

## **Analysis of the Contribution of Parking Service Fees on Public Roads to Public Service Fees in Banjarmasin City In 2018-2023**

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### **ABSTRAK**

#### **Artikel Info**

**Received :**

4 May 2025

**Revised :**

21 June 2025

**Accepted :**

27 June 2025

**Kata Kunci :**

Kontribusi, Biaya parkir,  
Biaya Pelayanan Publik

**Keywords :**

Contribution, Parking fee,  
Public service fee

Retribusi pelayanan parkir di tepi jalan umum berpotensi memberikan kontribusi signifikan terhadap retribusi jasa umum Kota Banjarmasin dengan meningkatnya jumlah kendaraan bermotor seperti motor dan mobil sebesar 80.155% pada tahun 2023. Penerapan tarif parkir dapat meningkatkan pendapatan UPTD Parkir Dinas Perhubungan. Namun, realisasi pendapatan belum maksimal. Penelitian ini bertujuan menganalisis kontribusi retribusi parkir di tepi jalan umum terhadap retribusi jasa umum pada tahun 2018-2023, serta mengidentifikasi hambatan dan upaya untuk meningkatkannya. Jenis penelitian adalah lapangan dengan pendekatan kuantitatif deskriptif dan kualitatif. Data diperoleh melalui wawancara dan dokumentasi. Wawancara digunakan untuk mengidentifikasi hambatan dan upaya, sementara dokumentasi mencakup data realisasi penerimaan retribusi parkir dan jasa umum. Analisis kuantitatif menggunakan rumus kontribusi dari Nugroho Budiyuwono dan analisis kualitatif menggunakan teknik Miles dan Huberman. Hasil penelitian menunjukkan fluktuasi kontribusi retribusi parkir terhadap retribusi jasa umum dengan rata-rata 13,06% selama 2018-2023. Hambatan yang dihadapi meliputi warung atau rumah makan yang tidak melaporkan tempat parkirnya, terjadinya parkir liar, dan praktik mafia parkir. Upaya yang dilakukan UPTD Parkir adalah patroli rutin dan kerja sama dengan aparat keamanan untuk meningkatkan efektivitas pemungutan retribusi.

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### **ABSTRACT**

Roadside parking service fees have the potential to contribute significantly to Banjarmasin City's public service fees with an increase in the number of Roadside parking service fees have the potential to contribute considerably to Banjarmasin City's public service fees, with an increase in the number of motorized vehicles, such as motorbikes and cars, by 80,155% in 2023. Implementing parking rates can increase the income of the Transportation Service Parking UPTD. However, the realization of income has not been

maximized. This study aims to analyze the contribution of roadside parking fees to public service fees from 2018 to 2023 and identify obstacles and efforts to increase them. This study used field research with quantitative and qualitative approaches. Data were obtained through interviews and a document review. Interviews were used to identify obstacles and efforts, while documentation included data on the realization of parking and public service fees. Quantitative analysis used the contribution formula from Nugroho Budiyo, and qualitative analysis used the Miles and Huberman technique. The study's results showed fluctuations in the contribution of parking fees to public service fees, with an average of 13.06% during 2018-2023. The obstacles faced included stalls or restaurants that did not report their parking spaces, illegal parking, and parking mafia practices. The Parking UPTD's efforts include routine patrols and cooperation with security forces to increase the effectiveness of retribution collections.

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## INTRODUCTION

Local governments require sufficient financial support. In the context of regional autonomy, local governments are encouraged to maximize various sources of income to support the implementation of development and public service projects. Based on Law of the Republic of Indonesia Number 33 of 2004 concerning Financial Balance between the Central Government and Regional Governments, regional income is grouped into several categories, including local revenue, balancing funds, and other legitimate income sources. Local Revenue (PAD) is a source of income obtained by local governments from various sources in their regions. PAD management is carried out according to applicable laws and regulations, ensuring that all processes follow the provisions set out (Halim, 2004). Based on the provisions of the Republic of Indonesia Law Number 33 of 2003. (2004) Article 6, paragraph (1), sources of Regional Original Income (PAD) include various elements.

1. Local taxes

Local taxes are vital in funding various development programs and activities at the regional level. The primary source of PAD comes from local taxes, including motor vehicle, hotel, restaurant, and various other taxes.

