

## The Development of Paotere Port as a Tour Port in Makassar, South Sulawesi-Indonesia

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**Abstract:** Paotere port is better known as the traditional port surviving, but it remains to be excellent as a commercial center for residents of coastal and islands in the South Sulawesi. The port is functioning for passengers and unloads a variety of basic necessities obtained from Makassar. The aims of this study develop the concept of development with all the trimmings at the folkport area as a tourist ports. The analysis used for developing a folkport of Paotere as a tourport, the analysis of the carrying capacity of the facility, the port area of activity analysis, the analysis of the accessibility of the port area and the analysis of the integration of the port area. The results showed that the Port of Paotere, a unique port area, the results showed that the Port of Paotere, a unique port area, But in this region has not been supported by the facility and adequate accessibility and yet integrated functionality Paotere Port area with the surrounding area.

**Keywords:** Paotere Port, Amenities, Accessibility, Activity, Integration Zone, Tourism Area

### I. INTRODUCTION

Port, according to Article 1 of Law No. 21 of 1992 on the voyage, a place that consists of land and waters with certain limits, where is ongoing government activities and economic activities. An activity regarding ships rests, anchored, up and down passengers, loading and unloading of goods, shipping safety facilities, as well as the displacement of intra and intermodal transport.

Port management, including port development must be improved in order to provide for the welfare of the community in which the port is located. One direction of development of the port is a port that supports tourism. The port is a network system interconnected between one variable to another variable. Crowded or not a port depends on various factors including ecological factors. Ports were dirty and contaminated by various pollutants certainly not attractive to tourists. Travelers want to find inner happiness to see and enjoy the new things that are not found in his residence. That is, an economic process which took place in the port could become a tourist attraction of considerable potential when it can be managed properly.

According to Christopher, the approach to the port system has elements of anatomy, namely: 1) The relationship between the hinterland to the foreland; 2) Port facilities, the disclosure of the elements associated with transport at the regional, national, and international/global; 3) Industrial port, meaning that saw the port as industrial system consisting of sub-systems. The aim of this approach is to find out how the effectiveness of the port in the economic process and understand the relationship between the port with the socio-economic development of society. Thus morphologi application of an assumed port system will bring socio-economic transformation.

Paotere port is a port of the boat is located in the northern of Makassar city precisely in the district Ujung Tanah, Makassar, South Sulawesi. The ports within 5 km from the center of Makassar is one of the folkport the legacy of the past that still survive and are evidence of the Kingdom of Gowa-Tallo since the 14th century when dispatching a fleet of about 200 Phinisi boats to Malaka.

Paotere Port now is still used as a port of the folk boats like Phinisi and Lambo. Not only that, Paotere also became the center of commercial fishermen and Fish Auction Place (FAP). In the early morning bustle Paotere increased because of an unloading fish the fishermen. You will also find vendors hawking souvenirs, clothing, household goods, as well as the import of used clothing and shoes. Various activities have lasted until about 10:00 pm. Paotere region look crowded back in the afternoon around 15:00 pm until dusk.

The port of Paotere is better known as the traditional port that still survive, but it remains to be excellent as a commercial center for residents of coastal and islands in the South Sulawesi for passengers and unloads a variety of basic necessities obtained from Makassar.

With the development of the management of the port, then the port operation Paotere boat was inaugurated on 26 November 1977 by the Director General of Sea Transportation Mr. Haryono Nimpono (Laksamana Muda, Indonesian National Army). And the port of Paotere becomes Makassar port area be reserved for ships motorboats for unloading goods staples, cement and fertilizer and cattle to the port intersuler as West Nusa Tenggara, East Nusa Tenggara, Kendari, Seram, Wanci, Ternate, Tolitoli. From year to year the

activities of loading and unloading of goods at the port of Paotere increasing and frequently visited by local people and foreign tourists because of the unique of Paotere port which is a traditional port and its location very close to the port of Makassar.

