.  Rama:  Ya Pak, terakhir pertanyaan dari saya actor kuncinya. Siapa kira-kira yang bisa bikin transportasi wisata ini lebih baik? Tadi sudah disebutkan bupati, tapi selain bupati kira-kira siapa lagi?  S011:  Ya mau naik lagi ya Gubernur. Kalau mau tinggi lagi koordinasinya Gubernur. Kalau udah Gubernur ya naik lagi ke Menteri. Di sini harus kerja sama lah ya, ga bisa Menteri Pariwisata aja, tapi Menteri Perhubungan juga. Sesungguhnya dengan adanya trans jawa (tol), pariwisata di daerah jawa bisa berkembang pesat karena sudah bisa menyingkat perjalanan. Jadi perjalanan lebih singkat, jadi waktu untuk ke tempat wisatanya sendiri lebih cepat dibanding sebelum ada trans jawa. Karena saya dengar daerah-daerah seperti Pacitan, Wonogiri, tumbuh tempat-tempat wisata baru yang saya sendiri ga tahu muncul sekarang.  Rama:  Padahal jauh Pacitan itu  S011:  Iya tapi kan sekarang dari keluar tol sudah dekat  Rama:  Selain dari Pemerintah, apa ada actor kunci dari sisi bisnis?  S011:  Untuk bisnis itu supply-demand, tapi biasanya kalau wisata harus ada supply dulu baru demand datang. Karena pengetahuan orang tentang wisata itu kan belakangan. Yang sekarang terjadi itu kan karena viral dulu di media sosial, baru orang “Ternyata di sana ada pemandangan indah lho!” Baru orang ramai-ramai ke sana. Ya sifatnya masih pribadi-pribadi dulu.  Rama:  Ya itu yang ingin saya tanyakan. Karena dalam konteks Bali, saya pikir penyewaan mobil dan motor terlalu dominan. Apakah mungkin nanti dengan adanya transportasi public ataupun bus wisata di sana?  S011:  Tergantung pemdanya, kalau mereka tegas untuk mengurangi polusi mungkin Langkah pertama adalah pembatasan usia kendaraan. Kendaraan baru kan relatif polusinya masih kecil, apalagi nanti begitu ada mobil listrik, harus mobil listrik. Ya itu macam-macam kalau soal kebijakan pemda itu, tapi bisa diatur. Punya kewenangan untuk mengatur lah.  Rama:  Ya, salah satu komunitas transportasi di sana bilang pemerintahnya sendiri lebih pro penyewaan mobil, bagaimana tanggapan Anda?  S011:  Ya mungkin mereka sendiri yang menyewakan mobil. Emang polisi-polisi di sana tuh banyak yang punya mobil kok.  Rama:  Apa Anda pernah buka usaha taksi di sana?  S011:  Ngga saya. Di sana tuh lebih hidup angkot daripada taksi. Lebih membudaya angkot daripada taksi di sana. Karena pusat-pusat keramaian di sana menyebar ya. Untuk taksi, Jakarta masih bagus sekarang. Cuma dengan adanya transportasi online aja terpukul. Tapi sekarang online pun mulai berkurang dan sudah kalah lagi oleh taksi. Karena online itu cocok kalau saya punya mobil nganggur di rumah, saya onlinekan. Tapi kalau saya investasi untuk angkutan online sama saja. Kalau tarifnya ga bagus pasti hancur juga. Sedangkan online dulu terkenal karena murahnya, sekarang kan udah ga murah lagi. Kadang-kadang malah lebih mahal dari taksi.  Rama:  Akhirnya mencapai titik keseimbangan lagi ya  S011:  Ya, orang Indonesia itu *Demenyar*, suka hal-hal yang baru. Begitu ada online, online semua, tapi begitu sudah menikmati lama-lama bosan juga. Lebih enak naik taksi sekarang, lebih jelas tanggung jawabnya siapa kalau taksi. Online kan tidak, diperkosa, dirampok, juga sulit mengurusnya. Sama seperti Citayam (Fashion Week), pertama kali itu kan tiap malam minggu, tiap hari, sekarang sudah sepi lagi, karena dilarang juga. Karena ngawur, bikin macet, ya orang maunya seenaknya sendiri. Online juga seenaknya sendiri, diatur ga mau. Begitu diatur kelojotan juga mereka. Dulu saya di Organda bilang, “oke, kalau online tidak diatur, maka kita juga ga diatur, suka-suka kita aja.” Sama aja, kenapa kalau yang umum, yang berizin, diatur dipersulit ga karuan, yang online kok bisa bebas semaunya.  Rama:  Itu saja pak dari saya, terima kasih banyak sudah mau berbagi perspektif Anda. Apa ada yang ingin ditanyakan atau ditambahkan?  S011:  Saya terus terang saja memiliki keinginan bahwa pengemudi itu disekolahkan. Jadi pengemudi itu sekolah. Sekolahnya itu secara umum sama, tapi Ketika nanti sudah mau sertifikasi, pengemudi wisata dan angkutan umum materinya sudah berbeda. Kemudian supir pribadi berbeda lagi. Tapi dasar-dasar pengetahuannya harus sama, harus mengerti, teknologi mobil itu makin ke sini makin canggih kok. Sekarang aja dengan tombol pencet-pencet supir tidur kok. Ya ga apa-apa mengerem sendiri, belok sendiri, ya kalau sudah diprogram kan tinggal pencet tombol, kilometer sekian kan belok. Yang kalau supirnya bloon gimana mencet tombol mereka. Kan salah pencet malah jadi ga karuan.  