2. Regional retribution

Regional retribution is the payment the regional government imposes in return for particular services or permits provided or granted to benefit individuals or bodies. These regional levies are divided into three categories: General Service Retribution, Business Service Retribution, and Certain Licensing Retribution.

3. Results of Regional Wealth Management

Results of regional wealth management are income obtained from the results of regional wealth management, such as the results of regional companies or profits from regional assets that are managed separately.

4. Other legitimate local revenues (PAD) are also included.

Other legitimate local revenue income consists of proceeds from the sale of regionally owned fixed assets and income from banking services.

According to Halim (2004), regional levies are a crucial element in Regional Original Income (PAD), the primary financing source to strengthen the government's financial position. The regional government imposes this levy in return for particular services or facilities provided directly to the community. Thus, regional levies reflect a form of

reciprocity from the regional government to individuals or entities making payments by the provisions stipulated in applicable laws and regulations. The fees are based on the regional government's specific services; individuals or community groups can benefit directly. This fee is implemented by the applicable regulations, thus creating legal clarity and certainty.

Regional levies are a source of income for local governments through various official levies. These levies include various categories, such as fees for public services, parking rates, and licensing fees. General service levies are a crucial element in the regional levy system because they contribute to ensuring the sustainability of public service provision. Income from various regional levies, including general service levies, supports the regional budget. In addition, it can increase the capacity of local governments to organize and improve services and infrastructure needed by the community.(Adi & Sulistyowati, 2013).

Parking fees have great potential to contribute significantly to public service revenue. Support for this phenomenon can be seen in the significant increase in the number of motorized vehicles, including cars and motorbikes, which are now important elements in the lives of modern society. Based on data on the number of motorized vehicles in Banjarmasin City in 2023, the following was recorded:

**Table 1.** Number of Motor Vehicles in Banjarmasin City

Motor Vehicles - Passenger Cars	<b>19,679 units</b>
Motor Vehicles - Bus	112 units
Motor Vehicles – Trucks	4,347 units
Motor Vehicles - Motorcycles	60,476 units
Total number	84,614 units

Source: Central Statistics Agency, 2023.

If the levy is effectively applied to every vehicle families or individuals use, local governments can optimize revenues while supporting better parking management and public infrastructure. Parking services are important for ensuring the safety and orderliness of parked vehicles. However, a challenge is the existence of illegal parking attendants, who are often found, especially in minimarket areas. Although large banners stating that free parking is available have been installed, this problem remains a concern. The existence of these illegal parking attendants not only disrupts user comfort but also creates a chaotic impression in the parking area. This problem needs to be resolved immediately because it can be categorized as illegal levies, which have the potential to result in sanctions and fines if they continue to occur.

One problem that often arises is irregular roadside parking lots, which often cause congestion. More worryingly, parking attendants not registered under the applicable regional regulations manage several parking areas illegally. This situation hinders the effectiveness and efficiency of parking levy collection, ultimately hurting regional income derived from parking service levies on public roads.

Based on this background, the provision of parking services on public roads plays a crucial role in increasing revenue from public services. This potential contributes to increasing regional retribution and can drive overall economic growth. Researchers are interested in exploring the extent of the contribution of parking retribution on public roads to public service retribution and identifying the obstacles faced and steps taken by the Banjarmasin City Government in managing retribution. This study is expected to provide suggestions for increasing the effectiveness of parking revenue collection in Banjarmasin City to have a more significant positive impact on regional development. If the results of

parking retribution contributions increase, this will support local revenue growth; however, if they decrease, it can negatively impact the revenue (Saputri et al., 2024). Therefore, efforts are needed to increase the contribution of parking fees on public roads to strengthen public service fees and regional income.

**METHOD**

This field study uses a mixed method, integrating quantitative descriptive and qualitative approaches. The data used were primary and secondary data. Primary data were obtained from interviews with the UPTD Parking Department of the Banjarmasin City Transportation Agency to determine the obstacles and efforts in collecting Parking Service Retribution on the Side of Public Roads in Banjarmasin City. Secondary data were obtained from government agencies, such as the Banjarmasin City Regional Finance Agency Office, in the form of reports relating to Parking Service Retribution on the Side of Public Roads and the realization of the receipt of Public Service Retribution. The data analysis technique used to calculate the contribution of parking service retribution on the side of public roads to public service retribution uses a formula taken from the research of Natasya Paramadina and Chairul Sa'roni (2023) based on Budiyuwono's theory (1995), where the formula is as follows:

$$P_n = \frac{QX_n}{QY_n} \times 100\% \dots (1)$$

Information :

