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Salam Redaksi
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The Role of Transportation Management in Optimizing Supply Chain Management at Industrial Estate

Multimoda Transportation Journal
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Transportation management is able to integrate various components that are highly needed in order to ensure the distribution of goods and services takes place effectively and efficiently. The effects of integrated transportation systems have major contribution to business processes and the sustainability of supply chain system. This study measures role of transportation management, supply chain management, and business performance which carries out business in industrial estate. The aim of this study is to measure effectiveness in optimizing transportation management to support supply chain management in order to strengthen business performance in manufacturing industry. Survey was conducted on employees working in manufacturing industry located at industrial estate in Bekasi region with number of samples 150 employees collected from march to may 2019. Analysis technique in this study uses structural equation modeling. Conclusion obtained from results of analysis states that transportation management has significant positive influence on supply chain management, and has significant impact on business performance, especially for manufacturing industry. In order to grow and develop and even produce optimal business performance, transportation management support with good, integrated and supported management from various sectors is needed to create superior supply chain management so that transportation management support is needed with good governance, integrated, and supported from various sectors so as to create superior supply chain management so as to ensure the availability of industry needs. Vehicle scheduling, procurement and manufacturing, and profitability need to be considered by manufacturing industry at industrial estates in developing industrial productivity in order to produce sustainable business in the future. Suggestions are recommended in relation to planning of transportation management systems that support needs in industrial estate so as to understand strategies that must be carried out for success of business.

Keywords: Transportation Management, Supply Chain Management, Business Performance, Industrial Estate

Support Maritime Connectivity To Potential Resources In Sumatera Island

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The development of Sumatera provides national economic progress of Sumatera role by thirty-one percent. The role of Sumatera against constellation of national economies is not separated from commodity potential and maritime transport support as catalyzation in stimulating the growth of regional economic sectors such as industry, trade and tourism. However, not yet significant impact is felt, the strengthening of commodity distribution connectivity is necessary. This research aims to know the support of maritime connectivity Sumatera Port to potential commodity in Sumatera. Methodology is a method of policy analysis, commodity productivity, spatial and maritime connectivity index. The results showed that there were thirty-two nodes of commodity development supported by maritime transport with the magnitude of maritime connectivity and the movement of goods in-out the territory of Sumatera in the constellation Sumatera/national/international showed the high role of one maritime transport through Tanjung Uban port (47.34 million tons), Dumai Port (12.16 million tons) and Boom Baru Port (7.6 million tons). The support of movement of commodity goods increases wheels of the economy and suppresses the disparities of Sumatera Region.

Keywords: Ports, Commodity Development Node, Maritime Connectivity.

Potential use of passenger terminal to become a logistics center (case study of Simpang Periuk
Terminal, Lubuklinggau City, South Sumatra)
Multimoda Transportation Journal
Volume 18, Num. 01, June 2020, Page. 27 - 36

Logistic distribution is one of the problem in small cities in Indonesia. Lubuklinggau city has an airports, trains and primary arterial road, making this city a freight distribution network (Central Sumatra Transit). The commodity of agriculture and plantation is quite high, but so far the biggest distribution is in Musirawas Regency and because it has not been integrated and distributed optimally during the harvest period, each owner still uses a small vehicle to distribute outside the city which is quite far and returned empty. This study will review Simpang Periuk Terminal, which is a type A passenger terminal, with a strategic location but unutilized to be logistic center. The regional statistical data such as potential commodity, production and consumption, supporting infrastructure and modes, as well as industrial estate development plans are needed for analysis. Analysis of road performance (VCR) in cities is still below 0.68. The movement of goods from Musirawas Regency is 40.81% and it goes to Musirawas Regency 35.37%. The logistics center location is near the outer ring road, so transportation of goods can go through the outer ring path to enter the urban area. Comparison of distribution patterns with logistic distribution centers resulting the Simpang Periuk Terminal is appropriate to be used as a logistics center because it has advantages such as being passed by a primary arterial road (a freight transportation network), integrated with the Trans Sumatra Toll Road, integrated with multimodal transportation (airports, railway stations), and potential local commodities, the industrial estate development plan is supported by the Lubuklinggau City ring road.