Saya ini punya pengalaman, waktu itu taxiku beli mobil Hyundai baru. Pengemudi lapor perslening rusak. Mereka ga ngerti, operator juga ga kasih tahu, secara normal kan atret itu geser ke kiri Tarik ke belakang. Ini ngga, tuasnya diangkat dulu, dorong ke depan. Padahal sudah ada petunjuknya di tongkatnya. Cuma pengemudi kan ga begitu ngerti. Untung ga rusak itu. Kemudian juga pengaturan untuk taksi, satu mobil untuk 2 pengemudi, ada Batangan dan cadangan. Ada kejadian yang lucu, kebetulan ada kerusakan yang sama. Jadi setiap satu minggu kalau ada mobil dengan laporan kerusakan yang sama akan muncul di aplikasi sebagai sesuatu yang warning. Kenapa mobil ini dilaporkan dengan kerusakan yang sama. Jadi ceritanya bolak balik perbaikan kopling. Rupanya setelah saya pelajari pengemudi Batangan orangnya tinggi, kakinya Panjang. Pengemudi cadangan kakinya pendek. Pada waktu yang tinggi, disetel sesuai dengan posisi kaki dia. Datang supir cadangan, orangnya pendek, kan ga nyampe, masukin bengkel lagi disetel sesuai dengan kaki dia. Ini kan di sekolah manapun ga ada. Saya S1 pun ga kenal kok, tapi karena pengalaman akhirnya saya tahu. Saya kasih tahu petugas saya, kalau bagi mobil usahakan postur tubuhnya sama. Ganti persneling kan lama-lama rusak itu kalau bolak balik disetel. Ada lagi penumpang saya complain, “itu supirmu kok goblok banget!” saya tersinggung. Rupanya di dashboard itu kan ada indicator panel-panel, kalau ada lampu nyala itu indicator memberitahu sesuatu, sama supirnya digebrak-gebrak dashboardnya sampai lampunya mati. Karena itu pemandangan mengganggu untuk supir sehingga digebrak sampai mati. Itu kalau ga diajarin memang ga ngerti, pengalaman supir-supir kita itu seperti itu. Dulu mereka sekolahnya dimana kita ga tahu.  Rama:  Iya, apa Anda ada kontak […] di Bali?  S011:  Ngga, tapi ketua […] Bali saya tahu. Nanti saya tanya dulu kontaknya, […] namanya.  Rama:  Iya sudah mau 1 jam juga, saya mohon undur diri tidak ingin mengganggu Anda yang sudah pensiun.  S011:  Iya, saya sudah pensiun, tapi saya masih tertarik kalau masih ada orang yang mau bikin transport, terutama taksi. Saya mau untuk membuat, setting, aplikasi semuanya. Massa saya pengemudi juga masih cukup banyak. Saya panggil pasti mereka datang. Kalau ada yang mau investasi taksi di Jakarta ayo mari.  Rama:  Saya kemarin email consent form juga, mohon berkenan menandatangani form tersebut juga  S011:  Baik, nanti kirim lagi saja. Satu lagi, ini secret, dulu orang mengatakan bikin taksi itu rugi, banyak taksi yang bangkrut. Tapi kenapa orang minta izin taksi tuh luar biasa banyaknya. Banyak taksi di Jakarta bangkrut, tapi minta izin taksi antri berani bayar berapapun, sampai satu unit 2 juta pun mau dibayar. Saya juga baru tahu belakangan setelah 20 tahun di taksi. Jadi, banyak orang cuci uang di situ. Karena kalau mau investasi di industry ketahuan, harga pokok ketahuan, kapasitas industry ketahuan, kemudian harga jual ketahuan, jadi dilacak gampang. Tapi kalau di taksi, income pengemudi tuh ga sama. Ada yang 200 ribu, ada yang 2 juta, variatif sekali. Tinggal diatur di angka berapa kita mau set itu. Nah kalau income kenyataannya lebih tinggi dari yang di setting, ga apa-apa, bagus. Tapi kalau di bawah itu, barulah uang tadi itu untuk nutupin. Jadi ga semuanya langsung habis untuk investasi ngga. Kita prosedurnya 20% modal sendiri, 80% pinjam bank, yang penting dicicil lancar, pajak juga dibayar tertib. Uang itu putih, ada record usahanya. Kalau ada uang 0,5 triliun rupiah mau dicuci, kasih saya, aman, ga ketahuan, carilah investor (laugh). Saya juga heran, katanya rugi tapi kok orang berani bayar 2 juta, ya karena untuk cuci uang. Cuma kalau bangkrut juga berhenti kan. Bagusnya kan kalau itu berjalan terus kan. Nah saya bisa bikin usaha itu jalan terus, ga sampai rugi, saya jamin itu.  Terus terang ada pengusaha Korea ngajak saya ke Vietnam. Ngapain saya sudah tua diajak ke Vietnam. Di Indonesia pandemic kemudian masih online mereka ga nyaman. Ga tahu nanti setelah pandemic habis jadi nemuin saya lagi ngga.  Saya masih optimis kalau taksi tuh masih bisa hidup. Sekarang kan Cuma Bluebird aja, yang lain ga ada. Jadi saya tuh dulu dikerjain, pada waktu saya join dengan […]. Teman saya bilang kalau join dengan […] hati-hati. Soalnya kalau usahamu so so aja kamu aman. Kalau jelek kamu langsung ditendang. Kalau bagus kamu dikerjain, dikerjain gimana? Ini usahamu sharing 20%, mereka 80%. Nanti kalau maju, mereka pasti buat usaha lagi. Maju lagi bikin, PT lagi, itu bisa 4 sampai 5 perusahaan. Nanti kalau perusahaan mereka sendiri sudah banyak dan maju. Perusahaan yang ada saham kamu pasti akan dikerdilkan, itu udah kelakuan […] seperti itu. Tapi bener begitu, pertama kali izin kan 250 unit, maju pesat sampai 500 unit. Begitu maju lagi sampai 1000 unit. Dari situ ke 1500, buat perusahaan lagi. Setiap mau bertambah 500 buat perusahaan lagi. Setelah itu dibilang perusahaan yang ada saham saya itu rugi. Saya diminta untuk menambahi saham supaya tetap 20% dan saya tidak mau. Disuruh buy back, baru saya ingat teman saya. Akhirnya saya jual saham saya dan jadi pegawai. Pada waktu ada transportasi online saya diam aja. Padahal saya punya kiat untuk itu, tapi saya ga mau sampai saya biarkan bangkrut saja. Jadi itu betul, […] itu begitu caranya.  Rama:  Baik, terima kasih sekali lagi. Nanti kalau ada yang ingin saya tanyakan bolehkah saya Kembali lagi ke Anda?  