
Legal Review of Parking Levy at Pasar Raya Salatiga City

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ABSTRACT

Parking is something that is often encountered by the community, especially in economic activities in markets, malls and so on. Many of us also know that there are illegal parking lots that are not under the auspices of the government. This is not justified because actually parking is a retribution income in each area. This study using the Juridical Empirical method, the data source comes from primary and secondary data. In qualitative research, data analysis techniques used are data reduction, data presentation, and data verification. Checking the validity of the data using source triangulation and technical triangulation. In this research, it is known that there are still many parking attendants in Pasar Raya who do not fully know what obligations they have to do. Apart from that, there are also parking attendants who do not wear SKRD such as tickets, vests and identification. Obstacles in the implementation of the parking levy itself are still the illegal parking attendants in Pasar Raya, who come from residents of the Raya Pasar scope.

Keywords : Parking, Retribution, Overview

INTRODUCTION

The community cannot be separated from the existence of motorized vehicles, both two-wheeled and four-wheeled vehicles, to support their daily activities. Motorized vehicles have become an important tool for society in carrying out activities. The existence of motorized vehicles can support various community activities, one of which can make it easier for people to do their work.

Vehicles or transportation have a very important role and function in the economy and regional development. One of the supporters of a developed and strong country is transportation. National, regional and urban transportation must be regulated, managed and organized systematically. This activity is carried out with the aim of being able to serve transportation needs effectively and efficiently, to be able to carry out various socio-economic and political activities of government administration within the framework of realizing a dynamic, just and supportive community life, as well as as a driving facility. Transportation as a support is intended to increase the development of various activities in other sectors outside the transportation sector (Adisasmita, 2014).

Salatiga City is a city in Central Java Province which is surrounded by various districts such as Boyolali Regency, Magelang Regency and Semarang Regency. The city of Salatiga is currently continuing to develop and is increasingly showing urban characteristics that are increasingly crowded and densely populated. From time to time, in line with the increase in population, the community's need for housing, offices and other socio-economic facilities increases (Pradana, Yulianti and Setijowarno, 2015). The influence of the increasing population can also be seen from the increase in the use of motorized vehicles.

Vehicle use in Salatiga City from 2019 to 2021 reached more than 200,000 two-wheeled vehicles (Central Statistics Agency, 2019). Departing from this, of course, also affects the use of land for parking which will continue to increase. Parking activities in Salatiga City are very busy, we can see this from various places in Salatiga City where many people carry out activities. In several locations, such as Pasar Raya Salatiga City, there is a lot of economic activity, including buying and selling between producers and consumers. Pasar Raya Salatiga City is a shopping center for people around Salatiga City and people

outside Salatiga City to sell or buy goods.

Parking is a necessity for vehicle owners to make it easier for vehicle owners to stop and leave the vehicle temporarily at a destination. One of the desired conveniences is parking on the side of the road. Parking is generally also interpreted as an effort to smooth traffic flow and increase the productivity of natural resources and human resources owned by the state. (Sugianto, 2008). Parking is a temporary state of not moving a motor vehicle (Sunarto, 2005). Parking has become one of the crucial things in traffic, and this also happens in Salatiga City. The existence of parking lots in Salatiga City, especially at Pasar Raya Salatiga City, is very helpful to the community, especially those who own motorized vehicles.

The Salatiga City Government regulates this in Salatiga City Regional Regulation Number 2 of 2019 concerning Business Services Levy. This regulation is useful for curbing and regulating illegal parking activities or parking that uses government land. This parking is included in the regional levy. Regional levies are regional levies to finance services or permits that are specifically granted and provided by the Regional Government for the benefit of individuals or entities (Adinda, 2019). This basis makes parking regulations and parking fees the authority of the Salatiga City Government by prioritizing community participation and professionalism in parking management. It is hoped that professional and transparent parking management will be able to minimize leakage of parking revenue, both taxes and fees, and of course will be able to increase local revenue.

The Salatiga City Government in the Salatiga City Regional Regulation Number 2 of 2019 concerning the Amount of Tariffs and Objects of Parking Retributions in the City of Salatiga regulates this matter. Parking levy objects in Salatiga City include Pasar Raya I, Pasar Raya II, Shopping Center, Kalitaman Baths, Kridanggo Stadium, Indoor Tennis Hall, Bendosari City Park, Tingkir City Park and other special parking lots which are regional assets. Then the amount of the parking fee expressed in the formula for the level of service usage multiplied by the tariff as follows: (Salatiga City Regional Regulations, 2019)

$$\text{Levy} = I_k \times T$$

Information :

I_k = Vehicle type index, as follows:

No	Transportation type	Index
1	Two wheels	1.5
2	Four Wheels	3
3	More than Four Wheels	6

T = basic rate of IDR 1,000.00 (one thousand rupiah)

Researchers found several gaps in the implementation of parking fees in Salatiga City. Retribution levies carried out in Salatiga City, especially at Pasar Raya, still result in higher rates being levied on consumers. The tariff requested from consumers is an average of IDR 2,000.00. This creates a gap between the theory that researchers take regarding business service fees and the reality that occurs in the field.

