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## The strategies of the use of regional infrastructure to increase the activities in untia nusantara fish port of untia biringkanaya subdistrict Makassar City

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**Abstract.** Fisheries ports are the main base in capture fisheries industry activities which must be able to guarantee the success of fishing activities in the sea . This research aims to form the structure of the proper utilization of the regional infrastructure in order to increase the activities of Untia Nusantara Fisheries Port . The analytical method was used to determine the formulation of the right utilization strategy for the regional infrastructure to increase the activities of Untia Nusantara Fishery Port; this analysis is called force analysis. The research results indicated that the inactivity of Untia VAT to utilize the infrastructure availability, when viewed from the Fishery Port and based on the Regulation of the Ministry of Maritime and Fisheries of the Republic of Indonesia, for the Untia VAT infrastructure was still not available, such as the station of refueling, sewage treatment systems, and availability of clean water facilities

### 1. Introduction

The availability of adequate and smooth transportation services provides social and economic benefits, including providing educational services and health services to various regions that are spread out due to the availability of a transportation service network that is evenly distributed in the regions and can stabilize the price of goods [1]. The development of the port aims to increase the productivity of fishermen and increase the added value of capture fisheries business for the supply and adequacy of food, increase the empowerment of fishermen, especially small scale fishermen, coastal communities and other business actors related to capture fisheries business activities, the provision and application of employment both directly or indirectly with capture fisheries activities, accelerating economic growth around fishing ports and the local area as well as providing a domino effect on the growth and economic development of other sectors and increasing levies, Local Original Revenue (PAD), foreign exchange and other Non-Tax State Revenues (PNBP).

Based on this, a Decree of the Minister of Maritime Affairs and Fisheries of the Republic of Indonesia Number 74 / KEPMEN-KP / 2006 was issued challenging the Management of Untia Fisheries Port, Makassar. The development of the archipelago fishing port in Makassar City is a necessity so that fishermen get adequate access to anchor and sell their catch. The port is expected to become a center of growth by attracting several industries in the city of Makassar, thus providing a



positive influence on the communities around the port. According to the Perroux menu [2], growth or development is not carried out in all spatial plans, but is limited to certain places or locations.

Makassar City is the capital of South Sulawesi Province which has an area of 175.77 km<sup>2</sup> and the population reaches 1.4 million people. Makassar City has a strategic position because it is on a crossing line both between provinces in Sulawesi and between Western Indonesia and Eastern Indonesia. This position has made Makassar City a trade center of various regions in Indonesia and even the world. The development of the port area in Makassar City has become very important to support trade through sea transportation. The location of the archipelago fishing port which is very strategic because it is located in the Makassar Industrial Zone makes it easy for industrial businesses in Makassar to access their fishing ports and warehouses. Ideally, fishing port activities as a new growth center will not only benefit industries in Makassar City, but will also have an impact on increasing activities at the fishing port and surrounding communities. It is said to have an effect on the activities of the community because with the increase in port activities it is expected to increase the activities of the surrounding community which in turn will affect the living standards of the surrounding community.

Untia Archipelago Fisheries Port (PPN) was inaugurated by President Jokowi some time ago. With the aim of being able to operate around 500 to 1500 fishing boats [3]. However, based on the observation, this port is still quiet from the loading and unloading activities of fishing vessels, auction sites, and fish processing industries.

Untia Harbor is expected to be a new point of acceleration that expedites all fishing activities in South Sulawesi. Moreover, the Makassar Strait stores potential fishery resources that are worth hundreds of trillions of rupiah [4]. The current problem is the lack of activity at the Untia fishing port since it was inaugurated in November 2016 until now both the activities of fishermen and the activities of ships. It is suspected that the location factor is far from the market and the main infrastructure is not yet available in the port area. It is expected that the use of infrastructure can increase activities in the Untia VAT area. Based on the description above, the researchers intend to conduct research under the heading of Regional Infrastructure Utilization Strategies to increase the activities of the Nusantara Untia Fisheries Port, Biringkanaya District, Makassar City. The purpose of this research is the utilization of regional infrastructure to increase the activities of the Untia Nusantara Fishing Port.

## 2. Materials and Methods

### 2.1. Location and research design

The location of this research is in the city of Makassar, in the archipelago fishing port area of Untia, Untia Village, Biringkanaya District, Makassar City. This research is a descriptive study. The study used a field survey method in the form of interviews with questionnaires and secondary data collection from relevant agencies.

### 2.2. Population and sample

The population in this study is resident contained in sub Untia is numbered 2,175 inhabitants with a number of families as much as 562 households. The population is a generalization area consisting of objects / subjects that have certain quantities and characteristics determined by researchers to study and draw conclusions, [5]. The total sample of people interviewed was 75 respondents from a minimum of 30 samples.

### 2.3. Data collection technique

The sampling technique used in this study was purposive sampling conducted in 3 RW distribution of fishermen. Based on preliminary data that the distribution of fishermen only exists in 3 RW of 5 RW in Untia Village, namely RW 1, RW 2 and RW 3.

