

## CHARACTERISTIC OF FISHING PORT PATTERN IN THE TERRITORIAL WATERS OF MALAKA STRAIT AND SOUTH CHINA SEA TO BE EFFICIENT AND EFFECTIVE

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Based on the *tryptique portuaire* analytical result, two Basic Developing Pattern are implemented to solve the problems on the fishing port and fish landing place in the Malaka Strait and the South China Sea and to prevent illegal sales in the middle of the waters through connecting the market sites and the fishing ground.

The first basic pattern of the fish landing places/fishing ports development based on the *avant pays* position or the fishing ground to its *hinterland* or the fishing market is more advantageous than that from the fishing ground to the fishing port. The second basic pattern based on the *avant pays* position or fishing ground to fishing port is more advantageous than that from fishing ground to its *hinterland* or fishing market.

To do pattern one it is necessary to build a new fish landing place/fishing port between fishing ground and fishing market to control the amount of product and toll fees. Pattern two provides the passed-by fish landing places/fishing ports with necessary facilities, adjusts the capacities and develops fish manufacturing industries.

Both pattern presented above are intended to create efficiency and effectiveness in all fish landing places/fishing ports activities so as to bring benefit and prosperity to fishermen, as well as to the management.

### Introduction

According to the secondary data that we have obtained, only 10% or 73,085 ton from the total (730,855 ton) sea fishery production in 1994 in the territorial waters of Malaka Strait and South China Sea was disembarked at its fishing port (FP) and fish landing place (FLP) (Lubis, 1995). Eighty percent (80%) from 40 FLP and FP which are located on both territorial waters has not function properly, and the remainder has functioned properly, yet very limited; - geographical, the territorial waters of Malaka Strait and South China Sea are very favourable territories, because they are relatively close to the centre of Singapore, Johor and Riau (Sijori) economic development; close to ASEAN neighbour countries which are important market for Indonesia fishery production; close to Java Island which is the biggest market in Indonesia (Direktorat Jenderal Perikanan, 1994).

The purpose of this research is: (1) to know the basic description of fishing port and fish landing place as a sample model in the territorial waters of Malaka Strait and South China Sea, and, (2) to find the root of the problem of FP/FLP at both territorial waters research and an alternative solution in fishing port and fish landing place

development to be efficient and effective through an obtained pattern of development.

### Method of Research

The survey method has been used in this research with an applied *tryptique portuaire* analysis: *arriere pays terrestre/hinterland*, *avant pays maritime/foreland* and *port de pêche/fishing port* (Vigarié, 1979; Lubis, 1989). The data taken from primary data and secondary data. There were four provinces done research on at both territorial waters: North Sumatera Province at the territorial waters of Malaka Strait; the provinces of Riau, South Sumatera, and West Kalimantan at the territorial water of South China Sea.

From each province is taken one fishing port (FP) and one fish landing place (FLP). Belawan FP and Bagan Asahan FLP from North Sumatera Province; Sungai Liat FP and Manggar FLP from South Sumatera Province; Tarempa FP and Dumai FLP from Riau Province; Pemangkat FP and Sungai Rengas FLP from West Kalimantan Province. The execution of the research is done in two stages during a time of 10 months each. In the first stage, the research is about the basic description of the fishing port and fish landing place as a sample model at the territorial waters of South China Sea and Malaka Strait, and the

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second stage is about the composition and the determination of the port characteristic on the basis of *triptique portuaire* component to obtain a development pattern for fishing port or fish landing place at both territorial waters.

### Result And Discussion

The general description of fishing port and fish landing place at both territorial waters research that almost all (90%) do not function optimally and do not purely do the fishery auction. A part of the facility there does not function because of the operational budget and the income do not balance, such as the cool room at Manggar FLP; and also because the facilities are out of order, such as the workshop, slipways at Manggar FLP; the water and fuel tank at Pemangkat FP. Apart from those, at some of the fishing port and fish landing place the real needed facilities are not available, such as ice and diesel fuel provision facilities at Sungai Rengas FLP-Pontianak; and there is also a very serious shallowness at some of the other fish landing place.

