Portrait of Motor Tricycle as Sustainable Public Transportation

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Abstract

Generally, Transportation has an important role in supporting national development, namely as a support, propulsion and thruster and also the lifeblood of economic, political, social, cultural and defense security. As a supporter of the development sector of the economy, the role of transportation is to serve human mobility, trade commodity distribution and the industry from one place to another. In the other hand, transportation served to brings together the gaps and encourage the equitable distribution of development outcome among regions, intercity and between villages also to accelerate the region development and strengthen the relationship between NKRI region. Bentor or Motor Tricycle becomes a great transportation in Gorontalo. Although it is known as a local icon, bentor in Gorontalo need serious handling. Production of motor tricycle (bentor) continues to increase; there are 15 thousand of motor tricycle (bentor) has been operated at the center of Gorontalo City. This phenomenon has created an imbalance of transportation and road capacity or basic infrastructure of transportation in Gorontalo city, so that come about the chaos transportation in Gorontalo city. For that we need to settle the problem by 1). Controlling the amount of bentor from the bentor unit production directly. 2). Issuance of bentor official operational permits operates in the center of the Gorontalo city. Bentor has not received permission from the ministry of transportation due to not meet safety standards. So that the level of implementation requires cooperation among all relevant agencies, from the provincial government, regency/municipal government, up to the level of village government, to be able to work together to discuss and solve the problem of motor tricycle (bentor). Images of Gorontalo frequently are less traffic jams, assured general driving comfort and low access to public transportation in Gorontalo government facilitated. Commercialization to be achieved, the first is creation of quality sustainable transportation economics, which is affordable by users equitably, attractive to investors and the business world, the efficiency of the total cost per/km- passenger. The second is socially sustainable transportation to provide access for all groups not to certain groups. Affordable services, reach out to and environmentally sustainable transportation which minimize accidents and health injury.

Keywords: public transportation; motor tricycle; bentor

INTRODUCTION

Now days, bentor is a land transportation were dominant in the Gorontalo city. Actually, based on Law No. 22 of 2009 about traffic and road transportation, bentor does not designated because the position of passenger is in front. That is why the government has not issued an operational permit of these vehicles [1]. Become an interesting phenomenon that although it not yet to get an operational license from the Ministry of Transportation, but the number of bentor...
which operating in Gorontalo city are 17,000 units. Improvement of total production has an impact on the imbalance of transportation modes with road capacity and making clutter in Gorontalo city.

Munawar in his inaugural speech faculty of engineering UGM, explains that the development of transportation should be based on sustainable development (sustainability) it means to see further, based on a comprehensive long-term planning and environmentally sound [2]. Short-term planning should be based on a long-term view so there is no planning "disassembly". Based on the background of the problems so that need to do a research about "portrait of bentor as a sustainable public transportation", confined by a few factors or be a variable of this research are: 1) Historical of bentor appears, 2) Portrait of bentor as a public transportation and 3) Bentor as icons of region. Evaluated from the aspects of technology, innovation, and social. Hopefully this research can provide references are solution and legalization of bentor as sustainable public transportation in Gorontalo city, Gorontalo province.

THEORETICAL METHOD & EXPERIMENTAL SETUP

Arikunto explains that in a certain of science is suitable to use experiments to research approaches, but the social field is unsuitable because confronting the human experience [3]. Then approach of research is qualitative approach, whereas the theoretical method is used inductive theory, in which the inductive theorization use data as a starting point to do research, even in the form of inductive theorizing does not know at all. It means that the theory is not an important thing to do, otherwise the data is everything to start a research [4], technique of data collection is triangulation source through in-depth interviews. This qualitative research is used technique of data analysis in an interactive model of data analysis by Miles and Huberman, they are the data collection, data reduction, display data, and verifying/drawing [5], as illustrated in Figure 1.

RESULT AND DISCUSSION

History of Bentor as Transport in Gorontalo city.