The Salatiga City Government also regulates the implementation of this parking levy. Parking operators include parking attendants, levy collectors and treasurer recipients. Parking attendants are personnel tasked with carrying out parking service activities on the side of public roads, collecting levies, and depositing the results of levy collections to levy collectors, as evidenced by the parking attendant's identity card issued by the Transportation Service. Levy collectors are personnel tasked with collecting the results of levies collected from parking attendants and depositing them with the revenue treasurer, as evidenced by a letter of assignment issued by the Transportation Service. Revenue treasurer is an official appointed to receive, store, deposit, administer and account for regional income money in the framework of implementing the Regional Revenue and Expenditure Budget (APBD) at the Department (Salatiga et al, 2020):

From the results of the pre-observations carried out, there were several problems that occurred in the field. First, what happened in the field was that the parking attendant did not give parking tickets to consumers who had motorized vehicles. This fact is not in line with the Salatiga Mayor's Regulations regarding the Implementation of Parking Retributions. Second, the rates given for parking fees are also different from the rules set by the regional government. Salatiga City Regional Regulations stipulate that the index for 2-wheeled motorized vehicles is IDR 1,500.00, but parking attendants charge IDR 1,000.00 or IDR 2,000.00.

The explanation above will answer several problems, including: How are parking fees implemented in Salatiga City in terms of Salatiga Mayor Regulation Number 2 of 2019?

RESEARCH METHODS

The research method used in this research is the empirical juridical method. This method is a research method that combines normative legal elements which are then supported by the addition of data or empirical elements (Benuf, Mahmudah and Priyono, 2019). The type of research used is descriptive qualitative research and the data sources come from primary data and secondary data. Researchers took the research results at Pasar Raya Salatiga City. Furthermore, data collection uses interview, observation and documentation techniques. An interview is a conversation with a specific aim or purpose. The conversation is carried out by two parties, namely the interviewer who asks questions and the interviewee who provides answers to the questions. (Moleong, 2018). Observation is a data collection tool that is carried out by systematically observing and recording the symptoms being investigated (Narbuko, 2015). Documentation is a data collection technique in the form of written data sources or images.

In qualitative research, the data analysis techniques used are data reduction, data presentation, and data verification. Checking the validity of the data uses source triangulation and technical triangulation. Source triangulation functions to test the credibility of data which is done by checking data that has been obtained from several sources for the same question. The data is then analyzed to obtain conclusions and ask for agreement with these sources, while triangulation techniques for testing the credibility of the data are carried out by checking the same data sources through different techniques, including interviews, observation and documentation. (Wahidwarni, 2017).

RESULTS AND DISCUSSION

A. Implementation of Parking Levy at Pasar Raya Salatiga City

Parking is a source of regional income or what is often called regional levies. Regional levies, hereinafter referred to as levies, are regional levies as payment for certain services or permits which are specifically provided and/or granted by the Regional Government for the benefit of individuals or entities. Therefore, a retribution activity must have provisions that must be implemented.

The practice of charging parking fees in Salatiga City, especially in Pasar Raya, is one of them which has many parking attendants. The parking attendant has the obligation to attract every user who parks their motorbike in the parking lot. Apart from that, they also have the obligation to use SKRD or other similar documents.

In implementing the practice of collecting parking fees at Pasar Raya Salatiga City, it was found that several parking attendants wore complete SKRDs such as parking vests, identification tags and tickets for parking users. However, it cannot be denied that the majority of parking attendants do not give parking tickets that they should give to consumers or motor vehicle owners. This is not in accordance with the provisions of the Salatiga City Mayor's Regulations regarding procedures for collecting parking fees, article 2 numbers 1 and 2 which read "Every parking attendant must wear an SKRD or other equivalent document. "Other documents in question include tickets, vests and

identification cards."(Salatiga et al, 2020). However, looking at these regulations, there are still parking attendants who apply and implement these regulations well.



Figure 1. Parking Attendant Identification Mark

We cannot deny that we live in very modern times. Many things that used to be difficult to do are now very easy to do. The developments of the times that we cannot avoid require us to understand and be able to follow the current of developments of the times. Don't forget about paying parking fees.

In the practice of collecting parking fees in Salatiga City, the payment method to parking attendants still uses the cash method. This cash payment method has become embedded among the public and is used in interacting with various things. Moreover, in this case there is an environment around the market, this is in accordance with the provisions of the Mayor of Salatiga Regulation regarding procedures for collecting parking fees Article 3. This article states that tickets given to consumers are paid in cash to the parking attendant. (Salatiga et al, 2020).

The practice of collecting parking fees carried out by parking attendants will of course be given to local governments to develop the potential that exists in the district or city. Parking fees are an income that can be said to be promising for the development of an area. Likewise, parking attendants collect the proceeds from parking levies.

In the process of collecting parking fees, parking attendants in Salatiga City, especially the Pasar Raya area, collect them from the head of the parking attendants in the relevant area. The levy proceeds are collected after the parking attendants have finished carrying out their duties. After that, the chairman of the parking attendant makes the deposit to the regional financial agency which has coordinated with the local government, in this case the deposit to the BPD. This statement is in accordance with the provisions of the Salatiga Mayor's Regulations regarding procedures for collecting parking fees Article 7 of 2020 (Salatiga et al, 2020). The article explains that the parking attendant deposits the proceeds every day to the collector. After being deposited with the collector, it will then be deposited with the regional treasurer through the BPD.