Primary data collection techniques performed by field surveys, questionnaires and interviews. Teknik data retrieval, such as through the documentation to get existing conditions (environmental,

infrastructure and infrastructure) and interviews to local government officials to get his picture of conditions associated Untia research region as National Fishery Harbor Region. Interviews were also conducted with fishermen communities living in Untia Village to find out the social conditions of the community and to maximize the level of accuracy of the data and information obtained. Secondary data in the form of literature studies that are relevant or related to the formulation of the problem and take data - data that can be obtained from various sources, either through institutional means or through the collection of documents that can support rather than this research.

#### 2.4. Data analysis techniques

This research is a qualitative descriptive study. Research methods in the form of field observations such as interviews using questionnaires and secondary data collection. The analytical method used for the availability and suitability of the infrastructure network and transportation services. Data analysis is to group, make a sequence, manipulate, and get rid of data so that it is easy to read ". To give meaning to the data or phenomena found and collected in this study, an analysis was conducted with a qualitative approach with descriptive explanations.

### 3. Result

Makassar Untia Archipelago Fisheries Port is part of the Makassar Strait waters (WPP-RI 173) which is motivated by the potential of fisheries around the Makassar Strait as an embryo for the construction of the Untia Nusantara Fisheries Port (PPN) in 2006 with funding sourced from budget sharing between the state budget and Provincial / Municipal APBD which has a budget of more than 200 billion. This port can accommodate fishing vessels measuring 15-16 GT at a time. This port also serves fishing vessels operating in the waters of Indonesia's EEZ and national waters. The number of fish landed is around 40-50 tons per day or 8,000-15,000 tons per year. Port of Fisheries Nusantara (PPN) Untia Makassar City is a port of pride for the people of Makassar City located on Jl. Salodong, Kelurahan Untia, Kec. Makassar City Biringkanaya, precisely located in the development area adjacent to the Makassar Shipping Polytechnic Campus complex (PIP) and the Makassar Aviation Engineering and Safety Academy (ATKP). Besides that, the location of the harbor is also not far from Untia Mangrove Tourism Area which along the coastline, the thriving beautiful mangrove forest stretches, becoming a tourist attraction for anyone who sees it. and Makassar Industrial Estate (Kima) and close to public ports for export. Therefore, the development of the Untia Port is expected to become a fishery production center that is connected with other fishing ports in South Sulawesi, namely Cempae Fishery Port (PP), PP Maccinibajji, PP Kalibone, PP Potere, PP Beba, PP Labuang, PP Barombong, PP Boddia, PP Lonrae, PP Birea, PP Bentenge, PP Kajang, PP Tongke-tongke, and PP Lappa. Makassar Untia Makassar fishing port is the second largest that can accommodate 500 ships every day after the Bitung Ocean Fishery Port (PPS) in North Sulawesi.

At the beginning of the construction of the Untia Nusantara Fisheries Port (PPN) located in the Makassar City Barombong, in accordance with the Decree of the Mayor of Ujung Pandang Level II Regional Level No. 925 / S.kep / 552.3 / 97 dated February 25, 1997 concerning the allotment of land for the construction of a 40-ha fishing port in Barombong Tamalate Sub-District, Ujung Pandang Level II Region. The area is actually very strategically located near the Takalar District, namely the Galesong sub-district which is a fishery producer, with fishermen activities that are quite dense but in accordance with the RTRW of the Barombong area as a tourist location, so the Makassar Mayor Decree on the Allotment of the Archipelago Fisheries as Wide as 38 HA in the Kelurahan Untia Biringkanaya District Makassar City. To move the fishing port by taking into account the results of the feasibility study, Study Master Plan and detailed design of the Directorate of Capture Fisheries Infrastructure for the planned development of the Nasantara Fishery Port of Untia Village, Biringkanaya District, Makassar City. Untia Port is the second largest port in Indonesia. Untia Port is a fishing port that has long been planned. This port, valued at IDR 364 billion, has been pioneered in development since 10 years ago, in 2006.

The analysis conducted in this study includes analysis of the potential and problems of infrastructure utilization in the Untia Nusantara Fisheries Port area, analysis of the utilization of the Untia Nusantara Fisheries Port infrastructure, analysis of the utilization of the Untia Nusantara Fisheries Port Area, analysis of the responses and actions of the perpetrators of the utilization and analysis of the proper utilization of the Port Area Nusantara Untia Fisheries in the area development in Biringkanaya District.

Potential and problem analysis contains the potential and problems of the Nusantara Fisheries Port Area. This analysis was conducted to determine the potential and problems of the Untia Nusantara Fisheries Port area, the Untia Nusantara Fisheries Port Area, which was used as a shipyard and fish breach related to the government's plan to develop the area into an integrated maritime area. The next analysis is an analysis of the utilization of resources and the Untia Nusantara Fisheries Port Area. In this qualitative descriptive analysis will be described regarding the utilization of the Untia Nusantara Fisheries Port. Then in the analysis of the utilization of the Untia Nusantara Fisheries Port Area, the frequency of respondents' answers to the questions in the questionnaire described in the form of a percentage in a pie chart is used to support the scoring analysis. While this scoring analysis aims to determine the weight or value of the utilization of the Untia Nusantara Fisheries Port Area seen from the existing condition of the Untia Nusantara Fisheries Port Area.

