

IMPLEMENTATION OF PARKING RATE DISCENTIVES TO IMPROVE COMMUNITY'S WILLING TO CONDUCT VEHICLE EXHAUST GAS EMISSIONS TESTS

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Abstract: The parking tariff disincentive is a policy of imposing the highest tariff on motorized vehicles that have not passed the emission test. The purpose of the study was to determine the level of public willingness to test vehicle exhaust emissions through this parking tariff disincentive policy. The analysis used in this research is Questionnaire and Regression. The results of the study indicate that there are still many people who have not carried out emission tests and parking tariff disincentives have an effect of 10.6% on the level of public willingness to test vehicle exhaust emissions.

Keywords: *Parking Policy, Parking Tariff Disincentive, Emission Test, Questionnaire, Simple Linear Regression*

1. PRELIMINARY

DKI Jakarta Province is one of the provinces that contributes to high air pollution and based on data from the Ministry of Environment and Forestry in 2020, the impact of air pollution on health resulted in a loss of IDR 38.5 trillion (Merdeka.com, 2020) and to reduce the amount of existing air pollution, the government DKI Jakarta made the DKI Jakarta blue sky program and to support this program the DKI Jakarta government implemented a Parking Tariff Disincentive policy, this policy only applies to vehicles with a service life of over 3 years. Parking disincentives have been applied at several locations in DKI Jakarta, such as the IRTI Monas parking lot, Blok M Square parking lot, and the West Jakarta Samsat Office parking lot as well as the Pasar Mayestik Parking Area, South Jakarta, Park and ride Kalideres, and Ruko Interkon Plaza, West Jakarta.

This study aims to determine and analyze public responses to vehicle exhaust emission tests, the effect of parking tariff disincentives on the level of public willingness to conduct vehicle emission tests and increasing the maximum parking rate to help increase public willingness to conduct vehicle

exhaust emission tests. This research is also supported and based on several related theories.

According to Law No. 22 of 2009 concerning LLAJ chapter 1 paragraph 15 (Indonesia, 2009) mention that parking is the state of the vehicle stops or does not move for a while and is abandoned the driver. According to the Director General of Land Transportation, (1996) there are several types of parking according to their placement, namely on-street parking and off-street parking.

Disincentives are tools to prevent, limit growth, or reduce activities that are not in line with the spatial plan (Peraturan Walikota Serang, 2020). And according to Tamin (2008, p. 864) Parking Rates are costs that must be incurred or paid by vehicle owners while parking their vehicles in a certain parking area, such as a parking lot or parking building. And according to Siswanto et al., (2012) Exhaust gas emissions are pollutants that pollute the air produced by vehicle exhaust gases.

2. RESEARCH METHODS

This study uses data collection techniques in the form of a questionnaire or questionnaire and the research methodology used is a simple linear regression method.(Samosir et al., 2021)

While the data analysis technique used is *inferential* statistics or inductive statistics, namely statistical methods that discuss how to analyze data and draw conclusions with certain methods based on sample results. Researchers will perform data processing using SPSS Version 22 and Microsoft Excel 365 programs as data processing support.

This research was carried out starting in June 2022 at the IRTI Monas parking lot, Blok M Square parking lot, and the West Jakarta Samsat Office parking lot as well as the Mayestik Market Parking Area, Park and ride Kalideres, and Ruko Interkon Plaza, as well as several roadside parking areas such as on Pegambiran Street, Balai Pustaka Timur Street, Pinangsia Street, and Raya Boulevard Street. The population in this study were parking users

in 6 locations of parking tariff disincentives, roadside parking users and the public.

The sampling technique used by the author in writing this thesis is a *non - probability sampling* method, with the *accidental sampling method*. Based on the Solvin formula the number of samples can be calculated as follows:

$$n = \frac{N}{1 + N \cdot e^2}$$

Where:

n = Sample size

N = Population size

e = Tolerance of the expected average value does not deviate, which is 10%

So, for the first and second questionnaires, a sample of as many as:

$$n = \frac{3.365.467}{1 + 3.365.467 \times 0,1^2}$$

$$n = \frac{3.365.467}{1 + 33.654,67}$$

n = 99,99rounded up to 100 samples

For the third questionnaire requires a sample of:

