

The Role of The Citizenry Shipping in the Regional Economy in Areas Islands in South Sulawesi Province - Indonesia

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Abstract: The province of South Sulawesi has natural resources (NR) in some sectors are; agriculture, plantation, livestock, and industry. Each region has a sector basis and non bases in the economy so that the role of transport for the distribution of desperately needed. South Sulawesi province has many islands, so the shipping transport citizenry play a role in improving the economy as a means to support community activities and reducing the isolation of the islands. The research is descriptive quantitative, to analyze the benefits of cruise people in the economy of the islands and calculations using formula of Regional Specialization Index (RSI) and the Location Quotient (LQ).

The results of this study showed the city of Makassar has a base sectors that have comparative advantages (a value $LQ > 1$) in the sectors of manufacturing, electricity, gas, water, building, trade, hotels, restaurants, transport, communication, finance, real estate and business services. Whereas the non base that has a value $LQ < 1$ i.e., agriculture, mining, quarrying, and offices. While in Selayar Regency is the sector non base that has a value $LQ < 1$ i.e., electricity, gas, water supply, trade, hotels & restaurants, industrial processing and finance, real estate and offices. By him that the Shipping Citizenry in South Sulawesi is still very necessary to distribute the demand for electricity, gas, water and the processing industry in Selayar Regency Islands of Makassar which become the flagship in the sector, but it also plays an important role in connecting and meeting the needs of the communities in the islands that easily reached by the commercial shipping. The Shipping Citizenry is called "PELRA" development need goods preparation in the marine transportation infrastructure in the province of South Sulawesi as expected unloading using cruise folk to increase until 2030.

Keyword: citizenry services, ports, and economic sectors

I. INTRODUCTION

Development areas that combine an economic aspect, environmental growth has begun to develop. In Indonesia the concept of regional development has been progressing for each period. Start from the development of regions with sectoral and partial development in the era of the 1960s. Connectivity between regions are interdependent linkages with complementary stages between regions so as to realize the interaction between the regions. In the current regional development regions have an important role, knot distribution services flow of goods is an economic phenomenon that mutual stand. Transportation services, as determining factors of economic growth in the region is needed since the first human

South Sulawesi region which has the advantage of natural resources (NR) in the Agriculture sector is a commodity other than that there is also the plantation sector, the livestock sector, and industry. The production sector of the economy in the province of South Sulawesi in addition to internal consumption also exported overseas as well as to the needs in other provinces. Transport used for the carriage other than ground transportation for the area that has been available for road infrastructure in the province of South Sulawesi also use both exports and sea transportation between islands and on the islands in the province of South Sulawesi. Transportation is widely used in the area of the islands is the cruise people who play a role in improving the economy and as a means to support the activities of the community as an access in an effort to reduce the isolation of the islands in the area.

Shipping transportation services industry people are very useful in sea transport subsystem to connect centers of economic growth not being reached by national vessels, and is one of the service industries that are labors intensive and involve lower economic. Development of ocean freight shipping citizenry directed to improve transport services to remote areas and/or water that has a groove with limited depth including rivers and lakes; to enhance the ability of a business field of sea transport and employment.

Based on the data of the Central Bureau of Statistic, the economic growth of South Sulawesi in 2013 is in the range of 6% to 8%, and on a quarterly basis. South Sulawesi growth well above the national oncoming 4.94% (quartal to quartal) during the second three months in 2013 compared to the previous period. By looking at the percentage of economic growth in South Sulawesi, so it is needed the role of transport, especially shipping people in support of distribution logistics and transportation between islands population, especially the islands of the South Sulawesi Province

II. METHODOLOGY

The process of drafting the study starts with identifying the shipping citizenry ship operating in the islands in the South Sulawesi province and conduct an inventory of data on production of goods and passengers transported of the shipping citizenry ship for a period of five years (2008-2012). In addition, this study also inventory the number of ship visits *PELRA* (Shipping Citizenry), crop types and number of loading and unloading of goods from the port of origin to port of destination (OD) as well as the performance of the road into the center of production and consumption centers.

