

## Analysis of the Level of Public Transportation Accessibility at the Type A Bimoku Inter-Border Terminal (Albn), Kupang City

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ARTICLE INFO	ABSTRACT
<p><b>Keywords:</b> Bimoku Type A Terminal, Accessibility, Generalised Cost, Route Network, Transportation Performance, Kupang City, Cross Border Intermodal.</p>	<p>The Bimoku Type A Cross Border Terminal located in Kupang City, East Nusa Tenggara, is a cross-border transport hub that has been operating since 2023. However, its performance has not been optimal and accessibility to this terminal is still low. This study aims to analyse the level of accessibility of public transport to the Type A Bimoku Cross-Border Terminal in Kupang City and provide recommendations for improving performance. The method used is Generalised Cost (GC) analysis with a do nothing and do something approach. The results show that the largest GC values in the existing conditions are in the Fatukoa, Naioni, and Bello zones. The implementation of the new route network in the do something scenario succeeded in significantly reducing the GC value, thereby increasing the accessibility and efficiency of transportation to the Bimoku Type A Cross Border Terminal in Kupang City. Recommendations are to develop new public transport routes and improve intermodal connectivity to support overall terminal performance.</p>

### INTRODUCTION

Transportation infrastructure is one of the important components in supporting the economy of a region, especially in supporting economic growth in the region. However, no matter how well the transportation infrastructure facilities are prepared, their success is measured by the level of utilization, so that it can provide a multiplier effect. The passenger terminal is part of the transportation infrastructure which is expected to become a node of land transportation modes. In addition to serving passengers, this terminal can improve the regional economy on a macro level. Theoretically, according to Miro (2016) and Litman (2017), accessibility is a measure of ease and convenience of how scattered land use locations can interact with each other. Accessibility is one of the indicators of the level of public transportation services to city bus and train stations (Riawan & Ahyudanari, 2020; Suthanaya, 2009).

From this explanation, it can be concluded that accessibility is a measure of the ease of location to reach the transportation system. Accessibility measures include the time, cost, and effort required to move from one place to another. Bimoku Type A Terminal is an Inter-Border Terminal (ALBN) managed by the NTT Provincial Class II Land Transportation Management Center under the supervision of the Ministry of Transportation. Since its operation in 2023, the terminal, which is located on Jalan Prof. DR Herman Johannes, Kupang City, East Nusa Tenggara, has only served one route between the Kupang – Dili cross-border countries, with a fleet consisting of Bagong, Damri, and Babadok. The limited activities in the newly built terminal caused the terminal to become quiet, which in turn caused the use of the terminal to decrease (Abdullah et al., 2018). The number of passengers in 2023 was recorded at 12,720, consisting of 6,492 departing passengers and 6,228 arriving passengers. Therefore, all aspects must be considered in designing the terminal concept, including capacity, performance, service level, quality, location, accessibility, passenger handling, and mobility (Dunham, 2018). In the initial plan, the Bimoku Terminal is expected to support the development of the national traffic and road transportation

network and function as an integration and connectivity with other modes of transportation such as urban transportation. However, until 2024, the Bimoku Terminal is not optimal because integration with urban transportation does not yet exist, and this role is taken by online transportation so as to increase transportation costs, accessibility is measured by comfort and ease of reaching the location through the transportation network.

In addition to the accessibility of a place, accessibility has another form in the form of individual accessibility. Individual accessibility according to Martens (2012) is the ability of individuals to access several locations. According to Kwan in Martens (2012), individual accessibility is formed from the availability of modes, the availability of money and time, or community organizations (Komarrudin et al. 2023). Since the perception of "easy" or "difficult" is subjective, quantitative measurements are needed to describe accessibility based on general time and cost in detail. This study was conducted to analyze the level of accessibility of public transportation to the ALBN Type A Bimoku terminal.

