

How to Cite:

Lestari, E. (2021). The impact of the development of Makassar new port (MNP) in supporting sea tolls. *Linguistics and Culture Review*, 5(S1), 1265-1275.

<https://doi.org/10.37028/lingcure.v5nS1.1603>

The Impact of the Development of Makassar New Port (MNP) in Supporting Sea Tolls

Endang Lestari

Politeknik Ilmu Pelayaran Makassar, Indonesia

Abstract---The sea toll is a marine logistics transportation concept initiated by the President of the Republic of Indonesia, Joko Widodo. This program connects important ports on five Sumatra, Kalimantan, Sulawesi, Papua, and Java. President Jokowi and Vice President Jusuf Kalla made the sea toll project a flagship project to improve inter-island connectivity in Indonesia. The sea highway is a route for large ships that connects important ports in Indonesia, Makassar City. One of Makassar City's developments towards international trade is the Makassar New Port (MNP) as an east and west transportation connectivity. The research area was carried out in Makassar City, with the object of research being the Makassar New Port, which is one part of the marine highway program. It chose the location of this study because it is easy for researchers to obtain research data, both primary and secondary data, for distributing questionnaires and observing other sources based on the literature. The results obtained from this study are that there is no significant influence, both positive and negative. Between the existence of the Sea Toll Road (Makassar New Port) on the community's economy in Buloa Village because the existence of the Sea Toll Road (Makassar New Port) has not yet functioned and is still under construction.

Keywords---Indonesia, Makassar new port, sea toll, transportation.

Introduction

Transportation is an essential means in supporting the success of development to support community economic activities and the development of rural areas and other areas. Currently, domestic sea transportation is still focused on serving areas with high economic activity, namely in the western part of Indonesia (Ilyas et al., 2021; Mislia et al., 2021; Zacharias et al., 2021). However, the characteristics of the islands in eastern Indonesia have made sea transportation the backbone of its current movement activities (Misnawati et al., 2021; Yudho Prakoso et al., 2021; Bin-Tahir, 2021; Setiawan et al., 2021; Tamsah et al., 2021).

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Corresponding author: Lestari, E.; Email: lestarimaniezt21@gmail.com

Manuscript submitted: 09 June 2021, Manuscript revised: 27 Sept 2021, Accepted for publication: 18 Oct 2021

The development of sea transportation services as the backbone of logistics distribution that connects the western and eastern regions of Indonesia is expected to reduce logistics costs to accelerate economic growth accompanied by the realization of equity (Misnawati et al., 2021).

The sea toll is a marine logistics transportation concept initiated by the President of the Republic of Indonesia, Joko Widodo. This program aims to connect essential ports in the archipelago (Humola et al., 2021). With the relationship between seaports, it can create a smooth distribution of goods to remote areas. The concept of the sea highway is implemented to improve the performance of sea transportation through the improvement of domestic and international shipping networks (Sumarni et al., 2020). Sea tolls are mass transportation on five significant islands: Sumatra, Kalimantan, Sulawesi, Papua, and Java. The sea toll road will reduce transportation costs, thereby increasing the competitive advantage of export products, reducing the price gap for consumer goods between cities in Indonesia (Mattalatta et al., 2021).

To improve inter-island connectivity in Indonesia, the government makes the marine highway project a flagship project. According to the government's economists, the sea highway is an extensive ship route that connects Indonesia's main port, Makassar City. One of Makassar City's developments towards international trade is the Makassar New Port (MNP) as an east and west transportation connectivity (Nengsih et al., 2021). The construction of the New Port mega project started in mid-2015 and is under direct supervision from the government (Achmat et al., 2021; Abdullah et al., 2021; Wibowo et al., 2021).

The construction of the Makassar New Port mega project was adrift; this became a question for the people in the Buloa beach reclamation area (Setyorini et al., 2021). However, at a meeting in Jakarta with President Jokowi, the Governor of South Sulawesi Syahrul Yasin Limpo explained that the construction of this mega project had reached 40% using APBN funds and the concept of integrating state-owned companies for the completion of this project. Based on the description, the importance of the sea toll as mass-characterized transportation, the government's efforts to reaffirm Indonesia as a maritime nation, one of which is through the sea toll (Tamsah et al., 2021).

