MONITORING OF TRANS JOGJA’S FACILITIES IN REDUCING THE TRAFFIC JAM BY TRANSPORTATION DEPARTMENT OF DAERAH ISTIMEWA YOGYAKARTA IN 2016

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INTRODUCTION

According to provincial regulations Yogyakarta special region number 1 in 2008 article 1, paragraph 6, transport means the transfer of people or goods from one place to place by car. Daerah Istimewa Yogyakarta is a province that has a high volume of traffic jams with an estimated 45% in 2023 up to now rise every day about 7%. (Redaksi, 2013). Congestion is not able to function properly (KBBI). Congestion is caused by several factors, including:

1. The capacity of the small road
2. The number of vehicles is increasing every year
3. Damaged roads
4. Public transport is stopped suddenly
5. Medium passage of the project
6. Parking is not in place

In addition to the six factors already noted above, there are few more things that can cause congestion increasing the number of tourists. Urban transport conditions, about 81 percent more vehicles filled by private vehicle in which the motorcycle occupies a portion of the 74 percent at most in the form of bus vehicle only 10 percent (Sajarwo, 2013). It can be seen that the motor vehicle is still the favorite vehicles of citizens Jogjakarta in performing
everyday activities. In the city of Yogyakarta, there are several points of congestion, among others; Jl. Malioboro Jl. Mangkubumi, Jl. PanembahanSenopati, Jl. A.M Sangaji km 1, Jl. Kebon Raya, Jl. LaksdaAdisucipto Jl. Magelang km1 (Prabowo, 2012).

Table of volume growth vehicle in the city of Yogyakarta in 2012-2014

<table>
<thead>
<tr>
<th>Year</th>
<th>In 2012 (January-December)</th>
<th>In 2013 (January-December)</th>
<th>In 2014 (January-march)</th>
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<td></td>
<td>244.276</td>
<td>259.486</td>
<td>59.508</td>
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One of the government programs Yogyakarta special region (Yogyakarta and Sleman) in reducing the congestion of providing public transport, namely the Trans Jogja bus in the city of Yogyakarta and Sleman districts. Trans Jogja started operating since 2008 is managed by PT JogjaTugu Trans nowadays Trans Jogja bus was granted to PT. Anindya Mitra Internasional (AMI) operating starting at 5:30 to 21:30 pm. Trans Jogja is expected to help reduce the number of traffic jams in Jogjakarta. There are three types of tickets namely single trip ticket, regular ticket, and ticket for students. Currently the number of Trans Jogja bus fleet of around 74 buses on five routes, transporting 17,000 passengers per day with a maximum capacity of 40 people per unit. (suryanto, 2015). Trans Jogja has shelter facilities totalling 144 consisting of 112 permanent shelters and 40 portable shelters (oktarinda, 2014). Shelter functioning as a lounge area and a transit point for passengers Trans Jogja.

Some of the advantages of such Trans Jogja are quite comfortable, air-conditioned there is the scent of the room, anti-theft, a stewardess/steward bus and there is a bus stop special Trans Jogja and anti-singers (Mulyono, 2015). Some of these advantages can be felt by all users Trans Jogja bus. With some of the advantages
above should be able to support the community to use Trans Jogja as public transport to reduce congestion. However, the advantages offered by the government have not been fully able to reduce congestion significantly. This is indicated by the presence of Trans Jogja some drawbacks that must be considered and evaluated. Among them: a thick smoky, too many passengers (overload) so that in the bus being stuffy and urged insistence, sometimes the AC was not functioning as well as the room deodorizers, there are drivers who do not obey the traffic rules and smoking. Passengers often a long wait at the stop because the bus was late. However, these are provided at this timeless as desired by the community (Mulyono, 2015). In addition, some locations do not have access Trans Jogja bus this areas that do not get access cover an area of Bantul, Kulon Progo and Gunung Kidul.

