

THE EVALUATION OF OPERATIONAL EFFICIENCY OF UNTIA FISHERY PORT MAKASSAR

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Abstract

Fishing ports are the main base supporting fisheries activities, including fish resource management and utilization, pre-production activities, production, processing, fish marketing, and fish resource supervision. This study aims to analyze the operational performance of the Untia fishing port. The method used is a weighting method using a Force Field Analysis (FFA) analysis tool that refers to predetermined indicators. Then, the weighting method/scoring method was used to determine the operational performance of the Untia Fishing Port. The result of untia VAT performance evaluation is in the medium category (61.5). The total evaluation value for administrative criteria and information systems is 17.5. This value is below the weight standard contained in the Decree of the Director General of Capture Fisheries concerning Guidelines for Evaluation of Operational Performance of Fishing Ports Number 20 / KEP-DJPT / 2015, which should be 26. The evaluation value for the fishing port facility criteria is 14, which is almost close to the weight standard, which should be 20. The evaluation value for the criteria for fishing port facilities is 28, where this result is very far from the average. Evaluation for Investment and Industry criteria has a value of 6, where this result is almost close to the standard. Based on the FFA analysis, public service components such as the distribution of clean water, ice, and fuel have been appropriately implemented, so they are priorities that must be strengthened. Meanwhile, the component of the non-operation of the Fish Marketing Site so that marketing at the Untia Fishing Port has not increased is a priority that must be completed.

Keywords: Fishing Port, Operational Performance evaluation, PPN Untia

1. INTRODUCTION

The Fishing Port is a very strategic place. It acts as a home or main base in carrying out various work programs of the Directorate General of Capture Fisheries and a business to implement applicable laws and regulations within the scope of the Ministry of Marine Affairs and Fisheries Republic of Indonesia, which are based on the three pillars of the Ministry of Marine Affairs and Fisheries Mission, namely Sovereignty, Sustainability, and Prosperity. Therefore, in the Port area, a safe, comfortable, and conducive atmosphere must be created to properly carry out the duties and functions of the fishing port.

The capacity of the fishing port that is established to serve it is ultimately determined by the fishing resource potential, which also defines the fishing capacity or number of fishing vessels in the ocean. [1]

A Fishing Port is essential to support fisheries activities in fish resource management and utilization activities, pre-production activities, production, processing, fish marketing, and supervision of fish resources.

Director General of Capture Fisheries Muhammad Zaini said a letter of support from the Governor of South Sulawesi had been delivered in 2017. He explained that the institutional process is still being discussed with the Ministry of State Apparatus Empowerment and Bureaucratic Reform (PAN RB). Pp Untia data stated that the frequency of fishing vessels in PP Untia reached 1,460 units with the distribution of ice blocks (4,774 tons), clean water (1,379 KL), and fuel (568 KL), respectively. Meanwhile, non-natural resource PNBPF revenues at PP Untia reached Rp. 81.7 billion.

Untia Fishing Port is one of the fishing ports located in the WPP NRI 713 area and is located in the coastal area of The City of Makassar, South Sulawesi Province, precisely in the village of Untia, Biringkanaya District, Makassar, which is the capital of South Sulawesi Province, there is a significant problem at the Untia Fishing Port is the occurrence of sediment deposits in the entrance channel and port pond so that silting. Conditions occur the problems faced by fishermen such as the lack of market price information, the fulfillment of the essential operation of vessels, the licensing of fishing vessel documents and sailing permits, and the irregularity of fish landing sites so that many people take advantage of a lot of data loss. Since the inauguration of its operation on November 26, 2016, it can be seen that the activities in UNTIA VAT have not been optimal as expected.

Port performance can be used to determine the level of port service to port users (ships and goods), which depends on the service time of the boat while at the port. The high performance of the pier shows that the port can provide good service. (Triatmodjo, 2017) Indicators of port performance or port performance are the performance of the output or success rate of service, the port at a certain period, which is determined in units of time, units of weight, and ratio of comparison (percentage). Port Performance Indicators can be grouped into at least 2 (two) groups indicators, namely: a. Output Indicators (Ship Service Performance & Goods and Productivity B/M Goods) indicators that are closely related to information about the magnitude of the throughput of goods traffic (traffic power) through port equipment or facility in a certain period; b. Service Indicators (Traffic Performance) is an indicator closely related to information about the length of time the ship's service while in the port work environment area.

