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Research paper

Regional Development of Maritime Tourism and Accessibility Gap of North Buton, South East Sulawesi, Indonesia

Ihsan1 Isfa Sastrawati[1]*, Marly V. Patandianan[1], Venny V. Natalia[1], Sakka Pati[2]

[1]Department of Urban and Regional Development, Faculty of Engineering, Hasanuddin University, Indonesia
[2]Faculty of Law, Hasanuddin University, Indonesia
**Corresponding author E-mail: ace.ihsan@gmail.com*

Abstract

Indonesia's decentralised authority policy inspire the application of local economic development approach in many region which drive the economic growth base on their natural resources. As a maritime region, North Buton has a potential coastal area that can be explored as a tourism industry. This sector is one of the economic catalysts that succeed in many regions and countries in the world. North Buton has many potential in maritime tourism resources but many of them remain concealed or undeveloped due to the lack of transport services. Accessibility is the main feature in tourism industry, this reason drive the purposes of this research, that is, identify the maritime tourism destinations and the accessibility services and development in the North Buton Region. The research used spatial analysis by using Geographical Information Systems (GIS) and photo mapping. The tourism destinations were identified by considering the availability of attractions, amenities, and access. Then, accessibility was identified by measuring the distances, time and routes of transportation to reach the tourism destinations. The results of the analysis showed that there are 28 kind of maritime tourism objects which lay along the North Buton urbanized coastal area. Most of the objects can be achieved with longer land trip round the region. The shorter route uses sea transport is high potential but not available yet.

Keywords: *Economic development, Maritime tourism, accessibility*

1. Introduction

Since the decentralised authority policy applied in Indonesia, many regions have tried to increase their economic growth by exploring the natural resources. Local economic Development concept makes possible to the regions to show their unique local features potential. Most of the regions in the country develop their natural tourism as a catalyst for their economic growth. In line with the other regions, North Buton as part of Buton Island in Southeast Sulawesi has many natural resources.

Located in remote area in eastern part of Indonesia, North Buton has many precious maritime tourism objects that remain preserving in their nature value. These tourism potentials can also promote the region's economic growth. On the other hand, the region infrastructure development is far from appropriate services to support the tourism industries. As an archipelago region, North Buton has struggled to provide a better land and water transport supply. The gap has bring the research in two purposes to discuss which are identifying the maritime tourism destination in the North Buton Region and analysing the accessibility services and development.

2. Literature Review

Yoeti (2006) describes the maritime tourism as recreational activities which enjoy the coastal area natural resources such as swimming, diving, snorkelling, sight-seeing etc. In order to achieve the successful tourism industries, there are three main features to provide: attraction, accessibility and amenities.

According to Koens, et al (2009), tourism can improve the local economic from the foreign exchange spending. Tourists bring money from their country and spend it on hotels, restaurants, and souvenir shops. Nature-based tourism gives positive impacts if the management involve the local communities. In return, the local communities can maintain the nature value of the tourism objects (Lima et al, 2016).

The Masterplan for Acceleration and Expansion of Indonesia's Economic Development (Percepatan dan Perluasan Pembangunan Ekonomi, abbreviated MP3EI) describes that Indonesia as an archipelago country has an advantage in maritime features. The sea transport service can be improved as growth acceleration in the economic field especially in the eastern part of Indonesia. Moreover, Natalia, et al. (2016) states that maritime transport is a key for passanger and goods distribution, mainly, in islands region.

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3. Method

This research aims to identify the maritime tourism object in the North Buton Region and analyse the accessibility services and development. Generally, the research used spatial analysis method by using Geographical Information Systems (GIS) and photo mapping. Tourism destinations were identified by considering the availability of attractions, amenities, and access. After that, accessibility as one of essential factors to plan tourism district, was identified by measuring the distances, time and routes of transportation to reach the maritime tourism destinations.

Location of the study is focus on the urbanized coastal area as describes in the spatial planning policy of North Buton Region. The location of the study will be parted into three zone of discussion: West, Middle and East Zone (Fig.1). The three zones have a difference of region character.