Region worth of history with the folkport and fishing does not yet have the design development of city planning. Head of Physical and Infrastructure, Regional Development Planning Board of Makassar, Muhammad Masri Tiro, said the concept of spatial Paotere region still shaped draft. "We still have to consult with the South Sulawesi provincial government to the regional spatial plan," said Masri (Daily Dawn, 27 September 2010).

Port development of Paotere far behind compared to other ports. So far, only the fisheries sector and trade successfully developed in Paotere Port. Therefore, the potential of the Port of Paotere need to be developed more broadly among others by developing the Port of Paotere into a tourism port. This study aims to produce the design development of the Port of Paotere as a tourism port.

## II. MATERIALS AND METHODS

### Location and Design Research

The location study is Paotere port area in Makassar City, South Sulawesi. Paotere port located in the Makassar Strait to the position of 05°8' "LS and 119°24'2" BT. Folk port of Paotere is the center of gravity or the center of the Indonesian archipelago either from west to east and north to south. The port of Paotere is apart from the port of Soekarno-Hatta, and includes Paotere port with two other ports that are the boundaries of the site is the north side bounded by the waters of the Strait of Makassar, east limited by Settlement Fishermen, south bounded by Satando Street (trade area), and the west is limited by the Makassar Strait.

### Tools and Materials

Tools and materials used in the collection of this data is a digital camera, voice recorder, board sketches and interviews.

Interviews were done in communities in the Port Area of Paotere to determine the potential development of the port as a tourport based on the perception of population and economic activity of society, agencies relevant government such as the transportation department, department of Public Works and PT. Pelindo IV to determine the government's plan of Makassar as well as the obstacles and challenges in developing port as a tourport.

### Data Collection Technique

To obtain the data in the field, particularly primary data in this study used data collection techniques as follows: (1) Questionnaire, which is a list that contains a series of written questions about an issue or area that will be examined to obtain information from the respondents. (1) Interview, is a technique used data collection through interviews freely on the informants to explore further indicator of the questions (1) Observation is a technique used data collection through direct observation of the object observed.

Further to the secondary data is data or information obtained from the study of literature, sources or institutions concerned in order to obtain information that could support this research activity.

### Data Analysis Technique

The analysis of the data in the research process is a factor that is very urgent because it is a stage that presents a series of objectivity and rational information about the data or the fact that encountered in the field. To produce research information more rational and objective, then the data were analyzed using qualitative descriptive analysis techniques with the help of quantitative data in the form of frequency tables, percentages, and scale. While the scale of measurement used is a Likert Scale (Sugiono, 2003: 107). Likert Scale is used to collect data from folk, managers, and users of Paotere Port.

This study is using a synoptic method (Shirvani, 1995) constitute a method using rational steps and comprehensive design solutions to produce objective, as well as the steps shown in Figure 1.



**Figure 1.** Synoptic Methods

Design approach used port development; (1) Functional Normative Approach, this approach uses a wide range of urban design theories related to development of the port into a tourist destination. These theories include: Transit, Mixed-use Development, Linkage, Place, and the development of the waterfront area. (2) Socio-cultural approach, use of this approach aims to create a sense of place in the tourport area which has various functions that have not been known in the spatial concept of traditional South Sulawesi. (3) Approach analogy, this approach aims to find solutions to the various problems in the ports associated with tourism activities, namely to analogize the port area as an urban resort. (4) Approach Space Program, this approach aims to formulate a variety of new functions that will be developed, so it can be integrated with various functions of the existing harbor. (5) Tread approach, tread condition greatly affect the outcome of the design.

This approach aims to find the best solution from a wide range of potential and problems that are owned by the tread, so as to provide maximum benefits and minimum negative externalities.

### III. RESULTS

Accordance with Government Regulation No. 69 of Article 13 of 2001, that the supporting facilities of a port, at a minimum, should have the facility to tour, then the only facilities indicating that the Port area of Paotere intangible tour is with the 'tourist hall', the location of this building overlooking the sea. When looking at the characteristics of the folk port area of Paotere, with the number of local vessels are anchored primarily Phinisi ship, destination of tourists who come in this area is to witness such ships. This resulted in a hall tourist building were not functioning (see Table 1 and 2).