Keywords: City logistic, Freight, Multimodal Transport, Freight Network, Distribution

Later, the realization of the operation of the Dumai-Malacca Ro-Ro crossing is targeted for September 2019. Malaysia prepares the location of the Ro-Ro port in Tanjung Bruas, while in Indonesia the Bandar Sri Junjunungan Port is set.

Evaluation of integrated transportation of passenger and freight intermodal transport in the port of Bandar Sri Junjunungan in supporting the successful implementation of intermodal transportation is carried out by considering various aspects comprehensively. That is related to the integration of infrastructure networks consisting of integration of traffic space and integration of modal shift infrastructure, integration of service networks which covers aspects of intermodal public transport service network integration and service integration with service and operational integration aspects.

The CSI level assessment of service integration of infrastructure networks, service network integration and service integration at the Port of Bandar Sri Junjunungan is still low. There needs to be some improvement and improvement of intermodal integration transport integration facilities at the Port of Bandar Sri Junjunungan. Based on the results of the study, problems and solutions in the form of basic design are obtained which can be realized in more detail in a DED supported by more comprehensive data so that it will produce a public transport shelter model and a convenient connecting line.

Keywords: integration, customer satisfaction index, whole system design

DDC: 388.4Chr.u
Yusfita Chrisnawati, Winoto Hadi, Tegar Abdi Putro
User Satisfaction of Intermodal Transportation Services at Nusantara Passenger Terminal, Tanjung Priok Port, Jakarta

Multimoda Transportation Journal
Volume 18, Num. 01, June 2020, Page. 51 - 62

According to a strategic plan of Directorate General of Sea Transport, port accessibility has become one of the leading infrastructure development aims. The operator of the Nusantara Terminal in Tanjung Priok Port has provided an intermodal transport network through a variety of services. The presence of this intermodal transportation service must meet the quality of service that meets the satisfaction of its users. Quality of service reflects the perception of users of intermodal services that are highly dependent on intermodal service operational decisions made by the operator. The need to maintain market share and increase profits is the main impetus for improving the quality of intermodal transportation services.

This study focuses on measuring user satisfaction and perceptions of intermodal transportation services provided by the Tanjung Priok Nusantara Terminal operator and analyzing what factors of
intermodal transportation services need to be improved to meet user satisfaction. The measurement of service user satisfaction uses the Customer Satisfaction Index (CSI) calculation method. Meanwhile, the Importance Performance Analysis (IPA) method is used to analyze the factors that influence the satisfaction of service users. Data collection is done by direct observation in the field, the interview process, and the distribution of questionnaires to 70 respondents to obtain data on perceptions and expectations of inter-modal transportation services.

The calculation result of the Customer Satisfaction Index (CSI) shows that respondents are satisfied with the facilities and services presented by the terminal manager; this can be seen from the CSI value obtained, which is 71.79%. Calculation of Importance Performance Analysis (IPA) shows there are 5 (five) attributes need to improved, namely, attribute 2 (Availability of pedestrian facilities with clear and safe path and protected against the weather); attribute 5 (Availability of bus shelter, taxi pick up point, etc., to accommodate passenger mobility in Tanjung Priok Port Nusantara Terminal); attribute 6 (Availability of complete and clear information related to route available, fare, and public transport operation hours); attribute 7 (Availability of adequate facilities for disabled); and attribute 11 (Availability of safe and convenience of intermodal connectivity facilities).

