

# Model Policy Governance of Public Transportation in Sidenreng Rappang Regency

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# Model Policy Governance of Public Transportation in Sidenreng Rappang Regency

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**Abstract**—Public transportation in Sidenreng Rappang Regency becomes the immediate priority for policy dealing with public transportation passengers. The problem occurs as the lack of supervision, public transportation fares, route system settings, and hierarchy of transportation carrying passengers to the station. Therefore, there is a need for integrated management policies, strategic, and sustainable decision to support system in the form of governance design public transport passengers. This study aimed to formulate the strategies policies governance of public transportation in Sidenreng Rappang Regency. Data were collected through in-depth interviews to stakeholders guided by questionnaire. Data were analyzed using Analytical Hierarchy Process (AHP). The result showed that in the governance of public transportation in Sidenreng Rappang Regency in terms of institutional criteria is first priority policy covering stakeholders, the second priority is followed by social criteria covering the effective route/route, the environmental criteria is the third priority that includes transportation environmentally friendly and final priority the economic criteria which includes efficiency fares and services. There are four priority strategy alternative in the governance of public transport in Sidenreng Rappang Regency. First priority is to cooperation between stakeholders, strategy of the second priority is to develop environmentally friendly public transportation, the third priority is to increase the improvement of infrastructure services and public transportation and the fourth priority to supervise fares public transportation system and develop a route or routes.

**Keywords:** *policy, strategy, stakeholders, Analytical Hierarchy Process (AHP)*

## I. INTRODUCTION

Transportation is economic vein an area (Miro, 2005). Transportation is a system consisting of activity, network, movement, institutional and environment, while urban as a system consisting of the economic, social-political and administrative (Kusbiantoro, 2004). Challenges and problems public transport passengers in Indonesia by (Tamin & Sulistyorini, 2009) them are undisciplined, driver transport owners want the maximum extent by, load passengers as much as possible through the exclusion of the interests of

passengers from security and quick and passengers who want public transport available in many with a tariff, cheap fast, safe, and comfortable.

Sidenreng Rappang Regency appeal is high for social and economic. But on the other hand, Sidenreng Rappang Regency confronted with the problems of one of these is public transportation. Problems public transportation/public at Sidenreng Rappang Regency was the essentials and a priority for immediate handled or formulated its policies. It is marked by less attention from pentarifan regulation public transport in Sidenreng Rappang Regency, often the crew of increasing the fare of drivers the user then route system settings pattern or route live a hierarchy, as well as its many public means of transport that transports passengers use to blacklist so as plate sometimes driver also cut or take on passengers were without going through terminals and feared a form of public transport. It is also affecting local revenue (PAD) through levies terminal. Hence, there is a need for integrated management policies, strategic, and sustainable decision to support system design in the form of governance of public transport passengers on the problems in the planning, management and operation.

## II. METHOD

### A. Research Location

This research was conducted in Sidenreng Rappang Regency. The research was carried out for four months from March to July 2019.

### B. Research Methods

The research method used is mixed-methods. The combination method then is abbreviated as Metkom (Sugiyono, 2017) means a research method that combines quantitative methods and qualitative methods to be used together in research activity, thus more comprehensive, valid, reliable, and objective data is obtained (Sugiyono, 2018). Determination of respondents was done by purposive sampling. Purposive sampling is a technique of sampling data sources with certain considerations, namely the data source is

considered to know the best about what is expected. Collection of respondents data was obtained by conducting in-depth interviews using questionnaire guidelines. The number of respondents who were deliberately chosen in this study were 9 stakeholders consisting of Sidenreng Rappang Regent, head of Sidenreng Rappang Regency regional parliaments (DPRD), head of Sidenreng Rappang Regency Regional Development Planning Agency (BAPPEDA), head of Sidenreng Rappang Regency financial management agency, head of Sidenreng Rappang regional department of transportation, and head of Sidenreng Rappang department of environmental affairs, Non-Governmental Organization, Academics, and Community Leaders.

C. Data Analysis Method

Analytical Hierarchy Process (AHP) is a policy analysis approach that uses a priority scale for the management of the planning a proper room and structured on a matter as a hierarchy, where parties interested parties and are located on the highest level having the power to influence the final result and is a dominant factor.

III. RESULTS AND DISCUSSION

A. The Governance of Public Transportation in Sidenreng Rappang Regency

But complete sequence weights to the criteria and alternative policies can be seen in (Figure 1).