**Table 1.** Analysis of Tourist Visit at the Port of Paotere

Year	Number of Tourist
2012	3567
2013	4472
2014	5626
Koefisien	2006.597
Variabel x	0.000967

**Source:** The results of the analysis, 2016

**Table 2.** Projection of Tourist Visit at the Port of Paotere

Year	Number of Tourist
2015	6.621
2016	7.655
2017	8.689
2018	9.723
2019	10.758
2020	11.792

**Soucer:** The results of the analysis, 2016

The port of Paotere in ancient times is the largest trading port in eastern Indonesia. This situation is considered to have historical value is high enough, considering the Port of Paotere also is part of the Port owned by the Kingdom of Gowa-Tallo. From an economic perspective, the folkport of Paotere actual potential partner because it is located very close to the center of Makassar city. The principal advantage is the existence of Fish Landing Base Zone (FLB), which are located only separated by canals. These cases can potentially for mutual support the Paotere folkport and the Fish Landing Base Zone (FLBZ) of Paotere. One of the examples of concrete, for example in the presence of fish festival activities as often done at Sunda Kelapa Port.

To support the needs of Paotere Tour Port, then in accordance with the analysis of regional integration can be seen, the output can be used for travel planning in the port area of Paotere. Flow unloading ships-Local ship within the last 5 years also increased. Forecasting also showed increasing port activity that occurs. Referring to the Tour Paotere, it is known that the tourists who come are the main goals of the folkport area. The map of Paotere port area can be seen in Figure 2, 3 and 4.



Figure 2. Map of The Port Area of Paotere



Figure 3. Map of The Folk Port Piers of Paotere



Figure 4. Map of The Location of Tourist Hall Toursim

The completeness of tourist facilities used also supported by the facilities at the Folk Port. Therefore, it can be concluded that in the beginning there has been a mutually beneficial relationship between Tourism Region and the Folkport of Paotere. With a number of analyzes that have been performed on the Folk Port Region of Paotere, and tourist visits that take into account the existing situation, as well as compatibility with the activity in the region itself. The results of the analysis Paotere port area for tourist development can be seen in the table below (Table 3, 4, 5 and 6).

Table 3. The Analysis of Paotere Folkport Facilities

Facilities	Existing	Analysis	Ouput
Pier	Paotere folk port has a length 586 meters <ul style="list-style-type: none"> <li>To pier 1 to pier V, and pier XI, maximal number of the ship can be accommodated by 5 ships dock</li> <li>To dock pier VI to X, the ideal number that can be accommodated is one ship dock.</li> </ul>	<ul style="list-style-type: none"> <li>At the pier VI to X with a capacity of more than 25 tons, how berths with a slope of up to 25°, there is a problem with the length of time loading and unloading of goods.</li> <li>Anchoring the state of the ship at the pier V to XV is irregular, causing unattractive view of traditional boats.</li> </ul>	<ul style="list-style-type: none"> <li>Addition of pier length VI to the X dock for accomodation the traditional boat docked.</li> <li>The division of the Folk's zoning based on the criteria of load and unloading goods</li> </ul>
Port Pool	The depth of the port poop at this time is 5 meters.	From the calculation results showed that the minimum desired area of the pool is 91.748,57 m <sup>2</sup>	

Source: The results of the analysis, 2016

**Table 4.** The Accessibility Analysis of Paotere Folk Port

Area Access	Existing	Analysis	Output
Connentor road	<ul style="list-style-type: none"> <li>The condition of the Sabutung Road which has a width of 5 meters, I considered ideal for access to the Folkport area.</li> <li>After the Sabutung Road, on Barukang Raya Road which has length 3 meters, it is also considered not ideal</li> </ul>	Appropriate direction of the Spatial Plan of Makassar, ideal road for the type of road on the north coast of Makassar namely the type of secondary arterial roads with a width of 24 meters.	Extra width of the road on Sabutung Road, and Barukang Raya Road.
Pedestrian Line	Both main road, ie. Sabutung Road and Barukang Raya Road, there is pedestrian path with a width of 1 meter.		

