

The Study of Indonesian Fishery Center: Case of Saumlaki, MTB Maluku

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ABSTRACT

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

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Introduction

Indonesian Vision as a maritime country is a strategic step in promoting sovereignty and improving the national economy. All long and medium term programs are in a 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 in accordance with the expectations of the government and all stakeholders. The work programs must touch all people for their welfare. Management of resources does not provide optimal results if the processing is ineffective.[1]

Indonesia's marine and fishery potential is 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 in order to meet the economic needs that are more focused on improving people's welfare. 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. 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. Number of them without boats. Marine fishing fleet is mostly less than 5 GT with low quality human resources and low production capability. 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. Canning industry has low production capacity.[2]

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 are 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. 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 marine and fisheries sector. This is done by integrating activities in 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.[3]

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 [5].

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

development area of MTB (Saumlaki) can be approached by Location Quotient (LQ) method as follows:[3]

$LQ = \frac{(Eir \times En) / (Er \times Ein)}{.....(1)}$ <p>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</p> <p>Ein = Gross Regional Domestic Product of the sector in Maluku Province</p> <p>Er = Gross Regional Domestic Product of all sectors in MTB Regency</p> <p>En = Gross Regional Domestic Product of all sectors in Maluku Province</p>
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Discussion

Fishery Potential in Saumlaki

The sea waters of Maluku are fish routes with high economic value, such as tuna. Fish like to live in the sea waters of Maluku because the area is very fertile. This is due to the continuous flow of water from the Pacific and Indian Oceans. In addition, there is a process of stirring (up welling) of the water mass in 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 Arafuru 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.[10]

The Tanimbar Islands, flanked by three fish-rich seas, the Arafuru 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 Arafuru 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 Arafuru 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 is widely used is fishing and gill net.[11]

The capital of MTB Regency, Saumlaki has enormous potential of 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.[11]

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 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.[12]

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 centre) Ukurlalan, processing at the factory, and then up to the marketing stage. All of these processes, 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, boats 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 construction of a number new facilities. Meanwhile, the facility is built, 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. In addition, funding will also be conducted by the Government of Japan through Japan International Cooperation Agency (JICA). The agency will support funding to build fishing ports, fish markets, sea radar (coastal radar), and monitoring satellites.[12]

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 facilitation of various dimensions of fishing activities, cultivation, strengthening of organization's human resources, to fix vital affairs in moving the business lines such as PPI Ukurlalan 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.[13]

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, is the demersal fish catch is also high value. The fish in question, such as grouper and snapper that potency reach 560 thousand tons per year.[12]

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 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, 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.[11]

The KKP should accelerate the development of SKPT Saumlaki by widening the development focus from 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 transformation social process with local communities to avoid conflict. There needs effort to improve the skills, abilities and work ethic of Saumlaki local fishermen in order to increase the catching.[11]

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 needs, and dialogue for fishermen to come to SKPT Saumlaki.[14]

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 Arafuru Sea will land the fish at SKPT Saumlaki. The fishing boats include the former cantrang fishing boats from Java which are now widely operated in Arafuru. 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.[15]

Benefits of Sea Toll to Saumlaki

There are various loading and unloading activities that 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, anchor ship also owned by Marine Security Agency (Bakamla) based in Ambon. Rows of small boats belonging to the local residents and islands around Saumlaki also many who docked. There is also a sea toll road network with the national route by T-2 route.[12]

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 economy began to accelerate since the sea toll programme. Toll sea is a marine transportation system with a ship or marine logistics system, which serves non-stop from Sabang to Merauke.[11]

Toll sea aims to state economic growth between regions and grow new economic. 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.[11]

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 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.[11]

In addition, 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

Table 1. PDRB of MTB Regency Based on Constant 2010 Prices by Business Field 2010-2016 (Million Rupiahs) [16].

	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	1185488.64	1262250.61	1338342.62	1417465.93

level of prosperity of 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.[11]

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]

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 [13]:

- 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 customs office and immigration office.

The presence of SKPT Saumlaki can cut the travel time of 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.[11]

For the next stage, it is expected Australian tourists are also interested to visit Saumlaki is 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 into 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. [11]

Analysis of Agriculture, Forestry and Fishery

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

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

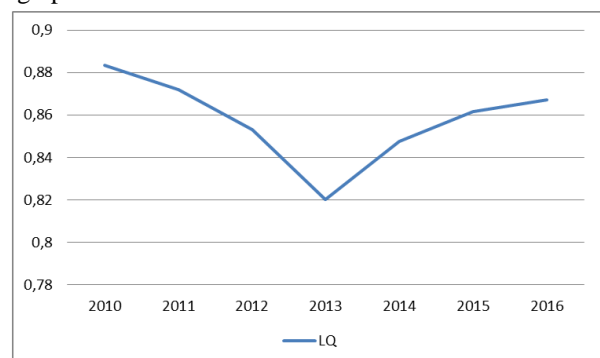


Figure 3. Image of LQ Value of Agriculture, Forestry and Fishery Sectors in MTB Regency. Source: data result.

LQ value of fishery value less than 1 but tend to increase and close to 1. This indicate that the role of MTB fishery in region economy of Maluku Province is a 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 a important sector. Especially for the Maluku economy because almost all districts contribute to 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.

Conclusion

West Southeast Maluku District (MTB Regency) has strategic value, both in terms of security and defense of the country as well as economically. Fisheries sector is an important sector 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 inefficient network of fishery industry in Indonesian islands. 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. Application of point model can nourish oligopsoni trading system resulting in dead weight 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.

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