Almost similar to what happened at the Untia Fishing Port in the study of the Port Facility Utilization Study in the context of Increasing Production at the Belawan Ocean Fishing Port, North Sumatra by analyzing the utilization rate of port facilities, the results were obtained that the condition of the primary and functional facilities at the Port was in good condition, but the shipping flow was silted (Yuspardianto, 2018).

Suci Asrina Ikhsan, In Sollih, Tri Wiji Nurani (2017), using the Conceptual Model of the Development of the Bungus Ocean Fishing Port, which is a Tuna Landing Center and Using the Soft System Method (SSM) Approach as an approach to overcome complex problems, the

results were obtained. The results of the evaluation of the performance of the Bungus Ocean Fishing Port that the various issues faced can be grouped in the aspects of human resources and institutions, parts of services and elements of facilities.

To improve services to the fisheries community, it is necessary to analyze how the effectiveness of the operational performance of the Untia Fishing Port. The analysis aims to provide an overview of the operating performance of the Untia fishing port whose results can be used as input in policy making towards fishing ports for the central and local governments and as input for the planned development, development, and management of both the central and provincial governments.

2. METHODS

The analysis method used is a weighting method using a Force Field Analysis (FFA) analysis tool that refers to predetermined indicators and a weighting method/scoring method to determine the operational performance of the Untia fishing port.

The benchmarks used to measure the success of fishing port management are distinguished by several criteria, namely Administration and Information Systems, Fishing Port Facilities, Public Services, Investment, and Industry.

3. RESULTS

This operational performance evaluation is needed to provide an overview of the performance of fishing ports, and the results can be used as input in policy making towards fishing ports so that fishermen and other stakeholders can feel its existence.

This performance calculation, it is divided into four categories, namely (1) administration and information systems, (2) fishing port facilities, (3) public services, and (4) investment and industry, with values adjusted to the standard indicator assessment contained in table 1.

Table 1: Untia VAT Performance Evaluation Results in July 2020

No.	Parameter	Unit units	Realization	Value
1	ADMINISTRATION AND INFORMATION SYSTEMS			
	PIIP	Yes/No	Yes	4
	e-logbook	Yes/No	Yes	2
	SPB-online application	Yes/No	Yes	2
	SHTI	Yes/No	No	0,5
	Fish Disassembly Inspection Applications	Yes/No	No	0,5
	SISAK	Yes/No	No	0,5
	Realization of Budget Absorption	%	101,90	4
	Port Revenue	Rp	0	0
	Availability of Managing Human Resources	Completeness	Complete	4
	Sum			17,5
2	FISHING PORT FACILITIES			
	Port pool capacity	GT	528	0
	Length of dock	M	152	4
	Pool Depth	Cm	300	4

	Repair Facilities (Docking, Workshop)	Yes/No	Ada	2
	Completeness of fish marketing and distribution facilities	Completeness	Less	1
	Availability of port land	Ha	10	4
	Sum			14
3	PUBLIC SERVICE			
	Mooring Service	GT	141	5
	Fisheries Production	Tons/day	1,34	2
	Frequency of Ship Visits	Unit	3	1
	STBLKK	%	107,84	1
	Socialization and Technical Guidance	Number of Activities	0	1
	Facilitation of Counseling, Supervision and	Number of Activities	1	1
	Implementation of K5	Result	Good	4
	Distribution of clean water (ships and industry)	%	85.52	3
	Ice Channeling (ship)	%	86.64	3
	Fuel Distribution (Ship)	%	80.22	3
	Sum			24
4.	INVESTMENT AND INDUSTRY			
	Fishery Product Processing Services at WKOPP	Unit	6	2
	Port Land Use	%	12,95	1
	Employment	People/Month	1.194	3
	Sum			6
	Total Number			61,5

Source: Research Results (2020)

From table 1, it is known that the results of the evaluation of Untia's VAT performance are in the medium category (61.5). This assessment is in line with Akmal's research (2018) that the performance of Untia's VAT operating policy has not performed well, which is due to the fact that the objectives and policy standards have not been able to be realized, and the port operation policy has not been supported by adequate policy resources such as financial resources and supporting resources such as the scarcity of clean water, refueling stations for fishermen and cold storage.