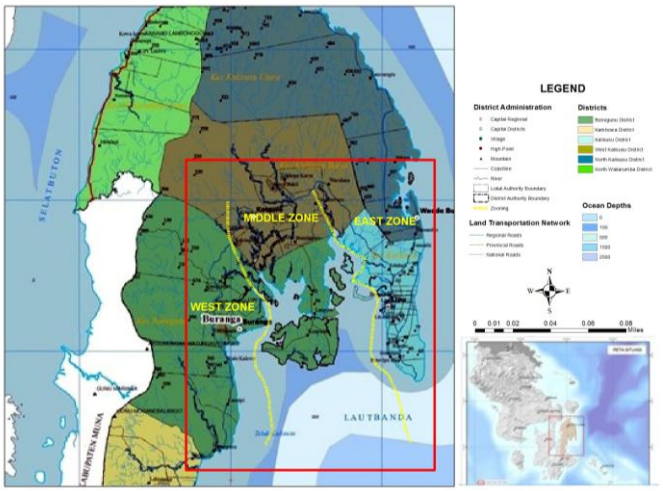


Fig.1: Study Location at North Buton Region

4. Discussion

Based on the identification, there are 28 kinds object which can support the maritime tourism activities. The tourism objects are categorized by natural tourism and cultural tourism. The natural tourism consists of 17 objects: Membuka Beach, Bonelipu Beach, Kulisusu Mangrove, Bonelipu springs, Emoloku springs, Cinariene springs, Matanthi springs, Pa'pa springs, Rumbia springs, Karede springs, Latambera falls, natural cave, Paropaea fishing, Kali Buaya river, Pula Limbia Tourism Bat Cave, Pasiocilu Mele Diving, Witamemea Diving. Otherwise, there are 11cultural tourism objects: Bangkudu Fort, Pangilia Fort, Lipu Fort, Bonelipu Fort and Grave, Tasau Eya Grave, Mata Oleo Fort, Cage Culture and Seaweed, Pa'pa Fishing, Kapolka Fishermen Settlement, Langere Fisherman settlement, and Kalisusu Fisherman Settlement (Fig.2). The tourism objects lay along the coastline from west to east zone. The twenty eight objects distribute as follow: 3 in west, 11 in middle and 14 in east. These objects consist of natural, cultural and particular attraction. There are only 44% of the objects have been visited by local, national and international tourists. On the other hand, the 56% of it remain undeveloped and without any visitors.

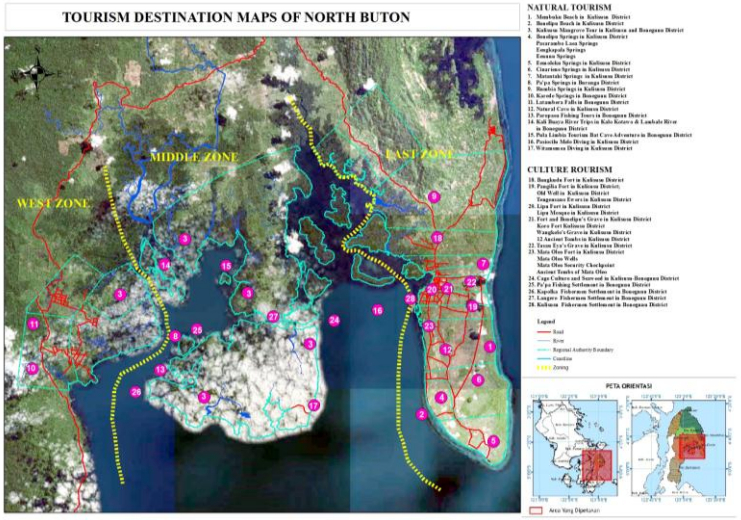


Fig.2: Tourism Destination Maps of North Buton Region

Most of the tourist destination can be accessed by using a multi-mode service which connects the sea and land transport. The accessibility by using maritime transport is most common among the tourism trip. There are various distance in achieving tourism destination. The longest distance in the east and west zone is about 65km long. Accessing tourism destinations from west to east zone needs one day land

trip due to obstacles in the ocean such as fisherman mesh. The trip waste more time than sea route which using maritime transportation services. It needs only about 30 minutes trip form west to east zone. While travelling to the destination, visitors can enjoy the interesting tourism object in the middle zone.

The middle zone provides more maritime tourism objects along the coastline among other zone. The zone accommodates the beach activities, explore sea activities, fisherman housing and their daily activities, and also a unique panorama of the ocean. The existence of middle zone can be a hub to create new maritime corridor which connect the maritime tourism object from east to west zone. The development on the maritime corridor between the zones which integrate with land transport can help North Buton region improve the economic sector. The accessibility for the tourism destinations describes in detail in Table 1.