Based on *triptique portuaire* analysis (Vigarié, 1979; Lubis, 1989), We have two basic pattern that are directed to the development of fishing port/fish landing place in association with the market position and the fishing ground. The first pattern in which the development pattern of of fishing port/fish landing place is on the condition or the distance of *avant pays maritime* of fishing ground (FG) to its hinterland or fishing market (FM) is more favourable than the position of or the distance of fishing ground to fishing port. The second pattern is directed to the development of fishing port/fish landing place in which the position or the distance of *avant pays maritime* or FG to FP is more favourable then the position of FG to its hinterland or FM.

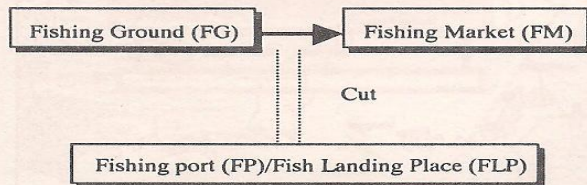


Figure-1. The first basic pattern

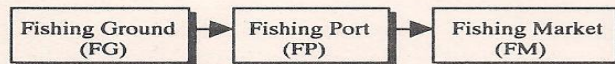


Figure-2. The second basic pattern

The characteristic of first pattern is found on the fishery catching condition at the research territory with the identifying marks as follows:

- The official market is close to or at the same location with the fisherman's settlement.
- The distribution line of the haul or the marketing line does not surpass fishing port.
- The means and the infrastructure at fishing port or fish landing place could not support the disembarkation and the marketing activities of the fisherman's haul.
- The price of fish at the consumer area is better than at the fishing port.

The first basic pattern could be interpreted that its line would be more favourable for the fisherman at this area to disembark or to sell their haul directly to the market (FM) than selling, or disembarking, or discharging their haul at the fishing port, and than - economically (profit effort), technically (haul quality) and for time efficiency - sell it to the market.

The characteristic second basic pattern is found on the condition of the haul at the research territory with the identifying marks as follows:

- Fishing port or fish landing place position as the first place of marketing is more favourable than other marketing positions.
- The distribution line of the haul or its marketing line is located in the same direction or surpassing its fishing port.
- The means and infrastructure of fishing port/fish landing place could support the disembarkation activity and the marketing of the fisherman's haul.
- The price of fish at the port is good enough.
- The fisherman's settlement is on the same location or close to the fishing port/fish landing place location.

This second basic pattern could be interpreted that its line will be more favourable for the fisherman at this territory to disembark and - economically (profit effort), technically (haul quality) and for time efficiency - sell its haul directly at FP/FLP than to sell it to the market (consumer area) without going through FP/FLP.

The first basic pattern, for its development between fishing ground and fishing market needs to be built one fishing port or fish landing place so that the supervision of the production amount that has been disembarked and the tax could be done. Where as the development of the second basic pattern is directed for the fishing port/fish landing place which is passed by or pass through, and through a more complete provision which is needed by fisherman, trades, and processor, such as processing and distribution facilities of fresh fish.

The first and the second basic patterns that are proposed above are for the development of FP/FLP which are at the territorial waters of Malaka Strait and South China Sea, that on one side it could create efficiency and effectiveness in all its activity, so that it could be favourable for the fisherman and increase its prosperity, and on the other side it could be favourable for its organizer.

In observing the hinterland component or distribution area with the first basic pattern, the fishing port/fish landing place development is directed for:

- Supplying the market at or through Singapore, Johor (West Malaka), to serve as a port for the boats which catch fishes at the Lingga, Tujuk, Kundur, Rasang and Bengkalis islands.
- Supplying the market (exporting) with the haul directly to West Malaka from the fishing ground at Malaka Strait.
- Supplying the market (exporting) with the haul directly to Hongkong, Japan, Brunei, and East Malaka from the fishing ground at the territorial waters of South China Sea and its Exclusive Economic Zone.

While for the second basic pattern the FLP development is directed for supplying the local market which are at the main hinterland – Province and District – from the fishing ground waters at the surrounding coasts.

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