Trans Jogja was originally intended to make the public Jogja prefer public transport to reduce congestion. However, in practice, the provision of Trans Jogja yet in optimally in its role in reducing congestion. Lack of facilities to make wishes of the people using public transport, especially Trans Jogja is reduced in line with the revitalization of facilities existing facilities. The number of evaluation has not been sufficient to provide congestion relief by realization Trans Jogja itself. This research were search about the monitoring process that conducted to Department Transportation of Daerah Istimewa Yogyakarta province and PT. Jogja Tugu against Trans Jogja to reducing congestion. To analyze the research, the researcher read some different books and journal to add the knowledge about the current case as bellow:

The differentiation this research with previous research is this focusing on the reduction of congestion in Yogyakarta with the public transport, then analyze the increasing the volume of private vehicles in Yogyakarta, focusing on international adoption system, and analyze the stakeholders in the management of Trans Jogja to reducing congestion.
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<tr>
<td>1</td>
<td>Thiraphong Vikitset Published:January 21, Vol.31 issue 1 journal of Economics Bulletin (2011)</td>
<td>Bangkok has bus rapid transit project to reduce traffic jam in several inbound and outbound lanes. That’s project also has purpose to reduce the number of private vehicle. In this case the evaluation of bus rapid transit performance which is adding the number of public transportation. The BRT project has been implemented in Bangkok for the Satorn/Rajpruek route covering the distance of 15 kilometers. Under the BRT project, vehicles are generally prohibited to enter the BRT lane that is reserved for the BRT buses. The BMA anticipated that the project can reduce the number of traffic along this route. However, the impact of the project on traffic allocations along the route has not received attention of the authority. It is shown that the BRT project causes traffic misallocations along the route which result in welfare losses.</td>
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<td>2</td>
<td>Hasrina Puspitasari and Sardjito Jurnal Teknik Pomit Vol. 3, No. 1, (2014)</td>
<td>Trans Jakarta as the new model of public transportation has purpose to reduce congestion. In this research, Trans Jakarta is evaluated by service quality improved. The evaluation did survey the passenger satisfaction. Then, the result found that Trans Jakarta services are not efficient yet. These indicators supported the creation of Trans Jakarta good services which is punctuality, waiting time, comfort, safety and available of information.</td>
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<td>3</td>
<td>Rizqi Luthfiyana Khairu Nisa dan Iwan Pratoyo Kusuma Jurnal Perencanaan Wilayah dan Kota A SAPPK V1N1 (2014)</td>
<td>The background of this research told the Bus Batik Solo Trans should be evaluated the service quality. Service quality will increase the number of public transportation passenger, especially Bus Batik Solo Trans passenger. Trans Solo is provided to reduce the number of private vehicles. The result of evaluation of Bus Batik Solo Trans service performance based on the operator, effective and efficient of performance. Therefore, it should be needed for performance improvement through effective and efficient improvement in each service with considering the operational condition and passenger perception.</td>
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The above research supported in this research because the research related with the focus of this research. Focusing on increasing of public transportation quality services, disability empowerment, and also providing public transportation on decreasing traffic jam.

**Monitoring System**

Monitoring is continuous of managerial function which to provide the manager, decision-maker, and stakeholder on ordinary feedback and the first indication of success or unsuccessful the purpose of objective accomplishment plan (Chikane, 2005). Monitoring is several descriptions and assesses the differences value in intervene (input, activity, output, outcome and impact) (Holvoet, 2008).

The GPRA (Government Performance and Result Act) from the United States in 1993 is the institution has to concern to government accountability and performance. The International review shows clearly the concept of monitoring and evaluation is widely used globally and that its importance and value are increasingly accepted. There are three factors affecting monitoring and evaluation can be classified. First, Government must be seen to take the ideas by creating appropriate policies and showing compliance and the capacity to control and guide implementation. Second, Infrastructure and financial and human capacities obtainable and be deployed as required. Involving the public quality improves and impact of monitoring and evaluation and makes findings more broadly accepted and useful. The monitoring system was divided into some users. The users that will be used in this assignment are local government those are Department of Transportation, communication and information, Cooperation and Legal Bureau (Biro Kerjasama dan Hukum), Regional financial management agency (Badan Pengelolaan Keuangan Daerah).

Monitoring and evaluation is really important of management which is generally acknowledged as strategically important and
useful. The system will achieve the following results: Accurate and reliable information on progress in the implementation of government, Information on the outcomes and impact achieved by government and other public bodies is periodically collected and presented. There are five indicators that will be used in this performance indicators; those are: Overview, A National Indicator Initiative, Departmental Information: Transversal Information, Information on the Government Programs of Action, Links to another source, Verifying Information.