**Source:** The results of the analysis, 2016

**Tabel 5.** The Analysis of Activity in the Folkport of Paotere

Regional Activity	Existing	Analysis	Output
Activity at Land	In the span of five years ago, there was an increasing variety of types of modes of vehicle visiting Region Fish Landing Base (FLB).	With the forecast by regression analysis, there is increased traffic on Folk Port of Paotere until 2018.	<ul style="list-style-type: none"> <li>Port based zoning criteria for loading and unloading goods.</li> <li>The gate 1 is as entry line for the visitors</li> <li>muat barang</li> <li>The Gate 2 is as entry line vehicles for loading and unloading goods.</li> </ul>
	Tourists visiting the region Port of Paotere are not accommodated by supporters of tourist activity, so there is no tourist attraction that is created.	Supposedly visitors who come to enjoy the atmosphere of Paotere Port with their supporter's tourist activity.	Zoning Tourism Area at the Folk Port of Paotere with the addition of open space as a supporter of tourism activity.
Activity at sea	There are similarities with the activities on land, ship traffic and fish production in the last five years has increased.	Same with the activities on land, also an increase of local ship traffic, and loading and unloading of goods.	<ul style="list-style-type: none"> <li>Extra long the pier VI to X</li> </ul>

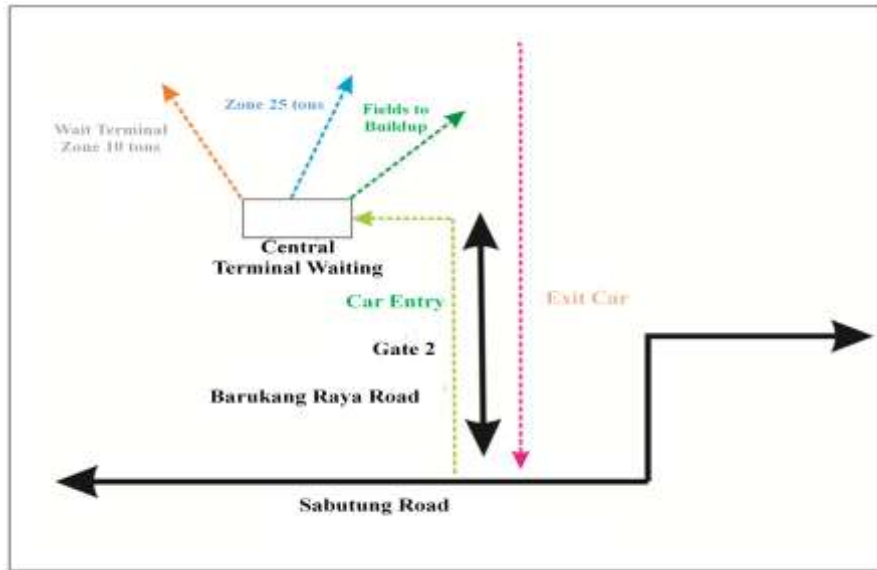
**Source:** The results of the analysis, 2016

**Tabel 6.** The Analysis of Tourism Area Facility

Regional Integration	Existing	Analysis	Output
The linkage between the Fish Base Landing Base and the Folk Port.	Fish Landing Base function and activity center base Pelara as fish and port attracts many visitors to the capacity of facilities such as parking and other facilities owned by the two regions are inadequate.	Seeing the numbers of visitors are many, it is necessari to plan a space for accommodating the activity in both these regions.	The allocation of open space as a regional focal point of Fish Landing Base and PELRA
	Fish Landing Base Paotere is a fish trading center in Makassar, with the supply of fish to 78% in serving the needs of the fish.	Visitors who come to enjoy the direct result of fish in this place while enjoying the atmosphere of the port.	Procurement of tourist facilities, such as floating restaurant to enjoy activities of visitors who came traveled.