$$n = \frac{270.020.000}{1 + 270.020.000 \times 0,1^2}$$

$$n = \frac{270.020.000}{1 + 2.700.200}$$

n = 99,99rounded up to 100 samples

3. RESULTS AND DISCUSSION

1) Data Quality Test

a. Validity test

Validity test is used to measure whether a questionnaire is valid or not with a total score at a significance level of 5% and a sample size of 110 people. If $r_{\text{count}} > r_{\text{table}}$, then the statement item is declared valid where r_{table} of 0.186. The results of the validity test for the questionnaire at the parking tariff disincentive application were $X1=0.713$ $X2=0.797$ $X3=0.519$ $X4=0.698$ $Y1=0.476$ $Y2=0.474$ $Y3=0.752$ $Y4=0.899$ and $Y5=0.857$. While the results of the validity test for the questionnaire in roadside parking $X1 = 0.713$ $X2 =$

$0.797 X3 = 0.519 X4 = 0.698 Y1 = 0.720 Y2 = 0.810 Y3 = 0.759 Y4 = 0.807$ and $Y5 = 768$. So, it can be seen from these results that the coefficient of validity of $r_{arithmetic} > r_{table}$ and the results of the validity test can be declared valid, and this research can be continued.

b. Reliability Test

The reliability test is used to measure the questionnaire and to show the extent to which the measurement results are relatively consistent when measured repeatedly. An instrument can be said to be reliable (reliable) if it has an alpha value (α) greater than 0.6.

After passing the test using SPSS, it shows that the alpha of the parking rate disincentive policy variable (αX) is 0.626 and 0.604 while the alpha variable of the public's willingness to test vehicle emissions (αY) is 0.725 and 0.715, because all values are greater than 0.60, the test results reliability can be declared reliable.

2) Classic assumption test

a. Normality Test

Normality test is used to determine whether the data obtained is normally distributed or not. This normality test will use the Kolmogorov-Smirnov test. Basis of decision making in normality test Kolmogorov Smirnov, if the significance value > 0.05 then the residual value normally distributed and if the significance value < 0.05 then the residual value is not normally distributed.

**Table 1. Normality Test Results
(Questionnaire Results at the Place of
Application of Parking Disincentives)**

One-Sample Kolmogorov-Smirnov Test		Unstandardized Residual
N		110
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	2.72110811
Most Extreme Differences	Absolute	.083
	Positive	.073
	Negative	-.083
Test Statistic		.083
Asymp. Sig. (2-tailed)		.040
Exact Sig. (2-tailed)		.385
Point Probability		.000

**Table 2. Normality Test Results
(Questionnaire Results in Roadside
Parking)**

One-Sample Kolmogorov-Smirnov Test		Unstandardized Residual
N		110
Normal Parameters ^{a,b}	Mean	.0000000
	Std. Deviation	2.66471731
Most Extreme Differences	Absolute	.083
	Positive	.083
	Negative	-.051
Test Statistic		.083
Asymp. Sig. (2-tailed)		.030
Exact Sig. (2-tailed)		.519
Point Probability		.000

Based on the results of the normality test above, it is known that the significance value is $0.385 > 0.05$ and $0.339 > 0.05$, it can be concluded that the residual value normally distributed.

b. Linearity Test

Linearity testing is carried out in testing the regression equation model of a variable Y on variable X. The linearity test aims to determine whether two variables have a significant linear effect or not. Test decision making is based on, if the significance value > 0.05 then there is a linear relationship and if the significance value < 0.05 there is no linear relationship.

**Table 3. Linearity Test Results
(Questionnaire Results at the Place of
Application of Parking Disincentives)**

ANOVA Table							
			Sum of Squares	df	Mean Square	F	Sig.
Kendall's Mann-Whitney Meditation Uji Emisi Kendaraan*	Between Groups	(Corrected) Linearity	168.330 55.473	10 1	16.833 55.473	2.401 7.911	.013 .006
		Deviation from Linearity	112.857	9	12.540	1.789	.080
Persepsi Disincentif Tarif Parkir	Within Groups		684.205	99	6.912		
	Total		852.535	109			

**Table 4. Linearity Test Results
(Questionnaire Results in Roadside
Parking)**

ANOVA Table							
			Sum of Squares	df	Mean Square	F	Sig.
Kendall's Mann-Whitney Meditation Uji Emisi Kendaraan * Persepsi	Between Groups	(Combined Linearity	131,945	10	13,295	1,949	.047
			34,240	1	34,240	5,020	.027
		Deviation from Linearity	98,706	9	10,967	1,608	.123
Disincentif Tarif Parkir	Within Groups		675,273	99	6,821		
	Total		808,218	109			