After the identification and inventory of the data, and then do calculations using formulas IRS and LQ

Model coefficient IRS:

$$IRS = \sum \alpha \left[\frac{E_{ir}}{E_r} - \frac{E_{in}}{E_n} \right]$$

$$\alpha = 1, \text{ when } \left[\frac{E_{ir}}{E_r} > \frac{E_{in}}{E_n} \right] \text{ and}$$

$$\alpha = 0, \text{ when } \left[\frac{E_{ir}}{E_r} < \frac{E_{in}}{E_n} \right]$$

Information :

- E_{ir} = Value of Production (Rp) sector in the province r.
- E_r = Value of Production (Rp) in the province r.
- E_{in} = Value of Production (Rp) sector i in the wider region.
- E_n = Production value (Rp) Total in the wider region.

Model coefficient LQ:

$$LQ = \left[\frac{E_{ir} \times E_n}{E_r \times E_{in}} \right]$$

Likewise, the calculation of road transport connectivity by using formula

$$K_{TJ} = \frac{NTJ \cdot VTJ}{R A-L \cdot tTJ}$$

Information

- NTJ : Number of road transport node
- VTJ : Volume transport node jajan
- R A-L : Ratio The area and the length of the road
- tTJ : Average travel time of road transport

Table 1. Indicators of the level of connectivity

No.	Level of Connectivity	The travel time between nodes (Tij)	Notation
1	Perfect	Less than 1 hour	Tij < 1
2	Very good	1 to less than 2 hours	1 ≤ Tij < 2 hours
3	Good	2 to less than 6 hours	2 ≤ Tij < 6 hours
4	Low	6 to less than 12 hours	6 ≤ Tij < 12 hours
5	Very low	12 to less than 24 hours	12 ≤ Tij < 24 hours

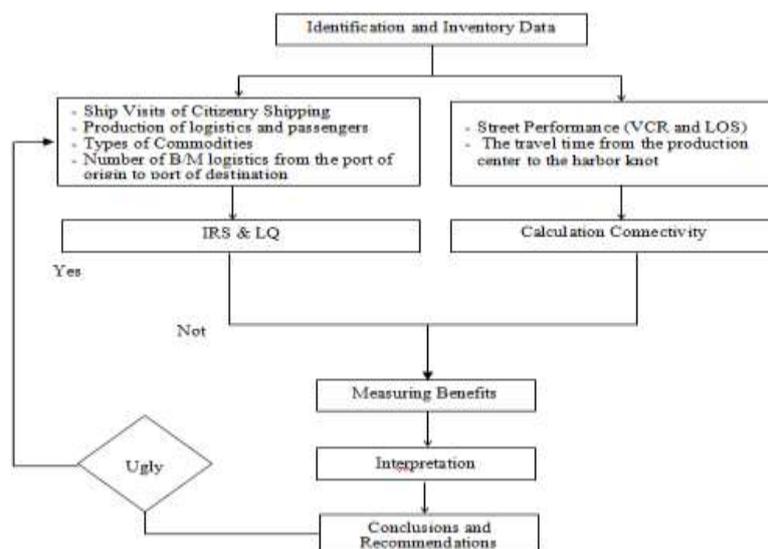


Figure 1. Flow Thought Study

The research is descriptive quantitative, to analyze the economic benefits of the cruise citizenry in the islands in the province of South Sulawesi.

The variables used in the study include variables derived from shipping benefits the people in the economy of the islands.

III. RESULTS AND DISCUSSION

Rona South Sulawesi Province area

Geographically, South Sulawesi province situated between 0 ° 12 'to 8 ° south latitude and 116 ° 48' to 122 ° 36 'East Longitude. The boundaries of the province of South Sulawesi, west bordering the province of West Sulawesi and Makassar Strait, north bordering the province of Central Sulawesi and West Sulawesi east with the Gulf of Bone and Southeast Sulawesi province, and the South Flores Sea.

The area of South Sulawesi province is 45764.53 km² with a population density of 126 people / km². In general, mountainous landscape and its inhabitants are scattered on the coast. Number of people living in South Sulawesi province in 2008, a man many souls 3,763,085 (48.21%), women 4,041,939 inhabitants (51.79%) Total 7,805,024, comprised of 21 regencies, 3 City, the Districts 303 , 2946 Village/Sub. While the district is the largest North Luwu and the smallest is Parepare.

