

Conference Paper

Marine Transportation Errors to Support the Flow of Goods and People

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Abstract

This study aims to determine the role of marine transportation in supporting the flow of goods and people in Maligano District, Muna Regency. Seven informants were used in this study, consisting of: the Maligano sub-district head (key informant); two traders; two farmers; and two boat owners. Data analysis involved the descriptive analysis method. The results led the researchers to conclude that the construction of the port and the procurement of KM Rembulan and speed boats played a role in increasing the number of traders and other individuals involved in economic activities around the port, resulting in increased community income, higher flows of goods and people, and an increase in the quantity and type of goods transported via the Maligano-Raha route.

Keywords: Sea Transportation; Flow of Goods; People.

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1. Introduction

Indonesia is an archipelagic country, so the function of sea transportation is very important in development. As an archipelagic country which has an area of about 1.5 million km² with a sea area four times the land area, it is only natural that this maritime country places sea transportation in a very important position because in such an area there are 17,508 islands, both large and small, and almost half of them are scattered. Inhabited by humans who are absolutely interconnected.

The archipelago nation of Indonesia has abundant natural, land and sea wealth, which can be used for the welfare of the people of the Nation and the State. With such geographic conditions, the transportation network by sea must be able to cover the widest possible area of the archipelago, even to small areas. Not only to provide environmental facilities for residents who wish to travel from one place to another or distribute basic necessities, but also as a brace that unites all regions of the archipelago from various aspects.

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In Southeast Sulawesi Province, as an integral part of the Unitary State of the Republic of Indonesia, especially entering the era of regional autonomy, it is hoped that it will further spur regional development. To increase economic development requires sea transportation services or very adequate sea transportation. Transportation is one of the most important means for the economic life of the community, because the smoothness of the transportation process, especially sea transportation, affects the level of activity and economic development of the community. A good level of the community's economy always requires adequate means of transportation which is the mobility of the community that supports the activities of daily community life.

Sea transportation is one of the transportation subsectors that are also important part of supporting the activities of the island community. This is also one of the targets in enhancing the national economy in supporting inter-island trade, such as what happened in Southeast Sulawesi, especially Maligano District. The archipelago in Maligano District uses sea transportation as one of the tools used to connect one island to another which continues to be developed. Orientation is an activity carried out in the form of a survey to find a way or the right attitude in building inter-island trading activities using motor boats and speed boats which are also measures to meet transportation needs.

Sea transportation provides a very large contribution to the national and regional economy as mandated in Law No. 17 of 2008 has become a very strategic point for national insight as well as a vital means of supporting the goals of national unity and integrity. It should also be noted that the contribution of sea transportation is becoming increasingly important because the value of the costs incurred is the smallest when compared to the cost of land and air transportation. The development of marine transportation in Maligano District plays an important role. With the construction of the port in 1995, the procurement of speed boats and passenger ships KM Rembulan in 2002 was a process of shipping flows serving the Maligano-Raha route. With this development, it can certainly have a positive impact on both passengers and the process of distributing goods, as well as other community activities. In addition, these businesses also provide employment opportunities for the community so as to reduce the number of unemployed.

The route or shipping route of each engine ship and speed boat is determined to increase the economic activities of the local community. The route determined is collaboration between stakeholders in the regions. The stakeholder in question is the local government, the party that owns the means of transportation for local people who work together in developing the regional economy. One of the crossing routes that

helps build the regional economy is the sea transportation route from Maligano District to Raha City in Muna Regency for moving people and goods.

The sea transportation business that operates consists of 1 motorboat and 4 speed boats, namely KM Rembulan, Maligano Start, Satria Jaya Saniava, Prima Dona, and Lintas Samudra. The capacity or capacity for each KM Rembulan contains approximately 120 people, where the passenger fare per person is Rp. 17,000, - while speed has a capacity or capacity of approximately 100 people, with a rate of Rp. 20,000, - as well as the speed of time taken by KM Rembulan and the speed of approximately one hour. The number of passengers in each year changes, because many factors influence it.

With the development of the Maligano port development and the increasing number of vehicle units operating at the Maligano port which have supported the acceleration of the crossing of goods and services from Maligano District to Raha City, it will help accelerate the economic growth of the people of Maligano District so that this attracts researchers to research the role of marine transportation in supporting the flow of goods and people in Maligano District, Muna Regency.