3.1 Administrative Criteria and Information Systems

In table 1, it can be seen that the total evaluation value for administrative criteria and information systems is 17.5. This value is below the weight standard contained in the Decree of the Director General of Capture Fisheries concerning Guidelines for Evaluation of Operational Performance of Fishing Ports Number 20 / KEP-DJPT / 2015 which should be 26. For the implementation of PPIP, e-logbooks and online SPB applications have been implemented. As for SHTI, the application for demolition inspection, SISKKA, and port revenue has not been implemented.

In the PIPP application, there is all data and information ranging from port facilities to ship

arrival and departure data and other information that can be accessed directly by the public through the www.pipp.kkp.go.id website with the aim that fishery entrepreneurs or the public will collect information about the port. Documentation of the implementation and data entry on the PIPP application can be seen in appendix 2.

Furthermore, for the implementation of the log book, the provisions on the log book for fishing and transportation of fish are regulated in the Regulation of the Minister of Maritime Affairs and Fisheries of the Republic of Indonesia number 48 / PERMEN-KP / 2014 concerning the Fishing Log Book. PPN Untia implements an electronic log book based on an Application. The fishing log book electronic application hereinafter referred to as the e-Log book is an application used to facilitate the delivery of fishing activities by fishing vessels. The implementation of the fishing e-log book in PPN Untia has gone well. This can be seen from the activeness of the crew in activating the e-logbook application and starting to convey e-logbook data to logbook officers at PP Untia. In 2019, the number of ships whose crews have activated the e-logbook application is 58 ship units and those that have submitted e-logbook data are 15 ship units. This number is still far from expectations because there are still many Nahkoda or ABK who do not have an Android cellphone, besides that fishermen who do not understand in using the e-Logbook application.

According to Haluan (2012), the development of an information system for the management of capture fisheries needs a Management Information System (SIM) that can support various aspects and elements in a holistic and integrated system to achieve the goal of increasing access to information in the Implementation of the Laut Fisheries Industrialization Development Program in Indonesia, where the System The management information facilitates the capture fisheries business and with the existence of computerized data will make the system easier.

a. Criteria for Fishing Port Facilities

In table 16, it can be seen that the evaluation value for the criteria for fishing port facilities is 14. This number is almost close to the weight standard contained in the Decree of the Director General of Capture Fisheries concerning Guidelines for Evaluation of Operational Performance of Fishing Ports Number 20 / KEP-DJPT / 2015 which should be totaling 20. This shows that some of the facilities at UNTIA VAT have almost met the standards that have been set. For capacity, the length of the pier, the depth of the pond, repair facilities, and the availability of port land for VAT Untia have met the standards, while for completeness fish marketing and distribution facilities such as markets, TPI, refrigerated vehicles, and marketing are still incomplete.

For the problem of the benefit of the TPI building, based on an interview with the head of the PPN Untia port, this was due to the condition of the TPI which was slightly damaged. However, this has been overcome by the improvements made to the current TPI. In addition, there is no standardization and price stability in UNTIA VAT which causes fishermen to be reluctant to visit UNTIA VAT which makes there is a lack of activity in UNTIA VAT.

Marketing at PPN Untia has not been optimal due to the non-operation of TPI. Conditions like this also occur in TPI Kronjo, Banten Province where the use of the TPI building is not

optimal due to many fishermen who do not want to participate in auctions and sell their fish directly to baskets or customers. The sale of fish to bakul or subscribe is caused by fishermen getting capital to go to sea from these bakuls so that there is a bond between the caught fish (Pujiastuti, 2018).

b. General Service Criteria

In table 1 , it can be seen that the evaluation value for the criteria for fishing port facilities is 28 where these results are very far from the standards contained in the Decree of the Director General of Fisheries Capture about the Guidelines for Evaluation of Operational Performance of Fishing Ports Number 20 / KEP-DJPT / 2015 which should be 40. For clean water, ice and fuel distribution services are good and almost close to standard. The type and volume of Untia VAT services in 2019 can be seen in table 2.