1. Mechanism of Monitoring

Source: Ten Steps to a Results-Based Monitoring and Evaluation System, p:18
Based on the above scheme can be explained that there are two most important being the implementation and results. Implementation is divided into input as to how much budget will be used, how many human resources needed etc. The second is the Activities that form of real activity (action) of the input process, and the third is the output that results obtained from the input. Results are divided over the outcome is the impact resulting from the process output and Benefit the benefits produced good benefits for the institution and the community. The whole process is interrelated to one another starting from the input to the benefit. Where all policies must be have purpose and benefits if it can be perceived by the public.

2. Facilities

According to Tjiptjono (1997), the facility is anything that allows consumers to use the services of these companies. The facility is the physical resources that exist in before a service can be offered to the consumer. According to Kotler (2005), the facility is everything that is the physical equipment and services provided by the sellers to support consumer convenience. In addition, according to Lupiodi (2008), the facility is a means to expedite and facilities the execution of the functions and facilities for the performance, capabilities, and infrastructure in representing the state of the surrounding environment shows the existence in the external covering physical facilities (buildings) apparatus and equipment.

3. Public Transportation

Public Transportation can be defined as the public carriage, even human or goods and the transaction was done by certain capital or to pay. The transportation policy was characterized technically, sociologist and political. Found several public Transportation in Yogyakarta such as: Trans Jogja Bus, Mini Bus, Taxi, and Motorcycle Rental.
According to Governor Regulation number 28 in 2010 Trans Jogja is the management of public transportation in Yogyakarta City area which is implemented the buy the service system by the local government of DIY Province (Birohukum, 2010). Trans Jogja is the new transportation system and focus become the interaction icon between districts in DIY (Pratomo, 2015).

4. Traffic Jam

According to Rodrique (2009), traffic jam can be perceived as an unavoidable consequence of scarce transport facilities such us road, parking area, road signals and effective traffic management. Traffic jam is the moment where the traffic condition is unstable, the operation speed has relative decrease fast cause emerge the barrier, and the vehicle cannot move easily. Traffic jam is a regular occurrence on road networks in major cities of the world, the frequency of its occurrence is a concern to all road users. This situation has prompted transport researchers to carry out research on traffic congestion and thereby develop models to help reduce congestion on road networks. They argue that urban congestion mainly concerns two domains of circulation, passengers, and freight which share the same infrastructure. Thus, traffic jam condition on road networks occurs as a result of excessive use of road infrastructure beyond capacity, and it is characterized by slower speeds, longer trip hours and increased vehicular queuing. The implication of this traffic was because of the higher volume of population and private transportation.

a. Conceptual Definitions

Monitoring is the process of assessing the progress of a program based on indicators that have been defined to achieve results that were agreed. Facilities used to expedite and facilitate
the implementation of some physical function that prepared by services vendor to support consumer’s comfortability. Public Transportation is the public carriage that should be provided by the government. Found several public transportations in Yogyakarta, one of them is Trans Jogja. Trans Jogja becomes one of public transportation that provided by Local Government of Daerah Istimewa Yogyakarta that corporate by PT. Anindya Mitra Internasional. In addition, Traffic jam is the moment where the traffic condition is unstable because of vehicle volume growth, higher population, and private transportation.

b. Operational Definitions

1. Monitoring System Management
   a. SOP and Regulations
   b. Information about Armada Development
   c. the aims of Trans Jogja existence
   d. Suitability of Program Implementation

2. Public Transportation Facilities
   a. Facilities and Armada’s amount
   b. Shelter Availability include for disability

3. Traffic Jam
   a. Vehicle volume growth
   b. Amount of Passengers

RESEARCH METHODOLOGY

1. Types of research

   This research used the qualitative research method to collect the data and information. This assignment gives an explanation about fact and the situation by having direct observation and depth interview.
2. Types and data sources

   a. Primary data

   This assignment supported by direct observation and depth interview with Department of Transportation, Information, and Communication (Dinas Perhubungan, Komunikasi dan Informasi) DIY and PT. Anindya Mitra Internasional. The direct observation and depth interview to produce the data:
   
   a. Management system of Trans Jogja
   b. Trans Jogja Facilities
   c. Trans Jogja Passenger
   d. Maintainance
   e. Data of private transportation

3. Secondary Data

   a. LAKIP SKPD 2014
   b. Keputusan Gubernur DIY
   c. Kontrak Pekerjaan Biaya Operasional Trans Jogja

