

Effect of Terminal Levy Contribution on Local Original Revenue

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Article Info

Keywords:
Terminal Levy,
Local Original
Revenue

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Abstract: *The study aims to find out: the contribution of the Wamengkoli Wara terminal levy to regional revenue. Quantitative research is the chosen research methodology. Both secondary and primary data are used. Contribution analysis is used in data analysis. The sampling method uses saturated samples over a period of 5 years, or from 2018 to 2022. All data needed to collect data based on research in the form of concepts, definitions, or theories that can be applied to explain the problem to be discussed through this research. The Regional Revenue Office, the Transportation Office, and in this case customers are secondary data sources. The study findings show that: The average contribution of the wamengkoli wara terminal levy to Regional Original Revenue during 2018-2022 is 1.63% This shows that the contribution of the terminal levy is still considered insufficient due to several things such as the COVID-19 pandemic and inter-district rental car/motorbike bus users prefer to raise and drop off passengers outside the terminal. In general, passengers who travel back and forth have private vehicles that are not collectible to the terminal Central Buton Regency is still a new pemekaran area, so the volume of terminal service users is still lacking.*

1. Introduction

Building One of the efforts to achieve the goals of society, especially a just and successful welfare state, is nationalism. Encourage an integrated and integrated regional development process to achieve national development goals. Regional economic development is a process by which local governments and the communities they serve manage the resources they already have and establish patterns of cooperation with the private sector to provide new employment opportunities and encourage Growing economic activities in the area (Arsyad 2016). It is important to pay special attention to the difficulties and burdens of development caused by population growth and improved living standards.

The government must play a key role in tackling this problem if it is to be resolved. The society that continues to develop, namely the implementation of a democratic system of government, is carried out decentralization in the form of granting autonomy to regions. To manage and regulate its government in accordance with the aspirations of the local community and applicable laws and regulations.

Autonomy is granted by the central government to regions to be implemented broadly, tangibly and responsibly, based on the principles of transparency (openness) and accountability (responsibility). To know the risks, obstacles, challenges of the region, local governments are given the power to control them. The conditions and circumstances of the region, especially its economic situation, are better understood by the region. (2015) Kusmayadi. According to Article 1 Paragraph 8 of Law Number 23 of 2014 concerning Regional Government, decentralization is the handover of government functions from the central government to autonomous regions based on the concept of autonomy. Naturally, autonomous regions must have a family budget to drive the government by utilizing all its resources to the maximum. To boost local revenue, local governments must process every source of regional revenue creatively, inventively, and efficiently. When we talk about terminal fees as a source of regional funding, we should also talk about local government structures that allow autonomous regions.

In accordance with the principles of democracy, community participation, equity and justice, as well as regional potential and diversity implemented within the Unity Framework, broad, real, and accountable authority is given to regions proportionally in the implementation of regional autonomy. This is realized by regulating, distributing, and utilizing national resources as well as financial balance between the central and regional governments. To be able to support the needs of the population and regional growth, local governments must optimize their revenue streams. Local Original Revenue, Balancing Fund, Regional Loans, and other legitimate Other Revenues are the main sources of financing for local government administration. Locally earned and generated revenue.

Regional levies include levies for public services, commercial services, and certain permits. Terminal charge included in the price of business services is one area that must be optimized and continuously studied for the growth of its facilities. Business retribution is defined as a service provided by a local government that follows commercial principles because in essence it can also be provided by the private sector, according to Article 1 number 67 of Law Number 28 of 2009 concerning Regional Taxes and Regional Retribution. Then in Law Number 28 of 2009 Article 131 Paragraphs 1 and 2, the service of providing passenger car parking spaces and public buses, locations of commercial activities, and others is the object of terminal retribution.

Local taxes and local levies, compared to other local original revenue sources, are expected to have a greater impact on local original revenue. The success of tax collection and levy efforts carried out by the local government of Central Buton Regency cannot be determined from the growth in the realization of local tax and regional levies from year to year. Local governments can measure the effectiveness of local tax collection and local levies by evaluating the contribution of terminal levy collection.

The terminal levy in Central Buton Regency is a possible source of money from the regional levy, and if utilized can encourage the growth of PAD. Due to the hilly terrain of Central Buton Regency and the scattered population of the regional economic growth center, population mobility is seen as important for the economic activities of the population. Terminal levy receipts in Central Buton Regency can be used to calculate the money generated from this mobility. Realization of regional levy receipts against Regional Original Revenue, according to existing statistics.

