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RESEARCH**

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Chapter - 10
Indonesian Maritime Development: Saumlaki
Fishery Center, MTB Maluku Province

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Chapter - 10

Indonesian Maritime Development: Saumlaki Fishery Center, MTB Maluku Province

Dr. Posma Sariguna Johnson Kennedy

Abstract

The purpose of this research is to study the development of Saumlaki in the fishery priority sector. The research method used is descriptive quantitative and literature review through the documents and focus group discussion. The data used are secondary data published by BPS-Statistics of West Southeast Maluku (MTB) and Maluku Province. Fisheries are an important sector and can be developed in improving people's island welfare. Therefore, need efforts to increase production with the infrastructure and facility development in Saumlaki Fishery Centre.

Keywords: Indonesian development, maritime development, fishery centre, marine and fishery, outermost small islands

1. Introduction

Beginning with the idea of Indonesia is not an archipelago, but is a maritime country. Restoring the maritime glory in the archipelago into one of the world's trade axis which is something reasonable. This is based on the thought of the Indonesian people live in an area consisting of islands and connected by the sea. Indonesia has a larger ocean area than the mainland, which is about 80% of the Indonesian territory. Therefore, it is natural for development towards the land and the sea must be balanced. This gives the consequences of people's lives not only on land, but the activities of society must be geared toward the sea massively.

Indonesia has several need prerequisites for becoming a maritime force. Even, Indonesia is the largest archipelagic country in the world with a vast maritime territory. The coastline is about 81,000 km. Indonesia has more than 17,504 large and small islands. The series of islands extends from East to West as far as 6,400 km and about 2,500 km from North and South. The outline is full of the territory of Indonesia approximately 81,000 km and about 70 percent is the sea. Indonesia is an archipelagic country with the number 2 coastline in the world. (Purwaka, 1989).

Indonesia's marine area consists of 3.1 million km² of the sea of sovereignty and 2.7 million km² of the Indonesian Exclusive Economic Zone (ZEEI). From the data can be calculated the area of the Indonesian sea is 64.97% of the total territory of Indonesia. Indonesia has not yet become a maritime country. The status of Indonesia was only an archipelagic state after the entry into force of the 1982 UNCLOS Convention on November 16, 1994. The maritime nation is not the same as the archipelagic country. (Djalal, 2009)

Indonesia's marine width is 5.8 million km² or 2/3 of state area and coastal length 95,181 km, but fishery gross domestic product still in the range of 2%-3% per year. The number of fishermen increases, but they are still poor. A number of them without boats. The marine fishing fleet is mostly less than 5 GT with low-quality human resources and low production capacity. The realization of the potential of marine aquaculture is still small. Fish farming workers have low per capita land holdings and live a life of poverty. The fishing industry is mostly traditional, micro, and small scale. Medium and large fish processing industry only absorbs a little labor. With the rapidly changing strategic environment, the fishery production system is still running as business as usual. The Canning industry has low production capacity. (Sunoto, 2007)

Coastal areas have not been a top priority for national economic growth. This leads to widening disparity between regions. Though Indonesia is an archipelago has the potential of coastal and marine resources is quite abundant. As a result of a centralized development approach, causing the neglect of local people's aspirations and creativity has implications for development that are inconsistent with the needs of local communities.

Indonesia's marine and fishery potential are very large. The Government supports the issuance of various policies, programs, and development activities in the marine and fisheries sector. However, maritime and fisheries sector policies, programs and activities need adjustments or changes to meet the economic needs that are more focused on improving people's welfare. The development of the marine and fisheries sector still faces problems and challenges to be solved with strategic and effective policies and programs. Attempts to address the many challenges required innovative strategic policies.

Currently, the Ministry of Marine Affairs is intensifying the Integrated Marine and Fishery Centre (SKPT) Program which is aimed at optimizing fishing business, fish breeding, salt farming business, processing, and marketing of fishery products. Marine and fishery business actors are expected

to gain economic benefits. SKPT development based on islands and/or border areas is expected to be a major driver in the development of the marine and fisheries sector. This is done by integrating activities upstream and downstream as well as development in a process of marine and fisheries development. SKPT program will increase accessibility and connectivity in the utilization of marine and fishery resources with the market. (Wardono, 2017)

The main sources used in the development of SKPT are the Regulation of the Minister of Marine Affairs and Fisheries of the Republic of Indonesia Number 48/Permen KP/2015 on the General Guidelines for the Development of Integrated Marine Sentra on Small Islands and Border Areas (State Gazette of the Republic of Indonesia Year 2016 Number 410) ^[4]. SKPT area as the Center of Marine and Fisheries has been started since 2016 with the issuance of Ministerial Decree No. KP. 17 of 2016 which was then updated through Ministerial Decree No. KP. 51 of 2016 on the Establishment of Integrated Marine Center Development Location on Small Islands and Border Areas. (K. K. dan P. R. Indonesia, 2016)

