

## **Effectiveness of The Role of Suburb Public Paratransit on Passenger Transport**

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### **Abstracts**

Transportation is a major component given its function as an important supporting system for mobility of society, as a result, the existence of public transport both within the city and the suburb is really necessary. Para transit transportation in many areas in Indonesia including in Jakarta also play an important role in supporting the transportation system as a whole. In fact, in Jakarta there are still many passengers are dependent to this mode of transportation. Therefore, there is a need to conduct a study focusing in how this sub-urban transportation system take its role as a connecting hub from rural areas to the urban areas. Using of qualitative and quantitative methods, data analysis clearly shows how the suburb public paratransit carries passengers (named KWK) in East Jakarta, in this case PGC- Mekarsarui route, is valued important by the community and it has been running well.

**Keywords** : effectiveness, significant impact, KWK Jakarta performance

**Introduction**

Transportation is a major component in the system of life and because it has social function as a mobility support of people both in urban and suburban areas. Therefore, performance and maximum service and quality become absolutely necessary in order to resolve accessibility.

Uneven regional growth in rural areas compared to that of urban areas has led to the availability of employment and high wages that attractive for people living in rural areas to work in urban areas (Tamin, 2000). This situation results in an increase in people mobility which demands transportation service needs that need to be met. Currently available public transport consists of public transport in the city, including TransJakarta (Jakarta Rapid Transit Bus) and suburban public transport (paratransit), such as the KWK (shortened from Koperasi Wahana Kamlpika) which is one means of supporting public transport connecting people in urban areas with the city center.

The problem apparent problem in this kind of public transport –the KWKs—

is the lack of integration with other public transport suburbs, causing unfair competition among them. Another problem is also emerging, as a means of public transport passengers, KWKs benefits for users are not yet at the maximum. It is clear that the number of fleets is not distributed properly for each route and waiting time is high because most of drivers will depart when passengers are full. As a result, passengers prefer using private vehicles to public transport. This situation is exacerbated by the lack of performance of the driver KWK disciplines, such as not wearing uniforms and identity cards during working time, and the route violations. This suggests that the performance of operation and management KWK are at optimum level.

The purpose of this study is to evaluate the effectiveness of the performance of KWK, as a public suburb transportation for passengers in East Jakarta at route Mekarsari-PGC.

The method used is descriptive qualitative and quantitative approaches. Meanwhile, the framework of the research to enable to reach the conclusion as follows;

