ANALYSIS OF POTENTIAL EFFECTIVENESS AND EFFICIENCY OF TERMINAL RETRIBUTION IN NORTH CENTRAL TIMOR REGENCY

ANALISIS POTENSI, EFEKTIVITAS, DAN EFISIENSI PENERIMAAN RETRIBUSI TERMINAL DI KABUPATEN TIMOR TENGAH UTARA

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ABSTRACT
This study aims to analyze the potential effectiveness and efficiency of terminal levy revenue at the Technical Facilities Management Unit (UPTD) of North Central Timor Regency for the 2020-2024 period. The research method used is a quantitative descriptive method with an analysis approach of effectiveness, efficiency, and contribution of terminal levy revenue to Regional Original Income (PAD). The data used are secondary data in the form of targets and realization of terminal levy revenue, as well as operational costs incurred by the UPTD during the study period. The results of the study indicate that the overall level of effectiveness of terminal levy revenue still fluctuates, where in certain years it reaches the effective category, but in other years it does not meet the target. From the efficiency aspect, it was found that the use of operational costs in several years has not been fully efficient because the realization of costs is higher than the revenue. Meanwhile, the contribution of terminal levies to PAD of North Central Timor Regency is still very low, so it has not played a significant role in regional income.
Keywords: Terminal Retribution; Effectiveness; Efficiency; Local Original Income (PAD)

ABSTRAK
Penelitian ini bertujuan untuk menganalisis potensi efektivitas dan efisiensi penerimaan retribusi terminal pada UPTD Pengelola Sarana Teknis Perhubungan Kabupaten Timor Tengah Utara periode 2020-2024. Metode penelitian yang digunakan adalah metode deskriptif kuantitatif dengan pendekatan analisis efefektivitas, efisiensi, serta kontribusi penerimaan retribusi terminal terhadap Pendapatan Asli Daerah (PAD). Data yang digunakan merupakan data sekunder berupa target dan realisasi penerimaan retribusi terminal, serta biaya operasional yang dikeluarkan UPTD dalam periode penelitian. Hasil penelitian menunjukkan bahwa tingkat efektivitas penerimaan retribusi terminal secara keseluruhan masih berfluktuasi, dimana tahun tertentu mencapai kategori efektif, namun pada tahun lainnya belum sesuai target. Dari aspek efisiensi, ditemukan bahwa penggunaan biaya operasional dalam beberapa tahun belum sepenuhnya efisien karena realisasi biaya lebih tinggi dibandingkan dengan penerimaan. Sementara itu, kontribusi retribusi terminal terhadap PAD Kabupaten Timor Tengah Utara masih sangat rendah, sehinggabelum memberikan peranan signifikan terhadap pendapatan daerah.
Kata Kunci: Retribusi Terminal, Efektivitas, Efisiensi, Pendapatan Asli Daerah (PAD)

INTRODUCTION
Background

Income (PAD) is one of the source financing main thing that reflects independence fiscal region. According to Halim, (2006) PAD can obtained through tax area, levies area, results management riches separated areas, as well as other income original legitimate area. One of the form retribution area is terminal fees, which have potential for support increasing PAD through activity transportation land.

Terminal fees are levy area as payment on service or giving permission on usage place service parking For vehicle passenger and public buses managed by the region (A, 2023) . Based on Kupang City Regional Regulation No. 8 of 2019 Article 3 paragraph (1) Object Terminal Fee is service provision place parking For vehicle passenger and public buses , places activity business and facilities others in the terminal environment, which are provided, owned, and/or managed by the government area. North Central Timor Regency is one of the district in East Nusa Tenggara Province.

Based on mandate NTT Regional Regulation Number 5 of 2018 states that with existence growth economy national impact positive on growth the regional economy of East Nusa Tenggara which is driving increase assets new owned by The Regional Government which becomes object new from Business Service Fee in addition existence hand over accept facilities and infrastructure as consequence from handover affairs Government from Regency /City to Province. This is show that Management of the Kefamenanu Type B terminal has been taken over by the province.