The maritime nation is a country that capable of exploiting the sea, although it may not have much sea, it has the capability of technology, science, equipment, etc. for the management and use of the sea, both its natural wealth space and its strategic location. Therefore, many island countries or island states that are not or have not yet become maritime countries because they have not been able to utilize the sea. In maritime development, many aspects are considered, namely the balance of development between land and sea orientation, resource management in marine areas, development of marine transportation, maritime security and defense, other infrastructure development and budget and defense spending to be prepared. The identity of the Indonesian maritime is still visible sectorally. (Djalal, 2009)

Based on the above explanation, it is necessary to build a common policy to improve the people's welfare of the outer islands and in the border areas. One of the government's good and current programs is to build fisheries centers on small islands called SKPT programs. Saumlaki area, MTB Regency, became one of the programs. The purpose of this research is to study the development of SKPT Saumlaki and the priority of the fishery sector that will be developed.

2. Literature review ^[1]

Long-term Indonesian Planning in Maritime, Marine, Fisheries and Marine Transportation 2005-2025 has various references in the national development plan, namely: MP3EI, master plan Expansion of Indonesian Economic Development 2011-2025; National Long-Term Development Plan for 2005-2025; National Medium Term Development Plan for 2010-2014; Indonesia's Ocean Policy from the Indonesian Ocean Council; Strategic Plan of the Ministry of Marine Affairs and Fisheries Year 2010-2014 (Per.06/MEN/2010); Marine and Fisheries in numbers, Ministry of Marine Affairs and Fisheries; Renewal of Transportation Sector, Support to Strategic Plan 2015-2019 and National Long Term Development Plan, Ministry of Transportation Republic of Indonesia; Strategic Plan of the Ministry of Transportation Year 2010-2014 (Decree of the Minister of Transportation No. KM.7 Year 2010); Technical Guidance for the Use of Special Allocation Funds for Marine and Fishery Affairs; Examples of Strategic Plan of SKPD of Fisheries and Marine Affairs Office of Regency; and the National Strategy for the Development of Underdeveloped Regions, the State Minister for the Development of Underdeveloped Regions of the Republic of Indonesia.

Law no. 17 of 2007 on the National Long-Term Development Plan (RPJP Nasional 2005-2025) stipulates the direction of the development of the state border areas by "changing the direction of development policies that tend to be 'inward-looking' oriented, to be "outward-looking" so that the region can be utilized as the gateway of economic activity and trade with neighboring countries". Under the law, efforts to manage state borders and the development of border areas use the welfare approach in addition to the security approach. Particular attention is also directed to the development of small outer islands on the border that have been missed. (UU 17/2007, 2007)

By global and national changes, such as the start of concern for shipping safety, technological developments, and changes in energy concentration, there will be many other infrastructure developments in the maritime region. Such as a complete and clear sea shipping vessel procurement program for shipping safety, as well as the fourth deposit of the Indonesian Archipelagic Sea Lane (ALKI) to the United Nations Organization in the future. To support e-government and free internet in Indonesia must be built channels/fiber-optic cable or Google Baloon that can connect the entire territory of Indonesia through the Indonesian submarine in the West and East. Gas pipelines also are built for diverting the use of fuel from oil to gas.

¹ Kennedy, Posma S.J. 2018. Challenges of Indonesian Maritime Development, *Elixir Economics* 114 (2018) 49657-49662.

The inequality in the development of maritime transport has resulted in wide distribution gaps, production, and welfare among provinces in Indonesia. As a comparison of the price of basic commodities in Java is much cheaper than in Kalimantan, Sulawesi, and Papua, another example is the sharp difference in prices of cement (one of the main materials in development), in Java Island and Sumatra cement price currently ranges from Rp 50 thousand to Rp 65 thousand per sack, while in Papua and East Indonesia the price of cement ranges from Rp 500 thousand to 1.5 million Rupiah per sack. (Suhendra, 2014).

For the development of sea transportation, sea toll is developed as the National Pendulum, to realize the economic distribution throughout the archipelago. This concept will involve six major ports in Indonesia as the main hubs, namely Belawan, Batam, Tanjung Priok, Tanjung Perak, Makassar, and Papua. These six ports will be the port hub for the distribution of goods in the surrounding area, thus shortening the time and facilitating the distribution of logistics in each region of Indonesia. Thus it is expected to make the prices in the Western part of Indonesia is not much different from the eastern part of Indonesia. Because of the realization of an efficient and integrated distribution system of goods. It must also be built Pendulum Bimasofa wherein it will be built Bitung, Sorong and Fak-fak Port as a large and integrated International Hub Port to compete with the advantages of shipping and trading of neighboring countries such as Singapore and Malaysia. Thus the vision of Indonesia as an International Maritime Axis can be realized.