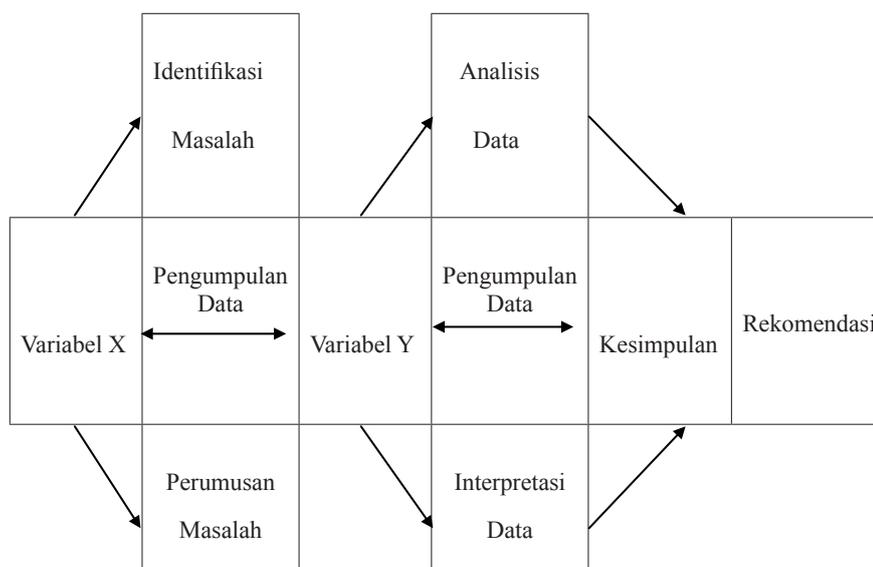


Figure 1 Research Framework

## Results and Discussion

The observations and data show that the role of suburb public paratransit KWK of Jakarta has been functioning and running properly. It starts from the preparation, planning and execution of operations in a planned method, where in the traffic policy determined by KWK Chief Regional Coordinator of East Jakarta that they have been referred to the Regional Regulation and Law No. 22 of 2009 on Road Traffic and Transport; to drive public transport suburbs safe and comfortable on the highway, and instructed the employers or owners of public transport vehicles KWK suburbs of Jakarta, to always refer to local regulation or law aforesaid.

Owners of suburb public paratransit vehicles KWK of Jakarta have also done some preparation and intensive internal control of the ownership and maintenance of the vehicles which can be described as follows:

Before the operation, it turns out, the owners themselves who turn on or warm up the engine first as shown by 14 respondents (90%) in order to optimize the engine power when the vehicle is operated/run.

Before departing, the owners of the vehicle have always asked the drivers to pray first based on each beliefs and religions for safety in the road as shown by 16 respondents (100%).

In addition, the owners of suburb public paratransit vehicles KWK Jakarta have also noted to remind the drivers to drive a vehicle with caution for the safety of driving, and passengers which is concealed by 16 respondents (100%).

Next, the owners of the vehicles have also asked the drivers after completing operation to check the vehicle in operation; such as tires, front and rear lights, and if rear brake lights are still functioning well as indicated by 14 respondents (90%).

After that, the owners of the vehicles

always remind the driver to wash the vehicles used before parking in the pool as shown by 16 respondents (100%).

From the above presentation it is clear how the owners are very concerned about safety, the convenience and cleanliness of the vehicles so that passengers feel comfortable while using suburb public paratransit vehicles KWK route-PGC-Mekarsari.

In other words, the Regional Coordinator of KWK in East Jakarta, and employers of KWK strongly support the role of suburb public paratransit to run properly and successfully. However, the success of the role of public transport KWK suburbs of Jakarta cannot be separated from the driver's level of skill, care, driving speed (but not reckless), and the headway. If it is fulfilled, then, the safety and comfort of the passengers can be met.

Furthermore, answers of what the suburb public paratransit KWK drivers before the operation, are as follows :

Before the operation, the drivers first check the safety of their vehicles on the road; such as tires, turn signals, and if rear brake lights are working; by 31 drivers (97%), while the drivers always perform prayer ritual according their beliefs before the operation for safety on the road; by 32 drivers (100%), while, the drivers always drive carefully, not speeding and recklessness; by 31 drivers (97%) --- and each time they want to make a stop or turn, the drivers always signal by turning on the turn signal in advance; by 31 drivers (97%), finally, after passengers have completely got off the vehicles then drivers drive forward; by 30 drivers (95%), and whether the drivers are waiting for passengers they wait for them too long which cause traffic problem by 26 drivers (81%).

Next, the findings are based on the results of the research questions for suburb public passenger transport KWK which can be explained as follows: For

the question “Do they always use suburb public paratransit KWK when traveling?” There are as many as 32 respondents (100%), and whether passengers feel safe and comfortable in using suburb public paratransit KWK with 30 respondents indicating (94%). Next question ask whether the passengers arrive at their destinations on time. there as many as 31 people (97%) who mention so, then, whether the suburb public paratransit KWK drivers like speeding is mentioned by 10 respondents (31%) --- so, whether the passengers courageous rebuke driver of public transport riders KWK suburbs of Jakarta is like speeding and recklessness 31 people (97%), finally, is there any concern to passengers if the driver in the vehicle transport KWK general suburbs of Jakarta which it attaches no such criminals; hold-up or pickpocket 26 people (81%).