From the results of the test table above, it is known that the significance value is $0.080 > 0.05$ and $0.123 > 0.05$. So, it can be concluded that there is a significant linear relationship between the application of parking tariff disincentives and the public's willingness to conduct vehicle emission tests. Meanwhile, with the F table test where $F_{\text{calculated}} < F_{\text{table}}$ so that $1.789 < 1.98$ and $1.068 < 1.98$ then the occurrence of linearity for parking user questionnaires at the parking tariff disincentive application location and for parking user questionnaires at roadside parking locations.

c. Heteroscedasticity Test

The heteroscedasticity test aims to test whether the regression model has variance inequality from the residual of one observation to another observation. How to detect the presence or absence of heteroscedasticity can use a statistical test, namely the Glejser test. The glejser test proposes to

regress the absolute value of the residual on the independent variable, if the value of sig. > 0.05 then there is no heteroscedasticity.

Table 5. Heteroscedasticity Test Results (Questionnaire Results at the Place of Application of Parking Tariff Disincentives)

		Coefficient ^a			t	Sig.
Model		Unstandardized Coefficients		Standardized Coefficients		
		B	Std. Error	Beta		
1	(Constant)	1.289	.882		1.460	.147
	Penerapan Disinsentif Tarif Parkir	.080	.081	.085	.992	.323

Table 6. Heteroscedasticity Test Results (Questionnaire Results in Roadside Parking)

		Coefficient ^a			t	Sig.
Model		Unstandardized Coefficients		Standardized Coefficients		
		B	Std. Error	Beta		
1	(Constant)	1.195	.878		1.317	.191
	Penerapan Disinsentif Tarif Parkir	.081	.077	.101	1.056	.293

Based on the table above, the sig value is obtained. For the variable application of parking tariff disincentives are $0.323 > 0.05$ and $0.293 > 0.05$, it can be concluded that the two data do not occur heteroscedasticity.

3) Simple Linear Regression Analysis Test

This study uses a simple linear regression analysis test to predict how big the positive relationship of variable X is to variable Y and predicts the value of variable Y if the value of variable X increases or decreases. The results of the simple linear regression analysis test can be seen in the following table.

Table 7. Simple Linear Regression Analysis Test Results (Questionnaire Results at the Place of Application of Parking Disincentives)

		Coefficient ^a			t	Sig.
Model		Unstandardized Coefficients		Standardized Coefficients		
		B	Std. Error	Beta		
1	(Constant)	8.156	1.438		5.599	.000
	Penerapan Disinsentif Tarif Parkir	.365	.134	.254	2.725	.008

Table 8. Simple Linear Regression Analysis Test Results (Questionnaire Results in Roadside Parking)

		Coefficient ^a			t	Sig.
Model		Unstandardized Coefficients		Standardized Coefficients		
		B	Std. Error	Beta		
1	(Constant)	10.098	1.409		7.166	.000
	Penerapan Disinsentif Tarif Parkir	.269	.123	.206	2.186	.031

From the table above, the results obtained are constant values (a) of 8.156 and 10.098, while the value of the application of parking tariff disincentives (b/regression coefficient) is 0.365 and 0.269. From these results can be included in the regression equation as follows:

$$Y = a + bX + e$$

$$Y = 8.156 + 0.365X \text{ and } Y = 10.098 + 0.269X$$

The results of the two equations above mean that the value of the consistency of the Y variable is 8.156 and 10.098, while the regression coefficient X states that the addition of 1% of the value of the parking tariff disincentive application will increase the public's willingness to test vehicle emissions by 0.365 and 0.269. The regression coefficient is positive, so it can be said that the direction of the X variable towards the Y variable is positive. And based on the significance value obtained from the table above, it is $0.008 < 0.05$ and $0.031 < 0.05$ so it can be concluded that the variable parking rate disincentive application (X) affects the community's willingness to test vehicle emissions (Y).

4) Hypothesis testing

a. Partial Test (t-test)

The t-test was conducted to show how far the influence between the independent variable and the dependent variable was. If the significant value (Sig.) is less than 0.05, a variable is said to have a significant effect on other variables and the t-table value is 1.982. The criteria for acceptance and rejection of the hypothesis are if t count > t table then H_0 is rejected, and H_a is accepted and if t count < t table then H_0 is accepted, and H_a is rejected.

