The Evaluation of Operational Services Performance of Corridor 1 Batik Solo Trans Surakarta

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ABSTRACT

This study aims to evaluate the performance of operational services of public transport corridor 1, Batik Solo Trans Surakarta. The evaluation of transport performance is carried out by analyzing several performance indicators of public transport services based on the Director General's Decree No. 687/AJ.206/DRJD/2002 and World Bank (Urban Transport) standards; travel time, speed, headway, waiting time, load factor, frequency, availability level, vehicle utility, density, and service time. The data in this study were obtained through a static survey using GPS tracking system and secondary data collection from Batik Solo Trans manager. The results of the study show that the performance of corridor 1 operational services is in good category, with details of the final weight value of 26 and the performance percentage of 75%. However, two indicators have not met the standards set; vehicle utility of 187.6 km/bus/day and average frequency of 5 vehicles/hour. To optimize the performance of operational services, there are options and recommended steps, including adding the number of loads (ritas) to a minimum of 5-6 ritas/day and reducing headways to ≤10 minutes so that the frequency can reach the minimum standard of 6 vehicles/hour.

Keywords: operational performance, batik solo trans, urban transport, vehicle utility, operational evaluation.

A. Introduction

One type of service used to move goods or people from one place to another is transportation. The purpose of the trip will improve existing transportation services (Zul Kifly, 2023). Public transportation is here to serve the community by offering reliable and decent transportation services for the general public (Raitzer et al., 2019). Safe, fast, affordable, and convenient services are a sign of quality transportation services. Passenger public transport is usually mass, which has similarities between the origin and destination of the journey (Law No. 9 of the Republic of Indonesia, 2009) (Leung, 2016). This similarity is achieved by having a bus stop/ stop at one point. Despite having a common purpose, mass public transportation has fixed routes and departure schedules (Directorate General of Land Transportation, 2002).

Based on Law Number 22 of 2009 concerning Road Traffic and Transportation, Article 139 states that the government is obliged to ensure the availability of public transportation. The city of Surakarta is one of the cities that has various types of public transportation to serve community mobilization in urban areas. One of the public transportation buses in Surakarta City is Batik Solo Trans. Batik Solo Trans is here to improve public transportation in the Surakarta

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area, which is a form of Road-Based Mass Transportation with a Service Purchase Scheme *(Buy The Service)* subsidized by the government (Villalba-Romero et al., 2015). The existence of the Batik Solo Trans bus is one of the supports for the mobilization of the people of Surakarta which is integrated with other mass transportation services. Batik Solo Trans has 12 corridors, consisting of six bus corridors and 6 feeder corridors. Batik Solo Trans Corridor 1 serves the Palur Terminal – Adi Sumarmo Airport route with a total route length of 24.8 km. The bus stops passed as passengers boarded and disembarked along the route are as many as 65 stops. Corridor 1 Batik Solo Trans serves trips in one day with a total of four ritas per day.

In achieving reliable public transportation service performance, there are several factors that can influence it, including Irregular bus arrivals at bus stops, passenger numbers below 70%, accessibility of bus stops, regularity of operational hours, uncertain waiting times, and certainty of bus departure times. These factors are often ignored, thus reducing public interest in using public bus transportation (Ricardianto et al., 2023). Related research was conducted by (Nugroho et al., 2022) namely analyzing the performance of the Batik Solo Trans bus service as a support for student mobility, where the performance of Batik Solo Trans in serving educational activities in the city of Surakarta obtained good results.

Other research was also conducted by (Kusumayana et al., 2023) with the aim of analyzing the performance of the Dewata Bali Metro bus service in corridor 1 and obtaining results that show that out of the five indicator analyses used, only three indicators are in accordance with the minimum service standards, namely, speed, travel time, and *headway.* In addition, the results of the research conducted by (Putri et al., 2021) i.e. the operational performance obtained, show that the value of load factor and headway has not complied with the standard, and in the analysis using *Importance Performance Analysis,* showing that there are seven indicators of service performance that are considered unsatisfactory.

