

## Study on the Optimization of Management of Parking Retributions on the Roadside of Public Roads at the City of Ternate Transportation Services

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### Abstract

*This study aims to identify problems related to optimizing the management of parking fees on the edge of public roads carried out by the Department of Transportation of the City of Ternate, to map and describe and examine phenomena related to objects. The research method used in this research is descriptive exploratory with the characteristics of focusing on problem solving, then data is collected, compiled, explained and analyzed. The unit of analysis in this study is the stakeholders related to the management of parking fees and interviews with authorized officials. The results of this study prove that the Ternate City Transportation Service has not optimally implemented parking retribution management on the edge of public roads so that the target for local revenue originating from parking fees does not reach the target. Even the realization of revenue from parking fees on the side of public roads does not show an increasing trend every year but on the contrary is very volatile, this study also finds the cause of the low acceptance of parking fees on public roads because there are still many parking points which are potential revenues that have not been worked out optimally, limited resources and not supported by proper compensation. This study recommends that the Ternate City Transportation Service issue technical regulations for collecting parking fees on public roads including determining new parking points and the urgent need for electronification of parking retribution payments in stages as well as adding new parking attendants as well as building cooperation with other parties in the management of parking fees.*

### Keywords

Optimization;  
retribution; parking;  
electronification



## I. Introduction

Juridically the City of Ternate was formed based on Law Number 11 of 2009 concerning the establishment of Ternate Level II Regional Municipalities. Previously, Ternate was an administrative city as well as the capital of North Maluku Regency. The formation of an autonomous region naturally brings logical consequences in the form of public demands on the Regional Government to be able to carry out governance and development as well as public services for the realization of regional independence, including reducing fiscal dependence.

Although the implementation of post-reform regional autonomy has entered two decades, the regional fiscal dependence on the center is still very high. This can be seen from the relatively low ratio of local revenue in the APBD. Many factors cause the low contribution of local revenue to the APBD, one of which is the strategy and policy of

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managing sources of local revenue. This is certainly a challenge for the Ternate City Government to optimize the source of local revenue.

As a city of services and trade, the City of Ternate has a potential source of local revenue both from taxes and regional levies as regulated in Law Number ; 28 of 2009 concerning Regional Taxes and Regional Levies, one of which is the Parking Service Retribution on the Edge of Public Roads.

The Department of Transportation is a regional apparatus organization that has the authority to manage parking fees on public roads based on Ternate City Regulation Number 11 of 2016 concerning the Establishment and Composition of Ternate City Regional Apparatuses and Ternate City Regional Regulation Number 13 of 2011 concerning Parking Service Fees on Public Roads , has a strategic role in contributing to the PAD of Ternate City. There are several sources of local revenue, the duties and responsibilities of the Department of Transportation include parking service fees on public roads, special parking fees, terminal fees, motorized vehicle testing fees, route permits fees and.

Parking Service Fees on the Edge of Public Roads in Ternate City are one of the sources of income that are the prima donna of Regional Original Revenue, because the number of vehicles in Ternate City continues to increase every year, even the number of vehicles in Ternate City is the largest in North Maluku Province. Data from the City Samsat Joint Office for 2020 shows the number of vehicles in Ternate City of various types such as private vehicles, buses, load cars and motorbikes as many as 132,515 units. The number of vehicles means that almost half of the population of Ternate City, totaling 205,0001 people (BPS 2021) owns a vehicle. This is a promising potential for the Ternate City Government in optimizing local revenue originating from parking fees on public roads.

Data from the Ternate City Regional Tax and Levy Management Agency in 2021 shows that the receipt of retribution for parking services on the edge of public roads in the last five years has been very volatile and even tends to decrease every year. In 2016 the Parking Retribution on the Edge of Public Roads contributed to the PAD of Ternate City of Rp. 1,353,100,000, then in 2017 Rp. 675.900,000, in 2018 Rp. 557.400,000, in 2019 Rp. 775.200,000 and in 2020 Rp. , 638,7000.00. From the percentage of receipts on average every year it is only below 40% of the set target.

The realization of receipts for Parking Service Fees on Public Roads based on these data is not comparable to the potential of existing vehicles in the City of Ternate because every year the number of vehicles continues to increase while revenues sourced from Fees for Parking Services on Roadsides actually experience a decrease.

## **II. Review of Literature**

### **2.1 Parking Fee**

One source of local revenue that is managed by local governments, both districts and cities based on Law Number 28 of 2009 concerning Regional Taxes and Regional Levies, is Parking Service Fees on the edge of Public Roads. In this law, the parking service levy on public roads is explained as the provision of parking services on the edge of public roads with the subject of the levy being individuals or entities that obtain parking services on the side of public roads.