Pn = Contribution of revenue from Parking Service Retribution on Public Roads to Public Service Retribution

QX = Amount of revenue from Parking Service Fees on Public Roads

QY = Total receipts of General Service Retribution

n = A certain year (period)

In order to find out how significant the role or influence of roadside parking service fees is on public service fees, use the criteria clarification table used by the FISIPOL Universitas Gadjah Mada Research Team (Dasril, 2004)as follows:

**Table 2.** Clarification of Contribution Criteria

Contribution Percentage	Criteria
0%-10%	Very Low
10.10%-20%	Low
20.10%-30%	Enough
30.10%-40%	Currently
40.10%-50%	Good
>50%	Very good

Source: Research Team, Department of Home Affairs, Faculty of Social and Political Sciences, UGM 1991

**RESULTS AND DISCUSSION**

### Parking Service Fee on Public Roads in Banjarmasin City

Retribution for parking services on public roads, as regulated in Law Number 28 of 2003. (2009), included in the category of public service fees. Applying this fee aims to provide compensation for the provision and management of parking facilities in public spaces, which the local government manages. Technical provisions related to the implementation of parking services on public roads are regulated in detail in Regional Regulation Number 15 of 2015 (2023), namely the Subject and Object of Retribution (Kadek Ayu Mahendrayani et al., 2021).

The subjects of this levy consist of individuals or legal entities who benefit from the use of parking facilities provided on the side of public roads. These parties, either directly or indirectly, are involved in the use of public space for vehicle parking purposes. The object of the levy is the provision and management of parking facilities on public roads, which the local government manages. These facilities include places and infrastructure that allow vehicle users to park their vehicles in an orderly and safe manner, per the regional government's provisions. (Julitas Kristi Pondaag et al., 2016).

Parking retribution collection in the Banjarmasin City area is carried out by officers who are members of the Transportation Service, with management under the Regional Technical Implementation Unit (UPTD) Parking. The Target and Realization of Parking Service Retribution receipts on Public Roads in Banjarmasin City in 2018-2023 are as follows:

**Table 3.** Target and Realization of Parking Service Retribution on Public Roads in Banjarmasin City 2018-2023

Year	Target (Rp)	Realization (Rp)	Difference (Rp)
2018	4,035,000,000.00	4,047,686,194.00	12,686,194.00
2019	4,770,200,000.00	4,130,526,554.00	-639,673,446.00
2020	2,850,000,000.00	3,008,412,420.00	158,412,420.00
2021	3,200,000,000.00	3,791,859,431.00	591,859,431.00
2022	4,000,000,000.00	4,190,060,468.00	190,060,468.00
2023	6,500,000,000.00	5,424,297,611.00	-1,075,702,389.00

Source: UPTD Parking, Banjarmasin City Transportation Department, 2024.

From table 3 above 2018, revenue realization slightly exceeded the target, with a difference of Rp12,686,194.00. However 2019, there was a decrease because the revenue realization of Rp4,130,526,554.00 did not reach the target set at Rp4,770,200,000.00 with a difference of Rp-639,673,446.00. Although the receipt of parking fees on public roads exceeded the target between 2020 and 2022, there was a decrease in 2023. With a target of Rp6,500,000,000.00, the revenue realization was recorded at Rp5,424,297,611.00, resulting in a negative difference of Rp1,075,702,389.00. If we look at the revenue realization in 2023, it has increased compared to previous years. However, the targeted realization was so high that there was a decline that year because it had not reached the specified target.

The following is the target data and realization of public service retribution revenues in Banjarmasin City from 2018 to 2023, where the parking service retribution on the side of public roads is included in the components of this public service retribution.

**Table 4.** Target and Realization of Public Service Retribution Revenue

## of Banjarmasin City 2018-2023

Year	Target (Rp)	Realization (Rp)	Difference (Rp)
2018	27,045,000,000.00	28,030,760,571.00	985,760,570.00
2019	29,051,042,579.00	29,153,395,588.00	102,353,010.00
2020	36,703,192,000.00	54,466,373,948.00	17,763,181,948.00
2021	35,750,218,640.00	29,046,601,502.00	-6,703,617,140.00
2022	31,090,000,000.00	29,541,668,422.00	-1,548,331,580.00
2023	38,022,720,000.00	31,489,978,464.00	-6,532,741,540.00

Source: Regional Revenue and Asset Management Agency, 2024.