Some of Indonesia's life cycle products, especially in transportation and maritime have reached the maximum point, proven to be seen with congestion everywhere, long logistics management, and the existence of price disparity. With the awareness of our life-cycle product that is already saturated, at the top of the chart and tends to decline, it is necessary to change the graph for the jump. So, the products can improve performance again. The only way to change performance is with the use of accurate, data-driven technology with an integrated information system in maritime development. To look ahead, Indonesia must be serious about implementing supply chain management, so that all activities/sectors are integrated. The core of supply chain management is the use of technology and information systems that support the rapid integration of sectors, even very quickly. Indeed, many stakeholders have built a sophisticated management information system but are not yet nationally integrated.

All the potential possessed by Indonesian maritime territory is not without threat. Because Indonesia has vast territorial waters, so many doors to get in

and out of the maritime territory of Indonesia. It is causing nontraditional and traditional threats. Non-traditional threats, such as illegal fishing by foreign ships and illegal logging or smuggling of goods and natural resources owned by Indonesia. The picture of losses from the Indonesian marine fishery sector is only a small part of the fact that Indonesia's marine potential is so remarkable. Estimates of the Ministry of Marine Affairs and Fisheries of the Republic of Indonesia (KKP) that Indonesia has a potential of Rp 900 trillion per year. The magnitude of Indonesia's sea potential can not be maximized by the Indonesian government so far, the loss of illegal theft or illegal fishing year to year is increasing. (Gliemourinsie, 2015)

In a maritime country like Indonesia, since independence, for decades, the border community development has not made any significant progress. The border area is also characterized by various cross-border law violations activities, such as smuggling of goods, fish theft, piracy, and so forth. These cases are detrimental to the state for damaging the environment, violating human rights, and causing economic losses to the state. Viewed from the point of view of regional development, there are still many border areas whose development is slow with low accessibility and is dominated by disadvantaged areas with limited social and economic facilities and infrastructure. Implementation of border area management of state area as the mandate of development of RPJPN 2005-2025 has been started since RPJMN I (2004-2009). To encourage the acceleration of the development of border areas, RPJMN II (2010-2014) places the management of border areas of the country and border areas as a national priority.

In reality, many problems faced border areas. It is necessary to formulate a policy and strategy for the economic development of border areas in the forefront, remote, backward regions, especially between Indonesia and neighboring countries, synergic between the central government and local governments on an ongoing basis based on welfare approaches, environmental sustainability, security and defense. A welfare approach is an approach based on the development of economic activities to improve the welfare of the people in the border region. An environmental approach is an approach that considers environmental sustainability and minimizes the impact that development activities will have. While the approach of security is the approach that sees the border as a contiguous area directly with other countries so it needs supervision of the security to maintain the integrity of the Republic of Indonesia.

Although almost all Indonesians live on land, the vast oceans, about 80% of the territory of Indonesia, require development to land and the oceans

should be balanced. Development programs need to be implemented by integrating the economic, social, and political activities of the people in the maritime area by also paying attention to the movement of commodities and human barriers between islands. Therefore the nature of development is not only top down but also bottom-up by directly looking at the needs of each maritime region/district/village.

The development of maritime villages needs to be done with unique specifications from different regions, such as a fishing village, tourist village, industrial village, cultivation village, salt village, and others. And directly there is created an e-government network for maritime villages, making it easy to do monitoring, development in a transparent manner. Because it is also encouraged to fast internet to all parts of Indonesia, especially waters/tourism

3. Research Methods ^[2]

The research method used in this study is descriptive quantitative and literature review. The object of research is SKPT Saumlaki in Kabupaten Maluku Tenggara Barat (West Southeast Maluku District) or MTB. Saumlaki is one of twenty Marine and Fisheries Centers that has been started since 2016. They are strengthened by the issuance of Ministerial Decree No. KP. 17 of 2016 which was then updated through Ministerial Decree No. KP. 51 of 2016 on the Establishment of Integrated Marine Center Development Location on Small Islands and Border Areas.

The data used are secondary in the form of data published by BPS-Statistics of West Maluku Regency and BPS of Maluku Province. The other secondary data is sourced from news articles and relevant offices/agencies in the districts, provinces, as well as from the National Border Management Agency. These offices include local governments such as SKPD and Bappeda, CTF working units such as Quarantine Center, Supervision (SDKPD), extension auxiliary fisheries to SKPD, and private lines such as Pertamina.

The analysis model used is a descriptive analysis based on secondary data and quantitative analysis. Analysis of contribution/role of the fishery to activity in the economic development area of MTB (Saumlaki) can be approached by

² Kennedy, Posma S.J; Tobing, S.J.; Heatubun, A.B.; Lumbantoruan R. 2018. The Study of Indonesian Fishery Center: Case of Saumlaki, MTB Maluku, Elixir Economics 119 (2018) 51130-51135.