Table 1. Realization of Terminal Levy Receipts and Regional Original Revenue for 2018-2022 (million rupiah)

Year	Target Terminal Levy	Realization Terminal Levy	Pendapatan Asli Daerah
2018	10.000.000,-	6.000.000,-	4.846.939,879,-
2019	25.000.000,-	24.210.000,-	5.847.755,735,-
2020	20.000.000,-	23.118.000,-	6.510.348,515,-
2021	40.000.000,-	25.535.500,-	7.835.433,248,-
2022	25.000.000,-	32.826.000,-	1.574.365,809,-

Source: Regional Revenue Office of Central Buton Regency in 2023

Based on Table 1. above, it can be seen that the last five years 2018-2022 show that there are still many because the amount of local taxes and regional levies realized varies each year. The phenomenon shows that the implementation of terminal tax in Central Buton Regency still has many obstacles, such as the preference of inter-district bus companies and car rentals to pick up and drop off customers outside the terminal. As a result, Wara terminals are becoming more and more like uninhabited terminals, making shadow terminals more sophisticated. In addition, the problem of insufficient terminal visitors and weak transport fleet oversight remained unresolved to increase terminal costs.

The consideration of terminal levies as one of the sources of regional revenue and its collection efficiently, effectively, and economically allows them to play a greater role in efforts to increase local original revenue for Central Buton Regency. To find out whether the terminal levy really has an impact on the original revenue of the region during the implementation of regional autonomy, which is able to maximize all existing funding sources, including the terminal levy itself for the implementation of decentralization independently in accordance with the implementation of regional autonomy. Therefore, the effect of the contribution of Terminal Retribution on Local Original Revenue is the subject of this study.

2. Literature Review

Regional Levy

Regional levies are levies paid to local governments to expressly grant or provide certain permits for the benefit of people or companies. Several definitions lead to the conclusion that regional levies are provincial areas that give regencies and cities the freedom to choose different types of levies from those that have been determined as long as they meet predetermined standards and are in accordance with community goals (Marihot, 2016).

Terminal Levy

Terminal Levy is a facility that offers parking for cars and public transport buses. Business premises and other terminal-related facilities owned, operated, or managed by local governments are exempt from payment for platform services under this article. Any public motor vehicle used to schedule arrivals and departures, board and disembark passengers and/or cargo, or change modes of transportation, charges a terminal fee, a kind of business service fee. Leveraging the potential of terminal fees requires management to convert them into a funding source for governance and growth. In effect, terminal charges serve as payment for local government services provided for use (Windhu, 2018).

Concept of Original Regional Income

Regional governments play an important role in realizing the implementation of regional autonomy using local original income. The income received needs to be managed

more optimally by the regional government and the welfare of the community is improved and more evenly distributed so that regional finances are available and used by the regional government for all activities, both from development activities and other activities. In addition, managing and maintaining residences in the area will be simpler (Martini et al., 2019).

Original Regional Income as defined by Yoyo (2017: 104) is regional income sourced from regional taxes, regional levies, results from the management of separated regional assets, and other legitimate regional original income. This aims to provide flexibility to regions in seeking funding for the implementation of regional autonomy as a manifestation of this principle. Decentralization.

Based on the perspective above, it can be concluded that Regional Original Income is the main means of increasing regional income which is used by regions to carry out government and regional development in accordance with their needs.

3. Methodology

This research is a quantitative research aimed at information calculated numerically or analytically. Annual reports on terminal fees and municipal revenues provide quantitative data for the study 2018 – 2022. The report on target data and realization of terminal levies obtained from the Regional Revenue Office and the Transportation Office throughout the year constitutes the population in this study. Wamengkoli Terminal Levy Data on Regional Original Revenue (PAD) of Central Buton Regency for the last five years, from 2018 to 2022.

The following strategies were used to collect data for the study: 1) Observation is a data collection method used to study respondents, work processes, natural events, and human behavior. To collect information from the field for this study, researchers conducted direct observations (Sugiyono, 2012); 2) Interviews are data collection methods that can be used to identify problems that need to be researched as well as when researchers want to get more in-depth information from respondents. (Sugiyono, 2016); 3) Documentation is a record of past events in the form of writing, pictures, or someone's colossal efforts. Diaries, resumes, fairy tales, biographies, rules, and policies are examples of written documentation. image-based documents, including drawings, living images, and drawings. Data analysis on the efficacy of terminal levy contribution to PAD revenue in Central Buton Regency can be shown by utilizing this contribution analysis to compare the realization of terminal levy revenue to PAD. The following equation is used to calculate the amount of the terminal levy contribution to PAD:

$$\text{Contribution} = \frac{\text{Realization of Terminal Levy}}{\text{Realization of PAD Receipts}} \times 100 \%$$

To illustrate the indicator in assessing the contribution of the terminal levy to local original revenue, the indicators or criteria in the table below are used.

Table 1. Terminal Levy Contribution Criteria

Percentage (%)	Criterion
0%-0,9%	Not Contributing
1%-1,9%	Less Contributing
2%-2,9%	Simply Contribute
3%-3,9%	Contribute
>4%	Highly Contributing

Source: Ministry of Home Affairs No. 690.900-327.