The number of islands in the province of South Sulawesi comprises a total of 295 pieces of the island that has been named as many as 190 pieces, and the island has not been named as many as 105 pieces

Paotere Port of Makassar

Paotere is a port situated in Ujung Tanah District, Makassar, South Sulawesi. Ports within ± 5 km (± 30 minutes) from the center of Makassar is one of the ports shipping citizenry heritage of the old days are still survives and is evidence of the Kingdom of Gowa-Tallo since the 14th century when the dispatcher about 200 fleet boat Phinisi to Malaka.

Paotere Port now is still used as a cruise port citizenry like Phinisi Lambo and also became the center of commercial fishermen, which can be seen along the road in the port of lined shops that sell various types of dried fish, fishing gear, as well as several seafood restaurants.

Paotere Port of Makassar is also a place of unloading of hundreds of boats anchored Phinisi in Makassar. Nearly 24 hours of loading and unloading activities going on in Paotere Port going towards or any of the cities in eastern Indonesia more, like, Balikpapan, Nunukan, Samarinda, Surabaya and other cities. The Phinisi ships transporting logistics such as grocery items, instant noodle, rice, cement, and other logistics. This ship has a carrying capacity of up to 500 tons.

Long-term Government of Makassar will make the port of *phinisi* ship citizenry as a tourist area with a variety of design development. The port with *phinisi* ships as an appeal would be able to attract wistawan to visit this port. For this realisation, Makassar city government will do a better arrangement of the pier, with the addition of the dock area will make the ship leaned in Paotere Port better organized. Paotere port will remain enabled the people of the port in serving small ships and traditional ships.

Table 2. Paotere Port of Makassar

Station	Pier	Pier Function	Size		
			Length (meter)	Wide (meter)	Depth (MLWS)
Paotere Region	Paotere I	Public (Citizenry Ship)	100	10	12
	Paotere II	Public (Citizenry Ship)	52,36	10	12
	Paotere III	Public (Citizenry Ship)	52	10	12
	Paotere IV	Public (Citizenry Ship)	52	10	12
	Paotere V	Public (Citizenry Ship)	33,5	10	12
	Paotere VI	Public (Citizenry Ship)	33,5	10	12
	Paotere VII	Public (Citizenry Ship)	33,33	10	12
	Paotere VIII	Public (Citizenry Ship)	33,33	10	12
	Paotere IX	Public (Citizenry Ship)	52,36	10	12
	Paotere X	Public (Citizenry Ship)	33,5	10	12
	Paotere XI	Public (Citizenry Ship)	50	10	12

Source: PT. Pelindo IV

Port Paotere yard

Yard I

Size : 1,801 m²

Capacity : 1,081 tons/m²

Yard II

Size : 1,974 m²

Capacity : 1,184 tons/m²
 Yard III
 Size : 4,187 m²
 Capacity : 2,512 tons/m²

Regional shipping networks in the province of South Sulawesi is dominated by transport by a traditional ship, particularly in the island group in Selayar Regency, Islands Pangkajene Regency, and Makassar. Data cruise ship traffic in the port of Makassar are presented in the Table 3.

Table 3. Citizenry cruise ship traffic at the Port of Paotere-Makassar

Description	Unit	2008	2009	2010	2011
Citizenry Shipping	Call	1.481	1.539	1.400	1.631
	GT	208.892	203.539	165.982	201.946

Source: PT. Pelindo IV, 2012

On the Table 4 presents the ship visits through the port of Jampea, Bonerate, and Fortress in Selayar Regency.

Table 4. Citizenry cruise ship traffic in Selayar Regency

Description	Unit	2008	2009	2010	2011
Jampea	Unit	406	404	487	498
Bonerate	Unit	215	378	389	411
Benteng	Unit	1.433	1.524	1.088	1.169

Source: Department of Transportation, Communication and Information of Selayar Regency, 2012