**Source:** The results of the analysis, 2016

Accordance with the direction of the plan is gate 2 as an entry for vehicles that will load and unload the goods at the Port area. Thus, on this second gate, airport traffic only on goods vehicles in the area of the Paotere Folkport. The picture can be seen in Figure 5. Port Tourism area of Paotere, located in the Folkport area of Paotere. Port tourist area of Paotere is characterized by the buildings 'tourist hall' as well as green open space next to them.



Source: The results of the Analysis

Figure 5. Circulation of Gate 2 at the Folk Port of Paotere

According to the needs of open space on the Integrated Port Region, then as directed plans, which support tourism activities in the Port area does not exist, then the designation of land for open space can be utilized to accommodate the tourist activity in the presence of the plaza and the buffer. Certainly the presence of diverse circumstances that exist around the port area will strengthen synergy relations between peoples who inhabit port area with the variety of activities that take place. The zoning for the Tourism Region in the Folk Port Area can be seen in Figure 6.



Source: The results of the analysis, 2016

Figure 6. Map of the Tourism Zoning

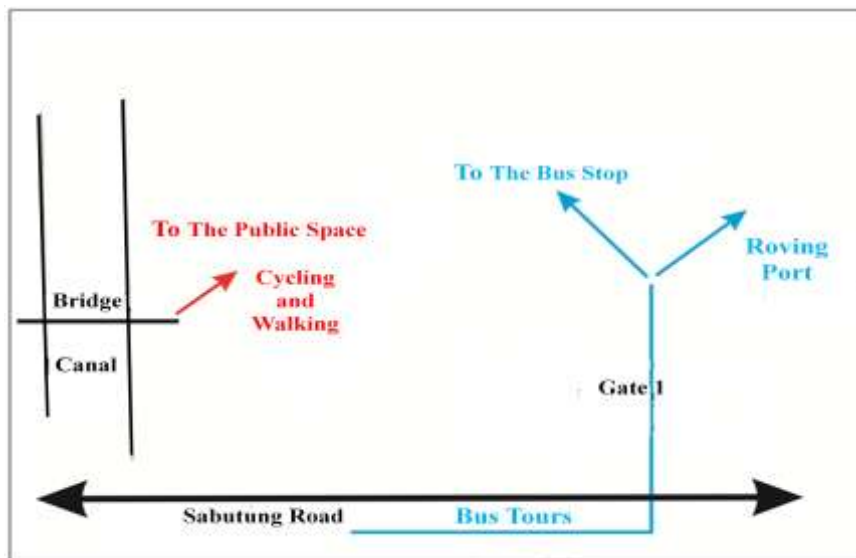
An appropriate direction of the travel activity plan is a supporter who added that the facility floating restaurant as a place to enjoy the culinary delicacies in Paotere. This facility is placed on the outside to increase the tourist attraction of Paotere. See Figure 7.



Source: The results of the analysis, 2016  
**Figure 7.** Map of the tourism zoning concept

The main access Tourport Regions has three alternatives of using (1) Line pedestrian for the walking trails are planned on the Sabutung Road 2 through the bridge to the public space tourist areas (2) Bicycle (bike rental) the landing plan to track cyclists is to pass the bridge where the road is already being provided space for bicycle and pedestrian paths. A node for cyclists is on a bike terminal located on the plaza. (3) Bus Tour.

Referral plans for bus travel by passing through the Sabutung Road at the bus stop next to the terminal bikes. A description of the circulation in the tourism area is to see the arrival of tourists visiting from the starting point at the Non Green Open Space (parking). A node of the arrival of tourist visits are (1) Cycling /Walking ----> Bridge -----> terminal bicycle tour bus -----> Gate 1 ----> around the harbor -----> bus stop, The picture to the circulation from the channel and gate 1. See in Figure 8.



