

retribusi terminal baranangsiang sebagai komponen pendapatan asli daerah kota bogor (suatu studi terhadap retribusi terminal baranangsiang di kota bogor)

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Deskripsi Lengkap: <https://lib.ui.ac.id/detail?id=126156&lokasi=lokal>

Abstrak

<i>Urban public authorities in developing countries have come under increasing financial pressures during the last decade. Bogor, for example, is now facing a rapidly growing demand of services, suspected as a result of continuing rapid urban population growth. However, as most areas do, their capacity to supply services as well as to undertake the necessary infrastructure development is severely constrained by a shortage of fiscal resources such as user charges.

Bogor is a city which had local revenue in 2007 about Rp. 79,681,810,774,00. It means Bogor has capability to fund the development in their region. In 2007, Bogor's revenue from user charges at bus station is about Rp. 3.087.468.000,00. That amount of money is come from the contribution of three bus station, which are Baranagsiang Bus Station, Bubulak Bus Station, and Merdeka Bus Station. Baranangsiang which is the largest bus station in Bogor, giving the largest contribution among the other bus stations, for local own revenues about Rp. 1.786.700.000,00 at 2007.

On February 14 th, 2008 the Local Legislative (DPRD), sudden inspect without announcement first to Terminal Baranangsiang. The groups found that Baranangsiang bus station is a mess, the infrastructure in there like stores, toilet, and roads are not in the proper condition. To compound the problem, they suggest to the Local Revenue Administration (Dispenda) and Traffic and Public Vehicles Institution (DLLAJ) should coordinating, in order to build a new infrastructure requirements and also need to allocate substantially more resources to maintenance, renovation, and replacement of older, deteriorating equipment.

In order to examining the problem, the 'Principles of Revenue Administration' theory by James Mc Master and 'User Charges' theory by Ronald C. Fischer are chosen to be theories in this research. However, in order to get a clear overview from the subject, a quantitative approach is used to define the problems in collecting charges and managing revenue from user charges especially in Baranangsiang Bus Station and how to rebuilt or maintain the infrastructure.

In non-urban bus transport, serious problems over bus stations arise from government intervention in provision and use of bus stations which are not required by passengers nor operators. Indeed it appears in some cases that the main purpose of the bus station is to raise user charges rather than to serve passengers. DLLAJ is the institution which is responsible to control the traffic in and around Baranangsiang Bus Station. To raise revenue from user charges at bust station is their side job, sometimes in implementation it becomes blur.

In the future, coordination between local institution such as DLLAJ, Dipenda, and UPTD Terminal is a

must. On the other hand, the voluntary of people who consume the benefits from Baranangsiang Bus Station have to fulfill their obligation by paying charges. The existence of Baranangsiang is not only the Bogor local authorities responsible, but either also the community.

Finally, Bogor local government realize how much important that infrastructure at Baranangsiang Bus Station to be renovate. On June 2008, the local authorities expend Rp. 2.000.000.000,00 to renew emplacement at Baranangsiang Bus Station.</i>