Public service revenues fluctuate. From 2018 to 2020, realization always exceeded the target, with a significant increase in 2020 due to the surge in the health sector during the pandemic. However, from 2021 to 2023, realization did not reach the target, with the most significant difference being IDR-6.7 billion in 2021 and IDR-6.5 billion in 2023.

### Calculation of Contribution of Parking Service Levy on Public Roadside to Public Service Levy of Banjarmasin City 2018-2023

This calculation aims to measure the contribution of roadside parking service fees to public service fees received by Banjarmasin City. Calculating this contribution shows how much the parking fee plays a role in the overall public service fee revenue in Banjarmasin City from 2018 to 2023. Based on the formula above, the following results can be obtained:

$$P_n = \frac{QX_n}{QY_n} \times 100\%$$

Information :

$P_n$  = Contribution of revenue from Parking Service Retribution on Public Roads to Public Service Retribution

$QX$  = Amount of revenue from Parking Service Fees on Public Roads

$QY$  = Total receipts of General Service Retribution

$N$  = A certain year (period)

- 1) Year 2018 =  $\frac{4.047.686.194,00}{28.030.760.571,00} \times 100 = 14.44\%$
- 2) Year 2019 =  $\frac{4.130.526.554,00}{29.153.395.588,00} \times 100 = 14.17\%$
- 3) Year 2020 =  $\frac{3.008.412.420,00}{54.466.373.948,00} \times 100 = 5.52\%$
- 4) Year 2021 =  $\frac{3.719.859.431,00}{29.046.601.502,01} \times 100 = 12.81\%$
- 5) Year 2022 =  $\frac{4.190.060.468,00}{29.541.668.422,00} \times 100 = 14.18\%$
- 6) Year 2023 =  $\frac{5.424.297.611,00}{31.489.978.464,00} \times 100 = 17.23\%$

It can be seen from the calculation above that the contribution of roadside parking service fees shows an increase from year to year, although there was a fluctuating decrease in 2019, 2020, and 2021. The highest contribution was recorded in 2023, with a figure of 17.23%, while the lowest occurred in 2020 at 5.52%. When viewed as a whole, the average contribution of roadside parking service fees reached 13.06%, which shows that this

contribution is included in the "Low" category. This is due to the dominance of other sectors that contribute more to the receipt of public service fees. Several sectors that play a significant role in this income include cleaning, market, and health service fees, each of which significantly impacts total income more than roadside parking.

**Table 5.** Calculation of Contribution of Parking Service Levy on Public Roadside to Public Service Levy of Banjarmasin City 2018-2023

Year	Realization of Parking Service Fees on Public Roads (Rp)	Realization of Public Service Retribution (Rp)	%
2018	4,047,686,194.00	28,030,760,571.00	14.44%
2019	4,130,526,554.00	29,153,395,588.00	14.17%
2020	3,008,412,420.00	54,466,373,948.00	5.52%
2021	3,719,859,431.00	29,046,601,502.01	12.81%
2022	4,190,060,468.00	29,541,668,422.00	14.18%
2023	5,424,297,611.00	31,489,978,464.00	17.23%
Average			13.06%

Source: Data processed, 2024.

### Obstacles and Efforts in Collecting Parking Service Fees on Public Roads in Banjarmasin City

The results of the contribution of Parking Service Retribution on Public Roads are still relatively low. This is due to several obstacles, such as stalls or restaurants that park using the roadside, which usually do not report in advance to the Parking UPTD, thus triggering illegal parking practices. In addition, quite serious obstacles occur in certain areas under the control of the parking mafia (Azis et al., 2021).

This causes revenue from parking fees on public roads to be low. However, the Parking UPTD of the Banjarmasin City Transportation Agency has tried to overcome this problem by conducting routine patrols every morning and afternoon to monitor parking conditions on the side of public roads. In addition, the Parking UPTD is always open to receiving reports from the public regarding illegal parking that disrupts road activities. After receiving the report, the UPTD immediately follows up by going to the reported location and giving a warning to business owners who have not registered their parking spaces. If an illegal parking attendant is detected, the Parking UPTD will take firm action by arresting and providing guidance so they do not repeat their actions. Structured and sustainable efforts are needed to overcome the problem of illegal parking (jedor Parkir).