Location Quotient (LQ) method as follows:

Table 1: Location Quotient (LQ) Method (Wardono, 2017)

<p>$LQ = [(Eir \times En)/(Er \times Ein)]$ If value:</p> <ul style="list-style-type: none"> • $LQ \geq 1$, then the sector is a specialized base sector • $LQ < 1$, the sector is a non-base sector, not a specialty 	<p>Eir = Gross Regional Domestic Product of the sector in MTB Regency. Ein = Gross Regional Domestic Product of the sector in Maluku Province. Er = Gross Regional Domestic Product of all sectors in MTB Regency. En = Gross Regional Domestic Product of all sectors in Maluku Province.</p>
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4. Discussion ^[2]

One of the government's good and current programs is to build fisheries centers on small islands called SKPT programs. The Integrated Marine and Fishery Centre (SKPT) is the development of small islands and border areas with spatial bases, and marine and fisheries sectors as the main drivers. SKPT is intended to accelerate people's welfare through the development of an independent and integrated island. In terms of marine and fisheries, performance indicators that become the reference include: increasing people's income, fishery production, investment value, credit value distributed, variety of processed products, utilities Fish Processing Unit and export value. Things that are encouraged to be integrated into every SKPT development are ranging from the landing of marine and fishery products, processing from marine and fishery products, to the marketing aspect. To pursue effectiveness and efficiency, SKPT will also be equipped with facilities needed for the fishermen to go back to the sea such as the availability of fuel and logistics needs for another seafaring. Aspects of improving the quality of human resources and institutional strengthening are also the absolute thing that becomes the priority target in SKPT. Thus the main and supporting needs such as electricity, clean water, road access, and fisherman's shelter house become an important thing that can not be separated from the development of SKPT. (KKP, 2018)

This SKPT development is not only the domain of the central government but also fully supported by the local government and related ministries/agencies. Thus, there is a synergy between the marine and fisheries sector with other sectors in the SKPT location. In terms of financing and investment, it also needs support from national banks and other national

² Kennedy, Posma S.J; Tobing, S.J.; Heatubun, A.B.; Lumbantoruan R. 2018. The Study of Indonesian Fishery Center: Case of Saumlaki, MTB Maluku, Elixir Economics 119 (2018) 51130-51135.

private banks. The Partnership and Community Development Program or Corporate Social Responsibility (CSR) from various state-owned and private enterprises is also expected to be channeled to locations. SKPT is developed in 20 major locations spread from Aceh to Papua. In the SKPT field, there is 1.010 aid of fishing vessels and fishing gear to be provided, and there are also 10 units of the integrated cold storage capacity of 500 tons, 450 units of cultivation and 2 units of seaweed warehouses, 36 units of the floating dock, and many other facilities and infrastructure that can be used for product improvement. (KKP, 2018)



Fig 1: Location of Development of Integrated Marine and Fishery Centre (SKPT). (KKP, 2018a)

To promote the welfare and ensure the security of the community in Indonesia's outer islands, the government through the Ministry of Marine Affairs and Fisheries (KKP) builds SKPT at several points. For example, one of them is in Lampa Strait, Natuna Regency, Riau Islands. KKP receives Japanese grants in SKPT development in six areas such as Natuna, Sabang, Morotai, Biak Numfor, Saumlaki, and Moa. The grant will be distributed by Japan through the Japan International Cooperation Agency (JICA) and provide assistance to improve fish quality and will not be directly involved in the operational process.

Japan will also be involved in supervising the quality of fish that goes to SKPT, but the distribution of fish entirely under the authority of the Indonesian side. Japan intends to trade, buy fish, will accompany in terms of quality: the fish must be good, clear size, with good packaging. In Natuna

the east season that occurred around August. Fishermen and coastal communities of Maluku are still living in poverty. Though 35% of national fish production comes from Maluku. Of the 9 million tonnes of national fish production in 2016, Maluku contributes more than 3 million tonnes. Maluku Province has three fisheries management areas (WPP), namely 714 in the Banda Sea, 715 in the Seram Sea, and 718 in the Arafura Sea. The three WPPs in Maluku waters are designated as the main fish producing areas of Indonesia. The management of WPP is integrated within the framework of the national fish logistics system (SLIN). Looking at the huge potential, the government through the Ministry of Marine Affairs and Fisheries (KKP) to build integrated marine and fishery centers (SKPT) in Saumlaki, MTB Regency. (Weekly, 2017)

The Tanimbar Islands, flanked by three fish-rich seas, the Arafura Sea in the east, the Banda Sea to the northwest, and the Timor Sea to the southwest have huge fish catch potential. Tuna fish in the Timor Sea and Arafura reach 490,000 tons per year. While the potential for high-value demersal fish catches such as grouper and snapper reaches 586,000 tons per year. If the assumption of the average price of the high-value fish is Rp 10,000 per kg, then the catch potential in the Arafura Sea and the Timor Sea is at least Rp 10 trillion per year. In 2016, the production of capture fisheries in MTB only reached 9,702 tons with a value of Rp 151 billion. The fishermen produced a total of 11,245 people. Most of the fishermen in MTB are small fishermen who use boats without motorcycles. The gear that is widely used is fishing and gill net. (Ambari, 2017)