These things will certainly have an impact on the transportation system that supports the smooth running of public transportation operations. To improve the performance of Corridor 1 Batik Solo Trans, it is necessary to make efforts to improve its operations as effectively and efficiently as possible. Therefore, it is necessary to know how the operational performance and quality of operational services of Corridor 1 Batik Solo Trans with the Palur Terminal–Adi Sumarmo Airport route are based on the Decree of the Director General of Land Transportation No. 687 of 2002 and *the World Bank (Urban Transport)*.

The purpose of this study is to find out how the performance of public transportation services in corridor 1 of Batik Solo Trans as a means of urban transportation and evaluate its performance in an effort to optimize the performance of effective and efficient public transportation. The objectives of this study are (1) Knowing the effectiveness of public transportation services in Batik Solo Trans in Corridor 1 (Palur Terminal – Adi Sumarmo Airport). (2) Analyze and evaluate the effectiveness of the performance of Corridor 1 Batik Solo Trans in meeting the minimum service standards of public transportation. and (3) Providing recommendations and improvement efforts and input to related agencies in an effort to improve performance in Corridor 1 of Batik Solo Trans.

B. Methods

This research used a deductive method, which means using a method based on theory used as research aid. Then, itwas tested on problems in the field. The next stage was the test resultswere matched with the theory to build data analysis. The methods and analysis used were expected to be able to describe the results of operational service performance in corridor 1 Batik Solo Trans Surakarta.

The survey was carried out on two different days; weekdays and weekends, which were divided into two categories of time during peak and non-peak hours. Survey data collection on two different days aimed to obtain the average results of each indicator that are accurate and actual with conditions in the field. The data collection was carried out by the researchers which was carried out in a static survey using GPS Tracking system through GPS BRT Nusantara website provided by the IT vendor EasyGo Batik Solo Trans. The survey was conducted on Monday and Sunday from 05.30 WIB to 10.15 WIB. The route observed was in corridor 1 Batik Solo Trans with the Palur Terminal–Adi Soemarmo Airport route. The following is an explanation of corridor 1 route taken during operations in Figure 1.

Data processing in this study was started by identifying problems and then analyzing and evaluating the performance of operational services to meet the minimum service standards of public transportation. Indicators would be analyzed in the discussion including travel time, speed, headway, waiting time, load factor, frequency, availability level, vehicle utility, density, and service time. In measuring the performance of operational services, data processing was carried out on indicators guided by the Decree of the Director General No.687/AJ.206/DRJD/2002 and the World Bank (Urban Transport). The following are the steps and stages of research in flowchart

Primary data in this study was obtained through a static survey using a GPS tracking system carried out in the control center room of Batik Solo Trans main office. Static surveys were conducted to find out the operating