Analysis of the responses and actions of the perpetrators of the utilization of the Untia Nusantara Fisheries Port Area is used to determine what actions have been taken by the perpetrators of the utilization and what responses are given by the recipient as a result of the utilization. The final analysis is an analysis of the proper utilization of the Untia Nusantara Fisheries Port Area. Used to find out and then formulate the proper utilization of the Untia Nusantara Fisheries Port Area and its water sources in the development of the area in Untia Village, Biringkanaya District, Makassar City.

#### 4. Discussion

This research shows that the utilization of control infrastructure to increase the activities of the Untia Nusantara Fisheries Port is the availability of Per Untian Nusantara Untia Port infrastructure including a number of facilities, a management office, official residence, a port for a capacity of 300-500 vessels per day, auction site for fish, a place of manufacture and ice storage, ship workshops, nets, toilets, mushallahs, parking lots and vacant lots for development areas. Since its inauguration, in 2016 the activity is still limited to local fishermen who come fishing and there is no fish selling activity. Fisherman activities bring fish to collectors and sell it to the extent of individuals or local residents. Even if there are residents from outside the location only 1-2 people. Fishing port is a place that has various facilities that are useful in the implementation of its function and role as a port [6].

According to [7], fishery port operations are actions or movements as implementing plans that have been developed to utilize facilities at the fishing port so that aquaculture is used optimally for both "the facility itself" and "related facilities".

Untia fishing port has a structure and standard operating procedures (SOP) established by the ministry. The main tasks and functions are compiling the budget plan, monitoring and evaluation of the fishing port, implementing arrangements for departure, arrival, and the presence of vessels at the fishing port, carrying out the issuance of service reports on arrival and departure of fishing vessels, implementing log book checks, implementing sailing approval issuance service, implementation of certificate of catches of fish, implementation of refueling, implementation of development, development, preservation, utilization and supervision as well as control of facilities and infrastructure, implementation of counseling facilitation, supervision, and control of fish resources, fish quarantine, publications research results, monitoring of coastal areas, marine tourism, quality development and marketing management and distribution of fishery products, services, land use and business facilities, implementation of data collection, information and publications [8].

The implementing organization of the operation of the archipelago fisheries port of Untia, marked by the issuance of the Decree of the Minister of Maritime Affairs and Fisheries of the Republic of Indonesia Number: 74 / KEPMEN-KP / 2016 concerning Management of the Untia Fisheries Port of

Makassar City, South Sulawesi Province. One aspect that is needed in order to utilize infrastructure to increase activities in Untia PPN is whether there is a common will of the community to increase Untia PPN activities. In its development, the role of the community must be prioritized or considered in all respects, starting from the planning, implementation and supervision stages, so that the empowerment of local communities in all aspects of increasing Untia PPN activities can be realized.

The basic thing to empower local communities in the utilization of Untia VAT infrastructure is that the increase in Untia VAT activities can be realized in accordance with the expectations and views of the fishing community and the government in this case the manager, so that the results of the development of Untia VAT can truly be sustainable. The buyer response is far from the main road and public transport is lacking and some roads are still damaged. Appropriate use to increase the activities of the Nusantara Untia Fisheries Port area is based on the results of scoring and assessment of the response of managers, fishermen and local residents and visitors the need to improve road infrastructure to facilitate the achievement of the location. The following will describe an analysis of the conditions faced in the use of infrastructure to improve Untia VAT activities including analysis of internal conditions and analysis of external conditions. The main criteria considered are the factors that influence the success of the Untia VAT infrastructure utilization program.

### 5. Conclusions and Suggestions

Based on the results of the analysis and discussion previously described, conclusions are drawn from the strategy of utilizing regional infrastructure to increase activities in Untia VAT. Internal factors that support increased activity are the availability of infrastructure in an activity including how to use the potential to increase activities in Untia PPN, geographical conditions used to see how the location, position and coverage area of Untia PPN, namely mobility, access to locations including fishing locations, marketing, anchoring and dwellings, besides government support in terms of establishing regulations and regional policies used for the management of Untia Port. Resources include competencies and capabilities of human resources in the region and in local government agencies. While the inhibiting aspect is the lack of involvement of community organizations involved in management. External actors who support increased activities with fishermen anchored in the Untia PPN, government support making Untia as a fishing port area, the development of strong information with the port information website managed by the ministry of fisheries besides Untia included in the maritime and tourist areas. The inhibiting factor is Untia VAT intended for large vessels that have an impact on environmental destruction and the absence of waste treatment, the old port of Paotere is still known for a long time and from its history, the number of small ports around Untia .

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