**Table 9. Partial Test Results (t-Test)
(Results of Questionnaire at the Place of
Application of Parking Tariff
Disincentives)**

Model		Coefficient ^a			t	Sig.
		Unstandardized Coefficients		Standardized Coefficients		
		B	Std. Error	Beta		
1	(Constant)	8.156	1.433		5.696	.000
	Kebijakan Disinsentif Tarif Parkir	.365	.134	.254	2.725	.008

**Table 10. Partial Test Results (t-test)
(Questionnaire Results in Roadside
Parking)**

Model		Coefficient ^a			t	Sig.
		Unstandardized Coefficients		Standardized Coefficients		
		B	Std. Error	Beta		
1	(Constant)	10.098	1.439		7.026	.000
	Penerapan Disinsentif Tarif Parkir	.269	.123	.206	2.186	.031

In table 9 and table 10 it is known that the t - count value is 2.725 and 2.186 is greater than the t - table value. 1.982 with a significance value of $0.008 < 0.05$

and $0.031 < 0.05$. It can be concluded that the application of parking tariff disincentives has a positive and significant effect on people's willingness to test vehicle emissions because the value of $t_{\text{count}} > t_{\text{table}}$ and the Significant value is less than 0.05 so that H_0 is rejected, and H_a is accepted. So, this shows that the implementation of the parking tariff disincentive policy has a positive and significant effect on increasing the public's willingness to conduct vehicle emission tests.

b. Coefficient of Determination

To find out how much influence the application of parking tariff disincentives (X) has on people's willingness to test vehicle emissions (Y), a statistical calculation is carried out using the Coefficient of Determination (KD).

Table 11. Coefficient of Determination Test Results (Results of Questionnaire at the Place of Application of Parking Tariff Disincentives)

Model Summary				
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.254 ^a	.064	.056	2.734

Table 1 Result of Coefficient of Determination Test (Results of Questionnaire in Roadside Parking)

Model Summary				
Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.209 ^a	.042	.033	2.677

From the results the table above explains that the coefficient of determination (R Square) is 0.064 and 0.042 which implies that the influence of the independent variable (Application of Parking Tariff Disincentives) on the dependent variable (Community Willingness to Conduct Vehicle Emissions Test) is 6.4% for parking users in the location of the application of parking tariff disincentives and 4.2% for roadside parking users.

5) Maximum Parking Rate Increase

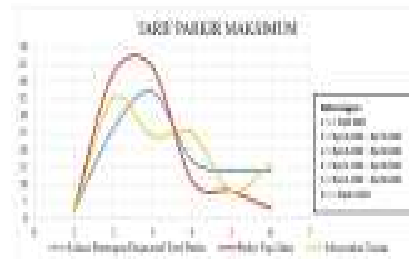
Based on Governor Regulation No. 31 of 2017 concerning Parking Service Tariffs, Transaction Violation Fines and Motorized Vehicle Towing/Moving Fees, the maximum rate is IDR 7,500. Therefore, the tariff that will be charged by vehicles that do not pass the emission test is IDR 7,500/hour and the result is that there are several vehicles that have not carried out the emission test or have not passed the emission test and to increase the

effect of the parking tariff disincentive policy and the public's willingness to carry out the test. vehicle emissions, the researcher asks for advice from parking users about the highest tariff that must be charged if a vehicle has not carried out an emission test or does not pass the emission test. From the results of distributing the questionnaire, the researchers obtained several results, namely as follows:

**Table 13. Maximum Parking Rates
(Based on Perceptions of Parking Users
and the General Public)**

Parking Fee (Rp/hour)	Local Residents (Minimum Parking Fee)	Parking Fee (Rp/hour)	Maximum Fee
0 - Rp10,000	0	0	0
Rp10,000 - Rp15,000	20	40	30
Rp15,000 - Rp20,000	30	40	30
Rp20,000 - Rp25,000	40	40	30
Rp25,000 - Rp30,000	40	40	30
Rp30,000 - Rp35,000	40	40	30
Rp35,000 - Rp40,000	40	40	30
Rp40,000 - Rp45,000	40	40	30
Rp45,000 - Rp50,000	40	40	30
Rp50,000 - Rp55,000	40	40	30
Rp55,000 - Rp60,000	40	40	30
Rp60,000 - Rp65,000	40	40	30
Rp65,000 - Rp70,000	40	40	30
Rp70,000 - Rp75,000	40	40	30
Rp75,000 - Rp80,000	40	40	30
Rp80,000 - Rp85,000	40	40	30
Rp85,000 - Rp90,000	40	40	30
Rp90,000 - Rp95,000	40	40	30
Rp95,000 - Rp100,000	40	40	30
Rp100,000 - Rp105,000	40	40	30
Rp105,000 - Rp110,000	40	40	30
Rp110,000 - Rp115,000	40	40	30
Rp115,000 - Rp120,000	40	40	30
Rp120,000 - Rp125,000	40	40	30
Rp125,000 - Rp130,000	40	40	30
Rp130,000 - Rp135,000	40	40	30
Rp135,000 - Rp140,000	40	40	30
Rp140,000 - Rp145,000	40	40	30
Rp145,000 - Rp150,000	40	40	30
Rp150,000 - Rp155,000	40	40	30
Rp155,000 - Rp160,000	40	40	30
Rp160,000 - Rp165,000	40	40	30
Rp165,000 - Rp170,000	40	40	30
Rp170,000 - Rp175,000	40	40	30
Rp175,000 - Rp180,000	40	40	30
Rp180,000 - Rp185,000	40	40	30
Rp185,000 - Rp190,000	40	40	30
Rp190,000 - Rp195,000	40	40	30
Rp195,000 - Rp200,000	40	40	30
Rp200,000 - Rp205,000	40	40	30
Rp205,000 - Rp210,000	40	40	30
Rp210,000 - Rp215,000	40	40	30
Rp215,000 - Rp220,000	40	40	30
Rp220,000 - Rp225,000	40	40	30
Rp225,000 - Rp230,000	40	40	30
Rp230,000 - Rp235,000	40	40	30
Rp235,000 - Rp240,000	40	40	30
Rp240,000 - Rp245,000	40	40	30
Rp245,000 - Rp250,000	40	40	30
Rp250,000 - Rp255,000	40	40	30
Rp255,000 - Rp260,000	40	40	30
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Rp295,000 - Rp300,000	40	40	30
Rp300,000 - Rp305,000	40	40	30
Rp305,000 - Rp310,000	40	40	30
Rp310,000 - Rp315,000	40	40	30
Rp315,000 - Rp320,000	40	40	30
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Rp330,000 - Rp335,000	40	40	30
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Rp340,000 - Rp345,000	40	40	30
Rp345,000 - Rp350,000	40	40	30
Rp350,000 - Rp355,000	40	40	30
Rp355,000 - Rp360,000	40	40	30
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Rp395,000 - Rp400,000	40	40	30
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Rp445,000 - Rp450,000	40	40	30
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Rp480,000 - Rp485,000	40	40	30
Rp485,000 - Rp490,000	40	40	30
Rp490,000 - Rp495,000	40	40	30
Rp495,000 - Rp500,000	40	40	30
Rp500,000 - Rp505,000	40	40	30
Rp505,000 - Rp510,000	40	40	30
Rp510,000 - Rp515,000	40	40	30
Rp515,000 - Rp520,000	40	40	30
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Rp675,000 - Rp680,000	40	40	30
Rp680,000 - Rp685,000	40	40	30
Rp685,000 - Rp690,000	40	40	30
Rp690,000 - Rp695,000	40	40	30
Rp695,000 - Rp700,000	40	40	30
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Rp775,000 - Rp780,000	40	40	30
Rp780,000 - Rp785,000	40	40	30
Rp785,000 - Rp790,000	40	40	30
Rp790,000 - Rp795,000	40	40	30
Rp795,000 - Rp800,000	40	40	30
Rp800,000 - Rp805,000	40	40	30
Rp805,000 - Rp810,000	40	40	30
Rp810,000 - Rp815,000	40	40	30
Rp815,000 - Rp820,000	40	40	30
Rp820,000 - Rp825,000	40	40	30
Rp825,000 - Rp830,000	40	40	30
Rp830,000 - Rp835,000	40	40	30
Rp835,000 - Rp840,000	40	40	30
Rp840,000 - Rp845,000	40	40	30
Rp845,000 - Rp850,000	40	40	30
Rp850,000 - Rp855,000	40	40	30
Rp855,000 - Rp860,000	40	40	30
Rp860,000 - Rp865,000	40	40	30
Rp865,000 - Rp870,000	40	40	30
Rp870,000 - Rp875,000	40	40	30
Rp875,000 - Rp880,000	40	40	30
Rp880,000 - Rp885,000	40	40	30
Rp885,000 - Rp890,000	40	40	30
Rp890,000 - Rp895,000	40	40	30
Rp895,000 - Rp900,000	40	40	30
Rp900,000 - Rp905,000	40	40	30
Rp905,000 - Rp910,000	40	40	30
Rp910,000 - Rp915,000	40	40	30
Rp915,000 - Rp920,000	40	40	30
Rp920,000 - Rp925,000	40	40	30
Rp925,000 - Rp930,000	40	40	30
Rp930,000 - Rp935,000	40	40	30
Rp935,000 - Rp940,000	40	40	30
Rp940,000 - Rp945,000	40	40	30
Rp945,000 - Rp950,000	40	40	30
Rp950,000 - Rp955,000	40	40	30
Rp955,000 - Rp960,000	40	40	30
Rp960,000 - Rp965,000	40	40	30
Rp965,000 - Rp970,000	40	40	30
Rp970,000 - Rp975,000	40	40	30
Rp975,000 - Rp980,000	40	40	30
Rp980,000 - Rp985,000	40	40	30
Rp985,000 - Rp990,000	40	40	30
Rp990,000 - Rp995,000	40	40	30
Rp995,000 - Rp1,000,000	40	40	30
Total	1000	1000	1000