4. Technique of Data Collecting

   a. Observation

   This assignment observes the situation of some object such as: work habitually, the shelter availability, amount of bus, and human services. In this task which becomes the object of observation is divided into some objects such as the Office of the Department of Transportation of the city of Yogyakarta we see some objects such as office space and conditions, the performance of civil apparatus, the availability of SOPS and regulation. The second object. Trans Jogja bus, in Trans jogja bus we saw how the conditions and facilities of the fleet, route Trans Jogja, Trans Jogja bus driver performance. The third object, namely shelters, we see how the availability of shelters, shelter facilities for the disabled, service for disability, the availability of the machine ticket. And the last object that is the highway, we will see a wide shoulder road conditions, road traffic sign, a proponent of Trans Jogja bus.
b. In-Depth Interview

In this task, we perform in-depth interviews in the service of transport communication and information the province of Yogyakarta to get information and deeper about the questions submitted to the Department of Transportation and communication of information.

ANALYSIS

Monitoring System of Dinas Perhubungan DIY towards Trans Jogja

1. The Monitoring Plot of Dinas Perhubungan DIY

Monitoring is a process to control the progress of ongoing activity does running well and it’s corresponding with planning, as a periodic and systematic. As a systematic the ploy of the monitoring system of Dinas Perhubungan towards Trans Jogja as follows:

![Diagram of Monitoring System]

Source: Primary data (Interview with Dinas Perhubungan)

Governor has authority on deciding the amount of fleet, route and the amount of budget on Trans Jogja procurement. The budget which has decided by governor submitted to Dinas
Perhubungan as the service provider. Dinas Perhubungan does cooperation PT. Anindya Mitra Internasional (AMI) as the Badan Usaha Milik Daerah (BUMD) on Trans Jogja technical managing such as providing the human resource, provision, repair, and maintenance of Trans Jogja. Badan Pemeriksa Keuangan (BPK) has authority to control the finance of Trans Jogja. Then, Inspectorate is in control of internal monitoring on Trans Jogja program implementation.

2. The Monitoring System Plot of PT. Anindya Mitra Internasional towards Trans Jogja

On Trans Jogja, monitoring system is not only brought by Dinas Perhubungan. However, PT. AMI as the part which is doing cooperation with Dinas Perhubungan also has the authority and obligation to do the integrity monitoring system Dinas Perhubungan, PT.AMI, and PT. Jogja Tugu Trans as follows:

Source: Primary data (Interview with PT.AMI)

Based on monitoring system plot of PT. AMI, Dinas Perhubungan cooperates with PT.AMI on Trans Jogja operational. Then, PT.AMI fixed cooperates with PT.Jogja Tugu Trans and then PT. Jogja Tugu Trans in outside of contract also can communicate with Dinas Perhubungan as directly on complaint case such as the passenger left his/her stuff.
“Dulunya sebelum PT.AMI bekerjasama dengan dinas perhubungan pada tahun 2016, PT.JTT dapat berhubungan secara langsung dengan Dinas Perhubungan. Akan tetapi, sekarang PT.JTT tidak dapat berhubungan secara langsung dengan Dinas Perhubungan. Walaupun diluar dari kesepakatan tersebut ada beberapa hal dimana Dinas Perhubungan harus langsung berhubungan langsung dengan PT.JTT seperti pengaduan atau barang tertinggal, Dinas Perhubungan dapat mengkomunikasikan hal itu ke PT.JTT secara langsung” (Wawancara dengan Bapak Gunawan Wibisono pada tanggal 02 mei 2016).

PT. Jogja Tugu Trans has authority on Trans Jogja Management (human resource measures, technical case of Trans Jogja, etc).

“PT.AMI melakukan kerjasama operator dimana seluruh Manajemen dipegang oleh PT.Jogja Tugu Trans misalnya tindakan untuk pegawai-pegawai trans jogja, Manajemen teknik akan di manage langsung oleh PT.JTT” (wawancara dengan Bapak Gunawan Wibisono pada tanggal 02 mei 2016).

a. Monitoring implementation

1. Dinas Perhubungan

In implementation of Trans Jogja monitoring, Dinas Perhubungan is conduct the monitoring in terms of budget and operational vehicles. System monitoring are divided into two, first is performed by internal Dinas Perhubungan directly and regularly by looking at conformity with minimum service standards (SPM) as determined by Dinas Perhubungan and approved by PT. AMI. The Second is that the public can do external monitoring as users of Trans Jogja complaints through SMS. Dinas Perhubungan is also doing a collect data on a regular basis against the facilities and budget that will be adjusted with the data that owned by PT.AMI, and the data will be audited by the Audit Board (BPK).