Table 5. Piers production in South Sulawesi Province in 2010

No.	Ports	Passengers	B/M Logistics (ton)
1	Benteng (Selayar)	510	53.672
2	Jampea (Selayar)	12.095	6.854
3	Bulukumba (Bulukumba)	1015	20.385
4	Bantaeng (Bantaeng)	-	1.034
5	Jeneponto (Jeneponto)	807	28.430
6	Sinjai (Sinjai)	902	42.962
7	Tujuh-Tujuh (Bone)	-	46.264
8	Bajoe (Bone)	20.496	50.888
9	PattiroBajo (Bone)	143	3.502
10	Biringkasi (Pangkep)	-	3.455.989
11	Awerange (Barru)	1.646	33.193
12	Siwa (Wajo)	224.011	34.038
13	Palopo (Palopo)	7.654	595.416
14	Malili (LuwuTimur)	-	1.166.794
15	Makassar (Makassar)	932.986	3.221.619
16	Parepare (Parepare)	614.206	1.063.573

Source: Central Bureau of Statistic, 2011

Biringkassi port has a percentage of the flow of logistics is quite high (35% of total) for the port Biringkassi which is a dedicated port and continuously load and unload coal, cement, port-related Palopo existence as a port of palm oil, Parepare port including commercial port that spend a lot of commodity food from its hinterland are Sidrap, Pinrang, and Wajo which is a rice surplus area.

Sea port in South Sulawesi has a pattern of activity broader network services in addition to the port of Makassar and Parepare port also Awerange in Barru Regency, Palopo and Streaks. There are also two port which is special ports, such as ports and harbors Malili Biringkassi.

Network Infrastructure

Makassar as the main gateway for Eastern Indonesia has a very strategic in terms of the distribution of logistics of the western region to the central and eastern. In this case the knots of important port in South Sulawesi are presented in the Table 6.

Table 6. The knot strategic port in the province of South Sulawesi

No.	Ports	Regency/town	Facility		Status
			Pier	Depth	
1	Paotere	Makassar	560.5 m ²	3 M.Lws	PN
2	Maccini Baji	Pangkep	70x8 m ²	2.5 to 3 M.Lws	-
3	Awerange	Barru	(114x8) m ²	5 to 7 M.Lws	PN
4	Pare Pare		Nusantara Base (35x8) m ² (200x15) m ² (80x15) m ²	- 7 to 9 M.Lws - 7 to 9 M.Lws - 6 to 7 M.Lws	PN
5	Pare Pare		Cappa Ujung Base (100x20) m ²	- 9 to 11 M.Lws	PN
6	Malili (in the River)	East Luwu	(33x7) m ² (at the river) wooden floor	-4 M.Lws	PN
7	Malili (Lampia)	East Timur	(10x80) m ²	- 10 to 12 M.Lws	- has the potential to ekspor/import)
8	Palopo	Palopo	(190 x 15) m ² (35x6) m ² Citizenry Shipping	-6 M.Lws -3.5 M.Lws	PN has the potential to ekspor/import
9	Siwa	Wajo	(73x5.5) m ² at the river (70 x 10) m ² Plan	2.5 to 3 M.Lws 5 to 6 M..ws	PN PN
10	Pattirobajo	Bone	(34x7) m ²	-5 M.Lws	PR
11	Bajoe	Bone	(110x5) m ² Citizenry Shipping	-5 M.Lws	PN
12	Tuju Tuju	Bone	(42x5) m ² (concrete pier)	-2 M.Lws	PR
13	Sinjai	Sinjai	(70x8) m ²	-5 M.Lws	PN
14	Bulukumba	Bulukumba	(122x8) m ² (TA. 2004 to 2008); Old Pier (50x6) m ² (already demolished in 2007).	3 to 6 M.Lws	PN
15	Selayar	Selayar	(70x7) m ²	-5 M.Lws	PN
16	Pamatata	Selayar	(60 x12) m ²	- 10 to 15	PL
17	Jampea	Selayar	(50x10) m ²	-5 M.Lws	PR
18	Bonerate	Selayar	(8 x 45) m ²	-5 M.Lws	PL
19	Kalatoa	Selayar	(40x10) m ² Plan	-4 M.Lws	PL
20	Bantaeng	Bantaeng	(50x10) m ²	-5 M.Lws	-
21	Jeneponto	Jeneponto	(50x10) m ² Plan 2009	-5 M.Lws	PN
22	Marabombang	Pinrang	(55x8) m ²	-5 M.Lws	-
23	Jalang	Wajo	(30x5) m ² (Wooden Pier)	- 1,5 M Lws	PR
24	Galesong	Takalar	(70X8) m ²	-4 M.Lws	-
25	P. Kayuadi	Selayar	(35 x 8) m ² Not yet built	-5 M.Lws	PL
26	Garongkong	Barru	(200 x 20) m ²	-12 M.Lws	-
27	P. BalangLompo	Pangkep	(8 x 35) m ²	-4 M.Lws	-
28	Belopa	Luwu	(50 X 6) m ²	-3 M Lws	-

