UMAR MANSYUR. Model of Sustainable Transportation Management for Non-Bus Public Passenger Transport in Makassar City. Under supervision of SANTUN R.P.SITORUS, MARIMIN, LILIK BUDI PRASETYO, and I.F.POERNOMOSIDHI POERWO.

Growth of Makassar City as metropolitan besides increased urban economic and social community change, it also caused problems that non-bus public passenger transport (pete-pete) management policy is not integrated with urban spatial planning policy as one unity.

Research objectives were to design model of sustainable transportation management for non bus public passenger transport integrated with urban spatial planning, to evaluate existing route pattern performance and to identify, to analysis fare system and radius service, and to manage potentially polluted corridor from emission gas.

Research methods consist of four phases namely valuating of route performance with statistic descriptive analysis, analyzing of fare system with descriptive analysis, identifying gas emission and zoning management with Hierarchy Analytical Process (AHP), and designing priority policy model with Lowry Model, Geographic Information System(GIS) and Exponential Comparative Method (MPE).

The results were: (1) performance of route pattern very significant to economic social, land use, level of services, amenity, load factor, transport supply, road geometry, traffic volume, road condition, road capacity, and road primary level of services (B and A) also secondary road (B and C); (ii) fare system with lowest of load factor between zone and highest between cities (route of G and Makassar-Gowa), the highest and smallest operational cost of vehicle (route of D and G), flat and progressive fare of smallest (route of G and Makassar-Gowa) while is highest (route of D, E, and Makassar-Maros), real fare of highest and smallest (route of Makassar-Maros and E), and proportional fare of highest and smallest (route of Makassar-Maros and E), while development of services radius of kelurahan level has dominated by land use for industry, retail/services, rice field, fishpond, and open space/road with passenger trip pattern for social, works, and shopping activities with highest population densities for trip distribution and primary and secondary road in Kelurahan: Pampang, Tello Baru and Bulurokeng; (iii) air quality identified and assessment of city ambient are high resulted from motor-vehicle traffic whereas vehicle emission gas level of carburetor machine and the old age and also less maintenance cars are very potential to generate pollution (is not ideal) especially for city transport so that zoning or corridor arrangement of pollution potential to result of policy priority for environmental facility improvement (0.323), goal of location arrangement (0.289), actor by Bappeda (0.219), and city spatial planning factor (0.241); and integrated management model and sustainability with priorities: policy with city spatial planning is regarding zoning arrangement and route choice map model GIS by Bappeda (environmental aspect MPE 220940832), management with improving level of service and amenities while transport route performance (social aspect MPE 405173140), and operational with improving of proportional fare system and route services development (economic aspect of MPE 143131692).

Key words: sustainable transportation model, spatial management, route, fare, emission.