



SUMMARY

TEGUH PAIRUNAN PUTRA. Analysis Implementation of MP3EI (Case Study : Makassar Port Development). Supervised by TRIDOYO KUSUMASTANTO and SRI RAHARDJO.

Port play very important role for the implementation of the Master Plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI). On the other hand, if MP3EI can be implemented properly, then the implication is that the growth of traffic of goods through the port to be higher. The purpose of the study are (1) to determine South Sulawesi regional economic growth and the implication to Port of Makassar development, (2) to analyze Port facilities development, to analyze Port facilities development and (3) to analyze policy and strategic management for the development of Port Makassar. The analytical method used are the Location Quotient (LQ), time series analysis, requirements analysis and AHP analysis. Types and data sources consist of primary data and secondary data and purposive sampling technique, has been used for determination of the location and the respondent

The results showed that the base sector with a value of $LQ > 1$ in the region hinterland Makassar Port, namely agriculture (food crops, plantation crops, and fisheries), mining subsector, electricity and water. The non base value $LQ < 1$, namely the construction sector, Oil and gas mining, forestry, processing industry, livestock sector, trade, hotels & restaurants, transport and communications sector and financial sector, real estate & business services.

Makassar Port facilities and equipment development are needed to support base and non-base sectors, using moderate scenario by 2016 is projected BOR reach 60.94%, required the addition of pier 1 unit and the addition of Container Crane (CC) by 2 units. By 2019 the amount of equipment needed for development are 7 CC units, 14 units of TT, and 26 Headtruck. Port space yard is currently covering an area of 170,000 m² is not sufficient for the year 2016 amounted to 175 126 m² because of the predicted flow of containers coming into the Port of Makassar will be 913,158 TEUs which need additional container yard of 5,126 m² in 2016 and 47,895 m² in 2021.

Priority policy of Port Makassar development is the main facilities area of land with a value of 55%. Based on the factors main facilities land area, the facilities are a top priority is the build up field line one with a value of 65.5% since experts say the flow of goods at the Port of Makassar has been high so the need for additional container yard to accommodate the rate of flow of containers and goods Export and import of the basic sector and non base in Makassar and the surrounding region.

Keywords: MP3EI, port development, regional economic, port policy

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