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THE SUPERVISION OF VEHICLE OPERATION MOTORCYCLE RICKSHAWS (BENTOR) IN GORONTALO CITY

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Abstract

This study aims to find out the performance of vehicle operation supervision, in this case motorized rickshaws as transportation in the province of Gorontalo. This study used a qualitative descriptive method with data collection techniques using observation and literature review through data from the Department of Transportation. The results of this study indicate that the supervision from the aspect of human resources or field officers is inadequate. The average education of field officers was still high school graduates and had not attended any trainings that supported organizational tasks, therefore there were no officers who were devoted to supervising bentor in operation. So that this has the effect of being less effective in supervising the operating areas. In order to optimize supervision, it is necessary to have sanctions so that people who break the law or commit fraud can find out their mistakes and not repeat them and be disciplined if they comply with the rules.

Keyword : supervision;vehicle;bentor;Gorontalo.

Keywords: Three; until; five; keywords; separated by semicolons

INTRODUCTION

Transportation can be interpreted as the transport of goods and people from one place to the destination. This transfer process creates a movement where the transportation activity starts to the destination and where the transportation activity will end. The role of transportation is very important because it connects the areas where raw materials are sourced, production areas, marketing areas and residential areas where customers live.

In 1860-1920 vehicles with engine technology were introduced, such as airplanes. However, nowadays rail and road transport do play an important role compared to other types of vehicles. Entering in 1920, transportation began to develop as a result of advanced technology. It is an activity of moving goods between goods and passengers from one place to another. It is also said that transportation is the core basis of the development of the industrialization of a region. As for some of the shortcomings with the existence of transportation which causes a specialization of work according to expertise based on the culture and customs of a region transportation can be said to be an attempt to move, move, transport, or divert an object from one place to a destination, where the object being moved is more useful and useful for certain purposes. Meanwhile,

Transportation has functions and benefits that are classified into several important parts. Transportation has a function that is divided into two, namely making goods and people as supporting the development of development (the promoting sector). While the benefits of transportation into three groups, namely as follows:

1. Economic Benefits, economic activities aim to meet the needs of society. The existence of transportation makes it easier for people to improve the community's economy because they can become actors and users of transportation.
2. Social Benefits Transportation provides various conveniences for the wider community, including services for individuals or groups, exchange and delivery of information, long-distance travel.
3. Political Benefits Transportation creates unity, wider services, state security, overcoming disasters to support the development of the country's development. Gorontalo as a newly developed area, the condition of transportation still needs attention from the local government. the demands of the community's needs for transportation facilities. This condition is exacerbated by the lack of supervision and traffic management. As a result of the limited means a creative idea arise from the people to create a means of transportation that could meet the needs of the community in the field of transportation, resulting in the emergence of bump-type vehicles.

Bentor have a construction similar to that of a rickshaw, which has three wheels, but behind it is replaced with several motorbikes so that they can go faster than construction rickshaws like this, which allows them to carry more passengers compared to motorbikes. Therefore the bentor is more behavior than the motor object. Bentors are people's vehicles that have been legalized in



Sumber :halmaheraPost.com

laws and regulations in the form of regional regulations, so the regional government submits or proposes and stipulates criteria for bumping conditions to the central government that are in accordance with the characteristics of Gorontalo, because bumping has become part of local wisdom. From an economic point of view, the bentor is very helpful to the needs and reduces the unemployment rate for the community, as well as providing additional value for the workshop owner. However, currently the modified rickshaws and motorbikes do not meet public transportation safety standards, partly because the

passenger position is in front of the driver. As well as other problems, bumps operate freely on the road and stop on the shoulder of the road without any monitoring or data collection, which causes congestion.

Empirically what happened was that the clashes were no longer operating within their territory. Bentors from regencies/cities are free to operate without supervision. In particular, the case that occurred was the lack of supervision and attention from the city government towards the operational area of the impact or operating. This is due to a lack of resources for implementing officers to understand the contents of the regulations that have been set, not enough to collect data on the growth. Both those who are native to the city and those who are domiciled. So that there are more and more riders who operate not according to the route. There is still a lack of coordination between implementing officers per Regency/City area which has resulted in many bumped motorists from the Regency looking for it in the City area. Lack of coordination between implementing officers and the traffic police to discipline motorists who break the rules. There is a lack of strict sanctions for bumping drivers who do not have an operating permit and there are no sanctions for bumping drivers who do not comply with their area.

