Batang Arau River Analysis As New Potential Original Local Government Revenue Of Padang City-Indonesia

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Abstract
This study aims to analyze the Batang Arau River as one of the potential sources of Padang City's new Original Local Government Revenue from 2017-2021 how much is the projected potential OLGR generated in 2022 as other legitimate OLGR other income. Primary data sources are observations and interviews with the Padang City Regional Revenue Agency and the community around the Batang Arau River. Secondary data was obtained from BPS in 2021. The formula for processing data is the reference of Syafruddin (2002), which compares the realization of levy receipts for ships anchored in the Batang Arau River with the realization of regional revenues, multiplied by 100%.The results showed an increase in Padang City OLGR in 2017: 0.23%, 2018: 0.18%, 2019: 0.23%, 2020: 0.22% and in 2021: 0.25% of the realized value OLGR achieved. The average percentage increase in OLGR over five years is 0.22%. The projected addition of OLGR in 2022 is 0.18% of the PAD target to be achieved. It can be concluded that this area can be a potential source of new OLGR by attracting a levy on ships on the river. The difference between this article and the previous one is that it is found that the projection of the level of income obtained from boat activities on the Batang Arau River for 2022 is found, while the previous article analyzed PAD from 17 sectors as a source of regional income.

Keywords : *Potential Source; Original Local Government Revenue; Padang City*

I. INTRODUCTION

The regional autonomy policy gives the regional government the authority to carry out its own regional government affairs in accordance with the provisions of the legislation. Original Local Government Revenue (OLGR) is a land for regions to obtain funds to finance their public activities, but what is currently happening is that OLGR is still the smallest contributor in terms of funding Unud Management E-Jurnal, Vol. 7, No. 8, 2018: 4267-4296 regions (Halim and Iqbal, 2012: 279) in Putu (2018). The role of OLGR in local governments throughout Indonesia is relatively very small to be able to finance regional development (Julastiana and Suartana, 2013).The independence of regional development will be realized if the regional government increases its financial capacity by exploring sources of regional income and optimizing OLGR as the largest source of financing in the administration of government and regional development. Based on Law no. 33 of 2004, original local government revenue (OLGR) comes from regional taxes, regional levies, the results of separated regional wealth management, and other legitimate OLGR. Regional taxes and regional levies are usually the most potential sources to increase the revenue of a local government. Rotimi (2013) states that taxes are one of the toughest options to generate income. Padang City – West Sumatra has realized OLGR in 2021 of Rp. 546,108,570,690. OLGR revenue in 2021 has decreased by Rp. 7,287,553,274 (-1.353%) compared to 2020, with realized revenues of Rp. 538,819,432,166. Padang City OLGR revenue data for 2017-2021 can be seen in Table 1.

Table 1. Padang City OLGR Realization in 2017 – 2021

NO	Years	OLGR Target (Rp)	OLGR's Realization (Rp)
1	2017	476.983.714.816	392.315.687.646
2	2018	600.028.948.782	547.764.962.653
3	2019	603.724.395.500	487.937.882.411
4	2020	808.267.778.200	546.106.985.440
5	2021	808.184.679.649	538.819.432.166

Sources : Diskominfo of Padang City

The revenue of OLGR Padang City comes from Regional Tax Revenue, Regional Retribution, the results of separated regional wealth management and other legitimate OLGR. Based on this, the OLGR