Implementation reception Terminal fees in North Central Timor Regency are still Far from optimal. This is can seen from target and realization table terminal fees as depicted in the table below This :

Table 1. Data on Type B Terminal Retribution Revenue for Kefamenanu City for the 2020-2024 Period

No	Year	Target (Rp)	Realization (Rp)	Remaining Target (Rp)	Realization (%)
1	2020	466,924,000	53,777,000	413,147,000	11.52
2	2021	599,200,000	139,945,000	459,255,000	23.36
3	2022	370,000,000	113,143,000	256,857,000	30.58
4	2023	290,000,000	100,811,000	189,189,000	34.76
5	2024	410,000,000	198,964,440	211,035,560	48.53

Based on the table above, terminal levy collection over the past five years has not reached the set target, with the highest percentage only reaching 48.53 %. This show that role terminal fees still Not yet capable give contribution significant for Locally-generated revenue .

A number of study previously support phenomenon This. Samosir, (2020) found that reception Terminal fees in Sikka Regency are lacking effective in achieve the target. Seran, (2022) also explains that efficiency collection Terminal levies in several areas of East Nusa Tenggara have not yet been consistent Because height cost operational. Meanwhile that, Mirah et al. (2024) stated that in a way general terminal fees in the sub-district Kepanjen give relative contribution small towards PAD.

Based on condition said, it is important For evaluate how far is the performance Terminal fees in North Central Timor Regency. Research This aim For analyze potential, effectiveness, and efficiency reception terminal levies in the 2020-2024 period, so that can give description about contribution of this sector in support Locally-generated revenue.

Formulation Problem

Based on the background that has been provided described above , then as for formulation The research problem is as follows :

1. What is the potential for terminal levies at the Technical Infrastructure Management Unit for Transportation Region II, North Central Timor Regency?
2. How effective is the terminal levy at the Technical Infrastructure Management Unit for Transportation Region II, North Central Timor Regency?
3. How efficient is the terminal levy at the Technical Infrastructure Management Unit for Transportation Region II, North Central Timor Regency?

Research purposes

Based on the problem formulation described above, the objectives of this research are as follows.

1. To determine the potential for terminal levies at the UPTD for Management of Technical Infrastructure for Transportation Region II, North Central Timor Regency.
2. To determine the effectiveness of terminal levies at the UPTD for Management of Technical Infrastructure for Transportation Region II, North Central Timor Regency.
3. To determine the efficiency of terminal levies at the UPTD for Management of Technical Infrastructure for Transportation Region II, North Central Timor Regency.

Literature Review

Locally-generated revenue

Income (PAD) according to Ahmad Yani, (2002) is Revenue earned area from sources in its territory collected by oneself based on regulation area in accordance with regulation applicable laws and regulations.

Law No. 28 of 2009 states that about understanding income original area that is source finance excavated area from the relevant regional area consisting of from results tax area, results retribution area, results management riches separated areas and other income original legitimate area. According to Republic of Indonesia Law No. 32 of 2004 sources income original areas, namely :

a. Tax results area;
b. Retribution results area;
c. Company results owned by area and results management riches area others that are separated;
d. Other income original legitimate area.

With thus can concluded that Regional Original Income is revenue earned area from source of origin from its territory collected by oneself based on regulation area with objective for finance the area.

Regional Retribution

In a way general retribution area is payments to the state carried out by those who use it state services or dues to government that can forced and services back which is direct can appointed.

According to Law No. 28 of 2009 concerning Regional Taxes and Regional Levies in Article 1 number 10 of Law No. 28 of 2009 explains understanding retribution is levy area as payment on service or giving permission certain special provided or provided by the Regional Government for personal interests or body.