The phenomenon of bumping modes of transportation has started since the issuance of regulations through Gorontalo provincial regulations No. 6 of 2006 concerning arrangements for organizing office vehicle transportation as a mode of public transportation that meets safe requirements for passengers. Based on the Regulation concerning Arrangements for the Implementation of Bentor Vehicle Transportation, the Bentor operates according to its territory. Operational areas are regulated in chapters 3 and 4 with the provisions that the operational areas of bumping are divided into districts/cities marked by the color of the hoods of the hitchhiking houses in each district/city based on the domicile of the hitchhiker, which includes the City area with green hoods on the houses, District Gorontalo is colored red, Boalemo Regency is sky blue, Pohuwato Regency is colored yellow, and Bone Bolango Regency is colored black, which regulates operational areas and administrative requirements as well as general government provisions for controlling it is the Transportation Agency which regulates and is responsible for managing its operations. Bentor is the authority of the provincial government, but to supervise and regulate the technical aspects of motorized tricycles in each district, the Provincial Government hands it all over to the transportation agency in each Regency/City, because motorized tricycles operate on cross roads. Regency/City.

The city government's policy by issuing Mayor Regulation No. 1 of 2007 concerning the operation, however, has not gone well due to the lack of attention from the government and the organizers, namely the transportation agency, to record operational with data on who are currently domiciled. From the start, motorized trishaws should have been operating in the city with data collection so that there would be no neglect. The Department of Transportation must make decisions and anticipate so that the operational



Sumber : wikipediaimages

collisions are recorded neatly. Based on the description above, this study aims to find out the performance of vehicle operation supervision, in this case motorized rickshaws as transportation in the province. This study used a qualitative descriptive method with data collection techniques using observation and literature review through data from the Department of Transportation.

METHOD

This research uses a descriptive quantitative method where the presentation of the research will produce descriptive data in the form of explanations. Data collection techniques can be done by carrying out observations. Observations were made on the road to see whether or not there was supervision carried out by the transportation service on the use of bendor transportation. Data processing through literature reviews such as looking at reading sources or related articles about regional transportation, especially the province of Gorontalo. In this case the data is also obtained from processed data sources contained in the relevant transportation services.

RESULTS AND DISCUSSION

The implementation is based on Regional Regulation no. 6 of 2006 concerning Arrangements for Bendor Vehicle Transportation and Mayoral Regulation number 1 of 2007 also regarding the Operations in the City. Based on this regulation, the City Transportation Service carries out regulatory and oversight activities for operating collisions. Based on the number of bendor data in each district of the city of Gorontalo as table 1 below:

Table 1
Number of Bentor Per Sub-District in Gorontalo City

No.	District	Year			
		2015	2016	2017	2020
1.	Kota Selatan	442	442	330	719
2.	Kota Utara	466	466	551	647
3.	Kota Barat	502	652	607	1.208
4.	Dungingi	578	578	497	1.038
5.	Hulonthalangi	499	499	583	807
6.	Kota Timur	647	674	614	1.124
7.	Sipatana	383	458	328	614
8.	Kota Tengah	392	392	318	648
9.	Dumbo Raya	561	561	610	1.027
Total		4.471	4.695	4.429	7.832

Source : *Departement of transportation , Gorontalo 2020*

Data in table 1.1 shows the number of bentors in Gorontalo City from 2015 were 4,471 to 2020 of 7,832. This data was taken at the district level, the data shows the growth is increasing every year and the data in table 4.6 does not yet show from other areas operating.

Human resources in this case are the field officers of the Transportation Service who supervise. The results of the writing show that the supervision of the operating area from the aspect of human resources or field officers is inadequate. This happened because the average education of field officers was still high school graduates and had not attended any trainings that supported organizational tasks, therefore there were no officers who were devoted to supervising motorized rickshaws in operation. So that this has the effect of being less effective in supervising the operating areas of motorized tricycles. These human resources are very important because resources have the ability to assess whether the part is running according to purpose or not. This is supported by Ardana's opinion (Ardana et al., 2012) so having human resources who carry out supervision will create order and conformity with the rules implemented by the government in this case Regional Regulation Number 6 of 2006 and Mayor Regulation number 1 of 2007 however, because the human resources are not maximal, the existing regulations are still going on tug-of-war regarding their implementation.