2. Research Methods

Pen research uses the primary and secondary data. Primary data were obtained directly from a number of informants through observation and interviews. Sources of information used in this study were 7 informants with the following details: 1 Maligano sub-district head (key informant), 2 traders, 2 farmers, and 2 boat owners. Secondary data obtained from the documentation of loading and unloading records of passengers / goods from the Maligano Port Office. The data analysis used in this research is descriptive analysis, with the help of percentages.

3. Results and discussion

3.1. Transportation Concept

Transportation comes from the Latin word transportare, where Trans means across or on the other side and portare means transport or carry. So transportation means transporting or carrying (something) to another side or from one place to another. Such transportation is a service provided in order to load goods or people to be carried from one place to another. Abbas Salim (2006) suggests that transportation is the activity of

moving cargo and passengers from one place to another. It was also said that transportation became the basis for economic development and community development as well as industrialization growth. The existence of transportation causes specialization or division of work according to expertise according to the culture, customs and culture of a nation or region.

Sakti Adji Adisasmita (2012) argues that transportation is a means of connecting or connecting the production area and the market, or it can be said that the production area approach and the market or it is often said to bridge producers and consumers. Siregar (2012) states that transportation activities can be carried out if the following are fulfilled: (1) There are goods or services or people being transported; (2) Availability of vehicles as means of transportation; and (3) There is a highway through which transportation vehicles pass. According to Raharjo Adisasmita (2010) transportation is the activity of moving goods and people from their place of origin to their destination. In transportation activities, four components are needed, namely: availability of cargo to be transported, the presence of a vehicle as a means of transportation, a road that can be passed and the availability of a terminal.

The transportation function plays an important role in achieving the goals of economic development in a nation. The objectives of economic development that can be played by transportation services are: (Burhanuddin, 2003).

1. Increase the types and quantities of finished goods and services that can be produced by Consumers, industry and government.
2. Developing a national industry that can generate foreign exchange and supply the domestic market.
3. Creating and maintaining levels of employment opportunities for the community.

The direction and policy of marine transportation development are carried out by functions, namely: (Tamin, 2000)

1. Increase the role of the national shipping fleet, both for domestic transportation and for export-import by applying the cabatage principle. Therefore banking support is needed in providing cheap credit for fleet rejuvenation.
2. Reducing and even eliminating unofficial charges at ports, so that the tariff set by the port authority is not much different from the real costs incurred by port service users, through increased coordination for all agencies involved in the loading and unloading process of goods.

According to HFRuru (1993) the role of transportation from an economic point of view is: stimulating economic growth, smoothing and facilitating the distribution of materials for different needs, tools to stabilize prices, reduce regional isolation, support market expansion, and support the creation of broad specialization. Meanwhile, according to Widyahartono (1986), the benefits of sea transportation are as follows:

1. Sea transportation is a range of sources needed by an area and allows cheaper or higher quality sources to be used. In addition to items that cannot be found in the local area, they can be obtained in other areas.
2. The use of resources more efficiently results in the emergence of the specificity of each region or the appropriate division of each labor, which results in an understanding of the amount of goods consumed, which is closely related to this is that it is possible to serve a large area, so that economic benefits on a production scale can be utilized.
3. Because the distribution of goods is no longer limited to the local area, goods can be distributed from other alternative sources, if the commonly used sources cannot meet all the needs.

Nasution (2008) argues that transportation is not a destination, but a means to an end. In this connection, it will be stated that the role of transportation in various human activities is reviewed from three aspects, namely:

1. Economic aspects

Transportation is part of an economic activity because with smooth and adequate transportation, the results of production and distribution from various economic sectors such as agriculture will be easier and smoother to be marketed (distributed). In other words, the means of transportation is a bridge that brings production centers closer to consumption centers to increase the use value and time value of goods and services.

2. Socio-cultural aspects

Selike social beings, in fulfilling certain needs, humans need a relationship between one human and another, which of course requires cheap, easy, fast and fun means of transportation, so that they can interact with each other.