Padang City which fluctuated from 2017-2021 and the 2021 OLGR revenue decreased compared to 2020, the Padang City Government should be able to find new potential sources of OLGR to increase OLGR of Padang City to be more optimal and reduce dependence on funds. from the Central Government. Every source of OLGR that contributes until 2021, efforts must be found to match the targets that have been set and not experience a decline. One of the potential sources of new OLGR in Padang City is from other legitimate OLGR income, namely making ships leaning on the Batang Arau River into a new levy levy for a new potential source of OLGR for Padang City.The Batang Arau River has a river length of ± 29.72 km with a watershed area of ± 172 km^2, the upstream of the river is at the peak of Bukit Punggu Lading, Lubuk Kilangan District and Gunung Gadut, Pauh District, Padang City, and in the downstream area there is Muara Port. Muara Port was first built in the 17th century until the early 20th century. Currently, Muara Port functions as a gateway between islands, especially to the Mentawai Islands, Sikuai Island, and its surroundings, and back again to the city of Padang. In Muara Port, privately owned ships often rest. However, by leaning these ships for a long period of time, the levy was never withdrawn. These ships in addition to leaning for a long period of time, the owner of the ship and his crew also carry out daily activities, such as cooking, washing, bathing, gathering and so on, resulting in large piles of garbage, dirty river conditions and silting of the river. Arau trunk. Meanwhile, the Padang City Government always carries out cleaning and dredging of the river at a high cost every year. Seeing this condition, the Padang City Government can collect a levy on ships that dock for a long time along the Batang Arau River and make it a potential source of new OLGR for the City of Padang, which is included in the category of other legitimate OLGR sources of income.

The purpose of this article is to analyze the potential sources of new OLGR for the Padang City, which are included in the category of other legitimate OLGR sources of income, namely collecting levies on ships that dock at the Muara Sungai Batang Arau Port and how much OLGR is generated from withdrawals. the retribution for the Padang City. This potential can be seen for five years, namely 2017-2021 and the OLGR projection obtained for 2022.Olatunji et al. (2009) and Feld et al. (2010) stated that local government revenue mainly comes from taxes. This is in line with research conducted by Riduansyah (2003) and Wahyuni (2020), which states that the contribution of local tax revenue and local levies has a significant effect on increasing the OLGR of a region, which in turn will also affect the amount of revenue in the Regional Revenue and Expenditure of Budget. Based on the research results of Wardhono, et al. (2012); Samad and Iyan (2013); and Adenugba and Ogechi (2013) also state that an increase in OLGR sources or OLGR revenues can be obtained from regional taxes and levies which are then used to finance development.
Based on research conducted by Badrudin and Siregar (2015) and Sijabat (2016), it shows that local governments in Indonesia tend to still depend on transfer funds from the central government. Therefore, local governments must try to improve regional financial capabilities, especially in terms of their own regional income (Rosmeli, 2010). OLGR is always used as one of the criteria to measure the level of dependence of a region on the central government (Rinaldi, 2012). The higher the value of the ratio of OLGR to total income, the smaller the dependence of the region on funds from the center (Taras and Artini, 2017). OLGR potential analysis is needed to map the potential possessed by the regions which will later be able to increase local government revenues. Local governments that have a high proportion of OLGR in their regional income are expected to be able to manage it optimally to finance regional development and provide public services for its people (Osakede et al., 2016; Sijabat, 2016).

Ajayi (2016) also stated that local governments should intensify their efforts to increase revenue. An important step that must be taken by the local government to increase original local government revenue is to calculate the potential original local government revenue that is actually owned by the region so that a systematic and rational method of calculating the potential OLGR is needed. To find out the potential possessed by the City of Padang, it can use several methods of analyzing income potential such as Klassen Typology Analysis, Location Quontient (LQ) Analysis, Shift-share Analysis or Micro-Based Income Potential Analysis.Ayu and Wiagustini (2016), researching the economic potential of Bali Province using Klassen Typology, concluded that the same regional economic potential in the leading sector is the construction sector, the developing sector is the health sector and social activities. Potential sectors are

agriculture, forestry and fisheries. The underdeveloped sector is the electricity and gas procurement sector; water supply, waste management, waste and recycling sectors. Meanwhile, Suwandi (2016) conducted research in 2009-2014 and concluded that calculations using Klassen, LQ and Shift-Share typologies were able to map leading, developing, potential and underdeveloped sectors in Jayapura. Likewise, the research conducted by Dearlinasinaga (2015) which shows the results that the base sector and leading sector in Simalungun are in the range of 2005-2011. The results of Mahmud's (2015) research in 2010-2014 also show that the Klassen typology is able to show a developed and fast-growing sector in Nganjuk Regency.Some of these articles do not explain the calculation of how much OLGR received by a region is included in other legitimate sources of income, even though from these sources it can be a great potential for a region to increase its source of income. In some of these studies, it is also not explained how much projected regional income is obtained for the following year which can be used as a OLGR target that can be achieved. For example, by finding and utilizing potential sources of new OLGR to increase income in an area as analyzed in this study.