The capital of MTB Regency, Saumlaki has enormous potential for natural resources. Saumlaki is included in the fishery management area (WPP) 718 and 714, estimated to have the potential fish in it to reach 2.4 million tons. The potential is still not maximized. In the production and value of catch fisheries of MTB, the number only reached 9,425 tons with a value of Rp 125 billion. In addition to catching products, Saumlaki also has a record of dried seaweed production of 10,714 tons with a value of Rp 96 billion. This marine wealth, inversely proportional to the number of poor people in the MTB which reached 28.58 percent. Only about 24 percent of the potential of fisheries are utilized fisherman Saumlaki. The government is trying to boost capture fisheries in Saumlaki to be driven up to 80 percent. Building SKPT Saumlaki is very important to change the paradox, namely the poverty of society in the middle of the abundance of fish resources. (Ambari, 2017)

SKPT Saumlaki profile

The existence of West Southeast Maluku District (MTB) in Maluku Province is very strategic because it is at the forefront of the archipelago and directly adjacent to Australia. The Ministry of Marine Affairs and Fisheries established the Saumlaki region in MTB Regency as one of the areas to be built into SKPT. In 2016, the production of capture fisheries in MTB only reached 9,702 tons or Rp151 billion. The number of catches, obtained from fishermen who number 11,245 people and spread throughout MTB. The fishermen, mostly small fishermen who use boats without motors with fishing gear are mostly fishing and gillnet. If SKPT has been built, fish catches by fishermen are expected to increase to 36,500 tons per year. The figures, in addition to coming from existing fishermen, are also migrant fishermen who will operate once SKPT is opened. (Ambari Mb, 2017)

SKPT Saumlaki's concept is to integrate the marine and fisheries business chain in one location. The business chain in question is the business stage of starting fishing, landing in PPI (fishery landing center) Ukurlalan, processing at the factory, and then up to the marketing stage. All of these processes were carried out effectively in a central business area built-in 2 hectares area and 2-hectare extension. If it is established SKPT Saumlaki will provide all the necessary needs for the business chain of fisheries and marine. These needs include fish ports, fish auction places, cold storage, boat repair, fuel supply and ice, quarantine for export, and temporary shelter for fishermen.

For development purposes in Saumlaki, a PPI Ukurlalan is being implemented and the construction of several new facilities. Meanwhile, the facility is built with, cold storage capacity of 200 tons, 3 units of ice flake machine with a capacity of 1.5 tons per day, electrical installations, and fueling stations. Repairs were made to PPI docks and fish auction places. The port is planned to be used as part of SKPT Saumlaki. Funding will be done by the Central Government. Funding will also be conducted by the Government of Japan through the Japan International Cooperation Agency (JICA). The agency will support funding to build fishing ports, fish markets, sea radar (coastal radar), and monitoring satellites. (Ambari Mb, 2017)

Saumlaki's development efforts as a center for fishery and marine business are handled by various working units of local government, such as SKPD and Bappeda, work units of KKP such as Quarantine Center, Supervision, extension fisheries auxiliaries, and private sector such as Pertamina. The tasks include the facilitation of various dimensions of fishing activities, cultivation, strengthening of the organization's human resources, to

fix vital affairs in moving the business lines such as PPI Ukurlaran in the west of Saumlaki City. Before the KKP took the initiative through SKPT, the utilization and trade of domestic and exported marine products had not yet applied standards and procedures.

For example, on quarantine management, fish health checks, size feasibility, fishing boat licenses, and so on with almost no procedures and controls. During the intervention, the Government still looks very partial due to budget constraints. For example, there are facilities built-in 2007, then next year built another facility and so on. When expecting functional, the initial building is not working. This is the general condition of marine and fisheries in Indonesia. Therefore, new and progressive, rational, and factual breakthroughs and business planning are needed. The entry of investors is important but this is not easy, because it needs a thorough reading on all aspects, social, economic, and political. Nothing is easy on the coast and the sea. If the PPI is running and functioning well, then the economic fish such as tuna, skipjack till lobster which becomes the excellence of MTB product. (Azis, 2016)

The existence of SKPT Saumlaki is believed to be beneficial for the citizens of MTB Regency and open all potential of fishery and marine and economy in general. In MTB itself, the potential that has not been well developed yet is the capture of large high-value pelagic fish such as tuna, skipjack, and tuna. Large pelagic fish found in the Timor Sea and Arafura surround the Tanimbar islands in MTB. Apart from the Banda Sea as well. Of the large pelagic potential, per year can be caught at least 490 thousand tons. In addition to large pelagic fish, another potential that can be developed maximally through SKPT in the demersal fish catch is also high value. The fish in question, such as grouper and snapper that potency reaches 560 thousand tons per year. (Ambari Mb, 2017)