In reality, the existence of such suburb public paratransit in transporting passengers in East Jakarta has been integrated with other similar public transportation, such as Mikrolet 06 dan 06A with turquoise colors, route Gandaria–Kp. Melayu, Mikrolet 37 dan 41 in deep blue colors, route Cibinong–Kp. Rambutan. In the mean time, suburb public paratransit KWK using Bogor interstate highway, among others are; T.11 route Mekarsari– PGC, T.09 route Kalisari–Pasar Rebo, T.19 route Cibubur–Pasar Rebo, T.01 route Bambu Apus–Cililitan, T.02 route Cililitan–TMII, T.03 route Pd. Gede–Kp. Rambutan, T.06 route Cililitan /PGC– Condet /Kp Tengah, and T.07 route Cililitan/PGC– Gardu/Condet.

In fact, although along the track of Bogor interstate, the biggest number public

transportation that operate are mostly suburb public paratransit KWK suburbs KWK, the condition in the road is relatively stable with less protest or demonstration among public transport drivers. This is evidence that the management of public transport carried out by the Government, Regional Coordinator of KWK in East Jakarta, and the management of Mikrolet public transport, are already in good state and coordination. So is the Trans Jakarta buses, a rapid bus transit operating in the city which also use the same track.

Even so, until now, there is still competition in the form of the passenger claims between the suburb public transport KWK and illegal transportation (black plated vehicles) which is increasing and mostly the illegal ones are operating far to the suburbs especially in Kali Sari.

Actually, the existence of suburb public paratransit has a real direct contribution to the community and the Government of East Jakarta, ie, there is a mutually beneficial relationship between the owner as an entrepreneur with the user community. Similarly, the contribution to the government or the local government as regulator in East Jakarta, in the form of tax vehicle registration renewal fees, and KIR vehicles annually as an income for the region. Further more, how effective is the role of suburb public paratransit KWK route-PGC Mekarsari on East Jakarta passenger transport? To discuss the question the researcher will explain by looking at Table 1 and 2, which is the passenger respondents before/ after travelling with suburb public paratransit KWK, as Tabela 1 & Tabela 2 as follows:

**Tabel 1 Respondent’s Respons Before Travelling**

No	Descriptions	Before	%
1	Passengerr always use suburb public paratransit KWK when travelling	20 orang	63
2	Passengers feel secure and comfortable when using suburb public paratransit KWK	22	69

3	Passengers have problems with punctuality arrival when using suburb public paratransit KWK	25	78
4	The drivers of suburb public paratransit KWK like speeding and are carelessness	15	47
5	Will passengers warn speeding and reckless drivers of suburb public paratransit KWK?	27	84
6	According to passengers is there a concern to passengers from when there are criminals like muggers or pickpockets in a suburb public paratransit KWK vehicle?	21	66

**Tabel 2 Respondent’s Respons After Travelling**

No	Descriptions	Before	%
1	Passengerr always use suburb public paratransit KWK when travelling	32 orang	100
2	Passengers feel secure and comfortable when using suburb public paratransit KWK	30	94
3	Passengers have problems with punctuality arrival when using suburb public paratransit KWK	31	97
4	The drivers of suburb public paratransit KWK like speeding and are carelessness	10	31
5	Will passengers warn speeding and reckless drivers of suburb public paratransit KWK?	31	97
6	According to passengers is there a concern to passengers from when there are criminals like muggers or pick pockets in a suburb public paratransit KWK vehicle?	26	81

The data above is subsequently analyzed using effectiveness formula by Mahmudi (2005: 92). The results are as follows:

$$\text{effectiveness} = \frac{\text{outcome}}{\text{output}} \geq 1$$

$$\text{Effectiveness} = \frac{160}{130} = 1,23 \text{ which is } > 1$$

Thus, then, the effectiveness of the role of suburb public paratransit KWK on East Jakarta passenger transport, in this case the route Mekar Sari - PGC, is effective.

