

Analysis of the Monitoring Implementation of Public Road Parking Retribution toward the Target Achievement of Regional Expenditure Malang in 2017

(A study in technical implementary unit of kepanjen transportations department)

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Abstract—Malang Regency as an Implementer regency of regional autonomy is comprehensively authorized along with the provision of rights and obligations to administer its autonomy. One of the tangible authorization forms of the aforementioned regional autonomy is the regional financial administration as well as the regional retribution policy. This research aims to acknowledge the monitoring activity within the implementation of public road parking retribution with regard to the target achievement of regional expenditure of Malang regency of 2017 in Kepanjen, the capital of Malang regency. Implementer actions performed by the Department of Transportation, it is evident to assert that they have not been possessing any Standard Operational Procedures as well as any written regulations concerning the monitoring mechanism, thus resulting in weak regulations on legal basis beside causing behavioral inequalities for supervisors and parking officers.

Keywords—regional autonomy; public road parking retributions; monitoring

I. INTRODUCTION

Parking retribution can be a potential source of regional income since nowadays, the phenomenon of public roadside parking seems to be develop among the community, according to one of Technical Unit staff members (UPT) in Kepanjen Transportation Service who stated that this phenomenon can be seen when you traveling to a place for example, shops, markets, supermarkets, amusement parks, banks, or even roadside food stalls and other public places, you will find a parking attendant and if you bring a vehicle, of course you have to pay parking fees. Public roadside parking can also occur due to the increasing volume of vehicles, especially two-wheeled motorized vehicles, therefore it triggers an increase parking on the edge of public roads. In Malang Regency, especially Kepanjen district, which is the district capital, the phenomenon that triggered these matters related to public roadside parking was unavoidable because Kepanjen Sub-District has high mobility society compared to other regions in

Malang Regency because this region is the center of decentralization.

Regarding the issue of parking retribution, nowadays, people often think that the parking fee that has been paid by society will be used or stored privately by the parking attendant, however in reality the authorized parking attendant must deposit the money to the relevant institution based on the agreement that she/he has been made. The department that handles this matter, of course the Department of Transportation. This department has the authority to handle parking procedures starting from registration, permit, management, and monitoring (Malang District Transportation Department). Based on the results of the researcher preliminary observations from a research in 2017, according to the Department of Transportation, there are other problems arising from the phenomena that stated before, which is the behavior of parking attendants (*jukir*) who are less orderly to carry out their duties. In Kepanjen Sub district, there can be found a number of *jukir* who commit cheating by playing with tariffs and not giving parking proofs or even using one ticket repeatedly to parking service users, besides that there is illegal *jukir* or illegal parking lot and illegal *jukir* participating in managing a legal parking lot is also a problem that needs decisive action from the Malang Regency government. However, despite some fraud committed by parking attendants, in the first, second, third and fourth quarters 2017 of the Kepanjen Transportation Service Technical Unit (UPT) that handle the implementation of public roadside parking fees can achieve the realization of the targets set in the regional expenditure budget (APBD). The following data is the target data and the realization of the implementation of the public roadside parking lot at the Kepanjen Transportation Service Unit, the target for 2017 is Rp. 532,229,500 and in the first quarter it had reached Rp 128,033,000 with a percentage of 24.06%, then in the second quarter it had reached Rp. 268,558,500 with a percentage of 50.46%. Then in the third quarter there was a change in the target for 2017 to Rp.

548,200,000 this happened because there was a Change in the Financial Budget (PAK) in the Malang Regency Budget, and in the third quarter it had reached Rp. 413,402,000 with a percentage of 75.41%. Then in the fourth quarter there was a change in the target, which was to Rp.547,500,000 and in the fourth quarter it had achieved Rp.547,660,000 with a percentage of 100.03%.

From the data on the realization of the implementation parking retribution target, it can be seen that the Transportation Department has been able to reach their target, but the thing that caused confusion was the fact that the parking attendants is still cheating, however, the Transportation Department was still able to achieve the target even though the target is increase in mid-year. So, with the various kinds of problems the researcher wants to describe and show the mechanism carried out by the UPT of the Transportation Service in carry out monitoring over the implementation of public roadside parking fees in Kepanjen District for the achievement of the APBD on 2017. The focus of this research is to find out how field monitoring is conducted Department of Transportation in the implementation of public roadside parking fees for the achievement of the target of the Malang Regency Regional Budget 2017 in Kepanjen District.

II. LITERATURE REVIEW

A. Regional Autonomy

Regarding to such authority of transportation department, in accordance with Act Number 32 of 2004 related to Regional Government which explains that regional autonomy is the right, authority and obligation of autonomous regions to regulate and manage joints. According to Sunardi and Purwanto based on the definition of regional autonomy it can be concluded that the nature of regional autonomy is stated as follows:

- Regions have the right to regulate and administer their own government household, both, in number, kind, and in the form of community services that are in accordance with the needs of their respective regions.
- Regions have the authority to regulate and manage their own households, both the authority to regulate and manage their own government household in accordance with applicable laws and regulations [1].