Base Sector Analysis and Non-Base in Makassar and Selayar Regency Islands

Based on the analysis of LQ over the last 5 years (2008-2012), the building sector that have the highest LQ value and the average value of LQ her over the number one (LQ> 1) that is equal to 1.80. This means that the sector is the dominant sector in Selayar Islands Regency. The sector has increased from year to year and over the last 5 years never move to the non base.

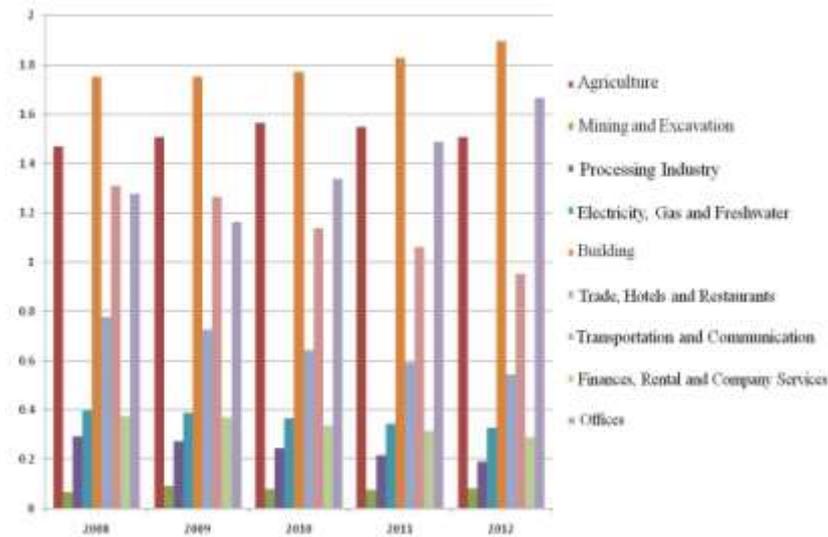


Figure 1. The LQ development in Selayar Regency Islands

Based on the chart above analysis LQ during the last 5 years (2008-2012), the sector of electricity, gas and water utilities that have the highest LQ value and the average value of LQ her over the number one ($LQ > 1$) that is equal to 1.92. This means that the sector is the dominant sector in Makassar. The sector is increasing, although tends to fluctuate during the last 5 years and never move to the non base.

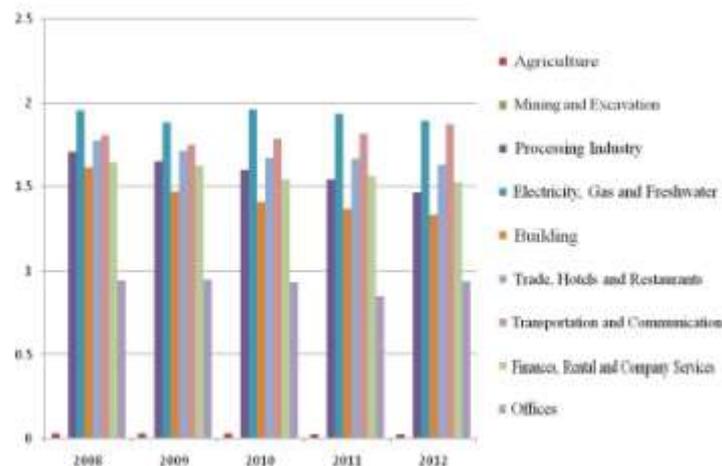


Figure 2. The LQ Development in the city of Makassar

The results of the calculations for the region LQ Selayar Regency Islands as in the Figure 2 are Sector Electricity, Gas & Water has LQ average of 0.37 means non bases so as to meet the needs in the territory still needed Selayar Regency Islands imported from other regions, if LQ is equal to one means sufficient to meet the needs of the region, 0.37 means Selayar Regency Islands must import amounted to 0.63 from other regions. Trade, Hotels & Restaurants LQ has an average of 0.65 means that non bases so had to import 0.35 to meet local needs Selayar Regency Islands. While the manufacturing sector has an LQ of 0.24 mean importing 0.76, Finance, Real Estate and Business Services has LQ of 0.33 mean importing of 0.67 to meet the needs in Selayar Regency Islands still less.