According to Regulation Government Number 66 of 2001 concerning Regional Retribution. Retribution area divided into 3 groups that is :

1. Public Service Retribution is retribution on services provided or provided by the government area For objective interests and benefits general as well as can enjoyed by private individuals or body (Article 1 point (3) of the Regulation Government Regulation No. 66 of 2001).
2. Business Service Fee is retribution on services provided by the Regional Government with adhere to principle commercial because basically can also be provided by sector private sector (Article 1 point (4) of the Regulation Government Regulation No. 66 of 2001).
3. Retribution Licensing Certain is retribution on activity certain Regional Government in frame giving permission to private individuals or the intended body for guidance, regulation, control and supervision on activity utilization space, use source Power nature, goods, infrastructure, facilities, or facility certain to protect interest general and guard sustainability environment (Article 1 point (5) of the Regulation Government Regulation No. 66 of 2001).

Terminal Fee

Terminal fees are one of the type retribution service business whose existence Enough beneficial for every vehicle motorized commonly used for arrange arrival and departure, picking up and dropping off people and/or goods as well as transportation model shift. Management terminal fees are very necessary in utilise existing potential, so that can become source financing that can be support organization governance and development. With thus terminal fees are payment on services provided government area to utilization of transportation terminals passengers and other terminal facilities.

According to Constitution Number 28 of 2009 Article 130 objects terminal fees are terminal services provided government area to every users service terminal services, in the form of :

1. Public Vehicle Parking Services.
2. Place Business activities.
3. Facility Others in the Environment owned and managed by the Regional Government.

Meanwhile, Subject terminal fees are paid by individuals or body that uses/enjoys terminal services from Regional Government in matter this is all over driver who wears service terminal business includes driver transport city and bus driver.

Potential

According to the Big Indonesian Dictionary, potential is ability to have possibility For developed, strength, ability Power. According to (Rahayu et al., 2023) potential terminal fees are abilities that have been owned terminal fees for become sector mainstay for income if managed and developed with Good.

Effectiveness

Analysis effectiveness retribution that is analysis that describes ability government area in realize retribution areas that can compared to with set budget based on potential real area (Maidar & Rosalia, 2022) . In the calculation effectiveness according to Halim (2004), the ability area in operate task categorized effective if the ratio achieved is at least One or 100%. With thus If ratio effectiveness the more good, that means the more effective retribution area. Vice versa, increasingly small presentation its effectiveness show retribution area the more no effective.

Efficiency

According to (Panimba & Lintin, 2023) efficiency is activity reach objective with right, with method use source minimum power, time and energy optimally with maximum output results. Efficiency This measure part from results the fees used For close cost collection the relevant retribution. If increasing results efficient value obtained from calculation efficiency show increasing percentage small and vice versa if results the calculation the more big means the more No efficient (Dharmawan et al., 2021) .

METHODS

Design Study

Study This done with use method study descriptive. Study descriptive that is research that attempts for said solution existing problems Now based on data. Type of research descriptive quantitative used in research This intended for analyze and obtain description about Potential, Effectiveness, Efficiency Terminal Retribution at the Technical Facilities UPTD for Transportation North Central Timor Regency.

Definition Operational

In the research This there is three variables, namely Potential, Effectiveness, Efficiency Terminal Retribution. So that it doesn't cause interpretation different, then the variables This operationalized as following :

1. Potential Terminal Retribution, namely ability terminal fees for become mainstay for Government North Central Timor Regency with give great contribution for retribution area if managed and developed with Good.
2. Effectiveness Terminal Retribution, namely describe achievement realization reception terminal fees according to with targeted results.
3. Efficiency Terminal Retribution, namely describe achievement realization reception terminal fees with use cost collection the lowest terminal fees by the Government North Central Timor Regency.

