



Implementation of Regional Regulation Number 2/2012 Toward Parking Service of Semarang City

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Abstract

Implementation of Local Regulation No. 2 of 2012 on parking services on the edge of public roads Semarang often found problems such as parking rates that are not in accordance with applicable regulations and parking attendants who use the parking ban area as a parking space. The method used Qualitative Descriptive Analysis with purposive sampling as much as 27 people showed the implementation of local regulation No. 2 of 2012 on public roadside parking service has not run with the maximum and the implementation found problems. The five factors influencing the implementation of the guidance of communication, availability of resources, public support, disposition of implementers, and the socio-economic conditions of politics are still not running maximally and it disrupts the implementation of the policy. The suggestions of this research include imposing heavier sanctions on parking attendants, improving the performance of the parking attendants so that in carrying out their duties can be in line with the prevailing regulations, improving communication through discussion in a forum, then the role of the community in guarding the implementation of the policy to be improved.

INTRODUCING

Regional autonomy provides substantial authority for local governments to maximize any resources in an effort to increase local revenue. The policy of regional autonomy is based on Law Number 9 Year 2015 on Regional Government which states that the implementation of local government is directed to accelerate the realization of the welfare of the community through improving services, empowerment and community roles, as well as improving regional competitiveness

Regional objectives are given greater authority to organize and manage their own households, among others, to bring government services closer to the community, facilitate the community to control the use of funds sourced from the Regional Revenue and Expenditure Budget, as well as to create healthy competition between regions and encourage the emergence of innovation (Kanisius, 2005). In this case the autonomous region is required to be able to explore the potentials that can be developed by the area with the aim for the welfare of the community.

According to Himawan in Sebayang (2006) the increased development activities (provision of public facilities) in the regions, the greater the need for funds to be collected by the Local Government, the funding needs can not be fully provided by funds sourced from local governments alone One way which is done by the government in optimizing Local Revenue is to maximize levies. Efforts made by the government one of them by finding new retributions. Levy is local levies as payment for services or granting specific permits specifically provided and / or provided by the local government for the benefit of individuals or entities (Siahaan, 2005). Based on Law No.28 of 2009 on local taxes and levies, the object of retribution is divided into three namely 1) General Services 2) Business Services 3) Specific Licensing.

Semarang City is the fifth largest metropolitan city in Indonesia after Jakarta, Surabaya, Bandung, and Medan (Birohumas, 2016). As one of the most developed cities in

Central Java, the development of Semarang City is supported by various sectors that continue to be developed. The revenue realization obtained by Semarang City in 2015 came from PAD which amounted to 35.96% of the total revenue obtained (BPS, 2016).

Various efforts are made in order to receive levies can be maximal. Regional Regulation (Perda) of Semarang City No. 2 of 2012 on Public Service Levy is a form of government in performing its function as an autonomous region. One of them is increasing the revenue of parking service levy by public road. Here are the targets and realization of the retribution revenue of parking services on the public road side of Semarang City:

Table 1. Target and Realization of Largest Parking Retribution of Semarang City of General Tour 2012-2015

Year	Target (rp)	Realization (rp)
2012	5.499.000.000	1.351.127.200
2013	5.853.120.000	2.601.911.700
2014	3.700.000.000	2.783.789.500
2015	3.700.000.000	2.804.290.000

Source: DPKAD (processed)

Based on table 1 it can be seen that in 2012 there is a huge difference between the target and the realization of revenues from parking service levies on public roads. This is due in 2012 still using the old regulation of the Regulation No. 1 of 2004 and the leak in the process of collecting the field. In the year 2013 is the first year of Semarang City to enact Local Regulation No. 2 Year 2012. In that year target and realization of revenue from retribution of public roadside parking service still have big difference. This happens because of illegal parking and lack of supervision in the implementation process in the field. Lack of supervision is one of them affects the service to the community. The community has more burden to pay for parking service which self-appointed by caretaker. On the other hand, the target set in 2013 will be a separate burden in the absence of targets and realization. Targeting

in 2013 is higher than in 2012 due to the drafting refers to the RPJMD which requires sector revenue to rise 12.5% from the 2012 target. So far, PAD from 2012-2015 has increased even though it has not reached the target.