Based on the above formula Islands Regency connectivity that interact directly with the port of Paotere - Makassar cruise ship people who use the obtained level of connectivity as follows.

- Selayar Regency : 117,62
- Jenepono Regency : 248,82
- Pangkep Regency : 2.349, 11

While indicators of the level of connectivity based on the travel time between the cities of Makassar knot with the Capital of Selayar Regency, Jenepono and Pangkep as follows:

- Selayar Regency connectivity rate is low because the travel time $\leq 6 \text{ Tij} < 12$ hours
- Jenepono Regency connectivity rate for travel time $2 \leq \text{Tij} < 6$ hours
- Pangkep Regency level of connectivity is very good because of the travel time $1 \leq \text{Tij} < 2$ hours

Based on the description above can be seen that the Regency Islands of Selayar still in great need of logistics imported from other areas to meet the needs in the region. For the shipping of the citizenry is very important to distribute the logistics that become a necessity in the area. The cruise citizenry, in addition to being one of the economic actors in the region Selayar Islands Regency is also capable of playing an important role in fostering the process of national integration because it can cater to rural and/or water that has a groove with limited depth including rivers and lakes.

The growth of the cruise ship traffic of citizenry in Selayar Regency Islands like in Jampea Port, Bonerate, and Fort generally show a positive trend per year, this indicates that the activities of shipping freight citizenry although it is managed traditionally but already works quite well.

There are 16 ports in the province of South Sulawesi will see the potential for future development until 2030, the extrapolation method obtained forecasting flows of logistics (B/M) and 16 passengers on the port. Figure below presents the results of forecasting the flow of logistics and passengers.

Table 7. Prediction of volume loading and unloading of logistics at the port (Ton/year)

No	Ports	Year				
		2010	2015	2020	2025	2030
1	Benteng (Selayar)	53.672	56.966	61.368	66.111	71.220
2	Jampea (Selayar)	6.854	7.275	7.837	8.443	9.095
3	Bulukumba (Bulukumba)	20.385	21.636	23.308	25.110	27.050
4	Bantaeng (Bantaeng)	1.034	1.098	1.183	1.274	1.372
5	Jenepono (Jenepono)	28.430	30.175	32.507	35.019	37.725
6	Sinjai (Sinjai)	42.962	45.598	49.122	52.919	57.008
7	Tujuh-Tujuh (Bone)	46.264	49.103	52.897	56.986	61.390
8	Bajoe (Bone)	50.888	54.011	58.185	62.682	67.526
9	Pattiro Bajo (Bone)	3.502	3.717	4.004	4.313	4.647
10	Biringkasi (Pangkep)	3.455.989	3.668.060	3.951.543	4.256.934	4.585.927
11	Awerange (Baru)	33.193	35.229	37.952	40.885	44.045
12	Siwa (Wajo)	34.038	36.127	38.919	41.927	45.167
13	Palopo (Palopo)	595.416	631.953	680.793	733.407	790.088
14	Malili (East Luwu)	1.166.794	1.238.393	1.334.101	1.437.206	1.548.279
15	Makassar (Makassar)	3.221.619	3.419.309	3.683.567	3.968.248	4.274.930
16	Parepare (Parepare)	1.063.573	1.128.837	1.216.079	1.310.062	1.411.309
Total		9.824.613	10.427.486	11.233.364	12.101.524	13.036.778

Source: Result Analysis

Forecasting general stevedoring volumes in the table above illustrates until 2030 there will be a significant increase, so that the necessary preparations are well on sea transport infrastructure in the province of South Sulawesi.

Makassar and Parepare port still remains a port that will contribute greatly to the production of maritime transport. In addition to the special ports in Biringkasi and Malili still contributes continuously in the distribution and production of commodity logistics from South Sulawesi. Ports Bulukumba, Mamuju, Jenepono, Sinjai, Shiva, Fortress, Wood Wind, Bajoe, its role can be developed in line with the movement patterns of marine transportation outlet for the need for shippers increasingly uneven across the region.