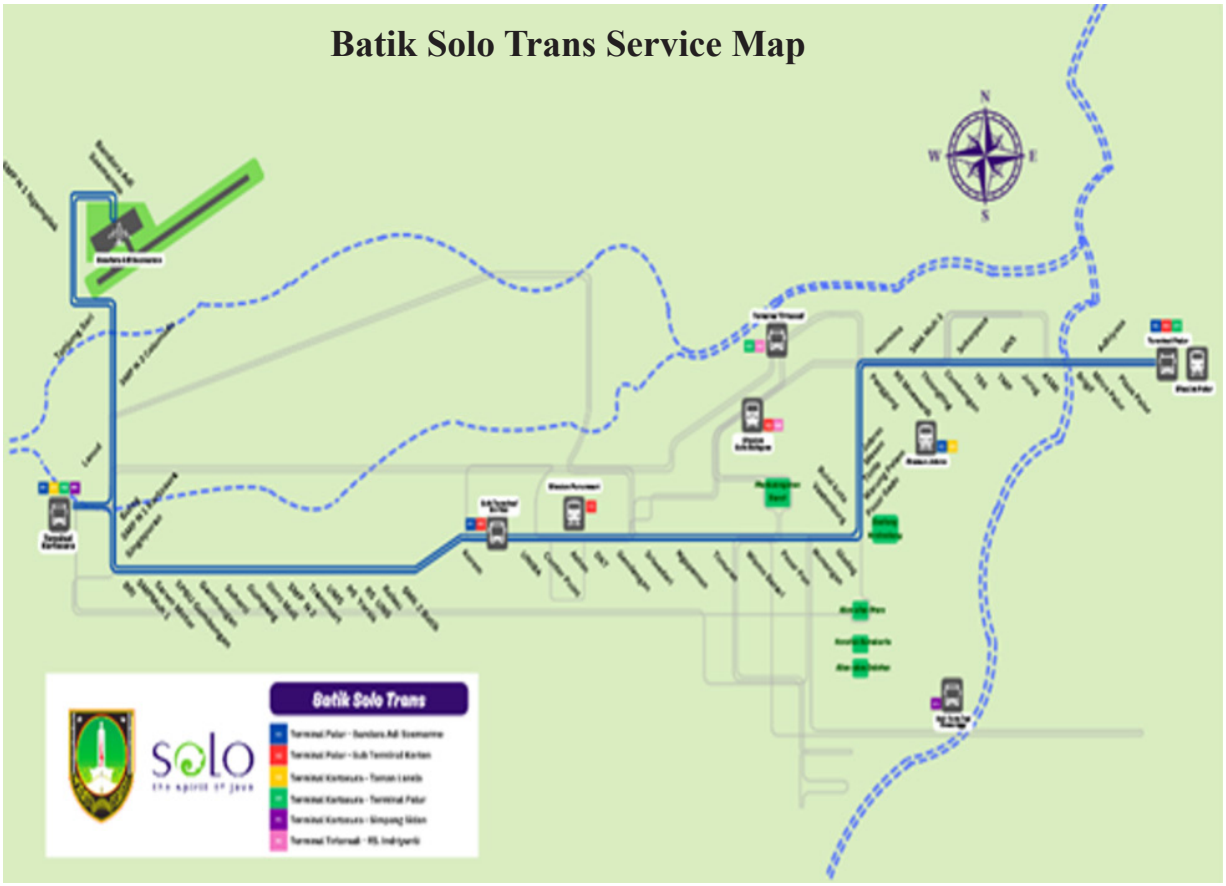

Figure 1 Operational Service Routes Corridor 1 Batik Solo Trans
Source: PKTJ Tegal Batik Solo Trans Internship Team (2025)

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Table 1 Production of Corridor 1 Batik Solo Trans Service Bus

Route	Type	Ritas Per Day	Km Traveled (PP)	Navy		Load Capacity
				SO	SGO	
Corridor 1	Medium Bus	4	46.9 km	15	16	28

Source: Solo Trans Batik Manager (2025)

time of the bus during the trip. Travel time is calculated from the time the bus departs to the destination. Travel speed is calculated by dividing the distance traveled by the travel time obtained. In calculating the headway, it is done by calculating the time distance between the front bus and the rear bus during the journey that passes 3 midpoint stops. Meanwhile, the frequency is calculated by observing the bus fleet at the terminal within 1 hour. Meanwhile, the waiting time is obtained from half the value of the headway that has been obtained. The secondary data in this study was in the form of operational data and survey support data from transportation managers to obtain indicators of load factor value, availability level, vehicle utility, density, and service time. The following is the operational and production data of buses in Table 1.

To measure the level of success and performance of transportation implementation, a number of indicators are needed in determining the quality and quality of public transportation service levels (Hendarto, 2001) in (Ahmad Zaky Natsir, 2019). Performance assessment in public transportation is the result of work as long as transportation serves all forms of mobility in community activities where the results of this performance can be measured using several indicators based on the Decree of the Director General No. 687/ AJ.206/DRJD/2002 and World Bank (Urban Transport).