S011:  Boleh, anytime. | Rama:  I got your contact from […]. Are you in […] too?    S011:  I'm in the […] central Organda. I am in charge of […].    Rama:  My research is related to the Bali area. Do you also know about tour buses in Bali?    S011:  Frankly not so broad for that, but in Jakarta I know. In Bali, there are Balinese themselves, we don't know what kind of local government policy it is, it's different from Jakarta.    Rama:  Well, it doesn't matter if you don’t mind, because my topic is about tourist transportation even though it is a national context, because there are policies that you also know a lot about. Please allow me to record the voice, but I will keep it anonymous. I focus on rural tourism, not city tourism, because it is related to the environment and areas that are protected by the environment. What do you think rural tourism is like?    S011:  Thank you This is frankly about how the local government policy. As for the tourism ministry itself, it is currently developing new tourist areas, right? The only problem, frankly, that I often convey to the ministry of transportation, is that every local government opening a tourist spot is not handled comprehensively and carefully. So just open it, then people come. At first it was only a few visitors, it was still private, using their own vehicle, it was still possible. Once they are famous, many people want to come. Well, people who travel after a long time don't just use private vehicles, but also use buses. Well, this is what accidents often happen lately. Because the first is that the terrain is not yet known by tourist drivers and then the demand is also high, so many tourist buses that I say are actually incompetent to do this tour business. But because the demand is really high, so in the end they sometimes buy used buses that are a little bit polished so they seem good, and the drivers are careless. They are not educated… To be honest, starting in 1995, I and the Minister of Transportation have said this, “pilots are required to be competent first before they can fly a plane, the captain is the same way, even machinists who can't drive at their will, need to be competent first, get a certificate and then drive a train,” This doesn’t happen with bus driver, at first they are *Kenek*, suddenly he could become a driver. Then the terminal thugs, back and forth (try to drive a bus), turn left, turn right, took care of a driver's license. People after retiring, they can no longer work elsewhere, they are more likely to become drivers. Ex-convicts cannot work formally in other places, the most likely one is to be a driver. So if I say the source is the driver, it's already like that. How come they are required to be competent, it's difficult.    This government is half-hearted in providing manpower, because it always goes around "how much is the salary for the driver?" If you really want to be upgraded to be competent, how about your salary? Now, this is a tangled thread that the Government has not been able to decipher until now. So when I went back and forth yesterday, I heard that a truck hit a schoolchild, causing 12 people to die, 2 to be seriously injured, in Bekasi, it will continue to happen because the driver was only able to do so. But frankly they are not equipped with knowledge.    Why can't they brake at a corner, they don't understand centrifugal force. You know, you can't brake. But if they understand the centrifugal force, the aquatic, they don't understand if (the car) can float when they are (speeding). I often serve as a national exemplary driver judge. My question is very simple, for drivers is it more problematic after going up and then going down or after the road is flat and then going down? They say that after climbing and then going down, after climbing it has no effect because when you climb you drive slowly. When you go down, you still have the opportunity to shift your gear and so on. And usually when climbing also use a low gear. It's different if the road is flat, it can't be slow, fast, suddenly the way down. So that's what accidents often happen.    Then the brakes, vehicles are getting more and more sophisticated here, various kinds, there are air brakes, oil brakes. And you can't use the brakes all the time. There is an engine break, they don't know what it is and what its function is for. So the key is driving school. It's not a course, but a school, so they can get a certification from there. Now, people are already working and want to be certified, too much for them. They work daily. If they don't work, they don't have money, they don't eat. They can be sent to driving school, but how much the company wants to pay for them, it's troublesome. Later the company will pay for it, will be given money for education, and will be given money for housing. Later, after graduated, they will be hijacked by another