4. Results and Discussion

4.1 Results

This study uses an analytical descriptive approach related to the purpose of the study, which is to determine the contribution of the Wamengkoli Wara terminal levy to regional revenues from 2018 to 2022.

Target and Realization of Wamengkoli Wara Terminal Levy Revenue for 2018-2022

Determine the extent to which the Central Buton Regency government manages sources of income and regional development, supports the implementation of regional development, and assists the administration of Central Buton Regency. The following is information on the purpose and realization of the Terminal levy in Central Buton Regency in 2018–2022 obtained by researchers from BAPENDA for the study:

Table 1. Target and Realization of Terminal Levy in 2018-2022

No	Year	Target	Realization	% Realization
1	2018	10.000.000	6.000.000	60 %
2	2019	25.000.000	24.210.000	97 %
3	2020	20.000.000	23.118.000	116 %
4	2021	40.000.000	25.535.500	64 %
5	2022	25.000.000	32.826.000	131 %
Average totals			22.337.900	93,6 %

Source: Regional Revenue Office of Central Buton Regency in 2023

Displays the Wamengkoli Wara Terminal Levy on Local Original Revenue from 2018 to 2022 based on Table 4.1 above. 2018 saw a terminal levy of Rp 6,000,000, or 60%, from the target of Rp 10,000,000. In 2019, a terminal levy of Rp24,210,000 or 97% of the target of Rp25,000,000 has been achieved, an increase in realization of Rp18,210,000 from the Realization of Terminal Levy Receipts in 2018. The realization of terminal fees decreased by IDR 1,092,000 from the realization of terminal levy receipts in 2019 to IDR 23,118,000 or 116% of the target of IDR 20,000,000 in 2020. The terminal levy of Rp25,535,500 or 64% was obtained in 2021 from the target of Rp40,000,000, - is an increase in realization of Rp2,417,500.00 from the realization of terminal levy receipts in 2020. In addition, terminal levies of IDR 32,826,000 or 131% were achieved in 2022 from the target of IDR 25,000,000, an increase in realization of IDR 7,290,500 from the Realization of Terminal Levy Receipts in 2021.

Wamengkoli Wara Terminal Levy Contribution to Local Original Revenue

The following table calculates the Terminal Levy Contribution to Regional Original Revenue (PAD) using the following method to provide an accurate analysis of the amount of Terminal Levy Revenue contribution to Regional Original Revenue:

$$\text{Contribution} = \frac{\text{Realization of Terminal Levy}}{\text{Realization of PAD Receipts}} \times 100 \%$$

1. Contribution to Terminal levy receipt in 2018:

$$\frac{\text{Rp.6.000,000}}{\text{Rp.4.846.939.879}} \times 100\% = 0,12 \%$$

2. Contribution to terminal levy receipts in 2019 :

$$\frac{\text{Rp.24.210,000}}{\text{Rp.5.847.755.735}} \times 100\% = 0,41 \%$$

3. Contribution to terminal levy receipt year 20 20 :

$$\frac{\text{Rp.23.118,000}}{\text{Rp.6.510.348.515}} \times 100\% = 0,36 \%$$

4. Contribution to terminal levy receipt year 2021 :

$$\frac{\text{Rp.25.535,500}}{\text{Rp.7.835.433.248}} \times 100\% = 0,33 \%$$

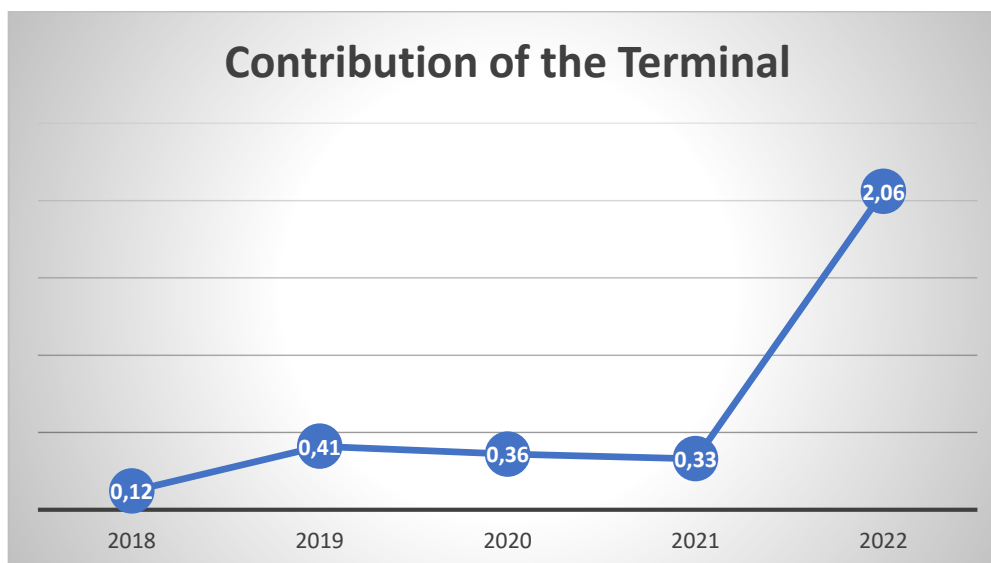
5. Contribution to terminal levy receipt year 2022 :