3. Political aspects

Transportation will facilitate the network of government officials in carrying out their duties and responsibilities as a motive for development in various aspects

of life, especially in the fields of defense, security so that mobilization can run smoothly.

While Salim (2006) states that the role of transportation includes:

1. In people's lives, transportation is beneficial for the community, in the sense that the products and raw materials of an area can be marketed to industrial companies.

2. Geographical specialization

Each region has its specificity in the sense of a different specialization for each region (region), with transportation that can connect various regions so that it can encourage regional development and growth, can access between regions smoothly and quickly.

3. Economical production

Sa production will be beneficial and economical, if sufficient capital is available. Because there is transportation and production in the sense of throwing products into the market.

4. National development and *HANKAMNAS Factors Affecting Transportation Needs*

Fafactors affecting the need for transportation services, by Salim (2006) can be seen from two aspects, namely:

1. In terms of demand (demand)

- (a) Population growth

- (b) Regional and regional development c. Industry

- (c) Transmigration and population distribution

2. In terms of supply (supply)

- (a) Equipment used

- (b) Capacity available

- (c) The technical condition of the transportation equipment used

- (d) Production of services that can be delivered by the transportation company e-financing system in the operation of transportation equipment.

Sutarsih Saleh (2003) explains that the factors that influence the demand and supply of transportation services are:

1. Consumer Income

The transportation offered to the community is very dependent on the income of the community itself because many types of transportation provided by entrepreneurs for the benefit of the community are adjusted to the ability / purchasing power of the community.

2. Pull Transport

Father offices concerned with the imposition of pulling transportation from entrepreneurs to consumers / users of transportation services, so that the determination of the dance must be calculated as feasible, so that the imposition of attractiveness to the public asking for transportation services is considered a natural attraction and the public is willing to request the transportation service.

3. Consumer tastes

The interest or desire of consumers in the use of transportation is very heterogeneous, requiring maximum service.

Sukirno (2006) factors that influence the supply of goods and services are: the price of the goods themselves, the price of other related goods, the price of production factors, and the cost of production, the number of traders / sellers, company objectives, and government policies.

SarMan (2008) has examined the impact of transportation developments on the Konaweaha river on the people of Anggoipiu Village, Uipai District, Konawe Regency, and found that the presence of Konaweaha river transportation can facilitate traffic flow and communication with other river basin areas so that activities in rural areas do not feel left behind, especially in terms of the development of science and technology in carrying out daily activities. So that in the time that continues to go along with the development of science and technology it can influence or change the condition of society for the better, especially in socio-economic life, where in the development of transportation on the Konaweaha river it can increase the opinion of the people who are right on the Konaweaha coast.

3.2. Total Merchants

The port of Maligano is an integral part of the operation of sea transportation where KM Rembulan and Speedboats operate. The existence of Maligano Port as a fulcrum for ships and cargo is very much needed in supporting sea transportation. From this point

of view, the quality of the Maligano port is also a determining factor for the success of ship trips in moving goods and passengers from Maligano District to the capital city of Muna Regency. Without the availability of facilities and good quality at the port, it is impossible for smooth sea transportation to be realized.

Seln this way, the construction of a port in Maligano District is able to stimulate economic and trade activities, through economic activity, various types of businesses will grow. With the construction of ports, the community can open businesses such as building kiosks, building food stalls, and some as mobile traders. With the construction of this port, it can have a positive impact on the economic progress of the community. This is in accordance with the results of an interview with the Head of Maligano Sub-district which was conducted on November 16 as follows:

“We prepare facilities and infrastructure at the port in order to mediate the interests of port service users, so that it can have a positive impact on economic improvement in the people of Maligano District, because the renovation of the port provides space for traders to be able to carry out buying and selling activities around the port.”

Pray Suggest that the results of the interview above can be obtained information that with the improvement of the port development in Maligano District it can help the economy of the Maligano community, especially traders, both mobile traders and traders who set up kiosks around the port. In other words, the existence of a port can help facilitate income generation for those who have not easily earned income so that they can meet the economic needs of the community.