Historically, bentor is engineered from the horse cart with a motorcycle. Bentor history begins from horse cart (Bendi) at that time which dominated the mainstream mode of transportation in Gorontalo city. Production of horse cart is increase the population of horse cart that operates at the time get caution and cause of social unrest and Local Government. It is because of horse droppings are scattered along the way, without any concern of the owners of horse cart. It is not only reducing natural beauty of the city but even a negative impact on the threat of tetanus outspread and also when in summer the horse manure are dries and flown with the dust then unwittingly inhaled by the user community. Pedicab also had operations after the horse cart are
in transition, but the presence of pedicab fade away because the culture of Gorontalo people claims that it was impressed inhuman, still traditional and very ineffective and inefficient (explanation of Regional Secretary DR. Drs. Dervish Salim, M.Pd). Chairman of the Bentor Community Gorontalo found that bentor has provided social change and technological development in the Gorontalo city, bentor is an intellectual rights of Gorontalo people. Head of Transportation Department of Infocom Gorontalo said that the demands of society today is how to provide a quality service, especially land transportation in Gorontalo city, so he thinks bentor is the answer to the demands of society.

Images Bentor as a Sustainable Public Transportation
Images bentor as economics sustainable transportation, Chairman of Bentor Association Gorontalo City argued that; 1) bentor is an image of poverty in Gorontalo city, 2) Being requirement and livelihoods of families, 3) it is a local wisdom Gorontalo area. Gorontalo Regional Secretary explained that the popularity of bentor is one object that Multi-effect economic turnaround. Resistance impact of job creation without skill training, impact on current taxes and building materials. Processes that have acted bentor driver communities have adopted the problem of unemployment in Gorontalo city and minimize the transportation problem in Gorontalo city. Head of the Department of Transportation argued bentor has contributed to the development process in the Gorontalo city, including of bentor has accepted in the midst of society, has created small micro business opportunities in community. Management of bentor production process directly in the center production of bentor does not easy to do. It is caused of bentor production center is under management control of UMKM that are still part of the work program of Local Government that cater to small and medium communities.

Bentor as a social environmental sustainable transport because it is an affordable service provides easy access to all groups, especially the ease of service for school of children. Although the local government has provided special free school bus service (HULONDALANGI), but they prefer to choose and use bentor than free school bus (HULONDALANGI).

In line with the "SMART CITY" program of Local Government, through the Department of Transportation in Gorontalo together IPB (Association of Bentor), initiated a new alternative on bentor by the slogan "BERLIAN" which is a continuation of "Bentor Orderly Traffic and trustful", which intended to provide comfort and create customer satisfaction, as well as to minimize the rate of accidents caused by bentor driver behavior. This program was launched on June 3, 2016 as a form of attention and cooperation of local governments with the bentor driver, in disseminating the importance of awareness, bentor good driving behavior in order bentor environmentally sound. Followed by Road Show, which followed 2,000 drivers bentor as a form of recognition of the driver bentor, that is recognized or not, proper or improper, but these days bentor community has agreed to publish to the world that is ready to realize solicitous bentor traffic.

Implications and Potential bentor for Regional Development
In the other hand the uniqueness and advantages of bentor that being a fairly reliable means of transportation of the Gorontalo government because: 1) Bentor able to enter the narrow roads that cannot be done by other public transportation, 2) Bentor attract many investors and tourists who come both from within and from outside the State, 3) Bentor environmentally friendly 4) bentor a mini size of the solutions to reduce congestion in the city center of Gorontalo. 5) Workforce development bentor into a container that helps the creation of jobs for people who do not have a permanent job or other alternative work. Technically, expected recommendation of transportation ministry for bentor user should be responsible for the safety of passengers from point of origin to point of destination. As previous research in the journal of Politeknik Ujung Pandang about the development of the construction design of motor vehicles tricycles (bentor) [6]. But the reality has conducted trials with the reconstruction bentor passenger position are behind or beside the driver, but people prefer to use bentor that the passenger in front position compared the bentor that the passenger are in behind position or beside of driver.
The data showed that some 17,000 units of bentor operating in Gorontalo city, after observation and depth interviews with several sources and user of bentor in reality that driver operates exceed in Gorontalo caused more than 50% of drivers bentor are operation (for a living I dependent life) in the city are citizens of Bone Bolango district, Gorontalo district, North Gorontalo district and Boalemo district. The data below is number of bentor are owned by Gorontalo citizen that registered in the department of Transportation in Gorontalo.

Kamaluddin explained that transportation is the activity of moving goods and passengers from one place to another place. The kinds of transportation that are: 1) People that need, 2) Goods required, 3) Vehicles as equipment/facility. 4) Road and terminal as transportation infrastructure, 5) Organization of the transportation manager [7].