**METHOD**

Accessibility analysis (time and cost) using Time Value and Generalize Cost with the help of Exel App and desire line map using Arcgis 10.8

- a. The value of time or more specifically the value of time savings, is defined as the amount of money that a person is willing to spend to reduce one unit of travel time The value of time is usually proportional to per capita income and is a fixed comparison with the level of income, as for the equation as follows (Tamin, 2000).

$$\lambda = \frac{\text{PDRB/Kapita}}{\text{Waktu Kerja}} \dots\dots\dots (1)$$

Information:

$\lambda$  = Rupiah Units / minute

- b. Calculate Generalize Cost, presented by Trujillo and Nombella (Kłos-Adamkiewicz 2021), They emphasized the importance of the value of the time that must be spent during the trip. According to their formula, the general cost also includes these components, providing a more complete picture of the total cost of the trip.

$$G = P + (t \times V)$$

..... (2)

Where:

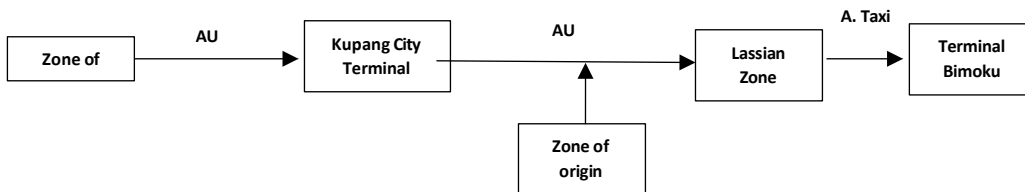
- G = Generalized cost
- P = Transportation service fee (fare)
- T = Travel time
- V = Time value of the trip

**RESULTS AND DISCUSSION**

**Accessibility Analysis of Existing Conditions**

The type of passenger transportation service from the origin zone to the Bimoku terminal consists of 2 parts, namely: Public Transportation (Au) + Taxi and Taxi

**Au + Taxi Trip Scenario**



Picture. 1 Public Transportation + Taxi Flow

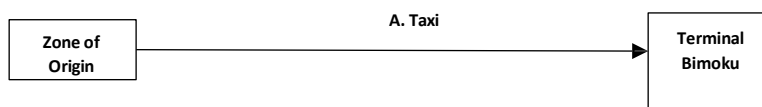
### Calculating the Total AU+Taxi Travel Time

The AU+Taxi travel table describes the total travel time from each zone until arriving at the ALBN Type A Bimoku terminal. Each zone has an accumulated travel time based on the duration of the journey from the starting point to arriving at the destination terminal.

No	Zona	Waktu									Total
		T1	T2	T3	T4	T5	T6	T7	T8	T9	
1	Bello	6	7	55	7	55	5	5	0	0	140
2	Fatukoa	6	7	55	7	55	5	5	5	10	155
3	Naioni	6	7	55	7	55	5	5	5	5	150
4	Penkase	6	7	40	7	55	5	5	5	5	135
6	Lasiana	6	0	0	0	0	5	5	0	0	16

Based on available zone data, the accessibility in terms of the longest travel time from **the zone** to the Bimoku Type A terminal is in the Belo, Fatukoa, Naioni and Penkase zones, which is above 130 minutes. Meanwhile, the closest distance is the Lasiana Zone, which is 16 minutes

### Scenarios of Using Taxis



Picture. 1 Alur Taxi

Calculating the total taxi time from each zone to the Bimoku Type A ALBN Terminal includes a calculation consisting of two main components: taxi waiting time and travel time. Taxi waiting time (T1) describes the average duration needed to get a taxi from each zone, while travel time (T2) shows the travel duration from the zone to the Bimoku Type A ALBN Terminal.

No	Zona	T1	T2	Total Waktu	Jarak
1	Alak	7	43	50	25,8
2	Fatukoa	7	31	38	17,5
3	Manulai II	7	34	41	18,4
4	Penkase Oeleta	7	38	45	18,5

From the calculation of the zones that have a long distance from the ALBN Type A Bimoku terminal, Alak Village is 50 minutes, Fatukoa Village is 38 minutes, Manulai II Village is 41 minutes and Penkase Oeleta Village is 45 minutes.

### Time Value

**Table 1. Value People's Time**

Description	Information
GDP /Capita	IDR 59,470,000.00
working days/year	260
Time/day value	IDR 228,730.77
Time/minute value	Rp 476.52

Source: 2024 Analysis Results

This table explains the calculation of the value of a person's time based on the GDP per capita in Kupang City, which is Rp 59,470,000.00 per year. It reflects the average income per person in a year. Assuming a person works 260 days a year, the value of time per day is Rp 228,730.77. If a working day consists of 8 hours, then every minute is worth **Rp 476.52**.

### GC AU+Taxi Calculation Value

The Generalized Cost (GC) Calculation Table shows the steps to calculate the total value of the trip cost thoroughly. First, the total travel time is multiplied by the travel time value, which results in the time value for

each zone. Once this time value is obtained, it will be added to the public transportation fare (AU 1 and AU 2) as well as the taxi fare, according to the mode used.