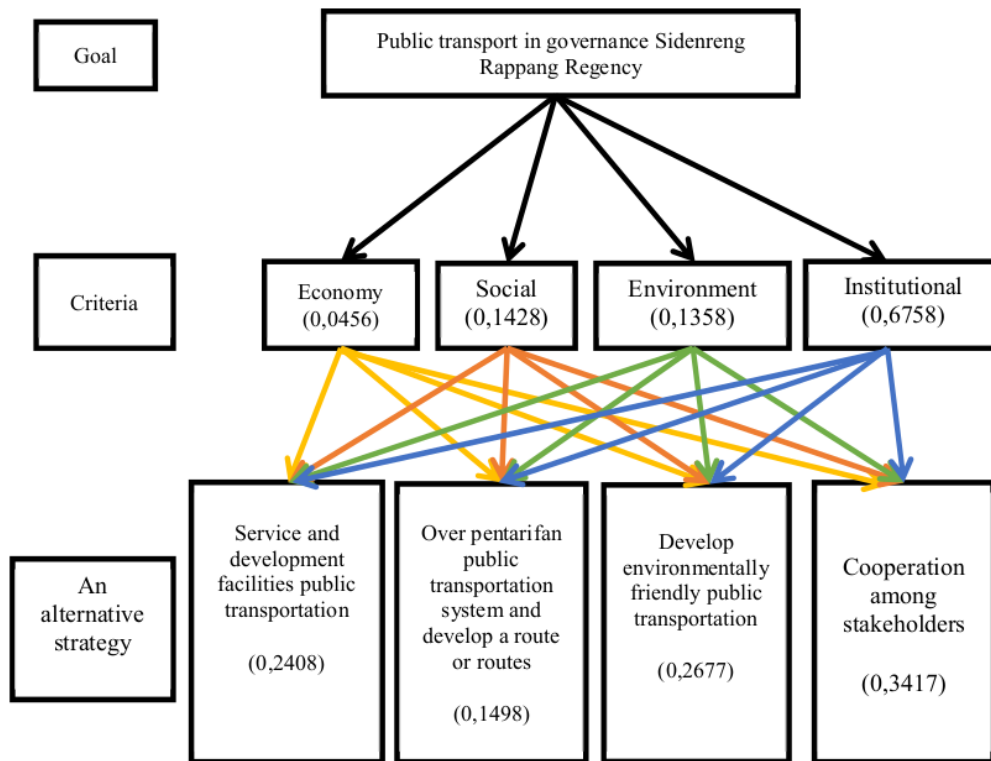


Fig. 1 The value of weighted criteria and alternative policies

B. Analysis Analytical Criteria Hierarchy Proses (AHP) Governance Public Transportation

Based on a comparison of in pairs institutional criteria become the main priority in the governance of public transport in Sidenreng Rappang Regency with the value of (0.6758). Institutional criteria policy issues between stakeholders. Social criteria is a priority second on the value of (0.1428). Social criteria include attributing the effectiveness of routes or route. The criteria for the environment is the third priority with the value of (0.1358). The criteria for the environment includes environmentally-

friendly transportation. Economic criteria is a priority fourth with the value of (0.0456). Economic criteria include the efficiency of tariffs and services.

C. Alternative Strategy Governance Transportation Common in Sidenreng Rappang Regency

Based on the analysis of AHP, a governance alternative transportation Sidenreng Rappang Regency priority first is cooperation among stakeholders (0.3417). Cooperation or collaboration among stakeholders are the main steps to create sustainable management of public transportation benefit

community. The second priority is to develop environmentally friendly public transport (0.2677). Environmentally friendly transport in the application of the district government Sidenreng Rappang plan down energy consumption and exhaust gas emissions with management, mobility the promotion of environmentally friendly fuel use, for example, biodiesel, bbg bioethanol. The third priority is to improve transportation services as well as to increase the improvement of infrastructure in transport (0.2408). Public transportation services both in terms of improving the facilities and infrastructure services fully for the sake of safety and comfort for transportation users. Thus the community stand to make a reward for services who procures. The efforts made by the department of transportation Sidenreng Rappang Regency in the development of transportation facilities and infrastructure general is the development of the road network Pangkajene - Rappang, maintaining and repairing the terminal facilities, the provision of the traffic signs and traffic. Pentarifan system development is watching over public transportation and develop a route or routes (0.1498). The government need to watch pentarifan system public transportation and review the prevailing tariff so that the community does not constitute a burden. For the assessment tariff, public transport should be by the region so that synchronize consistent in its implementation. The government Sidenreng Rappang Regency also needs to eliminate illegal charges in the street, for with illegal charges may cost the crew of the drivers and economic can trigger the high fees. A route or routes public transportation that it shall either able to meet the interests of both sides, namely the passengers (*user*) and the operator (*one private and government*). To be able to meet both sides, planning a route or routes so public transport should be based on a pattern of the origin of the purpose of the movement of the cost of harvesting the minimum travel, the efficiency of the traffic system as well as local government policy.

#### IV. CONCLUSION

Alternative strategy in the governance of public transport in Sidenreng Rappang Regency which is the priorities first is cooperation among stakeholders, the second priority is to develop public transportation in Sidenreng Rappang Regency environmentally friendly, the third priority is to improve services as well as improvement of public transportation and infrastructure development is watching over pentarifan public transportation system and to develop a route or routes public transport in Sidenreng Rappang Regency.

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