Based on the survey that has been done in Dishubkominformo Semarang City there are at least 1,182 parking spots in Semarang City which is a parking retribution area beside public road. The parking point determination is not grouped in a zone dividing the parking areas but is determined by the data of the number of parking attendants who register the appropriate parking charges and in accordance with the prevailing regulations. Private roadside parking levies apply to all sides along public roads which are major roads for example Jalan Pandanaran, Jalan Mataram, Around the road in Simpang Lima, Jalan Thamrin, Jalan K.H. Agus Salim and other roads.

The problem that is often a concern is about the collection process that is not in accordance with local regulations that have been made by the government. In this case the Regulation No. 2 of 2012 has not fully run well. Many problems facing the city of Semarang concerning various parking problems. Starting from the increase in parking rates conducted by the parking attendant does not comply with the applicable law, as well as parking attendants who use the parking ban area as a parking lot. Aryani (2012) revealed that in his research, the tariff demanded by the parking attendant is not in accordance with the applicable law, another cheating is the parking attendant to change the tariff stated in the ticket with the ballpoint. This becomes a problem for Dishubkominformo as the manager of parking in Semarang City.

RESEARCH METHOD

The approach used in this research is a qualitative descriptive approach. The qualitative approach is intended to understand the phenomena contained in the field through a thorough description and multiply a deep understanding. The sample in this study amounted to 27 people conducted by purposive

sampling. They are defined and adapted to objective and measurable competencies and knowledge with this research which include:

1. Department of Transportation Communication and Information
2. The parking attendant
3. Parking Service Users

Data analysis model used in this research using Miles and Hiberman model is data collection, data reduction, display / presentation of data and take conclusion and then verified. The model can be explained as follows: (Ghony and Almashur, 2014)

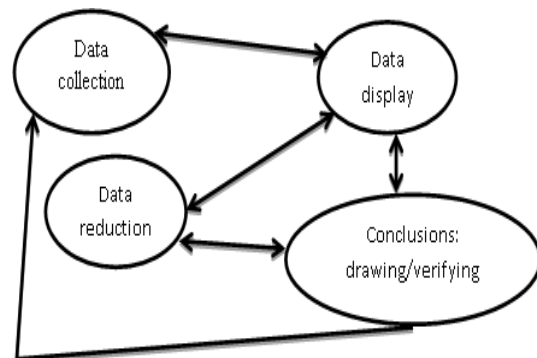


Figure 1 Components in the data analysis (interactive model), Miles and Huberman (1984).

RESULTS AND DISCUSSION

Implementation of implementation has involved all the devices owned by Dishubkominformo Semarang City. Related to that the existing device is maximized to support the smooth implementation in the field. Parking area permit procedures have been carried out in accordance with the applicable provisions. In the process the parking attendant listed the area to be used as a parking bag, after which Dishubkominformo reviewed the location. Furthermore, if the location is entered in the criteria or standards to be pocketed parking will be made a letter of duty to the parking attendant. In addition to the duty letter of the parking attendants are also provided vests and membership cards that indicate they are official parking officer. Next to introduce the levy policy of public roadside parking service,

Dishubkominfo Semarang City made a socialization related to the levy. Socialization is conducted to introduce and provide information to the general public. Some public media is used by Dishubkominfo Kota Semarang to conduct socialization. Public media is used to facilitate socialization to the public. Media used, among others, through tariff boards installed in every parking bag, social medial, and newspapers.

Socialization has been done but it received less attention from the community. There are still people who do not know the tariff of parking service levy by public road. Whereas in every parking bag has been installed tariff boards. Understanding the community is also very necessary in order to support the implementation of Local Regulation No. 2 of 2012 on public roadside parking services can run well. This becomes a separate problem for Dishubkominfo to find other strategies in disseminating the parking service levy policy on public roadside. If a policy is not well conveyed then feared there will be misunderstanding in the implementation. Understanding in understanding the policy will affect the policy inhibition to achieve the goals to be achieved. Implementation of socialization aims to avoid the delivery of information that seems not clear and confusing. Furthermore, there needs to be a good relationship between policy makers, implementors, and the community.