According to (Agus Budi, 2006) in (Retnoningrum, 2018), the standard indicator of the performance of freight services consists of several parameters. The standard indicators in the Decree of the Director General No.687/

Table 2 Assessment Standards of the Decree of the Director General No. 687/AJ.206/DRJD/2002

Indicator	Standard			Units
	Less (1)	Medium (2)	Good (3)	
Speed	< 5	5 - 10	> 10	km/h
Headway	> 15	10 - 15	< 10	minutes
Load Factor	< 100	70 - 100	< 70	%
Frequency	< 4	4 - 6	> 6	kendr/ hour
Travel Time	> 12	6 - 12	< 6	minutes/ km
Service Hours	< 13	13 - 15	> 15	Hours
Waiting Time	> 30	20 - 30	< 20	minutes
JML Vehicles Operate	< 82	82 - 100	< 100	%
The Beginning – End of the Journey	05.00 – 18.00	05.00 – 20.00	> 05.00 – 20.00	Hours

Source: Decree of the Director General No.687/AJ.206/DRJD/2002 in (Retnoningrum, 2018)

Table 3: Criteria for Value of the Decree of the Director General No. 687/AJ.206/DRJD/2002

Criterion Value	Weight Value
Good	18 - 24
Medium	12 - 17
Less	< 12

Source: Director General of Hubdat in 2006 (Retnoningrum, 2018)

Table 4 World Bank Assessment Standard Indicators (Urban Transport)

Indicator	Standard		
Density	0.05 – 1 tablespoon/hour		
Speed	Densely Populated Areas	Busway Areas	Less Crowded Areas
	10 – 12 km/h	15 – 18 km/h	< 25 km/h
Headway	Flat - Flat	Maximum	
	5 – 10 minutes	10 – 20 minutes	
Load Factor	70%		
Availability Rate	80% - 90%		
Frequency	4 - 6 vehicles/hour		
Waiting Time	Flat - Flat	Maximum	
	5 – 10 minutes	10 – 20 minutes	
Vehicle Utilities	230 - 260 km/bus/day		

Sources: World Bank (Urban Transport) (Retnoningrum, 2018)

AJ.206/DRJD/2002 consist of the following:

After obtaining the results of the assessed indicators, the weighting of the performance value is carried out as in Table 3.

Meanwhile, the standard indicators of transportation performance are in accordance with World Bank (Urban Transport) in (Retnoningrum, 2018), there are several parameters set as:

From the results that have been obtained, the performance of transportation can be assessed according to the percentage weight in Table 5 as follows:

Table 5 World Bank Performance Value Percentage (Urban Transport)

Percentage Value	Remarks
	Good
51 – 71%	Enough
	Less

Source: Proceedings of the Eastern Asia Society for Transportation Studies

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The theory of the standard indicators of public transportation performance in question is as follows:

Load factor is the percentage of the number of passengers compared to the available passenger capacity. The load factor is the level of crowding of passengers in public transportation vehicles. As for determining the load factor value per unit of time according to (Aurarisa et al., 2022) In his research, the following formula can be used:

$$\text{Number Of Passenger Per Trip} = \frac{\text{Average Daily Passengers}}{\text{Operational Buses x Daily Bus Trips}} \quad (1)$$

After obtaining the number of passengers per ride, the load factor value can then be calculated using the following formula:

$$L_f = \frac{P}{K} \times 100\% \quad (2)$$

Density is one of the indicators of public transportation, which is a parameter in assessing the number of vehicles to serve a route per unit length of the route taken. The density indicator gives an idea of how dense the public transportation services are available along the route traveled. According to (Retnoningrum, 2018) In his research, to find the density value, he used the following formula:

$$\text{Density} = \frac{\text{Number of Vehicles}}{\text{Route Length}} \quad (3)$$