Basically, coordination often involves several institutions or organizations in the monitoring process. With effective coordination between institutions, the organizations involved and without effective coordination it is impossible for supervision to run properly, this is the case with the supervision. The results showed that the supervision of the operating area vehicles by the Department of Transportation seen from the aspect of coordination, did not go well in carrying out

surveillance activities. This happened because the supervision of field officers was not optimal. And also there is no good coordination with the police for the operational area of motorized tricycles. As well as the coordination from the Department of Transportation with the related collision drivers regarding the division of operational areas for bumped vehicles not running continuously. So this is what makes the supervision of the operating area vehicles not running effectively. Coordination should run continuously and coordination plays an important role in increasing the effectiveness of supervision, this is agreed by Sugandi (2011). Up to now, hitherto riders are still members of several regencies operating in the city of Gorontalo, which are the accumulation.

In order to optimize supervision, it is necessary to have sanctions so that people who break the law or commit fraud can find out their mistakes and not repeat them and be disciplined if they comply with the rules. The results of the study show that there has been no application of sanctions for bumped drivers who do not comply with their area. This is in accordance with the statements of several informants that the researchers concluded. Based on the results of several interviews, the researcher concluded that supervision of the operating area of motorized pedicab vehicles by the Gorontalo City Transportation Service, seen from the aspect of sanctions, had not been made for bumped drivers who did not comply with their area. This is because motorized tricycles still use the law on two-wheeled motorbikes issued by the police, while the Department of Transportation has not issued regulations governing sanctions for motorized trishaw drivers. The absence of sanctions is the result of the inconsistent implementation of monitoring the operation of motorized tricycles and a lack of coordination with the local police. Because according to researchers this sanction is very important because it will provide a deterrent effect and awareness of motorized trishaw drivers operating in Gorontalo City.

In general, research on the supervision of bentor by the Department of Transportation of the City of Gorontalo from the perspective of human resources, coordination and sanctions has not been effectively implemented. Whereas the human resources in this case are field officers who are inadequate for supervising motorized tricycles and are still very limited, coordination is not good, sanctions do not yet exist for motorized tricycle drivers who are not in accordance with their area so that supervision of the operating area does not run effectively. Until now, motorized trishaws in Gorontalo Province have not yet received permission from the Central Ministry of Transportation as a means of public transportation. the Department of Transportation and the local government are still debating the regulations for the operation of motorized tricycles. However, so

far the Regional Government through the Gorontalo City Transportation Service has always tried as much as possible to take concrete steps to regulate and supervise motorized tricycles operating in the Gorontalo City area.

CONCLUSIONS

Based on the results of the research and discussion that have been described previously, the researcher draws the following conclusions

1. Judging from the aspect of human resources, it is inadequate so that the supervision of the operating area of motorized tricycles does not run effectively, because the average education of field officers is still high school graduates and has not attended training that supports organizational tasks. And the existing resources are still not able to implement the regulations that have been made by the Regional Government and City Government because the motorized rickshaws in Gorontalo have not yet received permission from the Central Transportation Agency.
2. In terms of the coordination aspect, it has not been carried out effectively, because there is no coordination from the Department of Transportation with the police and the city government which is not going well. So that the implementation of supervision is not running effectively.
3. Seen from the aspect of sanctions, no sanctions have been issued from the Department of Transportation for the division of motorized tricycles operational areas. The sanctions that apply to this day are still using the law on two-wheeled motorbikes. So that there is no enforcement and awareness for motorized trishaw drivers who do not comply with their area. The results of the study show that there has been no application of sanctions for bumped drivers who do not comply with their area. This is in accordance with the statements of several informants that the authors conclude.

Based on the results of several interviews, the authors concluded that the supervision of the operating area vehicles Transportation Service, seen from the aspect of sanctions, had not been made for bumped drivers who did not comply with their area. This is because motorized tricycles still use the law on two-wheeled motorbikes issued by the police, while the Department of Transportation has not issued regulations governing sanctions for motorized trishaw drivers. The absence of sanctions is the result of the inconsistent implementation of monitoring the operation of motorized tricycles and a lack of coordination with the local police. Because according to the author of this sanction is very important because it will give a deterrent effect and awareness of motorized trishaw drivers operating in the city of Gorontalo.

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