**Graph 1. Maximum Parking Rates
(Based on Perceptions of Parking Users
and the General Public)**



Based on the tables and graphs above, it can be concluded that according to parking users and the public, the highest tariff that can increase the effect of the parking tariff disincentive policy and the public's willingness to test vehicle exhaust emissions ranges from IDR 10,000 to IDR 20,000/hour.

6) Emission test

Emission test is a form of testing effort to determine engine performance which is detected by a special monitor. To reduce air pollution in DKI Jakarta, the Government requires vehicles over the age of 3 years to carry out emission tests, but there are still many people who still do not carry out vehicle emission tests for various reasons. Therefore, the researcher asked several questions in the questionnaire about the reasons why parking users did not carry out emission tests. There are four questions related to the reasons why parking users are reluctant to carry out emission tests, which are as follows:



Figure 1. Emission Test Service Location



Figure 3. Service Time



Figure 2. Emission Test Rates

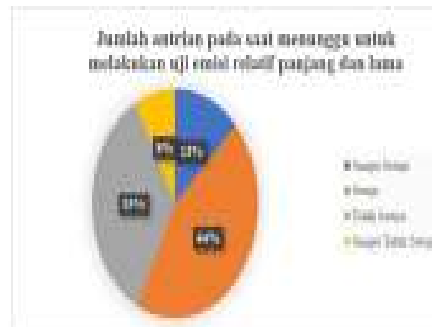


Figure 4. Number of Queues

Based on the picture above, it can be concluded that as many as 53% of parking users and the general public agree that the emission test service location is very limited and difficult to find, while for the emission test service tariff that is applied is relatively expensive, there are 54% of parking users who agree with this, and for the statement that the service time at the emission test place is very long, there are 43% of parking users who agree, so that according to parking users and the general public the service time at the emission test place is relatively long and for the statement of the number of queues when waiting to carry out the emission test it is relatively long and long there are as many as 44% of parking users agree, this means that according to parking users and the general public the number of queues while waiting to carry out emission tests is still relatively long and long, so there are still queues to test vehicle exhaust emissions.

4. CONCLUSION

Based on the results of research on the effect of applying parking tariff disincentives to increase public willingness to test vehicle exhaust emissions, the authors can conclude that:

- 1) There are several reasons that cause parking users and the general public to be reluctant to carry out emission tests, such as emission test locations are very limited and difficult to find in some areas, emission test rates are quite expensive for some parking users, service time when conducting emission tests and the number of queues that are high. relatively long and long.
- 2) The application of the parking tariff disincentive policy has an effect of 10.6% (based on the *R Square value*) on the level of public willingness to test vehicle exhaust emissions, while the rest is influenced by other factors that are not included in this study of 89.4% between another is the awareness of the public themselves who are aware of the importance of conducting vehicle emission tests and other programs from the government to support the public's willingness to conduct emission tests.
- 3) In the opinion of parking users and the public, the maximum parking fee can be increased between IDR 10,000 - IDR 20,000 to increase the effect of the parking tariff disincentive policy and the public's willingness to test vehicle exhaust emissions.

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