To explain further any significant impact on the role of suburb public paratransit KWK in East Jakarta to carry passengers,

researchers use a linear regression analysis and simple correlation analysis, as follows :

The calculation of simple linear regression analysis results in the following equation:

$$\hat{Y} = 3.8049 + 0.9904 X$$

thus if there is an addition of one unit of variable X, the role of suburb public paratransit KWK, so there will be an increase in the number of passengers to 3.8049 + 0.9904 or at 4.7953 passengers unit.

The calculation of the correlation coefficient obtain= 0.9674, there is a direct relationship of the role of suburb public paratransit KWK on the passenger transport in East Jakarta (in this case the Mekar Sari - PGC pp).

Furthermore, to determine the strength of the effect of variable X, the

role of suburb public paratransit KWK of Jakarta on variable Y, in this case East Jakarta passenger transport, it is necessary to count the amount of coefficient of determination or  $r^2 \times 100\%$ , ie  $r^2 = 0,9674^2 \times 100\% = 0.9359 \times 100\% = 93.59\%$ . The  $r^2$  score shows that the magnitude of the strength of the effect of variable X on variable Y is equal to 93.59%, while the rest is influenced by other factors to 6.41%, and this is not taken into account in this study.

**Hypothesis Testing**

H :  $\rho = 0$  (There is no relationship which has significant impact on the role of public transport KWK on East Jakarta passenger transport)

A:  $\rho \neq 0$  (There is a relationship which has significant impact on the role of public transport KWK on East Jakarta passenger transport).

From the calculation of  $t_{count}$ , the result shows 20.9265 while the  $t_{table}$  with degrees of freedom 30 and a significance level 0.01 is at = 2.7500. Thus, when  $t_{count} > t_{table}$ , then it can be drawn, that the test reject the hypothesis null but accept alternative hypothesis. This implies that there is significant impact on the role of suburb public paratransitKWK on passengers transport in East Jakarta. For more details see the graphic as follows:

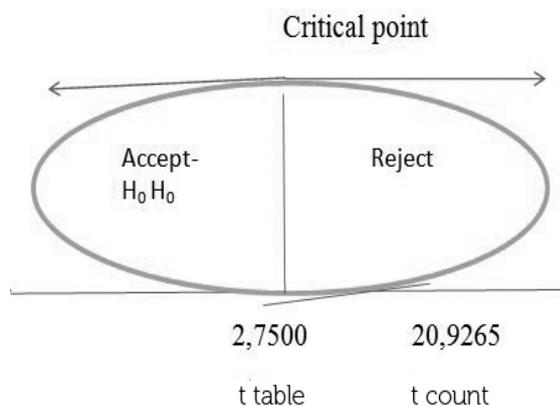


Figure 2 Hyphothesis test graph

From Figure 2, because  $t_{count}$  is located

in the area to reject H, then the tests reject the null hypothesis and accept alternative hypothesis. So, there is a significant impact on the role of suburb public paratransit KWK to the passenger transport in East Jakarta.

**Conclusion**

From the above discussion, it is clear how the role of suburb public paratransit KWK in East Jakarta on passenger transport (in this case Mekarsari route-PGC pp) has been running well. This can happen because of good preparation and good cooperation between the local government of East Jakarta, East Jakarta Regional KWK Coordinator and the entrepreneur as the owners of the vehicle.

In line with the above, other evidence more tangible and directly felt by the consumer is; suburb public paratransit KWK, that has been integrated with the other public transportation; like Mikrolet 06 and 06A-Kp Melayu - Gandaria, Mikrolet 37 and 41 route Cibinong -Kp. Rambutan, as well as metromini routes Depok- Kp Rambutan, and Bogor-Kp. Rambutan, which use the same track Bogor interstate and to date they have shown mutual respect by not overlapping their counterpart routes.

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