Data Analysis

Data analysis methods used in study This is method quantitative with secondary data, which is done For measure something phenomenon study with use indicator ratio finance area, which is used For get description about Potential Retribution Terminal in North Central Timor Regency from quantitative data, which consists of from :

1. Analysis Potential Reception Terminal Fee

   Potential is power, strength, ability For produce reception appropriate area and capabilities accepted optimally (Halim, 2004). Contribution used for know how much big contributions that can be made donated from reception terminal levies on retribution area. Contribution terminal fees can known with take realization data reception terminal fees and realization reception retribution area. Contribution terminal fees can counted with formula (Halim 2004) :

   $$\textit{Contribution} = \frac{X}{Y} \times 100\%$$

   Information :

   X: Realization Reception Terminal Fee
   Y: Realization Reception Regional Retribution

In determining contribution terminal fees in category potential or No potential, researcher referring to research conducted by Haning and Radianto in (Ni Made Yusmini, 2020) . Category contribution terminal fees are determined with take the average contribution from six twelve retribution area as gauge measure and then compared to with contribution terminal fees. Average contribution retribution area can known with retrieve contribution data retribution area from 20 20 -20 24 Then shared with many frequency retribution area that is six twelve retribution area . Average contribution retribution area can known with formula :

$$\overline{X} = \frac{\sum X}{n} \times 100\%$$

Information :

$\overline{X}$: Notation from the average contribution area

$\sum X$: Total mark contribution area from data X1.... to Xn

n : Number Frequency contribution area

Contribution terminal fees are said potential if give contribution more big from the average contribution from six twelve retribution area , and it is said No potential if give contribution more small from the average contribution from six twelve retribution area.

a. Growth Rate

Growth rate terminal fees can known with take realization data reception terminal fees in the year certain and realization data reception terminal fees in the year previously. Growth rate terminal fees can counted with formula (Halim 2004):

$$Gx = \frac{Xt - X(t-1)}{X(t-1)} \times 100\%$$

Information :

Gx: Growth rate terminal fees

Xt : Realization reception terminal fees in the year certain

X(t-1): Realization reception terminal fees in the year previously

Purpose of calculation rate growth the terminal fee For know rate growth reception terminal fees during seven year final that is 2018-2024 positive or negative. "The growth rate terminal fees are said positive if reception terminal fees from year 20 20 to 20 21, from 2021 to 2022, from 2022 to 2023 and from year 20 23 to year 20 24 experience increase , and it is said negative if reception terminal fees from year 20 20 to 20 21, from 2021 to 2022, from 2022 to 2023 and from year 20 23 to year 20 24 experience decline " according to Adi in (Yulista et al., 2024) .

b. Matrix Potential

Purpose of using analysis matrix potential is For determine entrance terminal fee in prime, potential , developing , or category retarded . Criteria matrix potential terminal fees are grouped become four conditions " (Haning and Radianto in Ni Made Yusmini, 2020) :

1) Prima, if level growth positive and its contribution potential. Rate growth terminal fees are said positive if reception terminal fees from year 20 20 to 20 21, from 2021 to 2022, from 2022 to 2023 and from year 20 23 to year 20 24 experience increase, and Contribution terminal fees are said potential if contribution more terminal fees big from the average contribution all over retribution area.
2) Potential, if level growth negative and its contribution potential, Growth rate terminal fees are said negative if reception terminal fees from year 20 20 to 20 21,

from 2021 to 2022, from 2022 to 2023 and from year 20 23 to 20 24 experienced decline, and Contribution terminal fees are said potential if contribution more terminal fees big from the average contribution all over retribution area.

3) Developing, if level growth positive and its contribution No potential. Growth rate terminal fees are said positive if reception terminal fees from year 20 20 to 20 21, from 2021 to 2022, from 2022 to 2023 and from year 20 23 to 20 24 experienced increase, and contribution terminal fees are said No potential if contribution more terminal fees small from the average of the whole contribution retribution area.
4) Backward, if level growth negative and its contribution No potential. Growth rate terminal fees are said negative if reception terminal fees from year 20 20 to 20 21, from 2021 to 2022, from 2022 to 2023 and from year 20 23 to year 20 24 experience decline, and contribution terminal fees are said No potential if contribution more terminal fees small from the average of the whole contribution retribution area.

