

## INTISARI

Keterpaduan angkutan barang multimoda mewujudkan efisiensi distribusi angkutan barang dan dampak lalu lintasnya. Penggunaan kereta api sebagai moda transportasi jarak jauh tentunya lebih cepat dan efisien dalam pendistribusian angkutan barang antar kota. Distribusi angkutan barang setelah sampai di wilayah perkotaan dapat dilayani dengan moda transportasi berupa truk atau mobil angkutan barang. Dalam penelitian ini, dilakukan survei dan evaluasi terhadap pola pergerakan angkutan barang di Stasiun Lempuyangan. Lokasi penelitian dipilih Stasiun Lempuyangan dengan pertimbangan kegiatan angkutan barang di wilayah Yogyakarta yang cukup tinggi. Diharapkan hasil penelitian ini dapat memberikan informasi dan masukan kepada pihak Stasiun Lempuyangan dan PT.KAI dalam pengoptimalan pelayanan angkutan barang.

Penelitian dilakukan dengan metode survei dan wawancara untuk memperoleh data langsung di Stasiun Lempuyangan. Berdasarkan data dan informasi yang diperoleh kemudian dilakukan evaluasi terhadap angkutan barang yang dilayani Stasiun Lempuyangan sekarang. Evaluasi tersebut mencakup analisis terhadap karakteristik angkutan barang, analisis WTT (Waktu Tunggu Terminal), analisis distribusi pembebanan roda kendaraan terhadap pola pergerakannya di jalan kota Yogyakarta dan analisis kebutuhan fasilitas parkir kendaraan yang ada.

Dari hasil analisis, diperoleh karakteristik angkutan barang yang dilayani di Stasiun Lempuyangan berupa semen, BHP, BBM, dan barang dinas. Nilai WTT (Waktu Tunggu Terminal) gerbong GGW = 1,26 hari/gerbong dan WTT gerbong GGT = 1,34 hari/gerbong. Distribusi pembebanan pada roda kendaraan truk semen muatan 16 ton dan 24 ton melebihi batasan maksimum ijin lintas pada kelas jalan tingkat III wilayah kota Yogyakarta. Ketersediaan area parkir angkutan BHP masih kurang sebesar 31 m<sup>2</sup>, dan dibutuhkan lahan parkir tambahan agar moda pengangkut angkutan BHP tidak parkir di badan jalan.

**Kata Kunci :** angkutan barang, multimoda, pola pergerakan, stasiun

## ABSTRACT

*The integration of multimode freight transport manifesting distribution efficiency of freight. The use of rail transportation as a long-distance transport mode, certainly more efficient. Freight transport distribution in urban areas can be served by trucks or freight cars. In this research, conducted a survey and evaluation of freight transport movement patterns in Lempuyangan Railway Station. Research locations were selected Lempuyangan Station, because freight activities in the Yogyakarta area is quite high. We hope this research can provide information to the Lempuyangan Station and PT.KAI in optimization of freight transport service.*

*This research was conducted using survey and interview methods to obtain directly data in Lempuyangan Railway Station. Based on the data and information, we conduct evaluation to freight transport which served in Lempuyangan Railway Station nowadays. The evaluation includes analysis of the freight transport characteristics, analysis of WTT (Waiting Time Terminal), analysis of vehicle wheel load distribution to the movement patterns in the city, and analysis of vehicle parking facilities needs.*

*From the analysis results, the freight transport characteristics in Lempuyangan Station served in the form of cement, BHP, fuel, and official freight services. WTT (Waiting Time Terminal) values of GGW wagons = 1,26 days / wagon and WTT value of GGT wagons = 1,34 days / wagon. Wheel road distribution of cement trucks with load 16 ton and 24 ton are overload to pass on the road class III in the Yogyakarta city. Availability of parking area to BHP carrier transport is less by 31 m<sup>2</sup>, and additional parking spaces are needed in order to prevent modes of transport carrier BHP parking on the street.*

**Keywords :** *freight transport , movement patterns, multimode, railway station*