The phenomenon of tariff that is not in accordance with the applicable regulations is very easy to find. Official parking attendants raise tariffs inconsistent with Local Regulation No. 2 of 2012 on which tariffs are based. The deviation is already a public secret and the public can only surrender with it. Resignation is based on the most important of their vehicles safe. Conditions like this become commonplace that can be found, although not all do the deviation but most of the offenders easily found in the field. Related to the problem is one of the causes of irregularities that took place in the field is weakness Local Regulation No. 2 of 2012 has not set the length of time parking a vehicle in one parking lot. In addition to tariff problems sometimes parking attendants also use the area already installed

signs banned parking to accommodate users parked on the public road.

Supervision related problems has been done by Dishubkominfo Semarang City. Supervision is done by working with security forces such as involving police and Satpol PP. The combined patrols are conducted 3 times a month and for every day supervision is done by Dishubkominfo itself. The supervisory patrol aims to know the condition of the running field conductively or not.

Control carried out in the implementation of parking service levy on the public roadside Semarang City, Dishubkominfo also provide sanctions or warnings to the parking attendants who do irregularities in carrying out their duties. Among them holding the parking attendant's card, the revocation of parking permit in the parking lot area is assigned, and the other sanction is the parking attendant is subject to TIPIRING (Criminal Crimes) processed by the court and pay a fine of around Rp 50,000 - Rp 70,000 for one violation. However, these sanctions do not provide a deterrent effect to the parking attendants so that they can easily repeat the deviations in their duties. Government through Dishubkominfo as the holder of responsibility in the public roadside parking service levy sector should have a strategy or other means related to the settlement of problems that hamper the implementation of law No. 2 of 2012 on roadside parking service levy for the income earned from this sector can maximum and field conditions can be orderly and provide comfort for the community as parking service users. On the other hand, the firmness done by Dishubkominfo in managing retribution parking service on public road side does not harm one party, that is, it does not harm the parking officer, the community, and Dishubkominfo itself.

After knowing the conditions of implementation in the field, the next process is to analyze the factors that affect the implementation of the implementation. These factors include communication, availability of resources, disposition of implementers, public support, and social, economic, and political conditions. Communication becomes one of the keys a

policy can be implemented well. Communication is required to provide information as well as important policy-related issues between the policy maker to the implementor. Communication factor in the implementation of Local Regulation No. 2 of 2012 on parking services on the public road side of Semarang City becomes very vital thing. Direct and intense communication has not been established between Dishubkominfo and the parking attendants, the interaction is only in terms of normative. So the communication is still monotonous. In addition, communication activities take place if there are violations committed by the parking attendant. in which case the officers will immediately crack it up without any coordination with the parking attendants in the area.

The subsequent factor in the availability of quality resources is instrumental in the smoothness and continuity of a policy implementation. Qualified qualities and supported by the support of understanding a good policy will have a positive effect on the implementation of the policy. However, qualified qualities must be supported by a sufficient number of officers to coordinate a policy implementation. The field officer in the implementation implementation is limited in number. Every day there are only 50 officers on duty and even then still divided into a shift. As for every day there are 3 shifts ie morning, evening, night. Practically so for per shift there are only ± 15 officers in charge to coordinate the entire area of Semarang City. Related to these problems need to do the number of field officers. This is because to coordinate the vast area of Semarang City is not enough if only done by 15 people only. The addition is intended for the implementation of Local Regulation No. 2 of 2012 on parking service charges in the city of Semarang can be coordinated well. Another thing that is still a barrier that is hampered budget for the addition of ppersonil or field officers.

The third factor is the disposition of implementers can be said as the response of the implementor in performing the task or willingness in carrying out its duties in

accordance with applicable provisions. Local Regulation No. 2012 of Semarang City about public service levies has laid out the tariff of parking service levy on public road side, but in its implementation not yet as expected. The fact that the parking attendant on duty does not have the will to run or apply the applicable tariff. The parking attendants owned by Dishubkominfo have done a good job although not as a whole. There are still violations that do not comply with applicable regulations. Such violations include raising tariffs and allowing parking service users to park in areas where parking is not allowed or where parking signs are prohibited. It is often encountered that the parking attendants pull rates double the tariff that has been set. Suppose for the actual motorcycle Rp 1000 to Rp 2000. So is the tariff for the car from Rp 2000 to Rp 5000 for one parking. This is supported by the statement of Rahmad Paisal (2014) which states there are still many parking attendants who do not comply with applicable laws, especially tariffs. The role of Dishubkominfo is very important in this case provide guidance to the parking attendants to be more orderly in carrying out their duties.

