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**Rencana Pengembangan Sistem Transportasi Terintegrasi Laut-Darat Kota Ambon (Studi Kasus : Klaster
Pelabuhan Mardika)**
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INTISARI

Kota Ambon sebagai kota kepulauan memiliki ketergantungan terhadap transportasi laut untuk mobilitas penumpang dan distribusi barang. Namun, sistem transportasi laut dan darat di kawasan Klaster Pelabuhan Mardika masih belum terintegrasi secara optimal, meskipun dalam kawasan tersebut terdapat beberapa simpul penting, yaitu Pelabuhan Yos Sudarso, Slamet Riyadi, Rakyat Enrico, Dermaga Speedboat, Terminal Mardika, pasar, serta jaringan jalan perkotaan. Penelitian ini bertujuan untuk mendeskripsikan kondisi eksisting sistem transportasi laut–darat, mengidentifikasi kendala integrasi antarmoda, serta menyusun arahan pengembangan sistem transportasi terintegrasi dan berkelanjutan berbasis *Sustainable Urban Mobility Plan (SUMP)* parsial.

Penelitian ini menggunakan pendekatan deskriptif-analitis dengan kombinasi analisis kuantitatif, kualitatif, dan spasial. Data dikumpulkan melalui survei kepada 50 responden pengguna transportasi laut–darat, wawancara mendalam dengan empat stakeholder utama, observasi lapangan, serta data sekunder. Analisis dilakukan menggunakan statistik deskriptif, skala Likert, uji validitas dan reliabilitas instrumen, analisis gap, *coding* tematik, analisis SWOT, serta pemetaan spasial menggunakan GIS.

Hasil penelitian menunjukkan Klaster Pelabuhan Mardika memiliki potensi besar sebagai simpul integrasi laut–darat karena kedekatan spasial antara pelabuhan, terminal, pasar, dan jaringan angkutan umum. Namun, integrasi yang terjadi masih bersifat spasial dan fungsional, belum menjadi integrasi operasional yang aman, nyaman, informatif, dan terkoordinasi. Kendala utama meliputi keterbatasan jalur pejalan kaki, ruang tunggu, titik naik-turun angkutan, *wayfinding*, kepastian jadwal moda darat, sistem pembayaran, parkir badan jalan, kepadatan gate pelabuhan, keselamatan speedboat dan kapal kecil, serta gangguan cuaca dan gelombang laut. Hasil analisis persepsi penumpang menunjukkan bahwa aspek kemudahan pembayaran, jarak berjalan kaki, dan kemudahan menemukan angkutan darat dinilai cukup baik, sedangkan aksesibilitas bagi kelompok rentan, kenyamanan area tunggu, dan petunjuk arah masih menjadi prioritas perbaikan. Rekomendasi pengembangan diarahkan pada penataan simpul integrasi berbasis SUMP parsial melalui penyediaan jalur pejalan kaki, halte, ruang tunggu, *wayfinding*, zona *drop-off/pick-up*, penataan parkir, integrasi informasi jadwal dan tarif, peningkatan keselamatan kapal kecil, serta pembentukan forum koordinasi lintas instansi.

Kata kunci: integrasi laut–darat, Klaster Pelabuhan Mardika, Kota Ambon, SUMP parsial, transportasi berkelanjutan.

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ABSTRACT

Ambon City, as an archipelagic city, has a dependence on maritime transport for passenger mobility and goods distribution. However, the existing sea–land transport system in the Mardika Port Cluster has not been optimally integrated, although the area contains several important transport nodes, including Yos Sudarso Port, Slamet Riyadi Port, Enrico Port, the speedboat pier, Mardika Public Transport Terminal, market areas, and the urban road network. This study aims to describe the existing condition of the sea–land transport system, identify the main constraints to intermodal integration, and formulate development directions for an integrated and sustainable transport system based on micro Sustainable Urban Mobility Plan (SUMP) approach.

This research applies a descriptive-analytical approach by combining quantitative, qualitative, and spatial analyses. Data were collected through a questionnaire survey of 50 sea–land transport users, in-depth interviews with four key stakeholders, field observation, and secondary data. The analysis methods include descriptive statistics, Likert scale analysis, validity and reliability tests, gap analysis, thematic coding, SWOT analysis, and spatial mapping using GIS.

The results show that the Mardika Port Cluster has strong potential to become a sea–land transport integration node due to the spatial proximity of ports, terminal facilities, market activities, and public transport networks. However, the current integration remains mainly spatial and functional, rather than fully operational, safe, comfortable, informative, and coordinated. The main constraints include inadequate pedestrian facilities, waiting areas, pick-up and drop-off points, wayfinding, certainty of land transport schedules, payment integration, on-street parking, gate congestion, safety issues related to speedboats and small vessels, and disruptions caused by weather and sea-wave conditions. Passenger perception results indicate that payment convenience, walking distance, and ease of finding land transport are relatively well perceived, while accessibility for vulnerable users, waiting-area comfort, and directional information remain priority issues for improvement. The proposed development strategy is directed toward a micro SUMP-based integration node arrangement through the provision of pedestrian corridors, public transport stops or transfer points, waiting areas, wayfinding facilities, drop-off and pick-up zones, parking management, integrated schedule and fare information, improved safety for small vessels, and the establishment of a cross-institutional coordination forum.

Keywords: sea–land integration, Klaster Pelabuhan Mardika, Ambon City, micro-SUMP, sustainable transport.