The formula used is:  $GC = P + (t \times v)$

No	Zona	Total Waktu (Menit)	Nilai Waktu (Rp 476,52)	TARIF			Total GC
				AU 1 (Flat)	AU 2 (flat)	Taxi	
1	Belo	140	Rp. 66.713,14	Rp. 5000	Rp. 5000	Rp. 47.912,00	Rp. 124.625,14
2	Fatukoa	150	Rp. 71.478,37	Rp. 5000	Rp. 5000	Rp. 47.912,00	Rp. 129.390,37
3	Naioni	155	Rp. 73.860,98	Rp. 5000	Rp. 5000	Rp. 47.912,00	Rp. 131.772,
4	Penkase Oeleta	135	Rp. 64.330,53	Rp. 5000	Rp. 5000	Rp. 23.956,00	Rp. 98.286,53

From the results of the calculation of GC to Bimoku Type A Terminal, the Naioni zone has the highest GC of Rp131,722.98, followed by the Fatukoa zone of Rp129,390.37, the Belo zone of Rp124,625.14, and Penkase Oeleta Rp98,286.53, which can be depicted on the desire line map below:

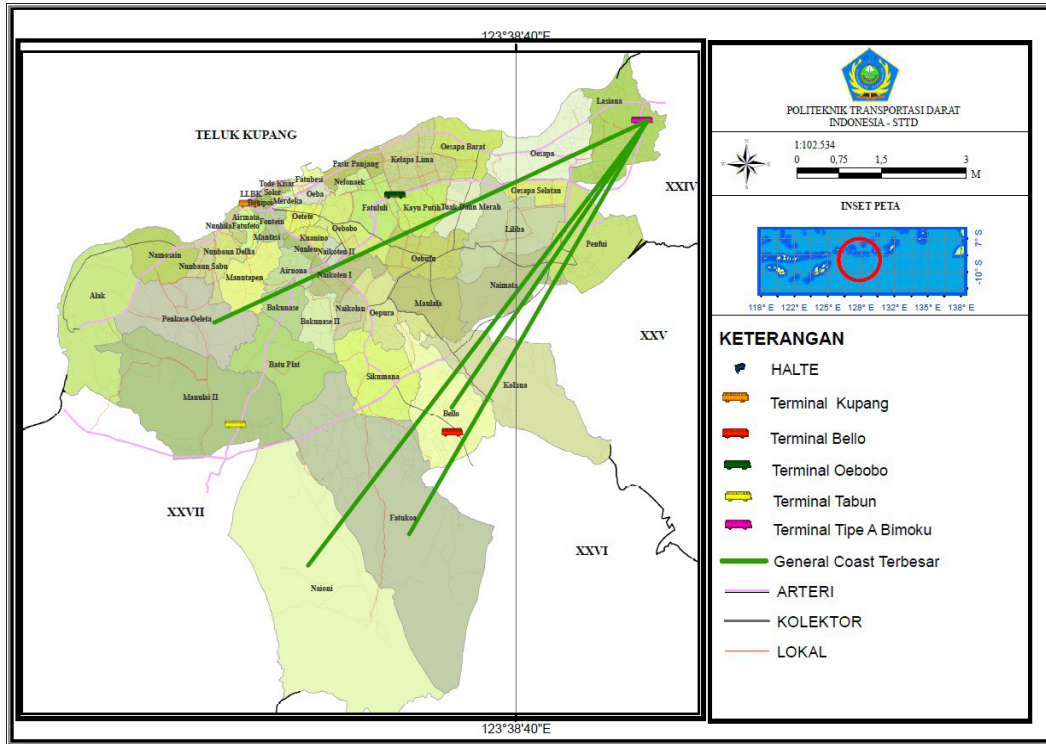


Figure IV.1 High GC Desire Line Map (AU+Taxi)

The main reason for the high GC value in these zones is the absence of Public Transportation (AU) directly to the terminal, so the journey takes longer and there are more mode changes., zones such as Fatukoa, Naioni, Belo, and Penkase Oeleta have high GC values, reflecting low accessibility due to high costs and travel time to the terminal.(Widayanti and Supriyatno 2020) highlighting the importance of the availability and ease of transportation modes in accessibility. The lack of direct public transportation in these zones leads to more modal transfers and longer travel times. According to Fildzah Pelawi, Rahayu, and Mukaramah (2023), the accessibility analysis looking at the interconnectedness of transportation network components shows that the transportation network has not been connected efficiently, so it is necessary to improve the transportation system and provide direct public transportation to improve accessibility to the ALBN Bimoku Type A Terminal.