Travel time is the time gained expressed in per unit minute/km on a travel route. This travel time is calculated from the starting point to reaching the destination. As for finding the value of travel time according to (Hasibuan, 2019) In his research, namely using the following formula:

$$W = \frac{T}{J} \quad (4)$$

Waiting time is the average time needed by passengers to get transportation services at a stop. The amount of waiting time is influenced by several factors such as driver behavior, traffic density, and the value of the headway itself. According to (Rumawi, 2017), the timeout value can be determined by using the following formula:

$$\text{Waiting Time} = 1/2 \text{ Headway} \quad (5)$$

Service time is the time needed by vehicles to serve a route in one day. This service time is calculated from the beginning of serving operations until the end of service operations which is stated in units of hours.

Travel speed is the speed of the bus fleet obtained from the distance traveled divided by the travel time. Travel speed is the average speed of the vehicle from a starting point of departure to the point of destination. To calculate the speed of travel, the length of travel time is required. As for finding the value of speed in the research (Hasibuan, 2019) which are as follows:

$$V = \frac{S}{T} \quad (6)$$

Frequency is the number of vehicles per unit of time. The number of vehicles per unit of time can be expressed in vehicles per hour or vehicles per day. Frequency is expressed as the number of departures of transport vehicles passing at a given point (bus stop) in units of time (vehicle/hour). As for the (Fahira & Tinumbia, 2024) In his research, to calculate frequencies can be done by:

$$F = \frac{60}{H} \quad (7)$$

Headway is the time between one vehicle and another on the same route. Getting bigger Headway Then it will have an impact on the waiting time which is getting longer. Calculation Headway It is done by calculating

the departure time of the bus fleet then minus the departure time of the previous bus. From the results of this data, the difference in departure between one bus and the next bus can be processed which produces a time value in the form of Headway. As for finding the value of the headway in the research that has been carried out by (Rumawi, 2017), which is as follows:

$$\text{Headway} = \text{Arrival Time of Bus 2} - \text{Arrival Time of Bus 1} \quad (8)$$

While in the research (Fahira & Tinumbia, 2024), to calculate the headway value is obtained by using the following formula:

$$H = \frac{60}{F} \quad (9)$$

The availability level is the number of bus fleets in operation compared to the total total number of fleets. Availability levels describe the percentage of efficiency and productivity levels of each fleet. The lower the number obtained, the more ineffective it is in vehicle management and vice versa. As for finding the value of the availability level according to (Fahira & Tinumbia, 2024) In his research, which is as follows:

$$\text{Availability} = \frac{\text{Number of Opervational Vehicles}}{\text{Total Number of Vehicles}} \text{ x } 100\% \quad (10)$$

Vehicle utility is the total travel distance traveled (round trip) in one day on a route during operation. As for finding the utility value of the vehicle as follows:

$$\text{Vehicle Utilization} = \text{Distance Traveled (KM)} \text{ x } \text{Number of Trips} \quad (11)$$

C. Results and Discussion

a) Travel Time

Based on the results of the data acquisition, a recapitulation of the travel time of Corridor 1 can be seen in Table 6. From the recapitulation calculations that have been carried out, the lowest travel time is 3.82 minutes/km during non-busy hours on holidays on the Airport - Palur route. Meanwhile, the highest travel time is 2.99 minutes/km during non-rush hours on holidays on the Palur - Airport route. The average overall travel time in Corridor 1 Batik Solo Trans is 3.38 minutes/km.

b) Travel Speed

Travel speed is the speed of the bus fleet obtained from the distance traveled divided by the travel time. Travel speed is the average speed of the vehicle from a starting point of departure to the point of destination. To calculate the speed of travel, the length of travel time is required. Based on the data that has been obtained from the calculations, the average speed of the Palur - Airport route is 17.9 km/h and vice versa the average speed of the Airport - Palur route is 18.1 km/h. So