company. Who pays for education, who enjoys education. That's something on land (transportation) is very crucial. But there must be a will from the government. So it's not just the transportation agency, drivers also have to go to school. From there they have a certificate. If you want a school tour, it's not only about vehicles, but also about the terrain. So for example a tourist area of ​​​​Bali, they must really be like real work courses in Bali, what is the terrain, what vehicles can enter. So from a distance the driver can make passengers feel comfortable. Like introducing themselves, my name is X, the trip will take a few hours. So, passengers will know whether this is an experienced driver or not. But if you suddenly drive, don't even pray, that's the biggest obstacle in my opinion.    Rama:  Yes, sir, actually if the system is good, like the Trans Jakarta driver, for example, the income is pretty good.    S011:  But Trans Jakarta, they have their own route in the city. In fact, if it's not good, it's unreasonable. If the Trans Jakarta driver isn't good, it’s outrageous, they have their own route. They can't go anywhere, like a train. So I think they should be schooled. It's not like now suddenly everyone can become a driver. Yes, you know that taking care of a driving license is easy. It's hard if we really want to go through the procedure, it's easy if we … you know. (laugh)    Rama:  Ok sir, that's the internal side. What about the demand side such as passengers. In your opinion, how difficult it is for tour bus operators to attract them to switch from private vehicles to buses, because on the one hand they need flexibility too?    S011:  You see. This is frankly an unhealthy condition among transportation entrepreneurs. If we want to actually make the vehicle new. That's around 3 billion rupiah maybe now, so the type of chassis is then built a good strong body that can be 3 billion. (Electric buses) will have tariff problem.    As for these fraud entrepreneurs, they only buy used buses that may have been around for more than 10 years. They just renovated the body and made it good, then they offered it to the small bus companies at a cheap price. Yes, that's what often happens, obstacles to accidents. There are tourist buses whose operators are relatively new. For HIBA, Panorama, it's impossible for them to buy a used car. But the risk is high tariffs. A pedicab driver can say, "Just pay a thousand, don't ask for safety! If it's safe it's 10 thousand, if it's a thousand it's up to me." So indeed we must also familiarise the people to be selective (in choosing transport modes). They need to be safe. Well, actually at that time, I and the head of the Jakarta transportation agency made some kind of application. From the application, it is directed to companies that say, that already meet the minimum safety standards. Yes, it means that in terms of making the bus it is always monitored and using a new bus. They use a well-known bus body-maker. Then in terms of maintenance, it is routinely carried out. From there, passengers can actually know. They don't need to come to the company, just check through the application, then they can order. Even if later the company conveys the plate number of the vehicle, the consumer can already see when the last maintenance is.    So there is some kind of guarantee of security, oh this is a car/bus has got a maintenance. That used to be the case, I don't know now, because in Indonesia it's warm chicken shit, right. After a while, it will evaporate on its own. Actually this application is good if it can continue to be developed. (See) maintenance status at any time. He was the previous head of Jakarta transport agency Mr. Syafrin, it was still in the time of (Governor) Ahok, he is now dealing with manpower ministry.    Rama:  Yes, because the market itself and statistically more tourists use private vehicles than buses, especially buses with routine routes are not widely available except for rented buses.    S011:  Yes, there are many tourist buses. I used to have many members, there were about 80 entrepreneurs. If on average they have 10, it's already 800. It's like… just over 1000 vehicles, HIBA also has more than 1000.    Rama:  So, for tourism itself, in terms of regulation, are there any challenges?    S011:  Nothing, it's really easy. The government has opened wide for tourism businesses, because it is in line with central government regulations to make tourism as foreign exchange to replace oil. Because oil is running out over time, it can't be recycled. So, this tour is being developed because it is also mass. It's just what I said earlier, to open a tourist area is not comprehensive. The local government walks themselves, the tourism agency on their own, never thought once it has opened that big buses would soon enter, rarely thought about going there. The road class is left as is.    