### GC Taxi Calculation Value

No	Zona	T1	T2	Total Waktu	Jarak	Nilai Waktu	Tarif	Total GC
1	Alak	7	43	50	25,8	Rp 23.826,12	Rp 166.494,20	Rp 190.320,32
2	Fatukoa	7	31	38	17,5	Rp 18.107,85	Rp 116.785,50	Rp 134.893,35
3	Manulai II	7	34	41	18,4	Rp 19.537,42	Rp 122.175,60	Rp 141.713,02
4	Naioni	7	39	46	18,9	Rp 21.920,03	Rp 125.170,10	Rp 147.090,13
5	Penkase Oeleta	7	38	45	18,5	Rp 21.443,51	Rp 122.774,50	Rp 144.218,01

The results of the calculation of taxi GC from several zones to Bimoku Type A Terminal show that the zones with the largest value are in the Alak zone of Rp190,320.32, Naioni Rp147,090.13, Manulai II Rp141,713.02, Penkase Oeleta Rp144,218.01, and Fatukoa Rp134,893.35, which can be depicted on the desire line map below:

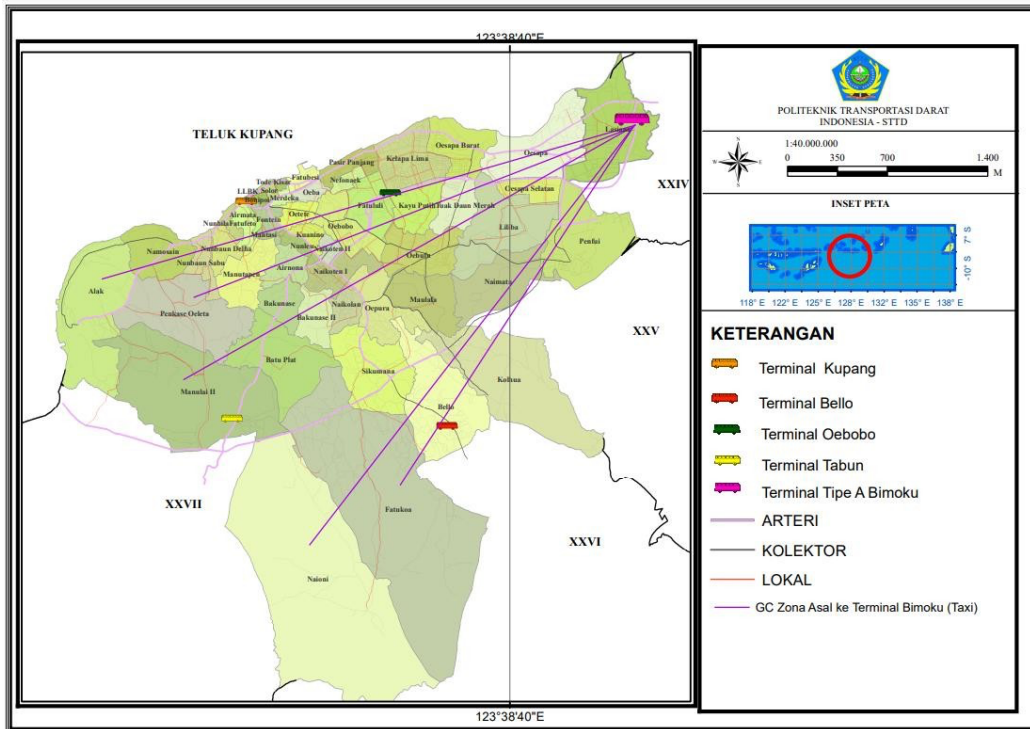
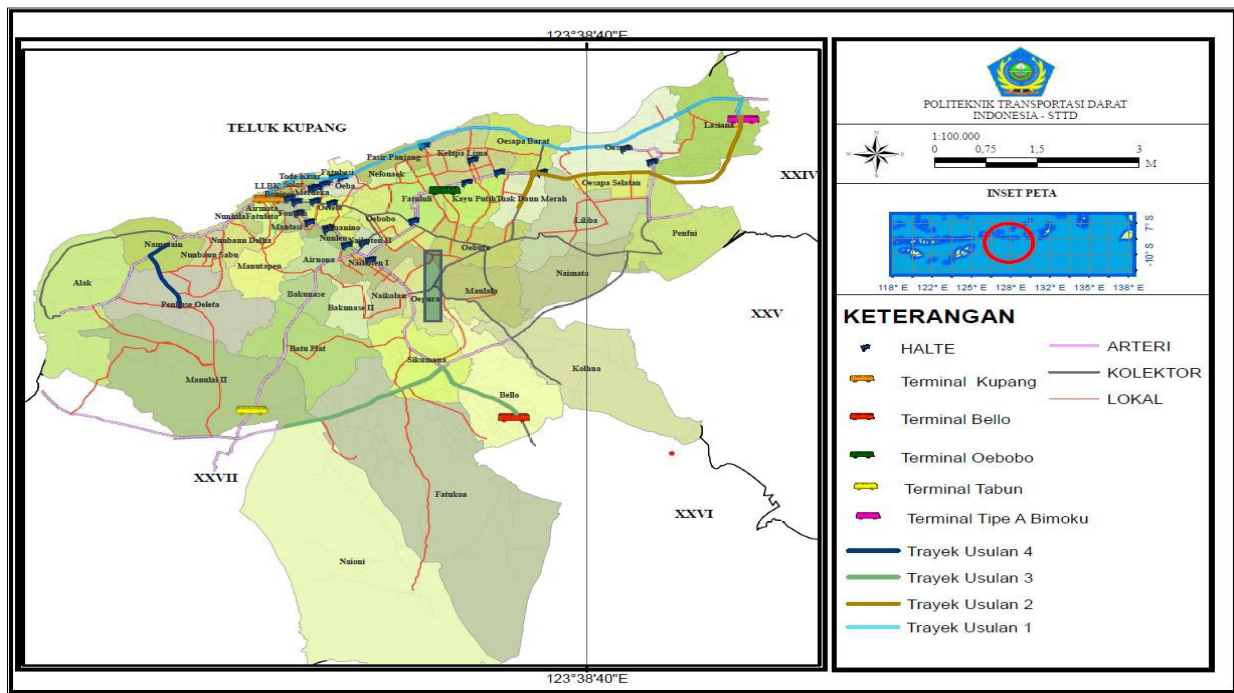