B. Local Revenue

Local Revenue (PAD) is all revenues that obtained by regions from sources within their own territory, which are collected based on regional regulations in accordance with applicable acts and regulations [2]. The regional income sector plays a very important role, because through this sector it can be seen the extent to a region that can finance their government activities and regional development. According to Mardiasmo Original regional income is revenue obtained from the results of management of separated regional wealth, and other local revenue [3].

C. Local Retribution

- Public Service retribution is a service provided or given by the regional government for the purpose of interest and public benefit and can be enjoyed by individuals or department.
- Business service retribution is regional retribution as payments for special business services provided and / or given by local governments for the benefit of private or department.
- Specific Licensing retribution is regional retribution as payments for the granting of certain permits specifically granted by the regional government for the benefit of individuals or department.

D. Monitoring Objectives

According to Simbolon monitoring aims to maximaze the results of the implementation of the work efficiently and successfully (effective) in accordance with a predetermined plan [4]. Whereas according to Silalahi the objectives of monitoring are stated as follows:

- Preventing irregularities to achieve the planned goals.
- To make sure the work process in accordance with the procedures outlined or specified.
- Preventing and eliminating obstacles and difficulties that will or may occur in the implementation of activities.
- Preventing wrong use of resources.
- Preventing the wrong usage of authority and position [5].

III. RESEARCH METHODS

The type of research used is qualitative research with descriptive approach Guetterman, Fetters, and Creswell [6]. According to Moloeng, the focus of the research is intended to limit research to choose which data is relevant and which is not relevant, therefore, it is not included in the amount of data that is being collected, even though the data is interesting [7]. The formulation of the problem focus in qualitative research is tentative, meaning that improving the formulation of the focus or problem is still being done when the research is already in the field.

A. Field Monitoring by Department of Transportation in Carrying out the Public Roadside Parking Retribution Collection in Kepanjen District

The data that obtained by the researcher shows that the determination of the target of public roadside parking retribution in Kepanjen Sub district is directly from Malang Regency DPRD which is in accordance with the theory of regional autonomy [1] and also the theory of Regional Finance and also Shopping Revenue Budget Regional (APBD). According to Halim and Nasir the definition of APBD is "the annual financial plan of the regional government that is discussed and agreed by the regional government and the

Regional People's Representative Council (DPRD) and stipulated by regional regulations" [8]. Thus, the Regional Government has the right to organize regional finance, in this case it is the target for public roadside parking fees in accordance with the potential that exists in Malang Regency. The implementation of regional finance has also been in accordance with the theory of regional autonomy as explained that regional autonomy is the right, authority and obligation of the autonomous region to regulate and manage government affairs and the interests of the local community in accordance with the laws and regulations.

It can be said so that carry out regional autonomy in the form of activities in terms of carry out Regional Finance and APBD, the government must carry out activities to fulfill Local Revenue (PAD) in accordance with the potential in the region, and one source of revenue for PAD is Regional Retribution where the retribution is consists of various types of retribution and the implementation of Parking Road retribution is one of the sub-sections of the implementation of Public Service. Therefore, to maximize the existing potential and to achieve the targets set in the APBD of public roadside parking retribution in Malang Regency, especially Kepanjen District, monitoring needs to be carried out by the authorities.

UPT Kepanjen Transportation Service in supervising the implementation of public roadside parking retribution refer to Regional Regulation No. 03 of 2006 and Regional Regulation No. 10 of 2010, this is in accordance with the facts in the field that employees of the Transportation Department who serve as supervisors carry out appropriate monitoring in the field with regulations. The regulation regulates various parking management regulations that must be fulfilled and implemented by Transportation. In addition, the regulations also include other provisions such as general provisions for the management of parking lots, retribution, administrative sanctions, criminal provisions, investigations and closing provisions. Therefore, the Department of Transportation must be able to manage well, especially in administrative matters for parking attendants because that is the main basis to maximize local potential.

It cannot be denied that monitoring plays an important role in an effort to minimize inequality when collecting public roadside parking fees. Monitoring is carried out as a monitoring process as a step to find out whether the implementation of activities in the field are in accordance with the provisions. Thus, the UPT of the Kepanjen Transportation Service has carried out monitoring to achieve the objectives and supervisory functions in accordance to the theory of the monitoring purpose by Silalahi and the theory of the supervisory function of Simbolon [4-5].