After the data is obtained , the data is entered into the matrix potential terminal fees. Criteria matrix potential terminal fees are as following :

Table 2. Criteria Terminal Retribution Potential Matrix

Criteria	**Contribution**	
	Potential	Not Potential
Positive	Potential	Develop
Negative	Potential	Backward

Source : *Haning and Radianto, 2005*

2. **Analysis Effectiveness**

Analysis effectiveness used For see whether a program or activity has reach goals that have been set previously (Iin Ivanda Listari et al., 2022) . Analysis effectiveness done with measure level performance carried out with compare results received with the set targets. Effectiveness terminal retribution is comparison between realization and revenue targets terminal fees, so that can used as size success in do levy.

Measurement effectiveness done For measure level success in reach targets that have been determined. Based on method measurement level effectiveness which is comparison or ratio between realization reception retribution with acceptance of the set levy targets. If formulated in formula is as following :

$$\text{Effectiveness} = \frac{\text{Realisasi Penerimaan Retribusi Terminal}}{\text{Target Penerimaan Retribusi Terminal}} \text{x } 100\ \%$$

Effectiveness This concerning all stage in administration reception retribution that is determine must retribution, determine tariffs, collecting levies and bookkeeping reception (Hamidah, 2022) .

For know classification ratio from Effectiveness terminal fees are used distribution in accordance with the Decree of the Minister of Home Affairs Number 690,900,327 of 1996, as following :

a. Ratio > 100% (Very Effective)
b. 91 to 100% (Effective)
c. 80 to 90% (Enough Effective)

d. 61 to 79% (Less Effective)
e. < 60% (Not effective)

3. **Analysis Efficiency**

Efficiency This used For measure part from results the fees used For close cost collection the relevant levy (Dharmawan et al., 2021) . The size efficiency retribution can counted with use formula as following :

$$\text{Efficiency} = \frac{\text{Biaya Pemungutan Retribusi Terminal}}{\text{Reallisasi Penerimaan Retribusi Terminal}} \text{x } 100\ \%$$

For know classification ratio from Efficiency terminal fees are used distribution in accordance Decision of the Minister of Home Affairs Country Number 690,900,327 of 1996, as following :

a. < 60% (Very Efficient)
b. 61 to 79% (Efficient)
c. 80 to 90% (Enough Efficient)
d. 91 to 100% (Less Efficient)
e. > 100% (Not efficient)

DISCUSSION

Analysis Potential Revenue Contribution Terminal Fee

The contribution of terminal levies is said to be potential if it provides a greater contribution than the average contribution of other regional levies, and is said to be non-potential if it provides a smaller contribution than the average contribution of other regional levies. Following is table average contribution calculation area.

Table 3. Average Regional Contribution from 2020-2024

No	Types of Regional Retribution	Year 2020	2021	2022	2023	2024	Average
A	**Public Service Fee**						
1	Retribution Health services	64.67	48.35	42.91	41.17	38.94	47.21
2	Retribution Garbage/ Cleaning Services	2.04	1.22	2.66	1.83	1.61	1.87
3	Retribution Parking Services on Public Roads	0.00	1.33	3.18	3.16	3.48	2.23
4	Retribution Provision Parking Services on Public Roads	0.00	1.33	3.18	3.16	3.48	2.23
5	Retribution Market Services	5.20	5.90	6.68	3.92	3.77	5.09
6	Retribution courtyard	0.00	0.00	0.00	2.15	1.58	0.75
7	Los Retribution	0.00	0.00	0.00	0.00	0.00	0.00
8	Kiosk Fee	3.21	3.55	4.60	3.64	4.51	3.90