Figure IV.2 High GC Desire Line Map (Taxi)

This high GC value can be explained by referring to the Governor of East Nusa Tenggara Regulation Number 93 of 2022 concerning Adjustment of Basic Fares for Cross-Regency and City Transportation in the East Nusa Tenggara Province Area, which divides the taxi cost component into two, namely Fixed Cost: The initial fee charged when passengers start their trip, often referred to as the flag fall or basic fee and the fee calculated based on the distance traveled will increase as the distance traveled increased. In the case of heading to Bimoku Type A Terminal, zones with longer distances such as Alak, Penkase Oeleta, Manulai II, Naioni, and Fatukoa zones have higher GC values because taxi fares are calculated based on mileage. The longer the distance traveled, the greater the cost that must be incurred. Therefore, zones with longer distances have higher GC than zones closer to the terminal

#### Do something condition accessibility analysis

The new route network is proposed because it has not been served by the Air Force. The potential demand route network is the Kupang City Terminal – Bimoku Type A Terminal, the TDM Zone – Bimoku Type A Terminal, as well as the route network that has not yet been potential (new areas), namely Nainoni – Fatukoa – Belo, and the Pankase Oleta - Namosain Zone.



Picture. Route Layout Map

The new route network is proposed because it has not been served by the Air Force. The potential demand route network is the Kupang City Terminal – Bimoku Type A Terminal. Proposed Route 1 ; Extension of the original route Kupang City Terminal - Lasiana Zone to Kupang City Terminal - Type A Terminal ALBN Bimoku (additional distance of 1.5 km) so that it can reduce transit time in the lasiana zone and rental transportation costs, the route extension is expected to be able to serve passengers from the Kupang City terminal, or passengers at the location of the crossing route to the Bimoku terminal, In addition, the extension of this route will increase the reach of public transportation services (AU), especially for passengers in the Lasiana, Oesapa, and West Oesapa zones which previously could only be accessed through the Kupang City Terminal, making the Bimoku Terminal a transit terminal for the nearest zones such as the Nusa Cendana University Campus (Undana), Widya Mandira Catholic University (Unika) and the South Oesapa zone

TDM Zone – Bimoku Type A Terminal, Proposed Route 2 ; The addition of a route from the TDM zone to the ALBN Bimoku Type A Terminal passes through the TDM zone – South Oesapa – Polytechnic Campus – Undana Campus – Unika Campus – Bimoku Terminal.