Table 6 Travel Time

	Monday		Sunday	
Palur - Airport	Peak Hours	Off-Peak Hours	Peak Hours	Off-Peak Hours
	3.51 minutes/km	3.61 minutes/km	3.39 minutes/km	3.82 minutes/km
	Monday		Sunday	
Airport - Palur	Peak Hours	Off-Peak Hours	Peak Hours	Off-Peak Hours
	3.19 minutes/km	3.24 minutes/km	3.25 minutes/km	2.99 minutes/km
Flat - Flat	3.38 minutes/km			

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Table 7 Travel Speed

Route	Day	Time Category	Speed	Flat - Flat
Palur - Airport	Monday	Peak Hours Off-Peak Hours	17.9 km/h	18.0 km/h
Airport - Palur	Sunday	Peak Hours Off-Peak Hours	18.1 km/h	

it was obtained that the average speed of the entire Batik Solo Trans Corridor 1 was 18.0 km/h.

c) Density

Density is the number of public transportation vehicles in a route per unit length of road traveled. This density provides an indicator of how dense the transportation services available along the route are. To calculate the density, it is done by dividing the number of SO bus vehicles by the km length of the route taken. From the data that has been obtained, the distance of the Palur – Airport route is 22.1 km. Meanwhile, the distance from Airport to Palur is 24.8 km. With the number of SO bus fleets of 15 buses, the average result of corridor 1 Batik Solo Trans is 0.64 kendr/ hour.

d) Load Factor

Load factor is the percentage of the number of passengers compared to the available passenger capacity. The load factor is the level of fullness- crowding of passengers in public transport vehicles. The Load factor value in Corridor 1 was obtained from secondary data from transportation managers in the period January – March 2025. This data was obtained through the recapitulation of passenger data that boarded and disembarked using the Tap On Bus payment system. In Table 9, the highest Load Factor value was obtained in February at 188% and the lowest Load Factor value was 141% in March. Thus, the average load factor value in corridor 1 is 168%.

e) Headway

Headway is the time between one vehicle and another on the same route. The larger the headway, it will have an impact on the waiting

Table 8 Density

Number of SO Buses	Route	Route Length	Density	Flat - Flat
15	Palur - Airport	22.1 km	0.68 kndr/hour	0.64 kndr/ hour
	Airport - Palur	24.8 km	0.60 knots/hour	

Table 9 Load Factor

Moon	Jml Pnp Per Month	Jml Pnp Per Day	Jml Pnp Per Ride	Load Factor (%)
January	96.855	3.124	49	174%
February	94.217	3.365	53	188%
March	78.313	2.526	39	141%
Flat - Flat	89.795	3.005	47	168%

Table 10 Headway

Categories of Days	Time	Headway	Flat - Flat
Monday	Peak Hours	13 minutes	13 minutes
	Off-Peak Hours	13 minutes	
Sunday	Peak Hours	14 minutes	12 minutes
	Off-Peak Hours	11 minutes	
Average Headway		12 minutes	

Table 11 Waiting Time

Categories of Days	Time	Headway	Waiting Time	Flat - Flat
Monday	Peak Hours	13 minutes	7 minutes	7 minutes
	Off-Peak Hours	13 minutes	7 minutes	
Sunday	Peak Hours	14 minutes	7 minutes	6 minutes
	Off-Peak Hours	11 minutes	5 minutes	
Average Wait Time			6 minutes	

time which becomes longer. The headway calculation is carried out by calculating the departure time of the next bus fleet minus the departure time of the previous bus at the 3 middle points of the stop. From the results of this data, the difference in departure between one bus and another bus can be processed which produces a time value in the form of a headway. From the headway recapitulation, the average headway value is 13 minutes on weekdays and 12 minutes on holidays. So, the overall average headway in Corridor 1 of Batik Solo Trans is obtained at 12 minutes.

f) Waiting Time

Waiting time is the length of time needed by passengers to wait for transportation at a stop. This waiting time value is calculated from half the average value of the headway that has been obtained. Based on the headway results that have been obtained, it is known that on Monday corridor 1 Batik Solo Trans has an average waiting time of 7 minutes. And on Sundays it has a waiting time of 6 minutes. So that the results of the average waiting time for corridor 1 is 6 minutes.

