

KERETA REL LISTRIK YOGYAKARTA-SOLO

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Abstrak

Tujuan Penelitian ini adalah untuk mengetahui fasilitas pada KRL Jogja-Solo sebagai pengganti KA Prambanan Ekspres rute Yogyakarta-Solo Balapan, serta mengetahui destinasi wisata sepanjang rute KRL Jogja Solo sebagai kereta wisata disamping keberadaannya sebagai kereta komuter.

Penelitian ini adalah penelitian kualitatif. Data dikumpulkan dengan cara observasi, dokumentasi, dan studi pustaka. Setelah data terkumpul, kemudian data dianalisis secara deskriptif kualitatif, dan disajikan dalam bentuk laporan.

Hasil penelitian menunjukkan bahwa KRL Jogja-Solo memiliki stasiun pemberhentian dengan integrasi transportasi penghubung seperti Trans Jogja, Batik Solo Trans, dan KA Bandara. Armada yang digunakan berupa EA 202 buatan PT INKA dan JR 205 buatan Jepang. Terdapat berbagai objek wisata di sepanjang pemberhentian KRL Jogja-Solo, namun Stasiun Yogyakarta dan Solo Balapan masih menjadi stasiun dengan jumlah penumpang naik turun terbanyak.

Kesimpulan dari penelitian ini adalah KRL Jogja-Solo menjadi transportasi umum baru yang lebih efisien, lebih praktis, cepat, dan nyaman. Di sepanjang stasiun pemberhentian KRL terdapat berbagai objek wisata, namun aksesnya masih sulit sehingga belum banyak orang menggunakan KRL untuk menuju ke berbagai objek wisata tersebut.

Kata kunci: transportasi umum, kereta rel listrik, objek wisata

YOGYAKARTA-SOLO ELECTRIC TRAIN

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Abstract

The purpose of this study was to determine the facilities on the Jogja-Solo KRL as a substitute for the Prambanan Express train on the Yogyakarta-Solo Balapan route, and to find out tourist destinations along the Jogja-Solo KRL route as a tourist train in addition to its existence as a commuter train.

This research is a qualitative research. Data were collected by means of observation, documentation, and literature study. After the data is collected, then the data is analyzed descriptively qualitatively, and presented in the form of a report.

The results showed that KRL Jogja-Solo has a stopping station with integrated transportation links such as Trans Jogja, Batik Solo Trans, and Airport Train. The fleets used are EA 202 made by PT INKA and JR 205 made in Japan. There are various tourist attractions along the Jogja-Solo KRL stop, but Yogyakarta and Solo Balapan Stations are still the stations with the highest number of up and down passengers.

The conclusion of this study is that the Jogja-Solo KRL is a new public transportation that is more efficient, more practical, faster, and more comfortable. Along the KRL stopping stations there are various tourist objects, but access is still difficult so that not many people use KRL to go to these attractions.

Keywords: public transportation, electric train, tourist attraction