Rama:  Infrastructure is not repaired either.    S011:  Yeah, don't think so. Then the parking lot. It's like that, now there are still obstacles for drivers to rest. The driver has become a cash cow now. Even at tourist attractions, the driver doesn't even have a place to lie down, the time to sleep on the bus is also ridiculous. Yes, there is lodging but it costs a lot. Yes, it should be the local government, I think this tourism should be taken seriously. The government's provisions are now good for toll roads from Jakarta to Surabaya, even to Banyuwangi soon. But there is no rest area for the driver, the rest area is just a place to pee and eat. In fact, every 4 hours the driver must take a break of at least 30 minutes. So they can't go directly from Jakarta-Surabaya. At least to relax, stretch their body, lie down, but the place should be adequate, not lying down on the grass, on the floor, there are still many things that need to be addressed. So the drivers really put safety first.    Rama:  Yes sir. What is your view on competition? What are the direct or indirect tourist bus competitors?    S011:  I think this tour bus is one of the businesses that will continue to grow. I don't think there are any competitors, fellow tour buses too. And they each have their own customers. It's the same with meatball stalls like that, all kinds of things, but people want certain kind of meatball, it's expensive, but it's tastier. Consumers are like that too, I use a company which is more expensive, but its safety is guaranteed so far. Instead of me using a cheap one back and forth accidents only.    Rama:  Now, if the context is in Bali, I can tell you how even medium buses can't enter, then car rentals are also easy to find. What about that particular context there?    S011:  I once suggested the other day, if the road class can't be improved, just make a portal/separator. So if the road class is for medium buses, give me a sign, like “big buses can't enter”. But there must also be consequences by making parking spaces around there. So after parking there, then use a vehicle from the local authority there.    Rama:  It is like a continuity of the vehicle, right?    S011:  That's right, so it has to be. At tourist attractions, they must provide special transportation for pick-up and delivery from large buses. But there must be a parking space first.    Rama:  Yes, because in the end the big bus operators were reluctant to bring tourists in Bali because of such reason, the bus couldn't get in there.    S011:  That is, if a new tourist spot is opened, it must be comprehensive from the local government, from the tourist attractions, from the transportation agency. And the signs must also be made clear. So if they don't change the class of the road, that's okay, but determine a point where the vehicle stops, there is a parking space, and those particular tourism businesses should transfer the visitors.    Rama:  Furthermore, sir, many also highlight the dilemma problem. If it is later resolved for a larger vehicle, it will intersect with the income of local residents who are mostly freelance drivers.    S011:  Yes, over time there will definitely be a balance, it’s not impossible. There will definitely be a balance. If no one comes, they can't sell any (products) if there is no tour bus, right? Unless certain bus class can't enter, then what can you do. But people are looking for an efficient one. If they travel from Jakarta to Bali and can't use a big bus, then it’s impossible to order 10 small buses, it's not efficient.    Rama:  That's right, it doesn't mean the bus will eliminate the one there, right?    S011:  No, if it's not regulated that way, the small buses can be used by transportation entrepreneurs for cooperation as well, you know. Transport from the parking lot to the tourist spot.    Rama:  Yes sir, actually my topic is about how to do it… in Bali there are many village tours like the one you mentioned earlier, my focus is on how to prevent this village from being damaged in nature, not polluted by the environment. If you come there, rent a car again, rent a motorbike again, the pollution is very high. Per person using a car or motorbike. If you use an elf or a medium bus, the pollution or emissions will be lower. But do you think it is possible that tourist transportation in Bali can be greener?    S011:  It is possible, take Badui as an example. There are no vehicles in the area. You can come, park somewhere outside, enter by walking, we can't force them. Yes why not? That's local wisdom.    Rama:  But with the conditions in Bali that have…the term is that the Badui are familiar, people will definitely go there for that same reason. But for Bali, where people now go there, they can use cars and motorbikes and then if suddenly it's limited, isn't that a problem?    