Table 2: Types and Volumes of Untia VAT Services in 2019

No.	Moon	Types of Services		
		Air	It	BBM
1	January	83.700	338.100	48.600
2	February	56.940	148.300	29.220
3	March	143.120	142.420	56.965
4	April	118.140	209.560	49.590
5	May	100.200	109.131	41.040
6	June	102.200	93.900	35.800
7	July	90.000	297.380	63.270
8	August	80.400	201.280	50.020
9	September	84.100	215.750	56.830
10	October	135.290	270.020	78.527
11	November	180.550	57.089	103.215
12	December	152.750	454.880	102.110
	Total	1.327.390	2.537.810	715.187

Source: Untia VAT Annual Report 2019

As for fisheries production, the frequency of ship visits, additional activities such as socialization and technical guidance as well as facilitation of counseling and supervision are still far from standard. This is due to the non-operation of the TPI, which causes a low frequency of ship visits and also a decrease in fishery production.

Frequency of Visits to the UNTIA VAT Ship

The number of ship visits at PPN Untia can be seen in table 3.

Table 3: Frequency of Untia VAT Ship Visits in 2018-2019

No.	SHIP CATEGORIES	YEAR	
		2018	2019
1.	Board Boats (Boats Without Motors)	0	0
2.	Motor Temple	0	0

3.	Motor Boats		
	5 GT	0	145
	5 – 10 GT	3	19
	10 – 20 GT	118	166
	20 – 30 GT	756	515
	30 – 50 GT	0	0
	50 – 100 GT	0	4
	100 – 200 GT	0	0
	200 – 300 GT	0	0
	300 – 500 GT	0	2
	500 – 1000 GT	0	2
	>1000 GT	0	4
	Total	877	857

Source: Untia VAT Annual Report (2018-2019)

Based on Table 3, the number of ship visits at PPN Untia is in the context of managing SPB, logbooks, and physical checks of ships. Ship visits at PPN Untia during 2018 amounted to 877 ship visits, and during 2019, as many as 857 ship visits, which means a decrease in the frequency of ship visits. From the results of an interview with the head of PPN Untia, this was due to the movement of the fishing area from the west coast of South Sulawesi to the east coast of South Sulawesi, namely the bone bay area.

Production and Production Value of UNTIA VAT

The amount and production value of UNTIA VAT can be seen in table 4.

Table 4. Amount and Production Value of UNTIA VAT in 2018-2019
Source: Untia VAT Annual Report (2018-2019)

Based on table 4, it is known that Untia's VAT production for 2018 with a total of 2,395 tons with a production value of Rp. 62,978,000,000,- and there was a decrease in 2019 with a total of 2,180 tons with a production value of 47,978,000,000,-. Based on an interview with the head of PPN Untia, this is due to the decrease in ship visits in 2019 compared to 2018. In addition, marketing facilities and fish buyers are still lacking, which is why the ship has not been actively operating at PPN Untia.

PPN Untia was built as a place where ships above 30 GT rested. This is quite a contrast when compared to the capture fisheries statistics data of the South Sulawesi Provincial Fisheries Marine Service in 2019 (table 20), where the number of 30-50 GT vessel fleets in South Sulawesi amounted to 120 units and for the city of Makassar only amounted to 15 units.

c. Investment and Industry Criteria

The results of the evaluation for the Investment and Industry criteria (table 1) have a value of 6 where this result is almost close to the standard contained in the Decree of the Director General of Capture Fisheries regarding Guidelines for Evaluation of Operational Performance of Fishing Ports Number 20 / KEP-DJPT / 2015 which should be 9. The absorption of labor is by the standards, but it is still deficient for fishery product processing services and port land

use, namely 12.95%. Based on the 2019 annual report of PPN Untia, there is an addition of 6 business units, so the total cooperation for 2019 will be 17 business units for industrial land use. The list of companies that use land and buildings in the 2019 UNTIA VAT can be seen in table 21. However, some companies that have made these investments have not carried out their business facility construction activities due to the low operational activities at PPN Untia. According to Solihin (2017), the end of activities at fishing ports is due to port facilities that have not been optimally utilized, namely the availability of port land that is still empty for the Fisheries industry. Notohamijoyo (2019) argued that improper and immeasurable investment policies are the main factor causing the slow flow of investment into the fisheries sector. Industrial development is still based solely on business considerations of business actors who see promising opportunities in the fisheries sector, not as a result of particular government treatment in its development. Then, without the right policies, it won't be easy to attract investors to build the fisheries sector sustainably. A significant enough investment is needed to encourage the development of the fisheries sector. The challenge cannot work only with government support. There needs to support from other SOEs and the private sector in developing the fisheries sector.