Saumlaki SKPT development should not only focus on capture fishery but also need to intervene to increase production and processing of seaweed. MTB seaweed production is the 3rd largest in Maluku province after Tual City and Southwest Maluku District. Seaweed intervention is done through synergy with the Kementrian Desa (Village Ministry) with the aquaculture estate program. In Saumlaki there is a seaweed processing plant (chip) in Lermatang Village, Saumlaki, built by the Village Ministry in 2010. But until now, the factory has not yet operated. To overcome this, the integration program becomes the key to success. KKP, Village Ministries, Maluku Province Local Government, and West Southeast Maluku Government should solve the problem and action plan in developing SKPT Saumlaki. Because Saumlaki is

a border area that has meaning and plays an important role in geo-strategic, geo-economic, and geopolitical spectacles for the country and nation of Indonesia. (Ambari, 2017)

The KKP should accelerate the development of SKPT Saumlaki by widening the development focus from the provision of fishery infrastructure to social engineering to increase the number of fishermen and forming a strong fishermen organization. Need to open options to bring fishermen from outside Saumlaki with mature social preparations related to settlements and transform social process with local communities to avoid conflict. There needs an effort to improve the skills, abilities, and work ethic of Saumlaki local fishermen to increase the catching. (Ambari, 2017)

SKPT Saumlaki will be busy stopping by fishing vessel fishermen who want to do loading and unloading. One reason is the presence of the Masela Block. The Masela gas field is located in the same way as SKPT Saumlaki, in the MTB District. When the Masela Block operates, it will absorb a considerable amount of labor. That means their protein needs like fish will be filled from the Saumlaki local fishermen. If developed then investors will be interested. This potential is large enough if the Masela Block operates, and the Saumlaki fishery industry can provide it. For example, Timika Port always provides 7 tons of fish/day for the Freeport employees' protein needs. The government will meet all the fishermen's needs and dialogue for fishermen to come to SKPT Saumlaki. (Kusumawardhani, 2017)

SKPT Saumlaki is targeted to operate on a limited basis in 2017, and the construction of all facilities and infrastructure is expected to be completed by 2018. If the facility is complete, then hundreds of fishing vessels operating in the Arafura Sea will land the fish at SKPT Saumlaki. The fishing boats include the former cantrang (nets) fishing boats from Java which are now widely operated in Arafura. KKP in 2017, will hand over 38 fishing vessels with size below 5 GT to Saumlaki fishermen through cooperatives. The ships were equipped with fishing gear and cool box. The existence of SKPT Saumlaki is predicted to increase the production of MTB fishery from 9,702 tons per year to about 36,500 tons per year. (Marta, 2017)

Benefits of sea toll to Saumlaki

Various loading and unloading activities decrease and increase logistics goods to and from Saumlaki, MTB Regency, Maluku Province, A row of large ships docked at the main dock. In addition to the logistics vessel, the anchored ship is also owned by the Marine Security Agency (Bakamla) based in Ambon. Rows of small boats belonging to the residents and islands around Saumlaki

also many who docked. There is also a sea toll road network with the national route by the T-2 route. (Ambari Mb, 2017)

The distance of Saumlaki from Ambon is 1 hour 40 minutes by air. Based on data from the Central Bureau of Statistics (BPS) of MTB Regency, the number of passengers arriving at Mathilda Batlayeri airport in 2016 reaches 38,346 people, tending to increase from year to year. The number of passengers passing through Saumlaki Port in 2016 is 20,286 people. The increase in people's visits to Saumlaki is inseparable from the start of the city's economy. Saumlaki's economy began to accelerate since the sea toll program. Toll sea is a marine transportation system with a ship or marine logistics system, which serves non-stop from Sabang to Merauke. (Ambari, 2017)

Toll sea aims to state economic growth between regions and grow new economies. Of the 11 sea toll trains currently operating, one of the routes passes through Saumlaki. The route is T-2 with route Tanjung Perak-Kalabahi - Moa - Saumlaki - Dobo - Merauke - Dobo - Saumlaki - Moa Kalabahi - Tg Perak. One trip (voyage) T-2 takes 28 days. The sea toll boats carry staple goods from large cities to remote areas mostly located in eastern Indonesia. From Tanjung Perak Surabaya, sea toll boats carry rice, soybeans, chili, onion, sugar, cooking oil, wheat flour, beef, chicken meat, eggs to Saumlaki, and other areas in eastern Indonesia. While from Saumlaki, sea toll boats bring fresh fish such as milkfish, bloated, tuna, skipjack and tuna to Surabaya. (Ambari, 2017)

Within a year, sea toll boats are targeted to stop at 9 times at the Saumlaki Port. The regular visit of the sea toll boats to Saumlaki makes trade transactions increase. It also lowered commodity prices in Saumlaki. The price of rice, for example, fell by about 22 percent compared to before the sea toll. Then the price of sugar dropped 28 percent, the price of cooking oil dropped 15 percent, wheat flour fell 29 percent, chicken meat fell 28 percent, eggs fell 49 percent, plywood fell 17 percent, and cement prices fell 22 percent. The increasing of trading activity in Saumlaki is indicated by the increasing number of Business Place Permit (SITU) issued by the MTB regency government. By the end of 2014, the number of SITUs is only 317 permits. But by the end of 2016, the number jumped four-fold more to 1318. (Ambari, 2017)