The addition of this route will provide many advantages in terms of accessibility, efficiency, and transportation integration so that the Bimoku terminal becomes a passenger transit terminal from the Lasiana, Oesapa, and Oesapa West Zones to TDM, South Oesapa, Penfui, Naimata, Undana and Unika Campuses, in addition to that it can encourage local economic growth and a route network that has not yet been potential (new areas), namely Nainoni – Fatukoa – Belo Proposed Route 3; The addition of a pioneer route from the Naioni zone to Belo Terminal which includes Fatukoa will provide much-needed accessibility for people who have not been served by public transportation. In addition to expanding the transportation network, this route will bring positive economic and social impacts, improving mobility efficiency.

The Pankase Oleta - Namosain Zone Proposed Route 4 has the potential to open transportation access in new areas with small passenger demand. Although there is no in-depth survey yet, the assumption of travel time and travel duration suggests that this route is worth testing. Its potential to support local economic growth, reduce dependence on private vehicles, and expand public transportation networks makes it an important first step for regional development.

### Calculation of Total Public Transportation Time do something

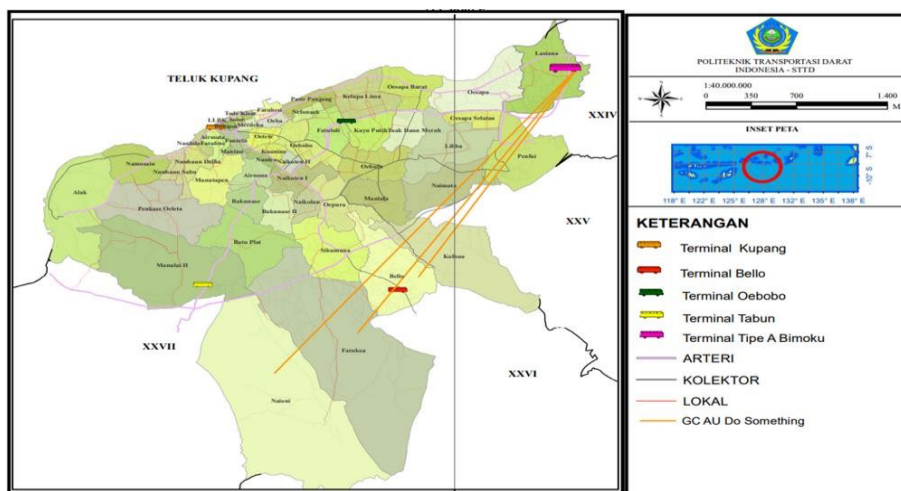
No	Zona	Waktu					Total Waktu
		T1	T2	T3	T4	T5	
1	Belo	6	7	55	7	60	135
2	Fatukoa	10	7	55	7	60	139
3	Liliba	6	7	30	7	20	70
4	Naimata	6	7	10	7	15	45
5	Naioni	10	7	55	7	60	139
6	Oesapa Selatan	6	7	0	7	20	40
7	Penfui	6	7	10	7	15	45
8	Penkase Oeleta	6	7	40	7	60	120
9	Tuak Daun Merah	6	7	0	7	20	40

The table for calculating travel time from the zone to the Bimoku Type A ALBN Terminal explained the change in travel time after the route arrangement was carried out with the aim of shortening the travel time from each zone to the terminal. Once the routing arrangement is implemented, the travel time in each zone is re-analyzed to see the impact of the change. It is known that with the AU scenario, all zones can be served, but the travel time of the zones served by the new route with the longest time is the Nainoni, Fatukoa, Bello zones above 130 minutes.