II. METHODS

A region certainly has different income potential. This is due to differences in several things such as demography, economy, sociology, culture and environment. On the other hand, sometimes a potential cannot be processed due to limited human resources, capital and legal regulations. This research is included in the type of quantitative research with descriptive statistical data. This study will explain the potential of the Batang Arau River as a source of income owned by Padang City, which is still not explored or optimized as a source of Original Local Government Revenue (OLGR).The variables analyzed in this study are the potential Original Revenue of the Batang Arau River which is included in other legitimate OLGR income. The sources of OLGR are seen from the acquisition of the Gross Regional Domestic Product (GRDP) of Padang City.
This study uses assumptions, namely basic assumptions that serve to emphasize the object or subject of study in research. The use of assumptions in research is generally intended to make the limitation of the problem in research clearer. The assumptions used in this study are other variables, in this case General Allocation Fund/DAU, Special Allocation Fund/DAK, Profit Sharing Fund/DBH and OLGR in Padang City are considered fixed or cateris paribus. While the research hypothesis is suspected that there is a large retribution obtained from shipboards on the Batang Arau River as one of the potential sources of new OLGR for Padang City from 2017-2021 if it is included in other legitimate PAD income and Padang City OLGR projections in 2022. will increase with the discovery of new potential sources of OLGR in terms of other legitimate OLGR income.

This research uses a descriptive method, which is a form of research aimed at describing existing phenomena, both natural phenomena and man-made phenomena. The phenomena can be in the form of forms, activities, characteristics, changes, relationships, similarities, and differences between one phenomenon and another (Sukmadinata, 2006). In this study, the researchers tried to explore the potential of the Batang Arau River on the source of Padang City Original Local Government Revenue from 2017-2021 and the Padang City OLGR projection in 2022, which can be collected as one of the retributions included in other legitimate OLGR income by collecting, processing and analyzing data related to the problem to then draw conclusions on the problems encountered within the scope of this research.The types of data used are quantitative data and qualitative data. Quantitative data are data in the form of numbers sourced from the estimated realization of Padang City OLGR income from levies collected from ships that lean on the Batang Arau River plus Padang City OLGR during 2017-2021. While qualitative data is a form of data sourced from interviews and focused discussions and observations. Sources of data used are primary data and secondary data. Primary data was obtained from interviews with related parties, namely the Padang City Government. Secondary data were obtained from reliable data sources, namely the Central Statistics Agency (BPS) of Padang City, the Padang City Communication and Information Department and the Padang City Regional Revenue Agency.

The technique analysis data used is quantitative analysis, namely data processing with mathematical rules on numerical or numerical data. Numbers can be a representation of a quantity or a number as a result

of the conversion of a quality, namely quantified qualitative data (Sugiyono, 2016). The data analysis technique used in this study is a simple statistical contribution analysis in the form of a percentage given by the levy for levies on ships that lean on the Batang Arau River to Padang City local income every year. This analysis is used to describe the contribution of the levy variable to local income. To find out the amount of retribution from levies originating from ships leaning along the Batang Arau River to Padang City's local income, this is done using the formula (Syafruddin, 2002):

$$Pn = \frac{QXn}{QYn}\ x\ 100\%$$

Where :

P = levy fees on ships leaning on the Batau Arau River

QX = realization of levy receipts for ships leaning on the Batang Arau River

QY = realization of local revenue of Padang City

n = specific year from 2017 – 2021

If the levy collected from ships anchored along the Batang Arau River on local income is getting higher every year, it will be better for Padang City's regional income, because it will encourage an increase in regional income from other sectors.The OLGR projection formula for 2022 is taken from the percentage level of OLGR increase from 2017-2021 and the estimated condition or condition of Padang City in 2022 from an economic perspective.