**Keywords:** Intermodal, CSI, IPA.

Some of the old stations used include Garut Station, Wanaraja Station and Pasir Jengkol Station, and several old stations used include Garut Station, Wanaraja Station dan Pasir Jengkol Station. The research was conducted in 2019 in West Java Province, the location of the survey research activities in Cibatu and Garut Station using the analysis method of mapping intermodal integration. The results of data collection show that increasing public transportation and increasing accessibility and integration of public transport services at the transport node (train), then a sustainable transportation system will be realized and can overcome the problem of the unified infrastructure network and service network as well as the level of public transport services. With the availability of public transportation with sufficient capacity, and the most important thing is that transportation services must be continuously improved so that they will become the people’s choice in traveling and can improve the performance of road network traffic so that a sustainable transportation system will be realized which can save costs and travel time and use of private vehicles will be reduced on the highway.

**Keywords:** Accessibility of development, route activation of the Rail Cibatu-Garut
DID: 658.7 Sar. t
Sri Sarjana, Nur Khayati, Lis Warini, Praswiyati
Peran Manajemen Transportasi dalam Mengoptimalkan Manajemen Rantai Pasokan di Kawasan Industri
Jurnal Transportasi Multimoda
Volume 18, No. 01, Juni 2020, Hal. 1 - 14
Manajemen transportasi mampu mengintegrasikan berbagai komponen yang sangat dibutuhkan untuk memastikan distribusi barang dan jasa berlangsung secara efektif dan efisien. Efek dari sistem transportasi terintegrasi memiliki kontribusi besar terhadap proses bisnis dan keberlanjutan sistem rantai pasokan di suatu daerah. Studi ini mengukur peran manajemen transportasi, manajemen rantai pasokan, dan kinerja bisnis yang menjalankan bisnis di kawasan industri. Survei dilakukan pada karyawan yang bekerja di industri manufaktur di wilayah Bekasi. Teknik analisis dalam penelitian ini menggunakan pemodelan persamaan struktural (SEM). Kesimpulan yang diperoleh dari hasil analisis menyatakan bahwa manajemen transportasi memiliki pengaruh signifikan terhadap manajemen rantai pasokan, dan memiliki dampak signifikan terhadap kinerja bisnis, terutama untuk industri manufaktur. Untuk tumbuh dan berkembang dan bahkan menghasilkan kinerja bisnis yang optimal, dukungan manajemen transportasi dengan manajemen yang baik, terintegrasi dan didukung dari berbagai sektor diperlukan untuk menciptakan manajemen rantai pasokan yang unggul sehingga diperlukan dukungan manajemen transportasi dengan tata kelola yang baik, terintegrasi, dan didukung oleh berbagai sektor sehingga dapat menciptakan manajemen rantai pasokan yang unggul sehingga dapat memastikan ketersediaan kebutuhan industri. Saran direkomendasikan dalam kaitannya dengan perencanaan sistem manajemen transportasi yang mendukung kebutuhan di kawasan industri untuk memahami strategi yang harus dilakukan untuk keberhasilan bisnis.

Kata kunci: Manajemen transportasi; Manajemen rantai persediaan; Performa bisnis; Kawasan

DID: 387.54 Al. s
Alhamidi, Pradono, dan M. Zainal Ibad
Dukungan Koneksiitas Maritim Terhadap Potensi Sumber Daya di Pulau Sumatera
Jurnal Transportasi Multimoda
Volume 18, No. 01, Juni 2020, Hal. 15 - 26