The number of traders also increased from 1,129 people in 2014 to 1,658 in 2016, an increase of 47 percent. The condition eventually boosted the economic growth of MTB by 5.91 percent in 2016, or higher than the national economic growth of 5.02 percent. As a result, the level of prosperity of the

MTB community continues to increase. They also use banks to buy houses and motor vehicles, and other needs. Based on Bank Indonesia's study, household credit in MTB per June 2017 reached Rp 567.9 billion, an increase of 12.52 percent over the same period a year earlier. (Ambari, 2017)

The connectivity also built between Ambon and Saumlaki in the south, integrated with land access and sea crossing, through Trans Maluku. Trans Maluku will connect between land and sea so that access Maluku Islands land to connect well. Currently, the Trans Maluku Road development program is in the planning and budgeting phase, with the cost of using central and local government budgets ^[9]. (Maluku Post, 2017)

Export development plan at SKPT Saumlaki

Ministry of Maritime Affairs and Fisheries (KKP) thought to drive fisheries business done in practical ways. Among them are like exporting fish (Azis, 2016):

- From Biak or Papua to Palau in the Pacific.
- From Maluku to Cairns, Darwin, Brisbane-Australia.
- From Simeulue and Mentawai to Malaysia, Singapore, Penang, to Phuket Thailand.
- From Nunukan to Davao and Hongkong.

This is much more efficient than going to distribution points like Jakarta or Makassar. To boost exports, KKP built a fish quarantine center in Saumlaki. Thus, the quality of export fish from Saumlaki will certainly be of high quality and meet export standards. Next will stand the customs office and immigration office.

The presence of SKPT Saumlaki can cut the travel time of the export of marine and fishery products from MTB and its surroundings. Fish export directly from Saumlaki to Darwin will certainly be more efficient than the first brought to Jakarta or Surabaya and then exported, as has been done. Exports are mainly made to the Oceania region such as Australia and New Zealand. With air transportation spaced just 490 kilometers, the fishery from Saumlaki can reach Darwin in about 40 minutes. Flight route Saumlaki-Darwin by ATR flight. Flights will be done regularly at least once a week. At an early stage, Saumlaki-Darwin flights are likely only for cargo. From Saumlaki, the aircraft will bring sea products, especially high-value fish such as tuna, snapper, grouper, lobster, squid and shrimp. While from Darwin, the plane can carry meat or other necessities. With the plan to export fish directly from Saumlaki to Darwin, fishermen can get a higher selling price as long as the quality of their catch is good. (Ambari, 2017)

For the next stage, it is expected Australian tourists are also interested to visit Saumlaki are rich with marine tourism such as beaches, small islands, and mangroves. Flight Saumlaki-Darwin not only boosts the trade sector, but also the tourism industry in Saumlaki. The next effect, investors will flock to Saumlaki. They will invest in the fish processing industry, trade, and tourism such as building resorts on small islands. This will boost Saumlaki's economy significantly. (Ambari, 2017)

Analysis of agriculture, forestry and fishery

The economic structure of MTB Regency based on the business field is dominated by agriculture, forestry and fishery sector, which is shown in the table below:

Table 2: PDRB of MTB Regency Based on Constant 2010 Prices by Business Field 2010-2016 (Million Rupiahs). (Barat, 2018)

	2013	2014	2015	2016
Agriculture, Forestry and Fisheries	249152.54	264887.34	274091.65	289535.10
Mining and Quarrying	19582.08	21014.30	22136.80	23256.68
Industrial Processing	17741.45	18963.59	20266.12	22234.49
Electrical and Gas Procurement	591.66	789.87	791.07	856.01
Water Supply, Waste Management, Waste and Recycling	9355.21	10192.97	10592.78	10792.78
Construction	169054.29	183607.40	195729.40	205850.39
Wholesale and Retail Trade, Automobile and Motorcycle Repair	114026.69	118834.69	127148.56	134443.25
Transportation and Warehousing	35892.86	39363.36	42570.46	44824.14
Provision of Accommodation and Eating Drink	22742.68	23866.48	25623.10	26482.09
Information and Communication	30471.64	32885.75	36088.80	37092.75
Financial and Insurance Services	37608.55	40160.32	42911.90	47084.30
Real Estate	3641.62	3775.46	4095.78	4200.44
Company Services	7556.97	7784.37	8125.01	8316.11
Government Administration, Defense and Social Security Compulsory	364428.08	386803.46	414029.50	445487.50
Education Services	42751.84	46821.07	48919.51	50439.23
Health Services and Social Activities	46615.97	47873.97	50063.76	50850.25
Other Services	14274.52	14626.21	15158.42	15720.42
Regional Domestic BRUTO Products	1185488.6	1262250.6	1338342.6	1417465.9

The role of the fishery sector can be seen from the LQ value of agriculture, forestry, and fishery sector in MTB Regency as the graph below.

