PERFORMANCE ANALYSIS OF TRAIN OPERATING SRIWEDARI EKSPRESS AT SOLO – YOGYAKARTA TRACK

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Abstract

November 2012 PT. Kereta Api Indonesia (Persero) DAOP 6 Yogyakarta operate Sriwedari Ekspress Train with travel route Yogya - Solo, this is done to anticipate a surge in passengers due to cuts in the Prambanan Ekspress Train trip from thirteen to six-trip travel times. According to Public Relations of PT. Kereta Api Indonesia (Persero) DAOP 6 Yogyakarta, opening a new route Ekspress Train Sriwedari serve eight times that go with the Yogya - Solo only this train is expected to facilitate the movement of passengers between the two regions. However, to determine the performance of the train in accordance with the Dirjen Perhubungan Darat No. 687 of 2002, should be reviewed in terms of load factor, the number of passengers carried, the waiting time of passengers, arrival and departure punctuality trains and passenger comfort.

This study used a survey method to get the value of train performance Sriwedari with a field survey observation. The analysis used for the calculation of the travel time, time delay and the waiting time of passengers using a hypothesis test 1 sample t-test, because it best meets the test to see whether or not acceptable delay from the time the train. As for the calculation of
load factor and the convenience of sitting and standing is based on the calculation of the capacity by Vukan R. Vuchic.

From the analysis we found the average travel time for the direction of Yogyakarta for 1 hour 14 minutes and to the direction of Solo for 1 hour 12 minutes. The waiting time passengers is obtained from all directions Yogyakarta train itinerary for 3 minutes, to the direction of Solo for 5 minutes. The delay times of all trains traveling towards Yogyakarta obtained at 22 minute delay time of arrival and the delay time of departure obtained at 20 minutes, to the direction of the Solo got delay time of arrival for 34 minutes and delay time of departure by 39 minutes. Figures comfort to stand at 0.25 m2/space and comfort of the sitting room rate 0.203 m2/space. The highest load factor per train for Solo directions contained in the serial number AC 208 with a load factor of 57%, the load factor for the direction of Yogyakarta was highest on the train with AC serial number 225 with a load factor of 55%. The highest load factor per segment Solo directions contained in the sections of Yogyakarta - Klaten by 44%, while the directions contained in the segment Solo - Klaten by 46%.

Keywords: Performance, Load factor, Sriwedari Express, Travel time, Delay time.