Theoretically, retribution is a regional levy as payment for services or the granting of certain permits specifically provided and/or granted by the regional government for the benefit of individuals or entities (Mardiasmo: 2011). certain permissions. And the parking

service levy on the edge of the public road is included in the category of public service levy because This is a service that is provided or provided by the regional government for the purpose of public interest and use and can be enjoyed by individuals and entities

## **2.2 Roadside Parking**

In Law No. 28 of 2009 concerning regional taxes, parking area levies are classified into two types, the first is the parking service levy on public roads which is included in the general service levy category and the second is the special parking levy which is a business service levy. Parking can simply be explained as a stationary state of a temporary vehicle (Directorate of Land Transportation: 1998). While Pignataro (1973) states that parking is a temporary state of not moving the vehicle in a certain place.

According to the Director General of Land Transportation (1996), parking is a temporary stationary state of a vehicle, while stopping is a temporary stationary vehicle with the driver not leaving the vehicle. Parking is a necessity for vehicle owners and wants their vehicles to be parked in a place, where the place is easy to reach. One of these conveniences is on-street parking. Thus, to design a parking area on the road, there are 2 (two) options, namely, parallel and angular parking patterns.

The increasing number of vehicles in urban areas automatically places parking as an inseparable part of driving activities. Even the unavailability of parking spaces, both parking on the edge of public roads and special parking lots can cause traffic jams. This condition will affect community activities and economic stability in a certain region or area. The economic condition of the population is a condition that describes human life that has economic score (Shah et al, 2020). Economic growth is still an important goal in a country's economy, especially for developing countries like Indonesia (Magdalena and Suhatman, 2020).

## **III. Research Method**

In research on the analysis of parking retribution management on the edge of public roads, the author uses a descriptive exploratory research method. By using an exploratory descriptive method in this study, the author attempts to map and describe the problem of managing parking fees on the side of public roads carried out by the Ternate City Transportation Service and then examines the phenomena in the relationship between objects in this study. The characteristic of this research method is that it focuses on solving current problems and actual problems, then the data collected is compiled, explained and analyzed

According to Surahmad (1982) descriptive research is research that intends to make intelligence about situations or events.

The stages in this research are as follows: firstly conducting activities to examine concepts related to parking fees and parking on the edge of public roads, then literature review and continued data collection activities in the field by collecting secondary data for analysis and interpretation.

The unit of analysis in this study is the stakeholders related to the management of parking fees on the edge of public roads in the city of Ternate including officials who are directly involved in the management of parking fees on the edge of public roads. After that the authors collect data by conducting direct interviews in the field and make observations or observations on the object of research.

## IV. Results and Discussion

Normatively, the management of parking fees on the edge of public roads in Ternate City is the authority of the Ternate City Transportation Service based on Ternate City Regional Regulation Number 19 of 2018 concerning the Establishment and Structure of Ternate City Regional Apparatus. Meanwhile, the collection of parking levies on the edge of public roads is carried out based on the Ternate City Regional Regulation No11 of 2013 concerning Retribution for Parking Services on the edge of public roads. In the Regional Regulation, parking rates have been set based on the following classifications (1) traffic-heavy roads with tariffs varying from Rp. 1000 to Rp. 4000 up to 1 hour per hour, then the following 1 hour plus 50 percent, (2) on the side of the road the area is not heavy traffic with a tariff of Rp. 1000 to Rp. 3000 one time parking, (3) Subscription parking for 4-wheeled vehicles Rp. 200 thousand / year and vehicles more than 4-wheeled Rp. 250 thousand / year (4) Parking for certain considerations, namely parking for vehicles carrying out loading and unloading activities with parking rates starting from Rp. 5000 for wheeled vehicles 2, Rp. 10000 for 4 wheels and Rp. 25,000 for vehicles with more than 4 wheels. To support parking retribution management activities on public roads, the Ternate City Transportation Service has 44 parking personnel or interpreters.

Although the implementation of parking retribution management on the edge of public roads in Ternate City already has a juridical basis in the form of Regional Regulations, in its implementation it does not have regulations that technically regulate the implementation of parking levies on public roads, including those that regulate the placement of parking points for both two-wheeled vehicles, four or more. This condition resulted in the loss of potential receipt of parking fees on the edge of public roads. Data The following shows the parking points that have not been optimized or the potential that has not been collected by the Ternate City Transportation Service as many as 58 points out of a total of 75 points, meaning that only 17 parking points are newly managed as a source of regional income.