S011:  I don't think so, it's local wisdom, the locals forbid it, so you have to admit. But yes, it's really bad for Indonesians to always shop at the front door. While in Jakarta, does anyone still want to walk? They want their car to be parked exactly at the front of the shop. That's how crazy our people are, because they're used to it. But it is indeed difficult to change habits. I take the example of Borobudur, where thousands of people trample the land of Borobudur, they think it's normal. But they did not imagine the durability of the Borobudur building. Now that it is restricted, people are screaming. In fact, the government raises the tariff as a way to limit visitors. But people are already busy, can it be arranged every day to a maximum of a number of people. In my opinion, if it is implemented for a long time, that if you enter there you have to be (registered) online, for example. It can't be sudden (change), it won't be accepted. Then it can be limited. Well, maybe in Bali, yes, you can, for example in Trunyan there must be a certain number of people and there are no vehicles allowed to enter. The important thing is to provide facilities for parking. Yes, if it (vehicle) is not allowed, but they don't have a parking space, it's difficult. People walking too far will also reduce interest from it. But if they walk, say for about 5 or 6 kilometers, it's still reasonable. The 6 kilometres walk is still reasonable, up to 10 kilometers is still normal.    Rama:  As my reflection here, the parking lot is far away from the centre of tourist attractions. Maybe so it's not too close and doesn't disturb the ecosystem there, so the parking lot is also made far away.    S011:  Up to 10 kilometers I think it's still reasonable. It’s like an exercise, we have to get used to it. Indonesians must get used to it, for example, walking.    Rama:  Yes, once again in the context of Bali, the demand already exists, there are many, then there are many tourist attractions, but the access or the road capacity is like that. What can be solved, because this is another bottleneck?    S011:  Yes, if it is comfortable there with such conditions, yes, we have to follow it whether we like it or not. It can't be done by upgrading the road to first class, so that big buses can enter. It will actually damage the existing ecosystem. Yes, let it be, but the important thing is, there is a parking lot for big buses, then there are small buses that are connected.    Rama:  Is public transportation necessary then?    S011:  Yes it is needed    Rama:  Because now there are things like Trans Jakarta, TemanBus, and that's only in the Denpasar area, they can't reach the Buleleng area, West Bali National Park. Are there any obstacles to public transportation that can reach the entire island of Bali?    S011:  Yes, if it's on the island of Bali, it might be a problem. But if we say that every district has a parking lot, the destination is to the district, from there it is only to this (tourist spot). But it's not possible to cross from district A to district B, there will be a problem, especially with the license/permits.    Rama:  Because of different transportation authority, right?    S011:  Yes, so it's just within a district. Each district has a parking lot. The regent facilitated the parking. Then all the district angkots were empowered to transport tourists. This is socialised so that those there will know later, in addition to paying for this tour bus, they will have to pay again for this (angkot). Don't make the people surprised. Sometimes our people get annoyed by just have to pay a thousand more, "We will not going there." That could be the case.    Rama:  Or put it together, is it a collaboration between angkot and tour buses?    S011:  Well yes, so the rates are already included there.    Rama:  That's right, this is even more comfortable for tourists. But the transportation that is there itself, such as Trans Sarbagita, is between districts and is directly supervised by the provincial transportation agency.    S011:  Yes, it's okay, it can be there, it's possible. But if earlier … to support local transportation, yes, as I said earlier, that is belong to each district.    Rama:  Yes sir, the last question from me is the key actor. Who do you think can make this tourist transportation better? It has already been mentioned that the regent, but besides the regent, who else do you think?    S011:  Yes, if you want to go up again, Governor. If you want higher coordination, the Governor. If you are already a governor, you will go up again to the minister. We have to work together here, not just the Minister of Tourism, but the Minister of Transportation as well. In fact, with the Trans Java (toll road), tourism in the Java area can develop rapidly because it can shorten the journey. So the trip is shorter, so the time to go to the tourist attractions itself is faster than before there was Trans Java. Because I heard that in areas such as Pacitan, Wonogiri, there are new tourist attractions that I didn't know were appearing now.    