Table 5: List of Land and Building User Companies in PPN Untia 2019

No	COMPANY/ AGENCY NAME	BUSINESS FIELD	LAND	UNIT	INVESTMENT VALUE	LABOR (People)	PRODUCTION CAPACITY
1	PT. MITRA BERKAH MANDIRI	SPDN	696	m ²	2,500,000,000	5	15,000 litres
2	CV. FREEZER TEKNIK	Ice Factory and Ice Storage	3,055	m ²	2,250,000,000		500 Tons/Month
3	CV. AWANINDO MANDIRI	Fish Processing Unit	2,016	m ²	2,360,000,000	27	200 Tons/Month
4	CV. ADITIRTA	Seaweed Warehouse	2,850	m ²	2,360,000,000	20	860 Tons/Month
5	CV. MUTIARA LAUTAN MAKASSAR	Fish Freezing and Coldstorag e Factory	2,016	m ²	2,000,000,000	27	200 Tons/Month
6	CV. PACIFIC FORTUNA	Fish Processing Unit	2,520	m ²	1,000,000,000	50	100 Tons/Month
7	PT. NUANSA CIPTA MAGELLO	Fish Processing Unit	1020	m ²	1,000,000,000	50	100 Tons/Month
8	PT. PRIMA GLOBAL SUKSES	Fish Processing Unit and Cold	3,078	m ²	3,350,000,000	55	300 Tons/Month

		Storage					
9	PT.SAMUDER A MANDIRI SENTOSA	Ice Factory and Cold Storage	1,482	m ²	2. 525. 000. 000	10	50 Tons/Day
10	CV. SATRYA GALESONG	Fish Processing Unit and Cold Storage	2,040	m ²	2,605,000,000	53	200 Tons/Month
11	KUB. KAWA BAHARI UNTIA	Cold Storage and Supplies	500	m ²	50,000,000	5	100 Tons/Month
12	ANGEL ANGGREANY	Fish Processing Unit	800	m ²	1,000,000,000	50	100 Tons/Month
13	H. JAMALUDDIN	Supply/Sto rage Warehouse	340	m ²	100.000.000	3	50 Tons/Month
14	ERNI RUGHAYANI	Supply Warehouse	67.5	m ²	100.000.000	3	
15	H. SALEH	Supply Warehouse	120	m ²	100.000.000	3	
16	ANDI AKBAR	Supply Warehouse	67.5	m ²	100.000.000	3	
17	RONALD JANEDI YONTAH	Supplies Store	340	m ²	200.000.000	4	
Total			23.008	m ²	23.600.000.000	368	Fish : 1,400 Tons/Month FUEL : 15 KL Ice : 1.200 Ton/Month Seaweed : 860 Tons/Month

Source: Annual Report 2019 PPN Untia

From the results of the calculation of Untia's VAT performance for the categories of administration and information systems, fishing port facilities, public services, as well as investment and industry, it is known that these four categories are almost close to the standard weight that has been established by the Director General of Capture Fisheries concerning Guidelines for Evaluation of Operational Performance of Fishing Ports Number 20 / KEP-DJPT / 2015.

4. CONCLUSION

The Operational Performance of UNTIA VAT for facility utilization, land use of 12.96%, fish marketing places (TPI) of 25.78%, net repair sites, office buildings, Port Head Office Houses, Guard Posts, and Places of worship have been utilized 100%. Meanwhile, the Evaluation of The Operational Performance of Fishing Ports based on the Decree of the Director General of Capture Fisheries Number 20 / KEP-DJPT / 2015 is in the moderate category. Based on the FFA analysis, the public service component that has been implemented properly is a priority that must be strengthened. Meanwhile, the component of the non-operation of the TPI so that marketing in UNTIA VAT has not increased is a priority that must be completed.

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