III. RESULTS AND DISCUSSION

Original Local Government Revenue (OLGR) of Padang City is sourced from regional income taxes, regional retributions, the results of separated regional wealth management and other legitimate OLGR income. The highest OLGR figure is the result of local income tax collection (for 2020 it is Rp. 770.526 billion).The Padang City Government can increase its OLGR sources from potential new OLGR sources which aim to increase revenue for its own region to finance development. However, during 2017-2021, Padang City's OLGR sources only come from OLGR sources which are collected and there is no alternative to finding new OLGR sources. As a result, in those five years, Padang City OLGR experienced a not too significant increase, there was even a decrease in OLGR for 2019 and 2021. By optimizing Padang City OLGR sources from potential sources that can be used as new OLGR levies, Padang City can carry out development with better.

Calculation of Potential OLGR from the Batang Arau River in 2017 – 2021

To apply the Padang City OLGR method which can be obtained from other legitimate OLGR sources of income in 2017 – 2021, namely by collecting levies from ships anchored along the Batang Arau River, as a source of increasing new OLGR for Padang City, the calculation can be seen through the following explanation.

Assumed :

1. Every day there are 35 luxury ships/cruises/yachts and 15 other ships that lean along the Batang Arau River.
2. Fishing boats are ignored (no levy is collected) It is assumed that levies on fishing boats are not collected because the fishing boats that dock are to earn a living and not for business or other purposes. The levy on fishermen will be analyzed in the next research.
3. The amount of levy that is levied on each ship that rests on the Barang Arau River is Rp. 50,000,- per day
4. Ship tonnage is ignored
5. Average docking time is 15 days/2 weeks This docking time is obtained from ships leaning on the Batang Arau River carrying guests from abroad or taking passengers to Mentawai or to the surrounding area for tourism, business and other purposes. The time they use to dock is 2 weeks and another 2 weeks to sail.
6. There is an increase in the number of ships that dock by 10% every month along the Batang Arau River.

Based on these assumptions, then: Retribution in 15 days that can be obtained are:

Rp. 50,000 x 50 ships docked x 15 days

= Rp. 37,500,000,- (in 15 days)

So in 1 (one) month the income from levies on ships that are anchored is:

= Rp. 37,500,000 x 2

= Rp. 75,000,000,-

In 1 (one) year, the amount of OLGR that can be obtained from the levy for ships that lean along the Batang Arau River is:

= Rp. 75.000.000 x 12 months

= Rp. 900.000.000,-

The calculation of the potential OLGR of Padang City in 2017 with the collection of fees from ships that lean along the Batang Arau River are:

$$P_{2017} = \frac{\text{Vessel Fees on the Batang Arau River}}{OLGR\ of\ Padang\ City\ in\ 2017}\ x\ 100\%$$

$$P_{2017} = \frac{900{,}000{,}000}{392{,}315{,}687{,}646}\ x\ 100\%$$

= 0.23%

Based on the calculations, it can be seen that the value of the levy on ships that lean along the Batang Arau River in 2017 is by comparing the value of the levy that can be collected from each ship that docks within 1 year, which is Rp. 900,000,000,-. When this value is compared with Padang City's OLGR in 2017 it is Rp. 392,315,687,646, the amount of retribution that can be contributed by this new OLGR potential is 0.23%.The calculation of Padang City OLGR for 2018 by including the potential new OLGR retribution from ships that lean along the Batang Arau River with the assumption that there is a 10% increase in the number of ships that dock each year along the Batang Arau River are:

Retribution in 15 days that can be obtained are:

Rp. 50,000 x 55 ships docked x 15 days

= Rp. 41,250,000,- (in 15 days)

So in 1 (one) month the income from levies on ships that are anchored is:

= Rp. 41,250,000 x 2

= Rp. 82,500,000,-

In 1 (one) year, the amount of OLGR that can be obtained from the levy for ships that lean along the Batang Arau River is:

= Rp. 82,500,000 x 12 bulan

= Rp. 990,000,000,-

The calculation of the potential OLGR of Padang City in 2018 with the collection of fees from ships that lean along the Batang Arau River are:

$$P_{2018} = \frac{\text{Vessel Fees on the Batang Arau River}}{OLGR\ of\ Padang\ City\ in\ 2018}\ x\ 100\%$$

$$P_{2018} = \frac{990{,}000{,}000}{547{,}764{,}962{,}653}\ x\ 100\%$$

= 0.18%

From these calculations, it can be seen that to find out the value of the levy on ships that lean along the Batang Arau River in 2018 by comparing the value of the levy that can be collected from each ship that docks within 1 year is Rp. 990,000,000,-. When this value is compared with Padang City's OLGR in 2018 it is Rp. 547,764,962,653, then the amount of retribution that can be contributed by this new OLGR potential is 0.18%.The next calculation is for Padang City OLGR in 2019. Using the same process, including the potential for new OLGR retribution from ships that dock along the Batang Arau River, assuming a 10% increase in the number of ships that dock each year along the Batang Arau River results in:

Retribution in 15 days that can be obtained are:

Rp. 50,000 x 61 ships docked x 15 days = Rp. 45,750,000,- (in 15 days)

So in 1 (one) month the income from levies on ships that are anchored is:

= Rp. 45,750,000 x 2

= Rp. 91,500,000,-

In 1 (one) year, the amount of OLGR that can be obtained from the levy for ships that lean along the Batang Arau River is:

= Rp. 91,500,000 x 12 months

= Rp. 1,098,000,000,-

The calculation of the potential OLGR of Padang City in 2019 with the collection of fees from ships that lean along the Batang Arau River are:

$$P_{2019} = \frac{\text{Vessel Fees on the Batang Arau River}}{OLGR\ of\ Padang\ City\ in\ 2019}\ x\ 100\%$$

$$P_{2019} = \frac{1{,}098{,}000{,}000}{487{,}937{,}882{,}411}\ x\ 100\%$$

= 0.23%

With these calculations, it can be seen that to analyze the value of the levy on ships that lean along the Batang Arau River in 2019 by comparing the value of the levy that can be collected from each ship that docks within 1 year, it is Rp. 1,098,000,000,-. When this value is compared to Padang City's OLGR in 2019 it is Rp. 487,937,882,411, then the amount of retribution that can be contributed by this new OLGR potential is 0.23%.The next calculation is for the potential PAD of Padang City in 2020. With the same process, which is entering the potential for new PAD retribution from ships that lean along the Batang Arau River with the assumption that there is a 10% increase in the number of ships that dock each year along the Batang Arau River, this results in:

Retribution in 15 days that can be obtained are:

Rp. 50,000 x 67 ships docked x 15 days = Rp. 50,250,000,- (in 15 days)

So in 1 (one) month the income from levies on ships that are anchored is:

= Rp. 50,250,000 x 2

= Rp. 100,500,000,-

In 2020, the amount of OLGR that can be obtained from levies on ships anchored along the Batang Arau River is:

= Rp. 100,500,000 x 12 months

= Rp. 1,206,000,000,-

The calculation of the potential OLGR of Padang City in 2020 with the collection of fees from ships that lean along the Batang Arau River are:

$$P_{2020} = \frac{\text{Vessel Fees on the Batang Arau River}}{OLGR\ of\ Padang\ City\ in\ 2020}\ x\ 100\%$$

$$P_{2020} = \frac{1{,}206{,}000{,}000}{546{,}106{,}985{,}440}\ x\ 100\%$$

= 0.22%

With these calculations, it can be seen that to analyze the value of the levy levy on ships that lean along the Batang Arau River in 2020, by comparing the amount of levy that can be collected from each ship that docks within 1 year, it is Rp. 1,206,000,000,-. If this value is compared with Padang City's OLGR in 2020, it is Rp. 546,106,985,440, then the amount of retribution that can be contributed by this new OLGR potential is 0.22%.For the calculation of the potential OLGR of Padang City in 2021, the same process is also carried out, namely entering the potential for new OLGR levies from ships that lean along the Batang Arau River with the assumption that there is a 10% increase in the number of ships that lean every year along the Batang Arau River resulting in:

Retribution in 15 days that can be obtained are:

Rp. 50,000 x 74 ships docked x 15 days = Rp. 55,000,000,- (in 15 days)

So in 1 (one) month the income from levies on ships that are anchored is:

= Rp. 55,000,000 x 2

= Rp. 110,000,000

In 2021, the amount of OLGR that can be obtained from levies on ships anchored along the Batang Arau River is:

= Rp. 110,000,000 x 12 bulan

= Rp. 1,320,000,000,-

The calculation of the potential OLGR of Padang City in 2021 with the collection of levies from ships that lean along the Batang Arau River are:

$$P_{2021} = \frac{\text{Vessel Fees on the Batang Arau River}}{OLGR\ of\ Padang\ City\ in\ 2021}\ x\ 100\%$$

$$P_{2021} = \frac{1{,}320{,}000{,}000}{538{,}819{,}432{,}166}\ x\ 100\%$$

= 0.25%

With these calculations, it can be seen that to analyze the value of the levy on ships that lean along the Batang Arau River in 2021, by comparing the value of the levy that can be collected from each ship that docks within 1 year, it is Rp. 1,3200,000,000,-. If this value is compared with Padang City's OLGR in 2021, it is Rp. 538,819,432,166, the amount of retribution that can be contributed by this new OLGR potential is 0.25%.For five years, the calculation of OLGR by including the potential levy originating from the levy income of ships leaning along the Batang Arau River can be seen in the recapitulation results in Table 2. The average income from OLGR levies originating from ships leaning on the Batang Arau River in 2017-2021 is 0.22%.

Table 2. Recapitulation of the Potential Amount of OLGR in Padang City from Retribution for Vessels docking on the Batang Arau River in 2017 – 2021

NO	Years	Amount of Potential Retribution for OLGR Ships that are Anchored	Retribution Value of Potential OLGR for Leaning Vessels (Rp)
1	2017	0,23%	900.000.000
2	2018	0,18%	990.000.000
3	2019	0,23%	1.980.000.000
4	2020	0,22%	1.206.000.000
5	2021	0,25%	1.320.000.000

Source: Analysis Results

Calculation of Projected Potential OLGR from the Batang Arau River in 2022

The projected OLGR potential coming from ships that dock in Batang Arau in 2022 can be calculated using the assumption that the condition of the Batang Arau River is stagnant, meaning that the Batang Arau River can still be used for the same activities in accordance with applicable regulations. In addition, the economic condition of the community is stable, so it does not affect visits or activities on the Batang Arau River. Based on data from the Padang City Communication and Information Department in 2021, the Padang City OLGR target in 2022 is Rp. 989,902.818.00,- This OLGR target figure is assumed to be realized or achieved in accordance with the target. The rate of ship visits to the Batang Arau River in 2022 is assumed to increase by 30% every day, due to the addition of facilities provided along the Batang Arau River, such as a representative dock that creates comfort and safety, the availability of resting places or lodging close to the Batang Arau River. , so that it can attract visitors, the retribution for each ship is the same as the previous year, which is Rp. 50,000,-. Thus, it can be projected that Padang City's OLGR potential for 2022 comes from ship fees along the Batang Arau River, Padang City. The calculation process can be seen below.With the same process, which includes the potential for new OLGR retribution from ships that dock along the Batang Arau River with the assumption that there is a 30% increase in the number of ships that dock each year along the Batang Arau River, this results in:

Retribution in 15 days that can be obtained are:

Rp. 50,000 x 96 ships docked x 15 days = Rp. 72,150,000,- (in 15 days)

So in 1 (one) month the income from levies on ships that are anchored is:

= Rp. 72,150.000 x 2

= Rp. 144,300,000,-

In 2022, the amount of OLGR that can be obtained from levies on ships that lean along the Batang Arau River is:

= Rp. 144,300,000 x 12 months

= Rp. 1,731,600,000,-

The calculation of the potential OLGR of Padang City in 2022 with the collection of levies from ships that lean along the Batang Arau River are:

$$P_{2022} = \frac{\text{Vessel Fees on the Batang Arau River}}{OLGR\ of\ Padang\ City\ in\ 2022}\ x\ 100\%$$