$$\frac{\text{Rp.32.826.000}}{\text{Rp.1.574.365.809}} \times 100\% = 2,06 \%$$

Table 2. Terminal Levy Contribution to Local Original Revenue Year 2018-2022

No	Year	Realization	Local Original Revenue (PAD)	PAD contribution (%)
1	2018	6.000.000	4.846.939,879,-	0,12
2	2019	24.210.000	5.847.755,735,-	0,41
3	2020	23.118.000	6.510.348,515,-	0,36
4	2021	25.535.500	7.835,433,248,-	0,33
5	2022	32.826.000	1.574.365,809,-	2,06
Average Contribution				1,63

Source: Regional Revenue Office of Central Buton Regency in 2023

**Figure 1.** Terminal levy in Buton Ten gah district

As shown above, the contribution of the Terminal levy to Regional Original Revenue (PAD) in Central Buton Regency was 0.12% in 2018, 0.41% in 2019, 0.36% in 2020, 0.33% in 2021, and 2.06% in 2022.

4.2 Discussion

One element of regional levies that is significant enough to boost local original revenue is terminal levies. Terminal is part of the road transportation infrastructure used to control the boarding and disembarkation of passengers, change of transportation modes, and

handling the arrival and departure of public transportation. Use the ratio of the sum of terminal charges to PAD multiplied by 100% to determine the extent to which terminal charges affect PAD. The greater the contribution of the Terminal Levy in terms of the proportion of local original income, the better. The terminal levy is still a small part of the local original revenue in Central Buton Regency. Variations in rates of increase and decrease in The contribution of 0.12% terminal levy (PAD) to regional revenue in 2018 showed no contribution. In contrast, 0.41% in 2019; this shows that this percentage is not effective because of the implementation of AKDP which diverts inter-district transportation traffic between provinces. With this implementation, passenger transport vehicles from Raha, Muna Regency will no longer be able to travel directly to Wamengkoli Port Terminal, thus increasing revenue from terminal tax.

The decrease in the amount of terminal levy revenue in Central Buton Regency as a result of the spread of Covid 19 and the implementation of extensive social restrictions has caused limited modes of transportation when traveling between districts. In 2020 it was 0.36%, indicating that the percentage did not contribute. The 2021 figure of 0.33% shows that this percentage is not significant because there are still travel restrictions due to the ongoing effects of the Covid 19 Virus. As a result, fewer people use private vehicles to travel between districts, which has an impact on the Central Buton Regency Government's ability to collect terminal levies. Moreover, it will be 2.06% in 2022, indicating that the proportion is From 2018 to 2022, terminal levies will contribute an average of 1.63% to local revenue. It can be concluded that the contribution of the terminal levy to local original revenue has not been successful or is still lacking based on predetermined criteria or indicators. The reality on the ground shows that there are still some problems in implementing the levy at the Central Buton Regency terminal, such as there are still many inter-district bus operators and car rentals who choose to pick up and drop off customers outside the terminal. . Therefore, the cost cannot be collected.

Addition, there are still several things that need to be improved to maximize terminal costs, including the lack of terminal visitors and inadequate supervision of the transportation fleet. Other data shows that in general, travelers who use private vehicles to get to and from the terminal do not use terminal services, which has an impact on the amount of local tax money collected by the Central Buton Regency Government. Other evidence shows that Central Buton Regency is a newly formed pemekaran area after the promulgation of Law Number 15 of 2014 concerning the establishment of Central Buton Regency, so it has its own difficulties in achieving regional independence. As a result, the Central Buton Regency Government continues to yearn for transfer.

5. Conclusion

This research provides empirical evidence regarding the analysis of the contribution of the Wamengkoli Wara Terminal Retribution to Original Regional Income of Central Buton Regency which can be concluded as follows: The average contribution of the Wamengkoli Wara Terminal Retribution to Original Regional Income during 2018-2022 is 1.63%. This shows that The contribution to terminal levies is considered to be still insufficient due to several reasons such as the Covid-19 pandemic and inter-district rented car/motorbike bus users preferring to pick up and drop off passengers outside the terminal. In general, passengers who travel back and forth have private vehicles that are not billed to the terminal. Central Buton Regency is still a new expansion area, so the volume of terminal service users is still low.

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