### GC do something calculation

No	Zona	Gc	Tarif	Total GC	Keterangan
1	Belo	Rp 64.330,53	Rp 10.000,00	Rp 74.330,53	Trayek baru
2	Fatukoa	Rp 66.236,62	Rp 10.000,00	Rp 76.236,62	Trayek baru
3	Liliba	Rp 33.356,57	Rp 5.000,00	Rp 38.356,57	Trayek baru
4	Naimata	Rp 21.443,51	Rp 10.000,00	Rp 31.443,51	Simpang Undana
5	Naioni	Rp 66.236,62	Rp 10.000,00	Rp 76.236,62	Trayek baru
6	Oesapa Selatan	Rp 19.060,90	Rp 5.000,00	Rp 24.060,90	Trayek baru
7	Penfui	Rp 21.443,51	Rp 10.000,00	Rp 31.443,51	Simpang Undana
8	Denkase Oeleta	Rp 57.182,69	Rp 10.000,00	Rp 67.182,69	Trayek baru
9	Tuak Daun Merah	Rp 19.060,90	Rp 5.000,00	Rp 24.060,90	Trayek baru

This table helps to give an idea of the impact of changes to the "do something" scenario on travel costs, which are lower or more efficient compared to previous conditions. With this calculation, an evaluation can be carried out to find out whether the "do something" scenario succeeds in improving travel efficiency and reducing the total cost (GC) for transportation users. It is known that with the AU do something scenario, with the AU do something scenario, the largest GC is found in the Nainoni and Fatukoa zones of Rp. 76,236.62 and the lowest GC in the TDM Zone is 24,060.90. We can see the desire line map below:

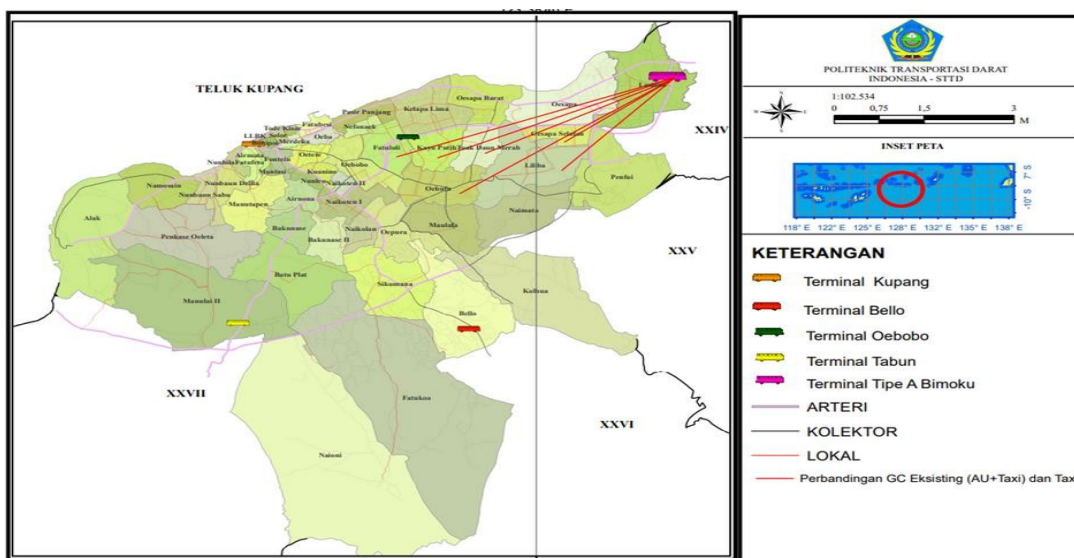


### Comparison of existing conditions and do something

**Eksisting (AU+ Taxi) dan Taxi**

No	Zona	AU+Taxi	Taxi	Selisih	Keterangan
		1	2	3	
1	Fatululi	Rp 90.272,29	Rp 78.809,36	Rp 11.462,93	Lebih Hemat cara 2
2	Kayu Putih	Rp 87.925,78	Rp 67.349,75	Rp 20.576,03	Lebih Hemat cara 2
3	Liliba	Rp 87.925,78	Rp 58.156,14	Rp 29.769,63	Lebih hemat cara 2
4	Oebufu	Rp 85.579,26	Rp 78.210,46	Rp 7.368,80	Lebih Hemat cara 2
5	Oesapa Selatan	Rp 52.728,10	Rp 43.103,13	Rp 9.624,96	Lebih Hemat cara 2
6	Tuak Daun Merah	Rp 87.925,78	Rp 62.089,25	Rp 25.836,53	Lebih Hemat cara 2