Transportation as a basic to economic development, society development and industrialization grow, with the transportation caused of the specialization or division of labor or according of expert in accordance with the culture, customs and culture of a nation and region. The necessary for transportation depends on the function for a person uses. (Personal please utility). Theory of Kamaluddin into a grand theory in this research, that the people who need a Bentor as public transportation, on the other hand Bentor as a mode of transportation, requiring good governance of local government and recognition from the Ministry of Transportation RI.

Based on in-depth interviews of the three informants, reduction of data into the research findings can display as follows; that Bentor actually have the potential of new technologies and innovations for the future of Gorontalo people's lives, with the variables as follows:

a. Bentor from high technology aspect can give the positive impact for the social change Gorontalo regional development, especially in the field of land transportation services. And the big benefits that the people feel have a Bentor occasion to create jobs, development and opportunities for UMKM and entrepreneurs occasion.

b. Bentor has introduced a new product for the goods or services of public transport in Indonesia, especially in Gorontalo province. Bentor is the handwork of Gorontalo engineering from the buggy and a motorcycle (Bentor) as a solution to the buggy problems that uncomfortable not have environmentally that began to dominate the city of Gorontalo at that time.

c. Since 2000 years Bentor has united with the life of Gorontalo society, even been used as the only public transportation, life support activities and society needs. Received of Bentor as an inseparable part of the social life of the society, a factor supporting that Bentor it's time to get serious attention and recognition from the government, especially the Ministry of Transportation.

Although Bentor not obtain operational licenses from the Ministry of Transportation, but developing the number of Bentor that operate in the center of Gorontalo city reach 17,000 units. For that need the ways to solve the problem by 1). Controlling the number of Bentor which directly from the production of Bentor unit. But in the implementation of controlling Bentor production quantities directly on the production of Bentor unit not as easy as theorized, because the processes that have acted and adopted by the society with no doubts.

The impact that appeared from the difficulties of controlling the amount of production Bentor is an imbalance of transportation mode and the city chaos. The solution offered that is need for the issuance of operational license of bentor for operates in the center of Gorontalo city. Need to give the label of Bentor in every sub-district in Gorontalo city. To different the color hood of Bentor for each sub-district in Gorontalo province. Especially Bentor property of city residents are black hood and Bentor from Bone Bolango regency is Red colored, Bentor from Gorontalo regency is White colored hood and so on. It is intended to make it easier for passengers to easily and quickly identify the Bentor from particular area. Especially for school children in determining bentor to be boarded, will be more easily and believable if it is through regulatory and governance structure of bentor.

The important of planning in the structuring and development of transport is to avoid the planning "disassembly" of transportation tools. That is conceivable become of planning "disassembly" of transportation in Gorontalo province, so that will be new problems that
scale of micro economy, particularly in the field of land transport. The negative impact that will arise is 17,000 workers or heads of households who will lose their jobs and livelihoods of families. This will adversely affect the performance of regional development. As a supporter of the construction sector of the economy, the role of transportation is to serve the mobility of people and the distribution of the commodity trade and industry from one place to another place. Transport also serves to bridge the gap and encourage the equitable distribution of the fruits of development among regions, between of city and between of village as well as to accelerate the development of the region and strengthen the relationship between the regions of Republic Indonesia.

CONCLUSION
1. Portrait of Bentor is poverties in Gorontalo city, to give the contribution for sustainable economic and social sustainability to the local government and the people of Gorontalo city.
2. Portrait of Bentor as sustainable public transport in Gorontalo city particular and Gorontalo province in general, need serious attention from the government, especially the legalization of Bentor as a public transport, in order to avoid disassembly of transport, which will have an impact on the workforce lost their jobs and a bad influence for performance of regional development.
3. Portrait of Bentor it's guarantee the high technological value for a positive impact and has been used by the people, guaranteeing a new innovation for Bentor has introduced new products to minimize the level of congestion because shape is small, Bentor have been recognized by the people and has been used by the people since 2000. Bentor also guarantees a high social value because Bentor is reach and affordable for all walks of life and have been fused with the social life of the city.
4. Bentor still need serious attention from the central government, especially the ministry of transportation RI.
5. IPB in collaboration with the transportation department has initiated a program BERLIAN Bentor traffic rules and mandate. The program that lunching with the intention to publish to the world that Bentor belongs by the people of Gorontalo city in particular and generally the people of Gorontalo province.

REFERENCES