9	Retribution Testing Vehicle Motorized	6.64	10.06	6.77	14.86	11.72	10.01
10	Retribution Provision or Suction toilet	0.00	0.00	0.00	0.00	0.00	0.00
11	Retribution Processing Waste Liquid	0.00	0.00	0.00	0.00	0.00	0.00
12	Household Levy	0.00	0.89	0.87	1.19	0.75	0.74
13	Retribution Calibration/ Re- calibration Services	0.00	0.00	0.00	0.00	0.00	0.00
14	Retribution Service Testing tools measure , measure , weigh	0.00	0.00	0.00	0.00	0.00	0.00
B	**Business Service Fee**						
1	Retribution Usage Regional Wealth	0.00	0.00	0.00	0.00	0.00	0.00
2	Retribution Land Rental	4.42	3.69	4.61	3.97	3.37	4.01
3	Retribution Rental Building	4.16	3.82	4.34	3.68	3.65	3.93
4	Retribution Tool Usage	0.00	0.00	0.17	0.17	0.00	0.07
5	Terminal Fee	5.21	10.78	9.82	8.03	14.90	9.75
6	Retribution Service Facility Others in the Neighborhood	0.00	0.00	0.00	0.00	0.00	0.00
7	Retribution Place Parking Only	0.00	0.27	0.25	0.25	0.19	0.24
8	Retribution Service Place Parking Only	0.00	0.27	0.25	0.25	0.19	0.24
9	Retribution Place Recreation and Sports	0.21	0.38	0.39	0.21	0.27	0.29
10	Retribution Service Place Recreation and Sports	0.21	0.38	0.39	0.21	0.27	0.29
11	Retribution Sale Regional Business Products	0.00	0.19	0.22	0.18	0.17	0.15
12	Retribution Sale Regional Business Products in the form of Bibt	0.00	0.00	0.00	0.00	0.00	0.00
C	**Retribution Certain Permits**						
1	Retribution Permission Establish Building	6.78	7.50	8.95	7.66	7.03	7.58
2	Retribution Permission Place Sale Drink Alcoholic	0.15	0.12	0.15	0.10	0.11	0.13
3	Retribution Permission Route For Provide Service Transport	0.00	0.00	0.00	0.17	0.00	0.03
	Average Regional Retribution Contribution					**3.2 5**	
	Terminal Retribution Contribution					**9.75**	
	Terminal Fee Category					**Potential**	

Source : Data Processing Results by Researchers, 2025

The table above show average contribution amount Terminal Retribution for 2020-2024 is 9.75 % while the average contribution all over retribution The area in North Central Timor Regency in 2020-2024 was 3.25%. This result means contribution more terminal fees big from the average of the whole retribution area so that contribution terminal fees are said potential.

Growth Rate Analysis Terminal Fee

Terminal levy growth rate analysis is used to determine whether the growth rate of terminal levy revenue over the past five years, from 2020 to 2024, was positive or negative. The terminal levy growth rate can be calculated using the following formula:

$$Gx = \frac{Xt - X\,(t-1)}{X\,(t-1)} \times 100\ \%$$

Information :

1) Gx: Terminal retribution growth rate
2) X_t : Realization of terminal fee receipts in a particular year
3) $X_{(t-1)}$: Realization of terminal fee receipts in the previous year.

rate of terminal fees from 2020-2024 can be seen in the following table:

Table 4. Terminal Retribution Growth Rate from 2020-2024

Year	Realization	$X_t - X_{(t-1)}$	$\frac{Xt - X(t-1)}{X\,(t-1)}$	Gx	Information
2019	99,320,000				
2020	53,777,000	-45,543,000	-0.4585	-45.85	Negative
2021	139,945,000	86,168,000	160 , 23 20	160 , 2 3	Positive
2022	113,143,000	-26,802,000	-0.1915	-19.15	Negative
2023	100,811,000	-12,332,000	-0.1090	-10.90	Negative
2024	198,964,440	98,153,440	0.9736	97.36	Positive
Growth Rate				**7.49**	**Positive**

Source : Data Processing Results by Researchers, 2025

The table above shows the average rate growth reception terminal fees in North Central Timor Regency for five years last (2020-2024) shows positive growth with an average of 7.49%. This result show reception Terminal fees at the UPTD for Transportation Technical Facilities North Central Timor Regency experienced fluctuations for five years final .