Source: The results of the analysis, 2016  
**Figure 8.** Vehicle circulation concepts

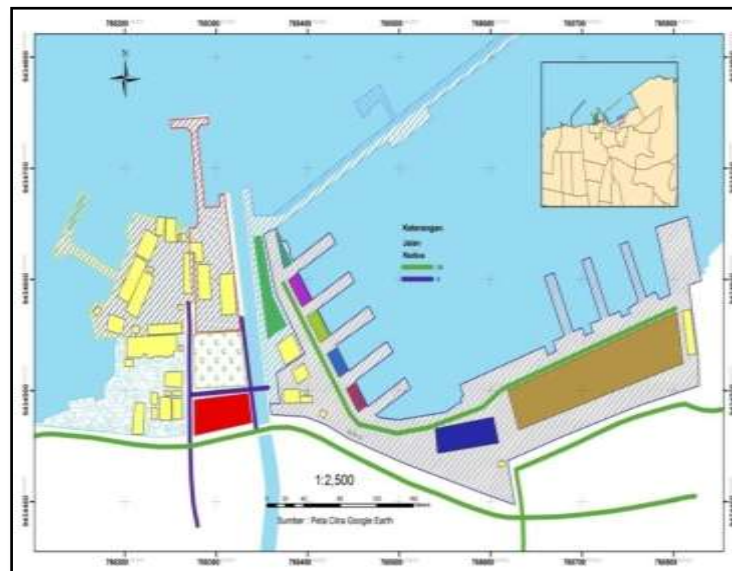
The system in this way is taken on the road that goes to the port area, namely the system Sabutung road and Barukang Raya Road. The system Sabutung Road entering the Port area of Paotere is; 1) Sabutung Road, 2) Sabutung Road 1 (3), Sabutung Road 2, (4) Sabutung Road East. For systems Barukang Raya Road, who entered the Port area is Barukang Raya Road and North Barukang Road. Sabutung road is a secondary collector road with its status as a city street. On Existing Condition Sabutung road width is 4 to 5 meters. In accordance with the standards of the Directorate of City Road Maintenance in 1990, the minimum road conditions for city status secondary collector road is 24 meters. Therefore, the direction of the plan for the Sabutung Road is the addition of street width to 20 to 24 meters, according to the existing rules.

To Sabutung 1 and Sabutung Road 2 standard used is the minimum conditions ideal for the secondary collector road 8 meters. The description of the planned width of the road on the system Sabutung Road namely;

1) Koptu Harun Road width of 24 meters (2) Sabutung Road width of 24 meters (3) Sabutung Road 1 width 8 meters (4) Sabutung Road 2 width 8 meters (5) East Sabutung Road width of 24 meters.

Existing condition for Barukang Raya Road width is 3 to 5 meters. In accordance with the standards of the Directorate of City Road Maintenance in 1990, the minimum road conditions for city status secondary collector road is 24 meters. Just like Sabutung Road, Barukang Raya Road is a secondary collector road with its status as a city street. As for the plans for a system wide Barukang Raya Road is (1) Barukang Raya Road width of 24 meters (2) North Barukang road width of 24 meters.

Port road is a road located in the Folkport Area. The meeting of Port Road with the area around Port of Paotere namely; at the gate 1 and Sabutung Road and the second gate with Barukang Raya Road. The planning of the port road width is 24 meters. The Accessibility Plan Port Area of Paotere can be seen in Figure 9.



Source: The results of the analysis, 2016

**Figure 9.** The accessibility plan of Paotere Port Area

#### IV. DISCUSSION

Makassar city famous as the "Angin Mamiri", which means the city of the breeze blowing wet. The port of Paotere located in the Makassar Strait to the position of 05°8' "LS and 119°24'2" BT. Paotere folkport is the center of gravity or the center of the Indonesian archipelago either from west to east and north to south. The Port of Paotere apart from the port of Soekarno-Hatta, and include Paotere port with two other ports that are the boundaries of the site is the north side bounded by the waters of the Strait of Makassar, east limited by Settlement Fishermen, south bounded by Satando Road (trade area), the west is limited by the Makassar Strait.