In addition of monitoring purpose and function, there are other things that are not less important, which is the monitoring technique. In accordance with the results of the interviews that obtained by the researchers both informants from the Kepanjen Transportation Service and nineteen informants from the officers parked on Ahmad Yani street, Kepanjen during the Department of Transportation carried out their direct monitoring technique. Monitoring is carried out to find out whether the staff work properly by going around every day to

monitor and collect fees for public roadside parking fees. Therefore, this is in accordance with the theory of direct monitoring from Sarwoto which explains that direct monitoring is carried out by direct inspection, site observation and on-site reports, this monitoring activity is carried out by a manager or leader when the activity is being carried out [9]. In this case it can be said that the manager is the staff of the Transportation Department who conduct monitoring management to the parking officers in each of the managed locations. However, in the implementation of monitoring regarding deposits, the researcher found that the Transportation Department does not yet have written documents or regulations related to regulations that stated the deposit mechanism that must be carried out every day (within 1 x 24 hours) by parking attendants to the Service field coordinator Transportation as well as by the transportation office to Bank Jatim, therefore, it has an impact on the legally insufficient regulation regarding depositing in 1 x 24 hour period.

Monitoring is also useful to see how far the level of compliance of parking officers when they carry out their duties. Based on the results of interviews that obtained by the researcher, according to the Department of Transportation the level of parking attendants' compliance has been quite good, this is proven by the fulfillment of the APBD deposit target every day. However, there are still many frauds and violations committed by parking attendant. The fraud that is still mostly carried out by parking attendants is conducting warnen (delegating assignments to other people without informing the Transportation Department) and collecting fees above the regular tariff since parking attendants rarely give tickets as a proof of parking payment. It turned out that this was also found by researchers when conducting observation field and trying to get involved as users of public roadside parking services with motorcycle. In addition to these problems there are other cheats that can be found, such as parking lot that violate traffic signs and road markings. In accordance with the Parking lot theory by Chiara and Koppelman on-street parking uses parking parallel to the road / parallel axis (180out angle) and has the advantage that the road width reduction is not too large so it does not interfere with traffic movements [10], however the line which is used will be greater, as a result that parking lot will only able to accommodate a few vehicles, such as the location of parking adjacent to the traffic light. However, since it is only able to accommodate a few vehicles, there is a parking attendant who violates the road signs and markers so that the location can accommodate many vehicles and he/she will get more income. In fact, the Transportation Department has made a special plan for the activities of public roads per location clearly. Then cheating that often occurs such as the presence of parking officers who collect fees above the tariff, according to Regional Regulation No. 10 of 2010 when parking activities, service users must be given stickers or tickets which include parking rates in accordance with Annex VII of Local Regulation No. 10 of 2010, but in practice most parking attendants never give tickets and collect fees above the prescribed rates. Based on the results of the interview stating that the fraudulent parking officer will be sanctioned in the form of warning letters 1, 2 and 3 if the warning letter of the three parking officers is still violating, the assignment letter will be revoked as the parking attendant. Referring to some of

the studies above, an outline can be drawn on how the monitoring process is carried out by the UPT of the Kepanjen Transportation Service in the implementation of public roadside parking fees. In accordance with the theory of According to Sutisna that the supervisory action process consists of four steps, namely determining a criterion or standard of measurement / assessment, measuring / evaluating actions (performance) that is being or not done, comparing actions with the standards set and determining the difference if there is and fix deviations from the standard with corrective actions [11].

IV. CONCLUSION AND SUGGESTION

A. Conclusion

- The monitoring mechanism in the implementation of public roadside retribution that carried out by the Transportation Agency Kepanjen for the target achievement of the 2017 APBD is based on Regional Regulation No. 3 of 2006 concerning Parking Area Management and Regional Regulation No. 10 of 2010 concerning Public Service Retribution.
- The UPT of Kepanjen Transportation Service conducts their monitoring by go around the Malang regency every day and while they traveling around the supervisors also collecting mandatory public roadside parking fees from parking attendants.
- According to the two types of informants from the Department of Transportation staff and parking officials who stating that monitoring has been done well but from the results of analysis and observations made by researchers, the monitoring carried out is not optimal because there are still some fraud and violations committed by parking attendances.

B. Suggestion

- Based on the research finding related to parking attendant fraud at the parking location, the Kepanjen Transportation Service should conduct more in-depth research and studies regarding to the problems that occur in the field of public roadside parking fees.
- Based on the findings related to the absence of written rules regarding the oversight mechanism, the Kepanjen Transportation Service Unit should be able to propose a regulation regarding the system of depositing fees to the Board or Regional Leaders in order to have clear and

legal regulations and to harmonize behavior in the supervision mechanism for public roadside parking fees.

- Based on the findings related to the absence of Standard Operating Procedure (SOP) in the supervision of public roadside parking fees, the Kepanjen Transportation Service Unit should be able to provide regulations on the field supervision mechanism in the implementation of public roadside parking fees and immediately make Operational Standards
- Kepanjen Transportation Service Unit should examine the performance of Government Agencies in this matter, especially the Department of Transportation of Malang Regency to achieve goals and objectives with qualitative research methods in order to be able to examine the application of regulations and achievement of targets in APBD.

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