g) Number of Vehicles in Operation

The number of vehicles in operation or the level of availability is the number of bus fleets in operation compared to the total total number of fleets. Availability levels describe the percentage of efficiency and productivity levels of each fleet. The lower the number obtained, the more ineffective it is in vehicle management and vice versa. In Corridor 1, Batik Solo Trans has a fleet of 16 buses, with details of 15 bus fleets ready for operation (SO) and 16 bus fleets ready for operation (SGO). So Corridor 1 Batik Solo Trans has

Table 12 Availability Levels

Number of Fleets	Fleet Ready for Operation	Fleet Ready for Operation	Recommendations
16	15	16	1
Availability Rate	94%		

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Table 13 Frequency

Categories of Days	Time Category	Frequency
Monday	Peak Hours	5 knots/hour
	Off-Peak Hours	
Sunday	Peak Hours	5 knots/hour
	Off-Peak Hours	
Frequency Average		5 knots/hour

1 fleet of reserve buses that are ready to be used to operate to replace the fleet of buses that are ready for operation (SO) in the event of an incident during the trip or buses that are undergoing repairs. From the calculation in Table 12, it was obtained that the availability rate of Corridor 1 Batik Solo Trans is 94%.

h) Frequency

Frequency is the number of vehicles per unit of time. The number of vehicles per unit of time can be expressed in vehicles per hour or vehicles per day. Frequency is expressed as the number of departures of transportation vehicles that pass at a certain point (bus stop) in units of time (vehicles/hour). Frequency data collection was obtained by calculating the number of bus fleets at the Palur Terminal stop within 1 hour. From the results of the acquisition of frequency values, a recapitulation of the calculation of the average frequency value listed in Table 13 is obtained. The frequency value on Mondays is 5 vehicles/hour and 5 vehicles/hour on Sundays. So the average frequency value of the entire Batik Solo Trans Corridor 1 is 5 vehicles/hour.

i) Vehicle Utilities

Vehicle utility is the total travel distance traveled in one day on a route during operation. Corridor 1 Batik Solo Trans in 1 day travels a total of 4 ritase with a distance traveled in 1 ritase (round trip) which is 46.9 km. So on this route, the mileage obtained is 187.6 km/bus/day.

j) Service Hours

Service time (beginning – end of the trip) is the time needed by transportation to provide services on a certain route in one day. The service time is calculated from the length of time required at the beginning of the start to the end of the service. In accordance with the operational timetable in Corridor 1 of Batik Solo Trans, it is known that the initial departure of the bus, namely the TB I.01 fleet at 04:30 WIB and ended with the TB I.15 fleet at 20:55 WIB. So the length of time needed to serve the corridor 1 route is 16 hours and 25 minutes.

Based on the analysis of the data

Table 14 Vehicle Utilities

Mileage / Rhitase	Number of Rhites / Day	Mileage
46.9 km	4 rhitase	187.6 km/bus/day

Table 15 Availability Levels

Bus Fleet	Early Departure	End of the Trip	Length of Time
TB I.01	04:30	06:55	16:25
TB I.15	18:10	20:55	

Table 16 Performance Analysis Results of the Decree of the Director General No.687/AJ.206/DRJD/2002

Indicator	Standard Less (1)	Medium (2)	Good (3)	Analysis Results	Categories
Speed	< 5	5 - 10	> 10	18.0 km/h	Good
Headway	> 15	10 - 15	< 10	12 minutes	Good
Load Factor	< 100	70 - 100	< 70	168%	Good
Frequency	< 4	4 - 6	> 6	5 knots/hour	Medium
Travel Time	> 12	6 - 12	< 6	3.38 minutes/km	Good
Service Hours	< 13	13 - 15	> 15	16 hours 25 minutes	Good
Waiting Time	> 30	20 - 30	< 20	6 minutes	Good
Jml Operating Vehicle	< 82	82 - 100	< 100	94%	Good
The Beginning – End of the Journey	05.00 – 18.00	05.00 – 20.00	> 05.00 – 20.00	04:30 – 20:55	Good

that has been carried out on performance indicators according to the standards set by the Decree of the Director General No. 687/ AJ.206/DRJD/2002 and the World Bank (Urban Transport), the results of the data are then analyzed, and the performance value is calculated as explained in Table 3 and Table 5.