Method

Research approach

This study uses a quantitative approach with descriptive analysis to comprehensively analyze the effect of the sea highway on the economy of the people in Makassar city. Quantitative research is a research method based on the philosophy of positivism, to examine a particular population/sample, sampling techniques are generally carried out randomly, data collection uses research instruments, data analysis is quantitative to test predetermined hypotheses (Busquet et al., 2019; Yulianto et al., 2004). The research area was carried out in Makassar City, with the object of research being the Makassar New Port, which is one part of the marine highway program. It chose the research location because it

was easy to obtain primary and secondary data for distributing questionnaires and observations.

Data types and sources

Primary data were obtained directly from the object of research through distributed questionnaires. The data is in the form of public responses regarding the influence of the Makassar New Port part of the marine highway program on the community's welfare. Secondary data is obtained indirectly from the research object in the form of documents or reports, an overview of the research location, and other data relevant to this research.

Method of collecting data

It was theoretically collecting data by reviewing various literature and other theoretical materials related to the problems discussed. Observation: Researchers directly visited the research area and observed the Makassar New Port development activities, which support the marine highway program. Questionnaires provide a list of questions to respondents to be filled using a scale method, namely the Likert Scale.

Population and sample

In this study, the population is the surrounding community who live around the Makassar New Port area. The sampling technique used is Probability Sampling. The number of samples expected to be 100% representative of the population is the same as the number of members of the population itself. The population is all values, both the results of calculations and measurements, quantitative and qualitative, rather than specific characteristics regarding a complete and precise group of objects. The purpose of the population is to determine the size of the sample members taken from members of the population and limit the validity of the generalization area, [Usman et al. \(2020\)](#). The number of people in Buloa Village, where there are many fishermen, is 535 people.

Result and Discussion

It obtained the study results through observations in the research object area and the distribution of research questionnaires to see the influence of the existence of the sea highway or Makassar new port on the surrounding community's economy. Respondents in this study are people who live around the sea toll area or Makassar's new port. The location for the construction of the Makassar new port is carried out in the Tallo area, which will become one of the largest ports in eastern Indonesia for the sea toll road area.

The condition of the sea toll area in Makassar City

Indonesia is an archipelagic country with the most significant sea area and the second-longest coastline in the world ([Arfan et al., 2021](#); [Seppa et al., 2021](#); [Wahida et al., 2021](#); [Gunawan et al., 2021](#)). Indonesia also has territorial waters rich in potential energy reserves, fishery potential, marine tourism potential

(Umanailo, 2021; Fauzi et al., 2021; Kuka et al., 2021). It has strategic shipping lanes that it can use to develop geopolitical, economic, and maritime cultural strengths. For this reason, Indonesia needs a breakthrough to take advantage of the potential of its region (Ansar et al., 2019; Awaluddin & Siraj, 2019; Umar et al., 2019; Umar et al., 2019; Yusriadi, 2020). Breakthroughs in developing the concept of the Sea Toll Road through the elaboration of sea transportation route planning, sea transportation subsidies, revitalizing people's shipping, and developing regional commodity-based industries, are essential things to be realized (Mulyana et al., 2021; Reynilda et al., 2021; Zam et al., 2021).

To support the economy of eastern Indonesia, the central government is planning the construction of the Makassar New Port (MNP). This New Port is one of the supports in the National economy, which always needs to be developed and improved. If viewed from the socio-economic aspect, it can increase people's income, expand job opportunities, increase government income, increase foreign exchange earnings, increase national entrepreneurship and contribute to regional development (Tamsah et al., 2021; Sukri et al., 2021; Triono et al., 2021).

Makassar New Port is one of the port infrastructures built by Pelindo IV and is included in the Accelerated Implementation of National Strategic Projects (Zaman et al., 2015; Fahmiasari & Parikesit, 2017). This project will be part of the sea toll program promoted by President Joko Widodo. There are no obstacles in working on the project, including the absence of land acquisition problems. Governor Syahrul Yasin Limpo said, "Now we have entered 40% for the new port. It can complete the three main agendas in New Port properly," According to Syahrul Yasin, the construction of the Makassar New Port is also not limited to the port, but also supporting infrastructures such as railways and roads. In a limited meeting chaired by President Joko Widodo, the Governor of South Sulawesi said that the construction of each infrastructure had been divided between the Ministry of Public Works and Public Housing and Pelindo. It must continue this; it must be optimized. Don't wait too long and talk about it if there is anything. The first phase of the Makassar New Port project is divided into three work packages, namely Packages A, B, and a total budget allocation of 1.8 trillion IDR (<http://sulawesi.bisnis.com>).