Kata kunci: Pelabuhan, Simpul Pengembangan Komoditas, Koneksiitas Maritim,

DID: 388.472 Gus. p
Yessi Gusleni, Deni Prasetio Nugroho
Potensi Pemanfaatan Terminal Penumpang Menjadi Pusat Logistik (Studi Kasus Terminal Simpang Periuk Kota Lubuklinggau, Sumatera Selatan)
Jurnal Transportasi Multimoda
Volume 18, No. 01, Juni 2020, Hal. 27 - 36
Distribusi logistik menjadi permasalahan yang ada di kota-kota kecil di Indonesia. Kota Lubuklinggau...
memiliki simpul transportasi yang lengkap meliputi bandar udara dan kereta api serta dilalui jalan arteri primer, hal ini menjadikan kota ini sebagai lintasan barang (Lintas Tengah Sumatera). Komoditas hasil pertanian dan perkebunan Kota Lubuklinggau cukup tinggi namun selama ini distribusi terbesar adalah di Kabupaten Musirawas dan karena belum terintegrasi dan terdistribusi secara optimal pada masa panen masing-masing pemicu masih menggunakan moda kecil untuk jarak tempuh luar kota yang cukup jauh dan kembali dalam keadaan kosong. Penelitian ini akan mengkaji lokasi Terminal Simpang Periuk yang merupakan terminal penumpang tipe A dengan lokasi strategis namun tidak termasuk dalam untuk dijadikan sebagai salah satu pusat distribusi barang untuk memberikan solusi permasalahan angkutan barang. Pengumpulan data statistik daerah berupa potensi komoditas daerah, produksi dan konsumsi, infrastruktur dan moda pendukung, serta rencana pengembangan kawasan industri menjadi pertimbangan analisis. Analisis kinerja jalan (VCR) dalam kota masih dibawah 0.68. Pergerakan barang mayoritas dari Kab Musirawas 40,81% dan menuju Kab Musirawas (35,37%). Lokasi rencana pusat logistik berada di dekat jalan lingkar luar, sehingga pergerakan angkutan barang dapat melalui jalan lingkar luar tanpa harus masuk kedalam perkotaan. Perbandingan pola distribusi eksisting dengan pemanfaatan pusat logistik menghasilkan Terminal Simpang Periuk di Kota Lubuklinggau cocok dimanfaatkan sebagai pusat logistik karena memiliki keunggulan seperti dilalui jalan arteri primer (jaringan lintas angkutan barang), terintegrasi dengan rencana Tol Trans Sumatra, terintegrasi dengan angkutan multimoda (bandara, stasiun KA), potensi komoditas lokal yang cukup besar, rencana pengembangan kawasan industri yang didukung jalur lingkar Kota Lubuklinggau.

**Kata Kunci:** logistik perkotaan, angkutan barang, multimoda, jaringan lintas, distribusi

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**DDC:** 387.15 Sim.i
Elviana R. Simbolon M.Yugi Hartiman Listantari

Integrasi Pelabuhan Bandar Sri Junjungan dan Angkutan Umum dalam Rangka Peningkatan Pelayanan Transportasi

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Volume 18, No. 01, Juni 2020, Hal. 37 – 50


Evaluasi keterpaduan transportasi angkutan antarmoda penumpang dan barang di pelabuhan Bandar Sri Junjungan dalam mendukung keberhasilan pelaksanaan transportasi antarmoda dilakukan dengan memperhitungkan berbagai aspek secara komprehensif, yaitu terkait dengan integrasi jaringan prasarana yang terdiri dari integrasi ruang lalu lintas dan integrasi prasarana perpindahan moda, integrasi jaringan pelayanan yang meliputi aspek intergrasi jaringan pelayanan angkutan umum antarmoda dan integrasi pelayanan dengan aspek integrasi pelayanan dan operasional.

Penilaian tingkat CSI terhadap pelayanan keterpaduan jaringan prasarana, keterpaduan jaringan pelayanan dan keterpaduan pelayanan di Pelabuhan Bandar Sri Junjungan masih rendah. Perlu ada beberapa perbaikan dan peningkatan fasilitas keterpaduan transporasi integrasi antarmoda di Pelabuhan Bandar Sri Junjungan. Berdasarkan hasil kajian diperoleh permasalahan dan solusi berupa basic design yang dapat diwujudkan lebih detail dalam DED yang didukung dengan data yang lebih komprehensif sehingga akan menghasilkan model shelter angkutan umum dan jalur penghubung yang nyaman.