Besides the port development of Garongkong (Baru Regency), Lampia (Malili), Maccinibaji Pangkajene, Pajukangkang-Maros directed as a cruise port that serves freight citizenry intercellular/inter-island local and national scale. Maccinibaji port is directed to serve the marine transportation to several districts in the islands (Pangkajene), while Garongkong and Lampia as a port that supports Parepare and Palopo. Pajukangkang port directed to support the citizenry shipping ports of Paotere in the region of Makassar port.

Table 8. The Prediction of Passenger Volume at the Port (person/year)

No.	Ports	Year				
		2010	2015	2020	2025	2030
1.	Benteng (Selayar)	510	656	899	1,232	1,688
2.	Jampea (Selayar)	12,095	15,560	21,319	29,208	40,018
3.	Bulukumba (Bulukumba)	-	-	-	-	-
4.	Bantaeng (Selayar)	-	-	-	-	-
5.	Jeneponto (Jeneponto)	-	-	-	-	-
6.	Sinjai (Sinjai)	-	-	-	-	-
7.	Tujuh-Tujuh (Bone)	-	-	-	-	-
8.	Bajoe (Bone)	20,496	26,367	36,126	49,495	67,813
9.	Pattiro Bajo (Bone)	-	-	-	-	-
10.	Biringkassi (Pangkep)	-	-	-	-	-
11.	Awerang (Baru)	46	59	81	111	152
12.	Siwa (Wajo)	224,011	288,183	394,835	540,958	741,160
13.	Palopo (Palopo)	7,654	9,847	13,491	18,484	25,324
14.	Malili (Luwu Timur)	-	-	-	-	-
15.	Makassar (Makassar)	932,986	1,200,225	1,644,453	2,253,043	3,086,865
16.	Pare-Pare (Pare-Pare)	614,206	790,155	1,082,581	1,483,230	2,032,153
Total		1,812,004	2,331,082	3,193,784	4,375,761	5,955,172

Source: Result Analysis

Based on the above table 8, citizenry shipping fleet is still in demand and play a major role in the national marine transportation system. This case is because by the areas of services includes the development of regional centers or remote does not depend on the dock facilities and other infrastructure. Sailing the motor is able to reach the port or remote waters are usually very difficult or impossible to reach by cruise fleet archipelago. Another plus is the fare offered relatively cheap because no fleet investment is a capital intensive business. The cruise citizenry connect a number of places that were located relatively far apart. In the freight traffic, communication between a braid formed and open spaces of mutual understanding between ethnic groups and cultures.

IV. CONCLUSION

There are four sectors of the economic base in Selayar Regency Islands that have comparative advantages ($LQ > 1$), namely sector Agriculture, Building, Transportation and Communications and Offices, while the sektor non base that has a value $LQ < 1$ i.e. electricity, gas, water, trade, Hotels, Restaurants, industrial processing, finance, Real Estate and services.

Sectors of the economic base for Makassar City that has a comparative special quality ($LQ > 1$), i.e. processing industry sector, electricity, gas, water, building, trade, Hotels, Restaurants, transportation, communication, finance, Real Estate and Business Services. While the sector non basis that have a vakuue $LQ < 1$ i.e. agriculture, mining, quarrying and offices.

Role of the cruise citizenry in South Sulawesi is still very necessary to distribute the needs of electricity, gas, water and the processing industry in Selayar Regency Islands of Makassar being featured regions in the sector. The cruise citizenry in South Sulawesi also play an important role in connecting and meeting the needs of citizenry in the islands are easily reached by other commercial shipping.

Bulukumba Port, Mamuju, Jeneponto, Sinjai, Shiva, Fortress, Kayu Angin and Bajoe can be developed in line with the movement patterns of marine transportation outlet for the need for shippers increasingly uneven across the region. Besides the port development Garongkong (Baru), Lampia (Malili), Maccinibaji Pangkajene, Pajakukang-Maros directed as a cruise port that serves freight citizenry intercellular/inter national and local scale. Maccinibaji port is directed to serve the marine transportation to several districts in the islands (Pangkajene). While Garongkong and Lampia as a port that supports Parepare and Palopo. Pajukukang port directed to support the citizenry shipping ports of Paotere in the region of Makassar port.

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