$$P_{2022} = \frac{1{,}731{,}600{,}000}{989{,}902{,}818{,}000}\ x\ 100\%$$

= 0.18%

With these calculations, it can be seen that to analyze the projected value of the levy on ships that lean along the Batang Arau River in 2022, by comparing the amount of levy that can be collected from each ship that docks within 1 year, it is Rp. 1,731,600,000,-. When this value is compared with the OLGR target of Padang City in 2022, it is Rp. 989,902,818,000, then the amount of retribution that can be contributed by this new OLGR potential is 0.018%. The high OLGR target that the City of Padang wants to achieve in 2022 is expected that other income from legitimate OLGR will also make a high contribution to the City of Padang, including levies originating from ships that lean along the Batang Arau River.The result of the OLGR projection that is donated at 0.18% in 2022 as a result of levies levied on ships that lean along the Batang Arau River is the minimum percentage of retribution earned. This percentage could be higher with the condition that the dock where the ship rests is improved and built into a proper and representative dock. The ships that come or dock are arranged and arranged neatly. Waste management and dredging of rivers that are routinely carried out every year must also be carried out. In addition, there are other supporting facilities built, such as temporary accommodation for ship owners, restaurants, cafes or restaurants that can attract people to visit.

IV. CONCLUSION

Original Local Government Revenue can be sourced from regional tax revenues, regional retributions, regional wealth management and other legitimate OLGR. Local governments must strive to obtain and optimally utilize every source of regional income that is managed to finance development in their regions. However, local governments also have alternative sources of potential new OLGR that can be used to support OLGR in their regions, because with a large amount of OLGR, dependence on the central government can be reduced and development in the regions can run quickly and smoothly. Likewise with the City of Padang, which has potential sources of new OLGR that can be used as a levy for the Padang City Government. One of them is the levy that comes from other legitimate OLGR income which can be utilized from the levy of fees on ships anchored along the Batang Arau River.This article aims to analyze what level of OLGR revenue Padang City has successfully obtained from 2017 – 2021 from levies sourced from ships that lean on the Batang Arau River and how much OLGR projections can be generated for Padang City in 2022 by including potential sources of OLGR that can be generated. from the ship that is anchored. Several assumptions are used so that the resulting calculation is based on the calculation results, in 2017 there was an increase in Padang City OLGR as much as 0.23% from OLGR, with an increase in value of Rp. 900,000,000,-. In 2018 the increase in OLGR was 0.18% with a value of Rp. 990,000,000,-.

The increase in PAD was also obtained in 2023 with a percentage increase of 0.23%, with a value of Rp. 1,980,000,000,-. In 2020 Padang City OLGR can increase from the targeted OLGR realization, which is 0.22% with a value of Rp. 1,206,000,000. While in 2021 the percentage of OLGR can be obtained at 0.25%

with a value of Rp. 1,320,000,000.The results of the calculation of the OLGR projection for the City of Padang in 2022 by entering the potential source of new OLGR, namely the levy levied on ships anchored in the Batang Arau River is 0.18% with a levy value of Rp. 1,731,600,000,-. This percentage figure is obtained by comparing the value of the retribution obtained in 2022 with the OLGR target made by the Padang City Government which is a minimum percentage. However, the Padang City Government can be more optimistic with the additional potential for new OLGR that can be obtained on the Batang Arau River if there are improvements to dock facilities, supporting facilities along Batang Arau, good and consistent arrangement and management of ships anchored. The calculation of this potential OLGR is only for ships anchored on the Batang Arau River (cruise and non-cruise ships) not including the calculation of levies on fishing vessels which are also included in one of the potential levies that can be withdrawn.

Recommendations that can be given are:

1. The Padang City Government must make every effort to find potential sources of new OLGR for the development of Padang City by making alternatives. Withdrawal of levies from the Batang Arau River for ships anchored is one of the potential sources that can be implemented.
2. Based on the results of calculations that have been carried out, the Batang Arau River can be used as a potential source of new OLGR for the City of Padang in addition to other potentials that can be utilized.
3. The Padang City Government must make clear rules regarding the Batang Arau River management system, so that it can be used as a potential source of new OLGR for the City of Padang as soon as possible.
4. OLGR revenue for the following year can be greater than the realization achieved if the levy that is withdrawn not only comes from ships anchored in the Batang Arau River which includes cruise ships and other ships, but can be collected from fishing boats anchored at that location. This is regulated by clear regulations and involves relevant stakeholders so that these efforts can be carried out in accordance with applicable regulations.

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