“Kami dari Dinas perhubungan juga merekap seluruh data aduan setelah itu kami akan memberikan data aduan masyarakat kepada PT.AMI. selain itu, berkaitan dengan anggaran Badan
Pemeriksa Keuangan (BPK) yang mengaudit tentang anggaran apakah dengan jumlah seperti itu sudah memberikan hasil yang maksimal” (Wawancara dengan Bapak Sigit Wahyu selaku Kasi Operasional Trans Jogja pada tanggal 18 April 2016)”

Furthermore, PT. AMI in accordance with work contact (Appendix) monitoring in terms of technical implementation of such provision and performance of human resources, repair the Trans Jogja’s bus, ensuring the comfort and safety of passengers, pay the salary for driver and employees, provide the operational costs of the vehicle (BOK). Maintaining facilities (cleanliness, decency, comfort fit SPM), is the duty and responsibility of PT JTT for maintaining a means of supporting services Trans Jogja, so it stays clean, decent, and comfortable to meet the SPM services that have been determined. As well as to collect data on a regular basis to facilities and budgets which will be adapted to the data held by Dinas Perhubungan DIY. This was done to create a good synergy between two of them.

2. PT Anindya Mitra International

   Dinas Perhubungan in cooperation with PT.AMI by providing 51 billion budget for operational costs in terms of bus maintenance and salary for employees. Dinas Perhubungan can give complaint reports to PT. AMI. PT. AMI received a report and complaint about the facilities and human resources of the Dinas Perhubungan and also a complaint from the public through the service complaint that has been available. The complaint from Dinas Perhubungan is divided into two of the complaint are reprimand and clarification (inconsiderate driver) in addition there is also a complaint that is urgent (goods passengers left) and consequential evaluation. After that, PT.AMI received complaints from Dinas Perhubungan, PT. AMI will evaluate and recap all complaints and submit it to PT.Jogja Tugu Trans via E-mail, Handie Talkie and other electronic devices. PT. Trans Jogja Tugu will take action based on the evaluation
results and recaps by checking items and facilities are being filed. After PT. Jogja Tugu Trans checks will provide a report to the PT. AMI to make sure all the checks have been carried.

After that, PT.AMI will report back to the Dinas Perhubungan as a form of accountability. For the implementation of the monitoring system between PT.AMI and PT.JTT is the same system. However, for the entire management of operating the Trans Jogja managed by PT.JTT in accordance with the contract between the two sides.

“PT.AMI dan PT.JTT dalam melakukan operasi sistem monitoring nya sama. Dimana sistem monitoring yang paling besar ada di PT.JTT karena PT.JTT yang langsung mengoperasikan dan manage. Maka jika terdapat tindakan yang tidak sesuai dengan Perjanjian kontrak antar kedua PT ini, PT.AMI akan menegur PT.JTT” (wawancara dengan Bapak Gunawan Wibisono pada tanggal 02 mei 2016).

For operational monitoring is done every day directly by Dinas Perhubungan and PT. AMI to check directly against Trans Jogja bus whether Trans Jogja bus operating in accordance with the SPM agreed. While PT. AMI also monitors every day or per month on target can achieve the Kilometer (KM) in BOK or not.

“PT.AMI menghitung per/KM, Maka setiap hari atau setiap bulan kita akan tahu evaluasi kita apakah telah sesuai target atau belum sesuai dengan target yang telah ditentukan” (Wawancara dengan Bapak Gunawan Wibisono pada tanggal 02 mei 2016).”

In this case, the position of PT. AMI more above compared to PT Tugu Jogja trans. Because, if PT Tugu Jogja Trans ask for the budget must go through PT. Ami. PT. JTT cannot ask the Fund directly to Dinas Perhubungan but have to go through PT AMI. PT. JTT only has authority in terms of the management of Trans Jogja.
“Kedudukan PT.JTT sedikit dibawah daripada PT.AMI karena mereka (PT.JTT) tidak bisa mengajukan anggaran secara langsung ke Dinas Perhubungan. Tetapi, yang dapat mengajukan anggaran secara langsung ke Dinas Perhubungan yaitu PT.AMI” (Wawancara dengan Bapak Gunawan Wibisono pada tanggal 02 mei 2016).

b. Trans Jogja to reducing the Traffic Jam

In 2008 Trans Jogja is start operating. One of the goals is to reduce congestion by procurement Trans Jogja as the rejuvenation of public transport. Law number 29 of 2000 / PP 74 designate enterprises that PT.AMI from 1 January 2016 as manager of Trans Jogja which PT.AMI designated by using an auction system (e-procurement). The budget provided 51 billion for 2016 and based on the Decision of the Governor DIY in 2015 about Trans Jogja Operating Costs; Trans Jogja Bus Operating Costs amounted to 6654.50 per kilometer per bus.

