
Development Strategy for Amolengo Ferry Port Using Local Wisdom-Based Ecoport Concept in Indonesia

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Abstract

The success of development is strongly marked by the availability of infrastructure which improves quality of life and human welfare, and transportation infrastructure becomes one of the basic infra-structures in development. Southeast Sulawesi Province, which has an archipelagic pattern, encourages the importance of optimal transportation services at ports, both seaports and ferry ports. The research was aimed at determining and analyzing the strategies to develop the Amolengo Ferry Port by the Ecoport concept and the local wisdom. This research uses a qualitative approach in which data was taken from primary and secondary sources. The purposive sampling technique was applied to determine the informants involving the officials from the Southeast Sulawesi Provincial Transportation Service and the community leaders from the Bajo people living in the area around the Amolengo Ferry Port. Interviews, observation, and literature study were used for data collection in which the collected data was analyzed by SWOT analysis. The results show that the Amolengo Ferry Port, after being developed by the Ecoport Concept and by the local wisdom, runs on its right track to become strategic port. The implemented strategy was related to the S-O strategy which has successfully gained support from stakeholders and local community as well as support from the Ministry of Transportation; the supports have optimized the potentials of Bajo ethnicity showing their attraction at the port.

KEYWORDS: SWOT Analysis, Eco-port, Ferry Port, Development Strategy, Bajo Ethnic, Transportation

Introduction

Development is an overview of the desired changes from undeveloped to developed condition and encourages improvements in economic, political, cultural life, and community infrastructure (Fakih, 2011; Hák, Janoušková, & Moldan, 2016; Setianingtias, Retno, Baiquni, & Kurniawan, 2019; Iskandar, 2020). The objectives of Indonesian development are stated in the preamble of the 1945 Constitution and Salim (2006) has proposed four objectives of development. The success of development by government can be seen from the fulfillment of infrastructure since “infrastructure also influences improving the quality of life and human welfare” (Rini, 2021). Basri (2002) stated that “the availability of infrastructure can stimulate and encourage the development process in an area”. Infrastructure facilitates the mobility of production, especially the population, of goods/services, and of trades among regions.

The infrastructure playing a major role in accelerating development is transportation, consisting of land, river/sea, and air transportation. Transportation infrastructure is developed on the needs in order it can brings impacts and benefits to society or public (Lakshmanan, 2011; Dwarakish & Salim, 2015; Arbues, & Mayor, 2015; Farhandi, 2015). Transportation plays

a very strategic function in supporting and encouraging development (Rojas, 2018; Santos, Salvador, Dias, & Soares, 2018; Jung, 2011; Asriyati et al., 2023).

Sea and ferry transportation infrastructure managed by the Southeast Sulawesi Provincial Transportation Service (SSPTS) is the Amolengo Ferry Port (AFP), a very strategic port to connect the mainland and islands in the province. The AFP is one of the third busiest ferry ports to move people and goods in the province. From initial observations, facts were found regarding the implementation of sea transportation in the archipelagic region of Southeast Sulawesi Province which was not yet integrated, not yet synergistic, and not yet efficient and effective. Another fact was related to the slum areas inhabited by Bajo ethnic (BE), which brought negative impacts on the appearance of the AFP.

Developing AFP by involving community and local wisdom has been noted by Sugianti (2016), Anwar et al. (2018), and Syaripuddin (2020) on the basis on environmentally friendly by ecoport concept (EC) (see also Ahmadi et al., 2012; Zulfikar et al., 2023; Djuliyanto, Adi, Putra & Dwi, 2024). The implementation of transportation management by local governments should be carried out systematically, efficiently, and effectively by considering all factors, like, internal and external environmental factors so that safe, comfortable, efficient, effective, and humane transportation management can be realized. The AFP is intact, in accordance with the existing regulations but also does not abandon the atmosphere and local wisdom values which have become the characteristic of the AFP itself.

Transportation and Local Wisdom

Prior studies suggested that the vulnerability to teaching burnout extends not only to professional teachers but also to burgeoning student-teachers in the process of preparing for their future roles in professional teaching (e.g., Clark et al., 2015). For example, student-teachers are normally required to do an internship, in which they play the role of teachers in class but they also play the role of students, for example under the supervision of mentors (e.g., Clark et al., 2015; Roselina, 2022; Haider et al., 2019). Playing both roles of student and teacher might be a challenge for student-teachers since they might feel directionless about playing these two roles. Additionally, during the internship, student-teachers might be overwhelmed, resulting from the lack of the necessary content knowledge and pedagogical skills needed to handle diverse situations that arise in the classroom (Burn, 2007; So & Kim, 2009). These studies suggested the complicated inherent in the journey towards becoming an effective teacher, underscoring the potential for student-teachers to grapple with the triad of burnout symptoms: emotional exhaustion, precipitated by the taxing demands of their training and educational responsibilities; depersonalization, characterized by a distancing from the student body and educational community, often accompanied by feelings of detachment and cynicism; and a diminished sense of personal accomplishment, wherein the aspiring educators confront self-doubt and a perceived lack of efficacy in their pursuit of pedagogical excellence.