Since it was built in the 14th century by the king of Gowa-Tallo, this port becomes a naval center and trading in the Eastern Region of the Archipelago. Paotere has the distance of 5 km (30 minutes) from the center of Makassar. The Port area of Paotere-Makassar, the only port cruise folk heritage "tempo doeloe" in the meaning of "old days" were until now still survived in the city of Anging Mammiri.

Paotere be evidence of the existence of Gowa-Tallo that since the first known to have accomplished sailors. Even at the historical record in the early 14th century, the port was one of the mainstay's port kingdom of Gowa-Tallo, while dispatching the convoy attack about 200 boat fleet Phinisi to Malaka. Until now, Paotere still serves cruise a traditional ships. On the economic potential, with the loading and unloading of goods, activities of fishermen, community involvement around the ship harbor in port activity in the region.

Based on the results of surveys, fish production which is landed by fisherman on Bases Fish Landing (BFL) of Paotere during the period from January to December 2014 fish production which is landed by fisherman on Bases Fish Landing (BFL) Paotere-Makassar city in 2014 which amounted 13.393.000 kilogram, with the largest production of the landed fishing in June, amounting to 969.900 kilogram and in March, amounting to 738.500 kilogram. While the lowest production achieved in 2014, ie in January amounted to 441.200 kilogram of total production achieved in 2014. The Folkport area of Paotere is a hotbed of loading and unloading of goods by ship from outside the region of Makassar. However, problems arise when the facilities as well as other needs incomplete or no longer feasible.

The Folkport of Paotere has a physical condition that is still good. The length of the pier that exists today that is 586 meters with 11 pieces quayside to the ship docked. The main function of this dock is other than



as a place for berthing ships as well as a place for traditional transportasi passengers bound for the islands in the waters around Makassar.

The tourist activity is present in the Folkport Area of Paotere. The uniqueness of the Port area of folk with port activity as traditional ship docked and unloading activities inviting tourists to come and enjoy the charm of the port area. Related to the Makassar Port Master Plan of 2004, the result of the Minister of Communications, explained that the existence of the Port Area of Paotere retained to serve local ships (phinisi) and seafaring folk, with the intention of preserving the cultural wealth of the region.

The wealth of regional culture in question is the shape of the Phinisi ship existence needs to be maintained, and the circumstances under which the main attraction for the viewer. This is the core at the center of Paotere Port existence itself.

In Article 13 of Government Regulation No. 69 of 2001, published on the need for port facilities. Mentioned that is one of the necessary supporting facilities is waters for recreational activities. Departing from Paotere Port existence, as the cruise ports that serve folk with Phinisi ship to maintain the sustainability of the local culture is a potential for the existence of cultural tourism.

## **V. CONCLUSIONS AND RECOMMENDATIONS**

Based on the results of the analysis are a number of conclusions which is as follows: (1) Paotere Folkport maintained its existence with a view to the preservation of culture. (2) required the development of facilities and port infrastructure to support tourism activities in the folk port area of Paotere (in accordance with Government Regulation No. 69 of 2001 on the port), that one of the port facilities that must be provided is the presence of tourist facilities to support the port area, (3) It takes a comprehensive settlement of the space inside the port area or outside the port area to support tourism activities without disrupting port as its main function rather than the port.

In order to optimize the results of research on planning Paotere port as a tourist port, it is recommended ie. 1) Improvement or additional facilities to support activities traveled and concentrated to Government of Makassar City to maintain and preserve the Folkport area of Paotere. (2) Assessment transports between these travel/inter node (land, sea and air) and or between tourist attractions in Makassar city, in order to support the comfort in the tour. (3) For futher research is necessary to study the effect of the development of Soekarno-Hatta port area as an international container port to changing patterns of spatial structure and regional development that may occur in the region of the Folkport of Paotere.

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