From these results, for the purpose of going to the Type A Terminal ALBN Bimoku existing conditions, there are 6 zones that are economical by using taxis, namely the Fatululi, Kayu putih, Liliba, Oebufu, South Oesapa and Red Leaf Tuak zones This is because the zone is close to the Bimoku terminal but direct public transportation access must detour to the Kupang city transit terminal, We can see on this map of the desire line in the world:



**Comparison of GC Exists and Do Something**

No	Zona	Exist AU + Taxi	Exist Taxi	Do Something AU	B vs D	C vs D	Keterangan
	A	B	C	D	E	F	
1	TDM	Rp 88.756,08	Rp 62.233,65	Rp 24.060,90	Rp 64.695,18	Rp 38.172,75	Do Something
2	Liliba	Rp 88.756,08	Rp 58.286,10	Rp 38.356,57	Rp 50.399,51	Rp 19.929,53	Do Something
3	Fatulroa	Rp 131.772,98	Rp 134.893,35	Rp 76.236,62	Rp 55.536,36	Rp 58.656,73	Do Something
4	Nacioni	Rp 129.390,37	Rp 147.090,13	Rp 76.236,62	Rp 53.153,75	Rp 70.853,51	Do Something

It is known that for the purpose of going to Terminal Type A ALBN Bimoku existing conditions vs Do Something, all Zones are more economical using the Do Something method. With some notes that the zones that have a large travel time are the Nainoni zone, and Fatukoa which is a new route, it is necessary to conduct a demand survey to ensure that there are AUs who are willing to serve. . A significant change in the GC value occurred in the TDM zone, namely the new route provided savings of around Rp 64,153.68 due to the saving of travel time.

**Impact**

The impact of the given scenario can be explained as follows:

- a. Impact on public transportation services and traffic in Kupang City

The rearrangement of the route network has an impact on travel time and GC in all zones, especially zone zones that have not previously been served by public transportation such as TDM, South Oesapa,

Naioni, Fatukoa and Penkase Oeleta. In addition, the saving of travel time and GC also occurred in zone zones that previously had to detour/take long routes such as TDM – Kupang City Terminal – Lasiana (115 Minutes) to TDM – Bimoku Type A Terminal – Lasiana (40 Minutes), in addition to that the arrangement of this new route network has an impact on the traffic volume in the city center due to reduced travel activities such as the addition of new routes to TDM – South Oesapa – Bimoku Type A Terminal encourages local economic development / the area around TDM and South Oesapa so as to reduce travel activities to the city center or to the Kupang City Terminal. In addition, passengers from outside Kupang City to the Penfui, Naimata, TDM, South Oesapa and Oebufu zones do not have to enter the Kupang City Terminal.

b. Impact on improving Bimoku Type A Terminal services

The arrangement of the new route network encourages the performance of the Bimoku Type A Terminal because in addition to being an ALBN terminal for passengers heading to Timor Leste, the Bimoku Type A Terminal is a transit terminal for passengers from Kupang Regency. Intercity transportation within the province (AKDP) that will go to the TDM zone, South Oesapa, Penfui, Naimata, Liliba, Oebufu. In addition, Bimoku Type A Terminal is a transit terminal for urban transportation passengers from the Lasiana, Oesapa, West Oesapa zones who will go to the TDM, South Oesapa, Penfui, Naimata, Liliba, Oebufu zones. The estimated public transportation vehicles that enter the Bimoku Type A Terminal are ALBN, AKDP, transportation from Kupang Regency, city transportation from the Kupang City Terminal to Bimoku Type A Terminal and TDM to the Bimoku Type A Terminal.

## CONCLUSION

This study concludes that the level of public transportation accessibility at Bimoku Type A Terminal, which is influenced by the Generalized Cost (GC) value, shows problems in zones such as Bello, Fatukoa, and Naioni which have high GC due to the unavailability of public transportation so that they require additional modes such as taxis. After the restructuring of the new route network, the GC value decreased significantly in the zone, especially through the development of potential routes such as Kupang City Type B Terminal – Bimoku Type A Terminal and new routes such as Pankase Oleta – Namosain and Naioni – Fatukoa – Belo. Strategic recommendations include the development of integrated routes, subsidized transit operations in new zones, and travel demand surveys to ensure route efficiency. This arrangement aims to improve connectivity between regions, reduce dependence on taxis, and improve the performance of the Bimoku Type A Terminal. In addition, this effort is expected to be able to encourage equitable access to transportation, create modal integration, and provide affordable transportation alternatives for the community, as well as support the growth of new areas in Kupang City.

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