Table 1: Discussion Backgrounds

Zone	Origin	Destination	Describing
East	Lalemo Port (Waode Buri Village)	Eastern Zone Center Bone Lipu Fort	Time estimation 25 Minutes, for 9,5km. Physical road condition is good
	Bonelipu Fort area	Other cultural Tourism Wisata Budaya lainnya (Fort: Bangkudu, Benteng Pangilia, Mata Oleo; Bone Lipu Fort and funeral area; Tasau Eya Funeral	Each destination can be access for 10minutes trip for about 900m. Homestay and local hotel service are available
	Bonelipu Fortress	Bonelipu Beach and Bonelipu spring	The distance is 6,7 km to south from Bonelipu Fortress and need 17 minutes of travel time to Bonelipu spring Cottage and local inn are available.
	Bonelipu Beach and Bonelipu spring	Eemoloku Spring	Distance = 5,7 km to south Need 15 minutes to Eemoloku Spring Phyical road service are bad, steet track and no alternative route.
Middle	Ereke Port	Bajoe Langere Settlement (Fishermen Settlement)	Distance= 10,2km Time travel= 15 Minutes The main tourism center of middle zone. Homestay services are available
	Bajoe Langere Settlement	Mangroves Forest	Only 500m distance from Bajoe Langere Settlement Exploration time is about 2-3 hours
	Bajoe Langere Settlement (Fishermen Settlement)	Kotawo and Lambale Crocodile River	About 9,3km distance by speedboat for 15 minutes speed boat selama 15 minutes along the fisherman settlement and fishpond/karamba
	Bajoe Langere Settlement (Fishermen Settlement)	Limbia bat Island	Distance = ±4km Transport mode: Speedboat Time Travel: 10 Minutes
	Bajoe Settlement, lnagere	Pa'pa Fishing area	Distance = ±8km Transport mode: Speedboat Time Travel: ±14 Minutes
West	Ereke Port	Buranga Dock	Water transport Distance = ±20,5km Time Travel: ±30 Minutes Land transport distance: 70km, for 4-5 hours travel time.
	Bajoe Langere Settlement	Buranga Dock	Sea tranport route: Distance= ±20,5km Time Travel: ±16 Minutes

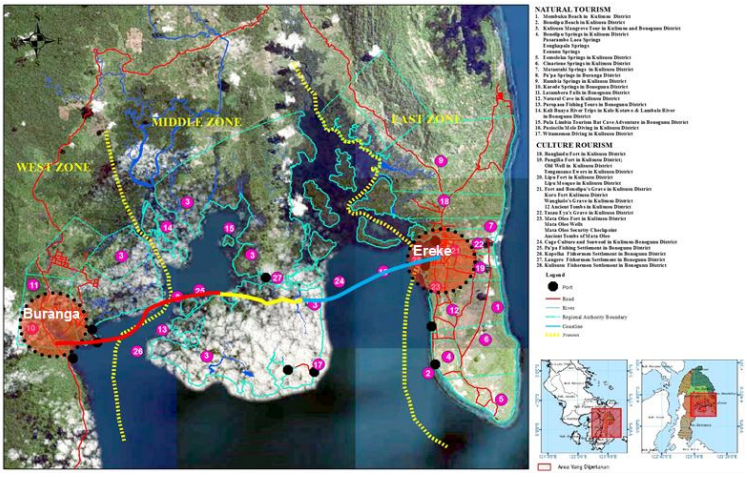


Fig. 3: North Buton Tourism Destination Maps and accessibilites

Regarding the tourism destination objects and their accessibilities, maritime transportation service becomes an essential feature to support tourist activities. A maritime corridor can serve the tourist accessibility in an efficient way while the sea transportation services can drive the local economic development improve (Fig. 3). If there is a significant increasing in economy of the local community, it is possible to value that the tourism destination has been successful in applying the tourism development concept.

In order to make a tourism industry, North Buton needs to improve the tourism accessibility in all potential tourism destination. As an island region, North Buton has a unique character in its accessibility service. Road and sea transportation is the main focus for tourism industries development.

An access from West zone to East zone can be created by a new sea route through small island in Buton Utara Region. The sea transport not only can connect all maritime tourism destinations with high accessibility (shorter route and lesser travel time) but also initiate an effective transport route for North Buton residents to support their routines activities.

5. Conclusion

The result of the analysis shows there are 28 kinds of maritime tourism objects which lay along the North Buton urbanized coastal area. Most of the objects can be achieved with longer land trip round the region. On the other side, the shortest route can be realized by using sea transportation. Unfortunately, the sea transportation has not been available yet.

The 28 kinds of maritime tourism objects in North Buton have potential values for local community development. Tourism industry can be an economic booster if the government focus on increasing the acessibilities and facilities. Promoting the integration between maritime transport and land transport is suggested for the program.

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