Rama:  Even though it's far from Pacitan    S011:  Yes, but right now, exiting the toll road is near    Rama:  Apart from the Government, are there any key actors from the business side?    S011:  For business, it is supply-demand, but usually for tourism, there must be supply first, then demand will come. Because people know about tourism later. What's happening now is because it went viral on social media, then people turns out “there's a beautiful view over there, you know!" Just a crowd of people there. Yes, it's still personal.    Rama:  Yes, that's what I wanted to ask. Because in the context of Bali, I think car and motorbike rentals are too dominant. Is it possible later with public transportation or tourist buses there?      S011:  Depending on the local government, if they are firm in reducing pollution, perhaps the first step is limiting the age of the vehicle. New vehicles have relatively small pollution, especially when there is an electric car, it must be an electric car. Yes, there are all kinds of things when it comes to local government policies, but they can be regulated. They have the authority to regulate it.    Rama:  Yes, one of the transportation communities there said that the government itself is more pro-car rental, what is your response?    S011:  Yes, they may rent the car themselves. There are a lot of cops who have car (business) too.    Rama:  Have you ever opened a taxi business there?    S011:  Not for me. There, public transportation is more lively than taxis. It's more culturally angkot than taxi there. Because the crowds there are spread out, huh. For taxis, Jakarta is still good now. Only hit by the existence of online transportation. But now online (transportation) is starting to dwindle and have lost to taxis again. Because online transport is suitable if I have an idle car at home, I can go online. But if I invest directly for online transportation, it's just the same. If the rate is not good, it will be destroyed too. While online used to be famous for being cheap, now it's not cheap anymore. Sometimes even more expensive than a taxi.  Rama:  Finally reached the point of balance/equilibrium again huh    S011:  Yes, Indonesians are *Demenyar*, they like new things. Once there is online transport, everyone is going online, but once you have enjoyed it, you will get bored for a long time. It's better to take a taxi now, it's clearer whose responsibility it is for a taxi. It's not clear in online transport. If someone got raped, or robbed, it's also difficult to manage. Just like Citayam (Fashion Week), the first time it was every Sunday night, every day, now it's quiet again, because it's also forbidden. Because it's inconsequential, it causes traffic jams, so people want to go their own way. Online (transport) is also arbitrarily, they can’t be regulated. Once they are regulated, they are declining too. I used to say at Organda, "okay, if online (transport) is not regulated, then we will not regulated either, we can do anything." It's the same, why is it that the public, licensed, regulated ones are made incoherently complicated, how come online transport can be free at their will.    Rama:  That's all sir from me, thank you very much for sharing your perspective. Is there anything you want to ask or add?    S011:  I frankly have a desire that the driver be schooled. So the driver is in school. The schools are generally the same, but when they want certification later, the tour and public transportation drivers have different materials. Then the private driver is also different. But the basic knowledge must be the same, must understand, the technology of the car is getting more and more sophisticated here. Now, with the push buttons, the driver can sleep. Yes, it's okay to brake autonomously, turn themselves, if it's programmed, you just have to press the button, how many kilometers will you turn. What if the driver is just stupid, how do you press the buttons. It will be so bad if the wrong buttons are actually pressed.    I have experience, at that time my taxi bought a new Hyundai car. Driver reports broken gear. They don't understand, the operator also doesn't tell them, normally the gear slides to the left. Pull it back. It didn’t not work, lift the lever first, push it forward. Even though there was already a clue on his wand. Only the driver doesn't really know. lucky it’s not broken. Then also arrangements for taxis, one car for 2 drivers, there are primary and backup drivers. There was a funny incident, there just happened to be the same damage. So every week a car with the same damage report will appear in the application as a warning. Why is this car reported with the same damage. So the story goes back and forth repairing the clutch. Apparently after I learned the primary driver is a tall person, long legs. The backup driver has short