To implement the practice of collecting parking fees, training or coaching and counseling must be carried out for parking attendants. Parking attendants who carry out retribution collection activities must be trained and given counseling with the aim of being able to carry out their obligations well. The Salatiga City Transportation Department in this case has provided counseling and coaching activities to parking attendants. This counseling and coaching activity for parking attendants is carried out once every three months, but this counseling and coaching activity can also be carried out flexibly because there will be counseling and coaching if there is a certain event in Salatiga City and if there is a new policy from the government regarding the practice of parking fees.



Figure 2. Socialization activities by the Transportation Department

This description is in accordance with the provisions of the Salatiga Mayor's Regulations regarding procedures for collecting parking fees Article 11 (Salatiga et al, 2020). The article explains that parking attendants receive counseling from the department aimed at utilizing parking levy proceeds. Of course, every activity must be monitored and evaluated to get maximum results and achieve the desired goals. In this case, the Transportation Service, as the agency that oversees parking attendants, should carry out monitoring and evaluation activities.

This monitoring and evaluation activity is carried out every day by the Salatiga City Transportation Department. This monitoring activity is carried out by the transportation service at points covered by the service. This activity is carried out every day and can be flexible in the morning, afternoon or evening. Meanwhile, evaluation activities themselves are usually carried out during counseling and coaching for parking attendants. This is in accordance with the provisions of the Salatiga Mayor's Regulations regarding procedures for collecting parking fees Article 11 (Salatiga et al, 2020). This article explains that the department must monitor and evaluate in order to smoothly implement the practice of collecting parking fees in Salatiga City.

B. Inhibiting Factors in Parakeet Retribution at Pasar Raya Salatiga City

An activity certainly has factors that support and hinder the activity. Parking levies in Salatiga City, especially at Pasar Raya, have several obstacles that may hinder their implementation. In its implementation, there are still many sectors that have not been properly fulfilled by the authorities or parking attendants. In Pasar Raya Salatiga City, there are still many illegal parking attendants found.

These illegal parking attendants come from residents around Pasar Raya who collect parking fees illegally. They operate almost every day at Pasar Raya, thereby displacing the official parking attendants appointed by the Transportation Department. Some parking attendants are also worried, this is because they are local residents who charge parking fees using land that should be used by official parking attendants. These illegal parking attendants also do not deposit or report the results of parking fees at Pasar Raya to the authorities, they personally use the money they get from parking proceeds.

The activities of these illegal parking attendants can certainly cause obstacles for official parking attendants to collect parking fees at Pasar Raya. Income from parking fees, which should have been maximized, ended up being reduced because local residents carried out illegal parking activities, while the Transportation Department carried out monitoring activities every day.

Another inhibiting factor in the implementation of parking fees at Pasar Raya Salatiga City is the lack of maximum socialization from the Transportation Department. From the results of interviews conducted by the author, it was found that several parking attendants did not know the mandatory rules that should be implemented in collecting parking fees. They admitted that they only carried out according to their fellow parking attendants. There are several parking attendants who do not wear a

complete SKRD, most of the parking attendants do not give tickets when implementing parking fees. They admitted that they did not know and felt that what they did was correct and optimal. Such a phenomenon will later become an obstacle in preparing reports on parking levy results, especially at Pasar Raya Salatiga City.

Tickets not being given to consumers is also a very fatal thing if we look at the existing regulations. If tickets are not given to consumers, it will make the recap of retribution income unclear regarding how much income was earned and paid by the parking attendant. Meanwhile, according to the applicable regulations, if consumers do not get a ticket from the parking attendant, then the parking fee is free, as stated on the official parking attendant's uniform.



Figure 3. Research results at Pasar Raya Salatiga City

CONCLUSION

The practice of collecting parking fees in Salatiga City, especially at Pasar Raya, is carried out by parking attendants under the auspices of the Salatiga City Transportation Service. These parking attendants are screened directly by the Transportation Department who will be responsible for collecting parking fees at Pasar Raya. The implementation has been carried out optimally by parking attendants, namely by wearing SKRD according to the rules such as vests, identification tags and giving tickets to consumers. However, there are still some parking attendants who do not carry out their obligations, such as not giving tickets and collecting parking fees that do not comply with the fees stated in regional regulations. The Transportation Department has also carried out counseling and monitoring activities for parking attendants, but many parking attendants do not take part in these outreach activities and are only entrusted to the team leader or their friends. The inhibiting factor in implementing the parking levy itself is that there are still illegal parking attendants at Pasar Raya Salatiga City. These illegal parking attendants come from the community around the market who charge parking fees arbitrarily. Apart from the existence of illegal parking attendants, another inhibiting factor is the lack of good socialization from the government, which in this case is the Transportation Service. There are still many parking attendants who do not know what obligations they have to carry out and carry out.

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