Preventive measures must be implemented consistently to prevent such violations from occurring. In addition, to ensure the effectiveness of control, the involvement of authorities such as the police and the Civil Service Police Unit (Satpol PP) is essential. Cooperation between various agencies will strengthen regulation enforcement and increase public awareness of the importance of parking discipline by applicable regulations.

As for the strategies that have been implemented in other cities, these can be used as a reference by the UPTD Parking Department of Banjarmasin City Transportation to increase parking fees on the side of public roads, including:

#### 1. Socialization Regarding Detailed Bookkeeping Records to Parking Attendants

The government must detail parking fee receipts from each attendant to ensure the money deposited is recorded, facilitate financial supervision, and prevent revenue leakage or

- corruption. A transparent recording system will strengthen financial flow control. (Teguh, 2010).
2. Increase in the Number of Official Parking Attendants  
The government can reduce illegal parking practices by increasing the number of registered and authorized parking attendants and providing training to illegal parking attendants to become authorized (Teguh, 2010). This will ensure orderly parking management, increased regional income, and a more transparent and fair parking revenue system. Banjarmasin City can create a better parking system that benefits all parties with this strategy.
  3. Opening of New Parking Lot  
By opening new parking areas, parking capacity increases, making it easier for drivers to find parking spaces, reducing congestion, and increasing toll revenue. (Teguh, 2010).
  4. Socialization to the community regarding compliance with parking regulations  
Raising public awareness about parking regulations, such as rates, payment methods, and compliance with the rules, is important.(Moningka et al., 2022). Although the Banjarmasin City government has conducted socialization through banners and news about the increase in parking rates, many are still unaware. Therefore, socialization must be strengthened so that the public understands and complies with parking regulations.
  5. Giving Rewards to Official Parking Attendants  
To improve parking attendant professionalism, the government can provide incentives such as skills training, health insurance coverage, and access to educational programs such as package chases. This reward will motivate parking attendants to work better, respect applicable regulations, and reduce the possibility of being involved in illegal parking practices.(Djoeharie et al., 2022).
  6. Installation of CCTV for Surveillance.  
Installing CCTV in every public roadside parking location can improve supervision and enforcement of regulations. With CCTV, supervision of parking activities becomes more effective, ensuring that no vehicles park carelessly, which can disrupt order or cause congestion. This also creates a sense of security for road users and legitimate parking attendants.(Djoeharie et al., 2022).

## CONCLUSION

The analysis of the contribution of roadside parking service fees to public service fees in Banjarmasin City reveals the challenges and efforts involved in collecting these fees over six years from 2018 to 2023. According to the calculations, the contribution of roadside parking fees has fluctuated but generally tends to increase. In 2018, it accounted for 14.44%; in 2019, it dipped slightly to 14.17%; in 2020, it faced a substantial decline to 5.52% due to the COVID-19 pandemic, which led to reduced community activities and fewer vehicles parked on public roads. Nevertheless, in 2021, a notable recovery occurred, with the contribution rising to 12.81%, although it remained below the levels seen in pre-pandemic years. In 2022 this figure increased again to 14.18%, with a significant jump in 2023, reaching 17.23%. This upward trend indicates a post-pandemic economic recovery and a resurgence in community activities. However, the contribution from 75 parking is still relatively low, averaging 13.06% from 2018 to 2023, affected by more dominant sectors such as cleanliness and markets in the overall public service fee contributions. While the parking sector's contribution is important, it is not yet optimal and remains behind other sectors.

Obstacles faced by the Banjarmasin City Transportation Service Parking UPTD in collecting parking fees along public roads, as well as efforts to increase parking fee contributions, include illegal parking practices by business owners, such as stalls or restaurants, that fail to report their parking spaces to the Parking UPTD. Additionally, parking mafias that control specific areas present a challenge. To address this, the Banjarmasin City Transportation Service Parking UPTD has implemented vigorous measures, including routine patrols, public reporting of illegal parking, and strict actions against those engaging in illegal parking. Furthermore, to mitigate the influence of parking mafias, collaboration with law enforcement agencies such as the police and Satpol PP is essential for a more effective resolution.

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