**Table 1.** Parking Location by the Public Road of Ternate In 2021

NO	LOCATION	PARKING POINTS WITH RETRIBUTION	PONTESI PARKING POINT	AMOUNT
1	Jl. Hasan Esa	3	3	6
2	Jl. Ahmad Yani	3	2	5
3	Jl. Hero -	3	5	8
4	Jl. MT. Abu Bakr	2	-	2
5	Jl. Busoiri	1	4	5
6	Jl. Nuclea	1	1	2
7	Jl. Sultan Jabirsyah	1	7	8
8	Jl. Yos Sudarso	1	-	2
9	Jl. New Town Site/ Bastion	2	5	5
10	Jl. Inpres Market	-	3	4
11	Jl. Stadium	1	3	3
12	Jl. Raya Bastion	-	4	4
13	Jl. Straight Teak	-	6	6
14	Jl. Youth	-	4	4
15	Jl. Sultan Khairun	-	3	3

16	Jl. Capita Patimura	-	2	2
17	Jl. Marikurubu	-	2	2
18	Jl. J Mansoor	-	2	2
19	Jl. Ki Hajar Dewantoro	-	1	1
20	Jl. Saleh Efendi	-	1	1
Amount		17	58	75

Data Source Processed

Based on the research results, the point has a fairly high vehicle parking both during the day and at night. Although the number of parking points continues to grow, this condition is not supported by a representative number of personnel or parking moves.

In addition to the limited number of personnel, the pattern of retribution withdrawals is also still carried out manually using tickets as proof of transactions. This condition can cause leaks or irregularities that can be done by parking attendants if they are not supported by public awareness of paying parking fees. Manual withdrawal also makes it difficult for parking attendants to reach parked vehicles because the on-street parking system in the city of Ternate is generally carried out with an on-street parking pattern.

In addition to the number of parking points that have not been optimized, this research also finds that the motivational aspect for parking attendants to work optimally is very low. This is because the compensation system for parking officers is not in accordance with the drinking standard of living or at least in accordance with the Ternate City Minimum Wage. Parking attendants with low revenue achievement and parking attendants with high revenue achievement are still given the same salary, which is IDR 900 thousand per month. The provision of wages to the parking attendants of the Ternate City Transportation Service still uses the standard wages of Ternate City PTT employees. In fact, most of the parking attendants have the status of non-permanent employees of the City of Ternate who are contracted every year.

With income below drinking wages and not getting incentives or other rewards every year, it is very unlikely that parking attendants will work optimally with high motivation. This can be seen from the vacancies of parking attendants at the designated parking points at a very high intensity of parking service users. Even on holidays where community activity is quite high in certain parking locations, parking attendants are not found to arrange parking as well as collect parking fees.

In addition to the non-optimal use of parking points, the limited number of parking attendants or interpreters as well as a reasonable compensation system, this study also found that the Ternate City Transportation Service had not fully utilized incidental parking as one of the prima donna for parking retribution receipts on public roads. Incidental parking is the collection of parking fees at a certain time and does not use a predetermined parking point. Incidental parking only uses land, roads, including fields owned by the Government or private sector as a parking space if there is an event or activity that gathers large numbers of people or the community.

This study found a number of large events that are held regularly every year where the implementation uses land, roads and fields as parking facilities but is not levied by the Ternate City Transportation Service. These events include religious holidays, sports competitions, exhibitions, cultural arts performances, educational and training activities as well as training activities. Here dor incidental parking locations that take place regularly every year by utilizing street, land and field parking locations.

**Table 2.** Ternate City Incidental Parking Location 2021

<b>N O</b>	<b>REGION</b>	<b>TOTAL ACTIVITIES IN A YEAR</b>	<b>AVERAGE PARKING VEHICLE</b>	<b>AMOUN T</b>
1	Gelora Kieraha Stadium	50	700	35,000
2	Basketball Court/Jl. Stadium	30	250	7,500
3	Nukila Park/Land Mark	50	250	12,500
4	Lamo	120	500	60,000
5	Unkhair Akhuda Campus Area	3	500	15,500
Amount		243	2200	116,000

Data Source Processed

Another very important aspect in optimizing the management of Parking Retribution on the Edge of Public Roads in Ternate City is the lack of outreach activities to the community. Socialization either in the form of direct counseling or through outdoor media such as parking tariff information boards, brochures, leaflets and the use of billboards including the use of social media has never been carried out. The Ternate City Transportation Service should intensively conduct socialization regarding parking rates and parking locations or points so that people know and will carry out their obligations to pay for parking.

## **V. Conclusion**

From the results of research and studies can be concluded as follows:

1. Management of parking fees on the edge of public roads has not been implemented optimally. This can be seen from the realization of local revenue originating from parking fees, which do not show an increasing trend every year but on the contrary are very volatile.
2. The low acceptance of parking fees on the edge of public roads in Ternate City is due to the following, there are still many parking points which are potential for receiving parking fees that have not been worked out optimally in accordance with regulations, support for parking management resources are still limited and not supported by adequate compensation. worthy

### **Suggestion**

In an effort to optimize the acceptance of parking fees on public roads in Ternate City, the Ternate City Transportation Service Office is advised to do the following:

1. Issuing regulations governing the technical collection of parking fees on the edge of public roads, including the determination of new parking points.
2. Electronification of the parking retribution payment system on the side of public roads in stages
3. Adding a collection officer or parking attendant accompanied by the provision of appropriate compensation or incentives.
4. Cooperate with third parties to collect parking at certain locations.

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