legs. At the primary driver shift, he adjusted according to the position of his feet. A backup driver came, he was short, his feet couldn’t make it, he entered the workshop again, adjusted according to his feet. This doesn't exist in any school. I don't even know it exists in undergrad, but because of experience, I finally found out. I told my officer that for cars, try to have the same posture in arranging drivers. Change gears, it's broken after a long time if you adjust it back and forth. Another passenger, they complained, "How come your driver is so stupid!" I'm offended. Apparently on the dashboard there are indicator panels, if there are lights on, the indicator tells something, and the driver pounded on the dashboard until the lights go out. Because it was a disturbing sight for the driver so he was kicking it till the lights gone off. If you don't teach it, they won't understand, the experience of our drivers is like that. They used to go to school where we don't know.    Rama:  Yes, do you have any […] contacts in Bali?    S011:  No, but I know the head of the […] in Bali. I'll ask the contact first, his name is […].    Rama:  Yes, it's already 1 hour, let me finish this part, I don't want to disturb someone who has retired.    S011:  Yes, I'm retired, but I'm still interested if there are people who want to make transportation, especially taxis. I want to create, setting, application of everything. My potential drivers is also still quite a lot. Once I call them, for sure they would come. If anyone wants to invest in a taxi in Jakarta, let's go for it.    Rama:  I also emailed the consent form yesterday, please sign the form too    S011:  OK, I'll send it back later. One more thing, this is a secret, people used to say making a taxi was a loss, many taxis went bankrupt. But why are there so many people asking for taxi permits? Many taxis in Jakarta are bankrupt, but there is always a line waiting for taxi permission and they are willing to pay anything, up to 2 million per taxi. I also only found out later after 20 years in taxis. So, many people launder money there. Because if you want to invest in the industry, you will found out, the cost price can be found out, the industry capacity is found out, then the selling price is also found out, so it's easy to track down. But in a taxi, the driver's income is not the same. There are 200 thousand, there are 2 million, very varied. Just set at what number we want to set it. Well, if the actual income is higher than what is set, that's okay, great. But if it's below that, then the money was to cover that excessive calculation. So not everything is immediately used up for investment. Our procedure is 20% own capital, 80% borrowed from the bank. The important thing is that the installments are smooth, taxes are also paid in an orderly manner. The money is white, there is a business record. If there is 0.5 trillion rupiah to be laundered, give me, it's safe, it won't get caught, look for investors! (laugh) I was also surprised, someone said he had lost, but how come people dare to pay 2 million, yes, because to launder money. Only if you go bankrupt, it stops. It's good that it continues. Well, I can keep the business going, without losing, I guarantee it.    Frankly, a Korean businessman took me to Vietnam. I am old enough to be invited to Vietnam. In Indonesia, the pandemic is still there, they are not comfortable with it. I don't know, after the pandemic is over, will they find me again?    I'm still optimistic that the taxi can still live. Now it's just Bluebird, nothing else. So I was bullied before, when I joined […]. My friend said if you join […], be careful. Because if your business is so so, you will be safe. If you are bad, you will be kicked out immediately. If you do well, they will make fun of you. My share was 20%, they were 80%. Later if they go forward, they will definitely make another subsidiary. Go ahead and make another company, it could be 4 to 5 companies. Later when their own companies are many and advanced, companies that have your shares will definitely be dwarfed, that's how […] businessman behaviour here. But it's true, the first time the permit is 250 units, it's rapidly progressing to 500 units. Once advanced, it goes up to 1000 units. From there to 1500, they created another company. Every time you want to increase 500, it was for another company. After that, it was said that the company with my shares had lost. I was asked to increase the stock to keep it at 20% and I didn't want to. I was told to buy back, then I remembered my friend. Finally, I sold my shares and became an employee. When there was online transportation, I kept silent. Even though I have tips for that, but I don't want to, I let it go bankrupt. So that's right, Indonesian […] way.    Rama:  OK, thanks again. Later if there is something I want to ask, can I get back to you?    S011:  Yes, anytime. |