“Dana 51 miliar tersebut merupakan anggaran tahunan yang dicairkan dalam bentuk perhitungan BOK. Jadi setiap bulan PT.AMI akan melihat berapa per KM maka mereka akan mengajukan anggaran sesuai dengan per KM” (wawancara dengan Bapak Gunawan Wibisono pada tanggal 02 mei 2016).

The fund already includes maintenance of Trans Jogja bus; pay the salary, shelter revitalization. For now, a number of the buses is 74 busses, 112 bus stop shelters Static, portable shelter 60 stops and the attendant of Trans Jogja is 750 people.

“Saat ini kami dari Dinas perhubungan memiliki 74 armada bus, 112 shelter statis, 60 shelter portable dan 750 orang petugas untuk tahun” (Wawancara dengan Bapak Sigit Wahyu selaku Kasi Operasional DISHUB, pada tanggal 18 April 2016).

Based on the survey, bus Trans Jogja now lack adequate facilities such holder / grip for standing passengers, the automatic door bus Trans Jogja defunct, smoke of bus Trans Jogja, air conditioning are less cold, conditions of shelter
small (depending on location and wide sidewalks), seating in inadequate shelter, as well as its facilities are not available for the disability.

Additionally Trans Jogja accessible only in part of the district of Bantul near Yogyakarta city borders. The campus area in the district of Bantul, which in essence is a large-scale campus have not been able to access the Trans Jogja bus.

“Untuk kedepannya kami pemerintah akan mengembangkan trans jogja jika armada memadai dan kajian penumpang memungkinkan kedaerah lain maka akan disediakan trans jogja di daerah-daerah tersebut yang merupakan wilayah-wilayah berhimpitan|” (Diskusi dengan Arif Nurbatanto selaku Wakil Ketua DPRD DIY pada tanggal 18 april 2016).

Here the number of passengers from the year 2012-2015 based on data from Dinas Perhubungan DIY:

![Graph showing passenger numbers from 2012 to 2015.]

*Source: Data Jumlah penumpang Dinas Perhubungan DIY 2012-2015*

Based on the diagram above, the number of passengers in 2012 is 5,823,452 people. In 2013 increased by 5,960,142 people. Meanwhile, in 2014 the number of passengers Trans Jogja bus experienced a significant increase of 6,506,290 million people, and
in 2015 the number of passengers decreased compared to the year 2014 is 6,468,678 people. In 2016 Dinas Perhubungan DIY plans will get 25 donations buses of Ministry of Communications for replacing some of the buses have been in operation since 2007. The existence of Trans Jogja still felt by the people of Yogyakarta. This is an evidence that the data on the number of passengers has increased every year. Proves that Trans Jogja is still one of public transportation options for the society in DIY.


In the operation of Trans Jogja, Dinas Perhubungan and PT.AMI refers to the minimum service standards (SPM), SOPs and regulations. SPM created by the Dinas Perhubungan is given and approved by PT.AMI as the basis for implementation. SPM included on vehicle standards (general requirements, technical requirements and supplies bus), Standard service operations (service bus operation), Standard safety (safety bus, the bus crew and passengers), Standard service (services and service users), and Reporting Standards (mechanisms for reporting and evaluation).

Here is the diagram from Dinas Perhubungan growth in DIY in 2011-2014:

![Public Transportation (Bus) DIY 2011-2014](image)

Source: LAKIP Dinas Perhubungan in 2014
Based on the chart above in 2011-2014 KOBUTRI, ASPADA, KOPATA, PUSKOPAR, DAMRI, Trans Jogja has the same amount each year. However, for the year 2011 KOPATA increase become 86 buses. And Trans Jogja in 2014 increased from 54 to 74 buses.