**Kata Kunci:** integrasi, customer satisfaction index, whole system design

**DDC:** 388.4 Chr.u
Yusfita Chrisnawati, Winoto Hadi, Tegar Abdi Putro

Kepuasan Pengguna Jasa Terhadap Layanan Transportasi Antarmoda di Terminal Penumpang Nusantara Pelabuhan Tanjung Priok, Jakarta

Jurnal Transportasi Multimoda
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pengukuran kepuasan serta persepsi pengguna terhadap layanan transportasi antarmoda yang disediakan oleh pengelola Terminal Nusantara Tanjung Priok dan menganalisis faktor apa saja dari layanan transportasi antarmoda yang perlu ditingkatkan untuk memenuhi kepuasan pengguna. Pengukuran tingkat kepuasan pengguna jasa menggunakan metode perhitungan Customer Satisfaction Index (CSI). Sementara itu metode Importance Peformance Analysis (IPA) digunakan untuk menganalisis faktor-faktor yang berpengaruh terhadap kepuasan pengguna jasa. Pengumpulan data dilakukan dengan pengamatan langsung di lapangan, proses wawancara serta penyebaran kuesioner kepada responden untuk mendapatkan data mengenai persepsi dan harapan terhadap layanan transportasi antarmoda. Hasil perhitungan Customer Satisfaction Index (CSI) menunjukkan responden merasa puas terhadap fasilitas dan pelayanan yang dihadirkan oleh pengelola terminal, hal tersebut dapat dilihat dari nilai CSI yang diperoleh yaitu 71.79%. Perhitungan Importance Peformance Analysis (IPA) menunjukkan bahwa atribut yang perlu dilakukan perbaikan diantaranya atribut ke-2 “Tersedianya fasilitas pejalan kaki yang aman (clear), nyaman, dan terlindungi.”, atribut ke-5 “Tersedianya shuttle angkutan umum (bus, taksi, dan sejenisnya) untuk mengakomodasi penumpang.”, atribut ke-6 “Tersedianya informasi yang jelas, meliputi ketersediaan dan kejelasan informasi mengenai travek, tarif.”, atribut ke-7 “Tersedianya fasilitas untuk disabilitas yang memadai”, dan atribut ke-11 “Tersedianya fasilitas perpindahan moda transportasi yang memperhatikan aspek keamanan.”.

**Keywords:** antarmoda, CSI, IPA

**DDC:** 388.42
**Rita, Anak Agung Bagus Randitya**

**Pengembangan Aksesibilitas dan Angkutan Antarmoda pada Stasiun untuk Mendukung Pengaktifan Kembali Jalur Kereta Api Cibatu – Garut**

**Jurnal Transportasi Multimoda**
**Volume 18, No 01, Juni 2020, Hal 63 - 70**

Penerapan sistem transportasi yang berkelanjutan sudah menjadi suatu tuntutan dalam kebijakan dan strategi dalam penanganan masalah belum terpadunya jaringan prasarana, jaringan pelayanan, dan tingkat layanan angkutan umum dalam pengembangan sebuah jaringan transportasi. Pada saat ini sedang dilakukan reaktivasi jalur Kereta Api dari Cibatu-Garut, dengan panjang jalur KA Cibatu-Garut adalah sekitar 19,2 km. Beberapa stasiun lama yang dipakai antara lain adalah Stasiun Garut, Stasiun Wnaraja dan Stasiun Pasir Jengkol.

Dari hasil pengumpulan data yang telah dilakukan, maka diperlukan peningkatan peran angkutan umum lain sebagai angkutan lanjutan dan peningkatan aksesibilitas serta integrasi pelayanan angkutan umum pada simpul transportasi (stasiun kereta api) dengan melakukan pengembangan layanan angkutan lanjutan dan fasilitas alih moda yang baik. Sehingga sistem transportasi yang berkelanjutan akan terwujud.

**Keywords:** pengembangan aksesibilitas, reaktivasi jalur Kereta Api Cibatu – Garut