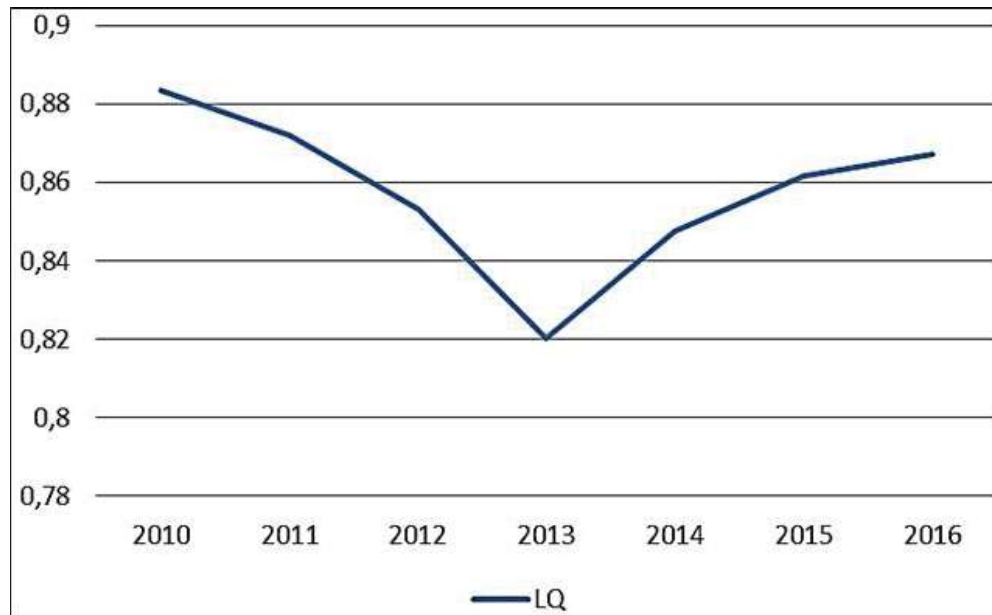


Fig 3: Image of LQ Value of Agriculture, Forestry and Fishery Sectors in MTB Regency

Source: data result.

LQ value of fishery value less than 1 but tends to increase and close to 1. This indicates that the role of MTB fishery in the regional economy of Maluku Province is big potential. The results of this study show that there are other district areas besides MTB Regency that become the economic base for agriculture, forestry and fishery sector in Maluku Province.

This indicates that the fishery sector is important. Especially for the Maluku economy because almost all districts contribute to a regional gross domestic product from this sector. The structure and determinants of regional economic growth are increasing in the era of autonomy. Each region is vying to increase its regional economic growth. This is very important for the Regional Government in determining the efforts that can be done to encourage their economic growth. The development of economic activities that cause goods and services produced by society must be increased.

5. Closing

Indonesian Vision as a maritime country is a strategic step in promoting sovereignty and improving the national economy. Security and maritime defense must be maintained well. The combination of a good economy and strong security by the concept of maritime is expected to make the people of Indonesia prosperous and sovereign.

West Southeast Maluku District (MTB Regency) has strategic value, both in terms of security and defense of the country as well as economically. The fisheries sector is important and can be developed in improving people's welfare. Efforts to improve the welfare of the community one of them is through the SKPT program in Saumlaki. The area of MTB Regency has considerable fishery potential but the utilization rate is still relatively low. Therefore, need efforts to increase production with the addition of infrastructure in SKPT Saumlaki. The potential increased production allows the share of fisheries in the development of the economy can still be greater. The main strategy is to build connectivity between production centers with industrial centers and markets.

Indonesia's fishery industry needs to pay attention to connectivity for its marketing. SKPT areas need to be encouraged to export their products directly without going through the hubs or points that have been done. In the case of KSPT Saumlaki, exports can be made to Darwin Australia, without going through Jakarta or Surabaya. The centralized point or hub model leads to an inefficient network of fishery industries in the Indonesian islands. The point model is a fishery port industry-based fishery model that serves as the central economic activity of the fishery sector for the port itself, not rely on inter-island links. The application of the point model can nourish the oligopsony trading system resulting in the deadweight loss (DWL). In connection with the above, it is necessary to fix the industrial network between the capture fisheries industry centers to improve the efficiency and welfare of the community.

All long-term programs are in good planned, but for implementation, it must be accelerated. There are differences in current general conditions with the planning, as well as the vision that needs to be improved by the expectations of the government and all stakeholders. The work programs must touch all people for their welfare. Some of the challenges in making action programs that need to be improved are transparency, legal certainty, good governance, integrated maritime commodity markets, and the existence of a maritime think-thanks center.

Management of resources does not provide optimal results if the processing is ineffective. Efficient and effective are the two meaningful words used by economic actors in the tight competition today. The management of maritime resources can not be separated from logistics activities, such as warehousing, transportation, terminal, licensing, and others. Currently, the relationships between these sectors are still stand-alone and not yet integrated, so that inter-sector is connected with high delays. Such delays, lead to high logistics costs thus reducing Indonesia's competitiveness.

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