Pray present the research results, the number of traders who carry out economic activities around the port area before and after the development and development of sea transportation as in Table 1 and Table 2 shows that prior to the existence of ports and KM procurement. Moon and speed boats, the number of traders or the number of people who carry out economic activities around the port is still very few where there are traveling traders in 1999, 1 person, 2000 - 2001, namely 2 people, the kiosk in 1999-2001 consisted of 2 units, in 2002 consisted of 3 units. The food stall in 1999 consisted of 1 unit, in 2000-2001 consisted of 2 units.

However, after the construction of the port, it can increase the workforce and provide opportunities for the community to be able to increase opportunities for small and medium enterprises so as to increase income and fulfill their daily needs. Of the six types of businesses that operate around the Port of Maligano, it can facilitate access to fulfillment needs for passengers or consumers to carry out economic transactions to meet their needs. Besides being able to save time in obtaining needed services for consumers, it can also reduce the distance to get fulfillment services. This is in

TABLE 1: Number of Traders Conducting Economic Activities around the Port of Maligano Before Port Development and Sea Transportation Development

No	Type of business	Before Port Development		
		1999	2000	2001
1	Traveling Merchant	1 person	2 persons	2 persons
2	Kios	2 units	2 units	3 units
3	Food stalls	1 unit	2 units	2 units

Sumber: Primary data processed in 2015

accordance with the results of interviews with port traders on 17 November 2015 as follows:

“With the construction of the port, we can increase our income, because we feel that the government has given us the opportunity to develop our business around this port. People who

At this port, they are also happy because if they want to buy something, they don’t have to go far to look outside the port area because we already provide what they need.”(Wa Enga, 27 years).

TABLE 2: Number of Traders Conducting Economic Activities After the Maligano Port Development

Tahun	Jenis goods					
	Ptraders kbattery five (person)	Stall (unit)	Wwide Eat (unit)	Ptraders Bensin (person)	Bannoyed (unit)	Hurry uph Ship (person)
2002	2	3	2	-	-	-
2003	2	3	2	-	-	-
2004	2	3	2	-	-	-
2005	2	3	2	1	-	-
2006	3	4	2	1	-	-
2007	3	4	2	1	-	-
2008	4	5	2	2	-	-
2009	5	5	2	2	-	-
2010	5	5	3	2	-	-
2011	8	6	3	2	-	-
2012	8	6	3	3	1	-
2013	8	7	3	3	2	-
2014	9	8	5	3	2	2
2015	9	10	5	4	2	3

Source: Primary data 2015

Praysuggest that the results of the interview above are clear that port development opens up business opportunities for the community to be able to carry out economic

activities so as to increase per capita income. On the other hand, the existence of small businesses operating around the port can make it easier for consumers to buy the needs they need without having to find a location outside the port to carry out sale and purchase transactions. The existence of Maligano Port and its prepared facilities and infrastructure can affect the condition and comfort of port users. The facilities that are prepared should always be improved because the development of increasingly advanced technology does not rule out the potential for bringing about more sophisticated and more advanced sea transportation.

3.3. Number of Passengers

Spreadbro, the Maligano - Raha route is one of the inter-island shipping routes carried out by the community and established by the Muna Regency Government as a service route that helps the community to go or move from Maligano District to Raha City and vice versa. Passengers who use sea transportation on the Maligano-Raha route are not only people in Maligano District but also people outside of Maligano District, namely people from North Buton. Prior to procurement of KM. The moon and speed boats have a very small number of passengers each year compared to after KM procurement. Moon and speed, where in the year 1999 the number of passengers was 19,615, in 2000 it was 23,176 passengers in 2001 namely 23,438 people, with the speed of time traveled from the sub-district Maligano to Raha City which is 2 hours.

However, after the development of sea transportation, namely the procurement of KM. Moon and speed as shown in Table 3 shows the number of passengers crossing the Maligano – Raha route, in 2002 it had increased even almost two folds or by 93.69 percent. The number of passengers continued to experience growth every year until 2012. The number of passengers in 2013 was decreased by more than 5 percent due to bad weather. Meanwhile, the number of passengers in 2015 also experienced a decline due to the community switching to another route, namely Pure-Raha. However, it does not have a big influence on the number of passenger developments because Maligano District is the most strategic location. The condition of transportation activities with the number of passengers illustrates the existence of economic activities taking place in the Maligano community who carry out transportation by sea to Raha City. This shows that with the development of sea transportation, the number of passengers crossing Maligano-Raha has increased and the speed used to cross this route is faster, which is approximately 1 hour.