New Port Makassar construction site The Makassar New Port development plan is an integral part of the South Sulawesi city government's plan to expand the increasingly narrow Makassar port due to the increasing flow of water traffic in this area (Mahrinasari et al., 2021; Prakoso et al., 2021; Sahid et al., 2020; Usman et al., 2020; Zacharias et al., 2021). The implementation of this project has started in early 2013 until now. In the area where the Makassar New Port Project is located, there are settlements. There are 4,577 inhabitants in the area. Most of them make a living as fishermen. There is a small harbor for fishermen. The project site also occupies several islands, which will be merged utilizing sea reclamation. On the island to be built, there is also a fishing village. The land zone of the Makassar New Port Project also occupies an industrial area. There are at least dozens of large industries/factories in the zone (Jufri et al., 2021; Nellyanti et al., 2021; Sabrang et al., 2021; Zamad et al., 2021). Some Makassar residents depend on their livelihood as factory workers in the industrial area (Ahdan et al., 2019; Hasbi et al., 2019; Mustafa et al., 2020; Tamsah et al., 2020;

[Sahid et al., 2020](#)). Another livelihood found in the industrial area is a freight forwarding company related to the bonded area integrated with the existing port ([Gani et al., 2019](#); [Rijal et al., 2019](#); [Sahabuddin et al., 2019](#); [Sawitri et al., 2019](#); [Farida & Bin-Tahir, 2019](#)).

The influence of the activities of the marine highway area in Makassar City on the welfare of the community

The research report shows that the questionnaire results from 80 respondents (community) about 50% strongly agree that the Makassar New Port currently has a positive impact on development around its area, and 30% agree. Only 2.5% of the community expressed disapproval of the existence of Makassar New Port. Currently, it has a positive impact on development around the area. With the development of the Makassar New Port area, 33.75% of the people think that they agree that the current Makassar New Port development project negatively impacts development around their area, and 28.75% stated that they entirely agree. The community also agrees that the current Makassar New Port development project hurts development around its area ([Mondragon et al., 2012](#); [Lättilä et al., 2013](#)).

The community strongly agrees that the Makassar New Port development project currently provides opportunities for the surrounding community to get employment opportunities of 36.25%. As many as 30% stated their agreement and continued, 31.25% quite agreed, while disagreeing as much as 2.5%. For the current existence of Makassar New Port Providing social changes to the surrounding community, the community stated that they quite agreed by 47.5%. As many as 30% also stated their agreement and continued with 17.5% strongly agree, while disagreeing as much as 5%. And the existence of Makassar New Port Currently Provides a change in the culture of the surrounding community ([Meyers et al., 1995](#); [Rochwulaningsih et al., 2019](#)). The community stated that they quite agreed at 42.5%, followed by a strongly disagreed choice of 25%, and 20% also said they did not agree, while for the agreed option, as much as 7.5% and 5% stated strongly agree.

Descriptive analysis of the community economy from the existence of the sea toll

The questionnaire results describe 80 respondents (community). About 38.75% agree that the Makassar New Port development project increases their family income, and 32% think they entirely agree, then 26.25% think strongly agree. Only 2.5% of the community expressed disapproval of the Makassar New Port development project. Currently, it provides an increase in their family income. With the development of the Makassar New Port, currently providing additional livelihoods for the community, 48.75% of the people strongly agree, 28.75% agree, 20% entirely agree, and 2.5% disagree ([Rinartha et al., 2018](#); [Yang et al., 2021](#); [Syafuddin et al., 2021](#)). With the Makassar New Port project, it can increase the business opportunities of the surrounding community by 47.5%, stating agree, 30% agree, 20% agree pretty agree, and as much as 2.5% disagree. For items with the Makassar New Port project, I feel that the price of land ownership around the project has increased; the community stated that they entirely agree by 37.5%, and as many as 32.5% also stated their agreement and continued 27.5% quite

agree while disagreeing as much as 2.5%. And for the statement item, I feel I have a job opportunity in the Makassar New Port development project; the community stated that they entirely agree at 71.25%, followed by a 21.25% disapproval and 7.5% agree (Hamzah et al., 2014; Kasinathan et al., 2021).

Conclusion

Based on the descriptions that the researchers have presented to the research data collected, which is then processed, regarding the effect of the existence of the Sea Toll (Makassar New Port) on the community's economy in Buloa Village, Tallo District. The study can conclude that there has not been a significant influence either the There are positive and negative differences between the Sea Toll Road (Makassar New Port). On the people's economy in the Buloa Village because the existence of the Sea Toll Road (Makassar New Port) has not yet functioned because it is still under construction.

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