Analysis Terminal Retribution Potential Matrix

A matrix analysis of terminal levy potential is used to determine whether terminal levies fall into the prime, potential, developing, or underdeveloped categories. Based on the contribution and growth rate analyses, the terminal levy potential categories are shown in the following table:

Table 5. Terminal Retribution Potential Matrix for 2020-2024

Contribution	Growth Rate	Category
Potential	Positive	Potential

Source : Data Processing Results by Researchers, 2025

The table above shows that the potential for terminal levies in the North Central Timor Regency Government in 2020-2024, based on the potential matrix, falls into the Prime category and is a mainstay sector for the North Central Timor Regency Government. Terminal levy revenue at the Technical Infrastructure Management Technical Implementation Unit (UPTD) of North

Central Timor Regency is included in the Prime category due to its potential contribution with a positive growth rate.

Analysis Effectiveness Reception Terminal Fee

Effectiveness analysis is used to measure the performance of the North Central Timor Regency Government in realizing terminal levy revenues against predetermined targets. Terminal levy effectiveness can be determined by collecting data on terminal levy revenue realization and terminal levy target data. A region's ability to carry out its duties is categorized as effective if the ratio achieved reaches at least 100%. However, the higher the effectiveness ratio, the better the region's ability. (Halim, 2004) . Terminal levy effectiveness ratio can be calculated using the formula :

$$\text{Effectiveness Ratio} = \frac{\text{Realisasi Penerimaan Retribusi Terminal}}{\text{Target Penerimaan Retribusi Terminal}} \text{x } 100\ \%$$

The effectiveness of terminal levies in North Central Timor Regency from 2020-2024 can be seen in the following table :

Table 6. Effectiveness of Terminal Retribution Revenue from 2020-2024

Year	Terminal Retribution Realization (Rp)	Terminal Retribution Target (Rp)	Effectiveness (%)	Criteria
2020	53,777,000	466,924,000	11.52	Ineffective
2021	139,945,000	599,200,000	23.36	Ineffective
2022	113,143,000	370,000,000	30.58	Ineffective
2023	100,811,000	290,000,000	34.76	Ineffective
2024	198,964,000	410,000,000	48.53	Ineffective
	Average		**29.75**	**Ineffective**

Source : Data Processing Results by Researchers, 2025

The table above shows the average effectiveness reception Terminal fees at the UPTD for Transportation Technical Facilities North Central Timor Regency for five years final that is 2020-2024 including in criteria not enough effective. This result show that the UPTD for Transportation Technical Facilities North Central Timor Regency does not effective in operate his duties.

Analysis Efficiency Reception Terminal Fee

Efficiency This used For measure part from results the fees used For close cost collection the relevant levy (Dharmawan et al., 2021) . The size efficiency retribution can counted with use formula as following :

$$\text{Efficiency} = \frac{\text{Biaya Pemungutan Retribusi Terminal}}{\text{Reallisasi Penerimaan Retribusi Terminal}} \text{x } 100\ \%$$

Following served table efficiency reception terminal fees from 2020-2024.

Table 7 . Efficiency of Terminal Retribution Revenue from 2020-2024

Year	Collection Fees	Realization of Receipts	Efficiency (%)	Criteria
2020	95,230,000	53,777,000	177.08	Not efficient
2021	106,331,000	139,945,000	75.98	Efficient
2022	110,563,000	113,143,000	97.72	Less Efficient

2023	112,672,000	100,811,000	111.77	Not efficient
2024	125,654,000	198,964,440	63.15	Efficient
	Average		**105.13**	**Not efficient**

Source : Data Processing Results by Researchers, 2025

The table above shows the average efficiency reception Terminal fees at the UPTD for Transportation Technical Facilities North Central Timor Regency includes in criteria No efficient. This result show that the UPTD for Transportation Technical Facilities North Central Timor Regency, no efficient in realize reception terminal fees.

CONCLUSION

Based on the results analysis potential show that potential terminal fees on Technical Infrastructure Management Unit of North Central Timor Regency classified as in category prime because its contribution is potential with a growth rate that is increasing (positive). Meanwhile, the effectiveness ratio analysis, is the average value of effectiveness terminal fees that are still classified as category No effective. As well as efficiency ratio analysis, is the average efficiency value terminal fees show category No efficient from costs that have been issued.

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