Scope and Methodology

The research used a qualitative approach which is supported by primary and secondary data sources. This research was carried out at AFP, which is close to BE villages, which, if they are not properly organized and managed, could cause the appearance of the AFP to be slum and also cause problems of transportation organization. Data collection was carried out interviews, observation, literature study, and documentation. The informants, who were officials from the SSPTS as well as from BE community leaders living in the area around the AFP, were selected by purposive sampling technique. The data analysis technique utilized the SWOT analysis (see Figure 1) to describe and analyze the development strategy for the AFP with the EC on the basis on LW. In the analysis, it is necessary to consider the internal and external factors of IFAS and EFAS values. By classifying the opportunities and threats into EFAS and the strengths and weaknesses into IFAS, SWOT matrix could be determined in which, by comparing the strategic factors, four possible alternative strategies were created, such as, S-O, S-T, W-O, and W-T (Rangkuti, 2015).



Figure 1. SWOT Framework

Source: Parraga et al. (2014)

Literature Review

Miro (2004) has defined the term transportation consisting of safety, high accessibility, sufficient capacity, regularity, smoothness, on time, comfortability for users, economy, safety, order, low pollution, and low burden on society. Humans fulfill very varied life needs which are generally related to the production of goods and services. Transportation, in the regional development process, is one of the elements forming regional spatial structure which directly supports functional relationships and distribution service orientation between internal and external nodes, and influences regional economic growth directly and has an impact on several other sectors, as seen in the following (Ralahalu et al., 2013).

The term port has been described in details by Utomo (2015) and Triatmodjo (2008). A ferry port functions as a link to the road and/or rail network in a provincial or inter-provincial area that is separated by water. Changing modes of transportation at crossing ports is carried out using multiple modes of transportation, including more than two modes of transportation. The changeover between modes of transportation is not carried out by unloading goods from land vehicles. Shipping routes to certain destination ports are carried out in several routine shipping schedules and port development can be carried out through development efforts which can be categorized into three groups of efforts, namely structure, infrastructure, and superstructure development efforts (Utomo, 2015). The EC not only meets environmental needs, but also improves profits and aims to increase the efficiency of existing resources, to reduce negative impacts on the surrounding environment, to increase the level of environmental management, and improve the quality of the natural environment around the port (Perawati, et al., 2017). The EC can be implemented, for example, by reducing air pollution, designing ports with vegetation or lots of trees to reduce noise and pollution, using renewable energy and using materials that can be recycled (Rachman, et al, 2024). The EC consists of five aspects, i.e., air pollution management, aesthetics and noise management, solid waste management, and liquid waste management, and marine biology sustainability (Wahyuni & Faik, 2018).

Local wisdom (LW) (or sometimes called local knowledge or local intelligence) is often associated with local communities. The LW can be interpreted as a view of life and knowledge as well as various life strategies in the form of activities carried out by local communities in responding to various problems in meeting their needs (Fajarini, 2014). The LW sustainability reflects the values that apply in certain community groups and these values become the guidelines of certain groups of people which usually become a part of life that can be observed through their daily attitudes and behavior. As part of traditional culture, the LW is considered as cultural heritage, lives in the cognitive, affective, and motor domains, and grows into public aspirations and appreciation, being oriented towards balance and harmony of humans, nature and culture; preservation and diversity of nature and culture; conservation of natural resources and cultural heritage; saving resources with economic value; and morality and spirituality (Permana, 2010).

Result and Discussion

The AFP is located in East Kolono District, South Konawe Regency and is administered under the management of the Amolengo-Labuan Service Technical Implementation Unit (ALSTIU). The AFP works to connect the mainland region of Southeast Sulawesi Province (SSP) and other island regions in the province and becomes the third most visited by passengers (see Table 1).

Table 1. Number of Passengers at Ferry Ports Managed by SSPTS in 2023

No	Service Technical Implementation Unit (UPTD)	No. Passenger	of (%)
1	Baubau – Waara Ferry Port	309,404	37
2	Torobulu – Tampo Ferry Port	237,698	28
3	Amolengo – Labuan Ferry Port (ALFP)	188,545	22
4	Kendari-Langara Ferry Port	107,254	13
Total		842,901	100

Source: Asriyati et al. (2023)

Table 1 shows the high number of passengers at ALFP, making it a source of locally-generated revenue (PAD) for provincial government from the transportation sector. From interviews and field observations, data was found that there are 30 families of BE people living around the AFP since long before the AFP was inaugurated in 2016. Meanwhile, there are 30 stalls and kiosks around the AFP.