For now, the government has been trying to maximally DIY in the provision of public transport seen from the efforts made by Dinas Perhubungan, PT. AMI, and PT. JTT the Trans Jogja program. However, the number of private vehicles is increasing every year (data) are not comparable with the availability of Public Transport Bus Trans Jogja especially so for now it can be seen that the Trans Jogja does not reduce congestion in DIY yet. Here the number of private vehicle data DIY in 2012- March 2014:

![The Growth of Private Transportation in DIY 2012-Maret 2014](image)

*Source: Tribunnews.com, Pertambahan Jumlah Kendaraan di DIY dari Tahun ke Tahun Sabtu, 23 Agustus 2014*

Based on the diagram above, the number of private vehicles in DIY in 2012 amounted to 244,276 vehicles. Meanwhile, in 2013 increased by 15,210 vehicles to 259,486 in 2014 and January-March has touched the figure of 59,508

Seeing the number of private vehicles, which is always increasing the number of tourists and students as well as students from all over Indonesia. It adds a lot of its population and private vehicle users in DIY. It is not comparable to the number of public transport in DIY. Where at this time also appeared a new transportation-based online increasingly make its existence public service vehicles specialized Trans Jogja is getting evicted.

c. The obstacles of Monitoring Implementation

The Obstacles to Monitoring Implementation and implementation of the Trans Jogja that explained by Dinas Perhubungan are: first because the existence of the transfer way of demos and jams made Trans Jogja buses cannot operate in accordance with a predetermined track. Second, the Trans Jogja bus does not have a special track. Third, the condition of the bus is old and is not feasible to operate. Fourth, coaching the employees to be improved especially coaching against reckless drivers. Fifth, unavailable ticket machines in the portable shelter while the portable shelter can also be to raise a passenger who does not have the customer's card. Sixth, there is manipulation of the ticket. Seventh, there are still passengers entering through the exit door stop without paying first.

“Selama ini kami dari Dinas Perhubungan telah menemukan beberapa pelanggaran berat dan ringan. Pelanggaran berat seperti memanipulasi tiket dan pelanggaran ringan seperti merokok didalam halte. Untuk pelanggaran berat tersebut pada bulan januari kami telah mengeluarkan 4 orang pegawai yang
The Obstacles Monitoring discovered by PT. Anindya Mitra International, such as First, Human Resources of diverse by different backgrounds and characters. The larger number of human resources makes it difficult to monitor the human resources.


Based on interviews with Sigit Wahyu Due to the many violations that happened in tickets thing, in the future will be the implementation of the card as a ticket user customer of Trans Jogja. This card is a replacement ticket purchasing system with money to minimize the manipulation of the number of passengers. This will facilitate to Trans Jogja users who entered through a portable shelter also facilitate crew in the passenger record in purpose with the number of cards identified. Tickets for the entire Trans Jogja bus users had not used money in buying a ticket. But, use a subscription card to reduce the violation ticket.

Second, the management of Trans Jogja is still limited by a system of cooperation. Thus, budgeting and reporting system
looks more complicated. PT.JTT as a cooperation partner of PT.AMI, must report all relating to the management of Trans Jogja to PT. AMI first, because in co-operation contract PT. JTT cannot deal directly with Dinas Perhubungan is in terms of reporting and budget asked. Third, the number of Trans Jogja buses that operates have been reduced so as to make the number of the buses that operates not appropriate and balanced along with expanding the number of private vehicles in DIY.

CONCLUSION

The system of monitoring facilities is considered Trans Jogja already implemented in accordance with existing procedure, which is based on a system of minimum service or SPM. DISHUB, PT. AMI and PT. JTT has responsibilities for each in monitoring the Trans Jogja as a mode of public transport. Integritation between DISHUB, PT. AMI and PT. JTT already established well enough in monitoring the implementation of the Trans Jogja in reducing congestion. It evidenced the communication system that exists between both organizations in addressing problems in the implementation of monitoring.

One of the constraints of monitoring the implementation of the Trans Jogja to reduce congestion are Trans Jogja now some fleets have been unsuitable, and some also have stopped operating. On the other side, the number of users over the years has increased, but the number of private vehicles continues to increase and the number of Trans Jogja buses. Inadequate also an obstacle to Trans Jogja in reducing the congestion. Public transport is greatly needed by people in Yogyakarta which are a tourist town and city students. So the demand to continue to do revitalization public transport especially Trans Jogja will continue to appear until the primary goal in the procurement of Trans Jogja achieved, namely Trans Jogja to reduce congestion.
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