The fourth factor is public support. The critical role of the community is needed in guarding the implementation implementation implementation of the Regulation No. 2 of 2012. For that people are expected to contribute a report to Dishubkominfo if there are obstacles in the implementation of such implementation. Society in this case is as user also indirectly as supervisor condition and situation implementation of implementation of field. Dishubkominfo Semarang City has a container that can be used by the community in terms of complaints or suggestions. Communities can give complaints related to services or problems they feel related to public parking service levies on public streets through social media, newspapers, phone numbers related offices and can directly go to the posts that have been available in every parking point. In fact people have not been able to utilize the complaints media that has been provided well. People are still reluctant to make complaints related to violations or things that do not fit the

rules of the field. This reflects that the community still does not fully support the implementation of roadside parking service levies.

Parking management in the city of Semarang has various problems faced by Dishubkominfo both external and internal factors. Recent findings related to the parking lot is about the practice of controlling the parking lot though the land is owned by the government but there is a group of people who recognize the land is the area of his power. According to Rahmad Paisal (2014) the determination of parking lot is constrained by the thugs or landowners, and if seen from the perspective of social, economic and political conditions it is apparent that not all levels of society support the implementation of the policy because there are still personal interests or groups certain obstacles. The practice is still running today. Losses incurred in relation to the landlord is not only felt by Dishubkominfo but also felt by the parking attendant. The parking attendant complains of losses they can make such a large deposit that it reduces their income and inconvenience at work.

As a step to overcome the problems contained in the field Dishubkominfo Semarang City plans to install parking meters in every existing parking pockets. The purpose of the installation is to reduce irregularities in the implementation of Perda No. 2 Year 2012. Later the parking attendants on duty is not burdened by the deposit and the target even the parking attendants will be paid every month. It is expected that with the installation of parking meters this role of landlord and thugs as well as naughty parking attendants will be reduced.

CONCLUSION

Implementation of Local Regulation No. 2 Year of Semarang City has not run well in the execution there are external factors such as deviations made by caretaker in charge of duty and interest groups that disrupt the implementation such as raising the parking tariff exceeds the tariffs that have been determined by the government, using the area already installed signs parking is prohibited to accommodate street

parking users on public streets. Supervision has been done by Dishubkominfo itself or by involving police and Satpol PP. In addition, sanctions imposed on parking attendants who perform irregularities by wearing TIPIRING (Criminal Crimes) but it has not provided a deterrent effect for parking attendants who commit violations. The factors that influence at the same time inhibit the implementation comes from the five factors used as a benchmark in this study. These factors include communication, availability of resources, disposition of implementers, public support, and social, economic, and political conditions because the implementation has not run maximally. The meaning of the availability of resources is the limited human resources in the implementation. Public support is found to be a lack of public role in guarding the implementation. As for the social, economic, political conditions that are meant is the condition of the field does not fully support the implementation of the implementation.

The suggestion in solving the problem is by Dishubkominfo Semarang City in cooperation with the court and the police in imposing sanctions or more severe punishment outside TIPIRING (Criminal Crimes) to the parking attendants who do deviations. This is done to provide a deterrent effect to the parking attendant. In addition, communication between Dishubkominfo and the parking attendants or parties involved in the implementation of retribution of public roadside parking services is expected to be implemented well through discussion or a forum that can bring together all parties concerned to be able to jointly have a role in solving problems that occur during the implementation.

Communities are expected to contribute to the implementation of public roadside parking services through complaints, suggestions, and criticisms of what is happening in the field as well as improving the performance of the parking attendants so that in carrying out their duties can be in line with the applicable local regulations and can serve the parking service users well.

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