The following are the results of the recapitulation of the results of the transportation performance analysis that have been obtained in accordance with the operational service performance standards according to the Decree of the Director General No. 687/ AJ.206/DRJD/2002 as follows (Table 16).

Table 17 Results of World Bank Performance Analysis (Urban Transport)

Indicator	Standard			Analysis Results	Units	Categories
Density	0,05 – 1			0.64	kendr/hour	Eligible
Speed	Densely Populated Areas	Busway Areas	Less Crowded Areas	18.0	km/h	Eligible
	10 – 12	15 – 18	< 25			
Headway	Flat - Flat 5 – 10	Maximum 10 – 20		12	minutes	Eligible
Load Factor	70%			168%	%	Eligible
Availability Rate	80% - 90%			94%	%	Eligible
Frequency	4 - 6			5	kendr/hour	Not Eligible
Waiting Time	Flat - Flat 5 – 10	Maximum 10 – 20		6	minutes	Eligible
Vehicle Utilities	230 - 260			187.6	km/bus/day	Not Eligible

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Performance Percentage Value Weights

a) Good Grades : 8 x 3 = 24
b) Medium Value : 1 x 2 = 2
c) Less Value : -
Total Value : 24 + 2 = 26

From the results of the calculation of the weight of the performance percentage value, a value of 26 was obtained. In accordance with Table 16, it can be concluded that the performance of Corridor 1 Batik Solo Trans transportation according to the performance standards of the Decree of the Director General No. 687/AJ.206/DRJD/2002 is classified as good.

Then the following are the results of the recapitulation of the results of the analysis of the discussion of the data that have been obtained, summarized in Table 17 according to the performance of operational services according to the World Bank (Urban Transport), which are as follows (Table 17).

Transportation Performance Percentage :

$$= \frac{\sum Good}{\sum Parameters} \; x \; 100\%$$
$$= \frac{6}{8} \; x \; 100\%$$
$$= 75\%$$

From the results of the calculation of the performance percentage, the results of transportation performance in Corridor 1 of Batik Solo Trans were 75%. Therefore, it can be concluded that the performance of transportation in Corridor 1 of Batik Solo Trans is in accordance with performance standards according to the World Bank (Urban Transport) included in the Good category.

D. Conclusion

Based on the results of the analysis of the operational performance of Corridor 1 Batik Solo Trans route Terminal Palur – Airport, it can be concluded that the operational service performance of Corridor 1 Batik Solo Trans was obtained in the category of good according to the standard of the Decree of the Director General No. 687/AJ.206/DRJD/2002 and according to the World Bank (Urban Transport). The standard indicators obtained have met the standards that have been set. However, there are several indicators that have not met the standard indicators of transportation performance, namely, vehicle utility of only 187.6 km/bus/day and the frequency of vehicles per hour with a total of 5 vehicles that have not reached the good category. From the results of the overall weighting, the operational performance of Corridor 1 Batik Solo Trans is included in the Good category according to the Decree of the Director General No. 687/AJ.206/DRJD/2002 with a final score weight of 26 and obtained a performance percentage of 75% according to World Bank (Urban Transport) standards. In order to improve operational performance more optimally, the frequency indicator can be reduced to ≤ 10 minutes so that the frequency can be increased to a minimum of 6 vehicles/hour. Meanwhile, in the vehicle utility indicator, in order to reach 230-260 km/bus/day, efforts are needed to increase the ritas to a minimum of 5-6 ritas/day which was originally only 4 ritas/day.

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