TABLE 3: Number of Passengers on the Maligano - Raha Route (PP) 1999-2015

Year	Number of Passengers	Percentage (%)
1999	19,615	-
2000	23,176	18.15
2001	23,438	1.13
2002	45,397	93.69
2003	45,405	0.02
2004	58,663	29.20
2005	62,875	7.18
2006	67,215	6.90
2007	84,924	26.35
2008	96,492	13.62
2009	110,826	14.86
2010	143,117	29.14
2011	144,160	0.73
2012	144,291	0.09
2013	136,539	-5.37
2014	147,588	8.09
2015	128,440	-12.97
Total	1,415,932	

Sumber Data: Port Office (2015)

What is the role of sea transportation in general, the activity of crossing and transporting goods from Maligano Port by KM Rembulan to Laino Port is running smoothly. Procedures for the use of services have been established according to sea transportation service standards that do not conflict with government regulations and do not harm the service users. Apart from KM Rembulan, which provides sea transportation services, at Maligano Harbor also operates a speed boat. Speed boat is a marine transportation that operates on Maligano Raha which is more sophisticated than a boat because it is equipped with a high-speed engine so that it can simplify distances and save travel time on the way people using speed boat services.

There are 4 speed boats operating at Maligano port, with a daily operation schedule of 2 (two) units operating once a day and 2 other units operating 2 (two) times a day. With a crossing schedule that has been arranged in such a way, it can accommodate any crossing interests for passengers or users of sea transportation services. The minimum passenger capacity for a speed boat is approximately 20 people and the maximum capacity is 100 people.

This is based on the results of an interview with the owner of the Speed ship on 15 November 2015 as follows: *"In transporting passengers, this speed is sometimes when*

there are fewer passengers, usually the lowest capacity is 20 people and when it is crowded or crowded, the maximum is 100 people and cannot exceed that capacity because we prioritize the safety of the passengers.

Besides that, there are also excerpts of interviews with Speedboat crew who were interviewed on November 16, 2015 as follows: *“If we cross it depends on the number of passengers there. There are four of these speeds, and those departing are according to the departure list. If it’s quiet, it’s usually as long as it’s sufficient according to the lowest capacity, and then we’ll go. If those who come later are at the next departure speed, right? Even if the passengers are crowded, they can go two speeds once.* (Dirman, 21 Years)

From the results of the two interviews above, we know that if the speed has met the standard of departure according to capacity, it will immediately depart, because the departure schedule has been arranged. And if it coincides with the users of sea transportation services that are more congested, more than one speedboat can be departed at the same time.

3.4. Number and type of goods transported

The development of the number and type of goods and the number of two-wheeled vehicles transported before and after the existence of KM Moon and speed boats on the Maligano-Raha route are presented in Table 4 which shows that after the KM procurement. The month and speed of the number of vehicles and agricultural products being transported are increasing where the number of vehicles from 2002-2014 has always increased, the number of vehicles in 2014 is 7,825 units and in 2015 it decreased to 6,094 units because people used other routes while agricultural products every year an increase where in 2015 the highest compared to the previous year, namely 76 tonnes because crops such as cashew, patchouli, banana and copra were mostly produced, supported by good seasons.

4. Conclusion

Report development and KM procurement. The moon and speed boats play a role in the number of traders or the number of people who carry out economic activities around the port, as well as play a role in the flow of loading and unloading of goods and people as seen from the increase in the number of passengers and the number and types of

TABLE 4: Amount and Type of Goods Transported Maligano-Raha Route 1999-2015

Year	Two-wheeled vehicle (unit)	Agricultural Products (ton)
1999	3,182	17
2000	3,417	18
2001	3,290	20
2002	4,136	22
2003	4,157	24
2004	4,232	25
2005	5,180	25
2006	5,136	25
2007	5,652	27
2008	6,112	31
2009	6,130	31
2010	7,288	42
2011	7,354	53
2012	7,156	54
2013	7,162	42
2014	7,825	58
2015	6,094	76
Total	83,614	535

Sumber Data: Port Office (2015)

goods transported via the Maligano-Raha route because people find it easier to carry out crossing activities.

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