Internal and External Factors for the AFP Development Using the EC and LW

A. Internal Factors

1. Strength

The research results from interviews, observations, and documentation found that several strengths in encouraging the AFP development using EC and LW can be summarized in the followings.

1.1. Strategic Location

The AFP is strategic because of the significant record of passengers passing through this port every year, especially it connects the mainland and islands in SSP. This condition becomes the advantages in encouraging its development. This is in line with the research findings by the following scholars (Augustin & Akossiwa, 2018; Fofid, Sutrisno & Handoko, 2019; Mufriana & Yulianti, 2023) who believe that a strategic location from the aspect geography and economics can be the strengths in port development.

1.2. The Largest Source of PAD from Transportation Sector

The results of interviews with informants, especially with the SSP Transportation officials proved that the largest source of PAD donated to the SSP Government came from levies from ferry port. As the third largest number of passenger movements in SSP, this is an advantage in encouraging the AFP development more optimally in the future. This is similar to several scholars' researches (see Amairia, & Amaira, 2017; Park, Seo & Ha, 2019; Wang & Wang, 2019; Sun & Kauzen, 2023) arguing that the significant role of port infrastructure in economic development could increase government income.

1.3. AFP Big Impacts on the Surrounding Areas (Hinterland)

Since ferry ports become the gateway to the economy of a region, the presence of a port in an area is one of the supporting capacities for regional development. They can increase the labor absorption due to operational ports (see Bottasso, Conti, & Ferrari, 2003). By the way, each potential sector must be developed to accommodate the increase in demand for goods and services in the region, so there must be good preparedness from the system of facilities and infrastructure, especially the transportation network which can support the distribution of goods outside the region (see Gantara & Achmadi, 2012; Astija & Puspitasari, 2017; Hakim & Cahyadi, 2020; Mudronja, & Alilović, 2020; Behdani, Wiegman, & Roso, 2020).

2. Weakness

Several weaknesses were found in encouraging the AFP development by the EC which is based on LW; the weaknesses are described in points to follow.

2.1. Low HR Competency

It must be acknowledged that HRs working for ferry port managed by the SSP Transportation Service, including the AFP, are still low and this condition is one of the weakening elements in encouraging the development of ferry ports, as mentioned by several scholars (see Maulia, 2012; Ahmadi et al, 2018; Asmiati et al., 2023; Zulfikar et al, 2023) who argued that reliable HRs are needed to support the development. Transportation infrastructure including ports, in which their development is based on ecoport, are always accompanied by a smart port concept which of course requires high quality of HRs.

2.2. Limited budget for care, maintenance, and development of the ferry port

Port care and maintenance requires a large budget and unfortunately, the SSP Government has a very limited budget. This condition should become attention by the SSP Transportation Service when planning to develop the AFP. By limited budget it is difficult to encourage the development and maintenance of port infrastructure, which is one of the driving forces in developing sustainable transportation in the port area (Putra and Djalante, 2016). The link between budget and

development was also explained by Le, Son-Tung, and Trung-Hieu Nguyen (2023) who believed that a lack of budget would have a negative impact on the development of environmentally friendly ports.

2.3. Minimal environmental aspects

Ecoport-based port development is certainly dominated by environmental-based management. Unfortunately, observations have found that environmental management was not handled well, so this became one of the biggest weaknesses in developing the AFP in the future. Results of interviews with ferry port managers show that this is related to the HRs competency, who do not understand ecoport-based port management and budgets for care, maintenance, and provision of waste processing infrastructure in the AFP area. This certainly contradicts with the principles of environmental management as an indicator of a ecoport (see Jinming et al., 2015; Ahmadi et al., 2018; Augustin & Akossiwa, 2018; Zulfikar et al, 2023; Rachman et al., 2024; Karagkouni et al., 2024).

2.4. Land issues

The results of interviews with several informants from ferry port management and from surrounding community show the available problems related to land issues. They must be solved in order efforts to develop the AFP is successful in the future and to avoid conflicts that could occur if this land issue is not handled carefully (Farichah, 2016; Augustin & Akossiwa, 2018; Bergqvist & Monios, 2019; Mahardika, 2020; and Zulfikar et al., 2023).

2.5. The existing condition of the BE slum area

The observations carried out by researchers have found that the existing housing conditions of the BE living around the AFP area are very shabby. This is in contrast to future port development plans, so this is a weakening element and needs to be paid attention to by relevant stakeholders. If this is not handled well, it will certainly become a problem in developing the Ecoport-based AFP (Jinming et al., 2015; Bergqvist & Monios, 2019, Zulfikar et al., 2023; Rachman et al., 2024; Karagkouni et al., 2024).

2.6. The issue of village names in the port area

Interviews with informants have shown that the village name in which the AFP is located has changed from Amolengo village to Langkatulu village, and the change is being questioned by several local communities; stakeholders should pay attention on this to anticipate social problems in the future (Zulfikar et al, 2023).

B. External factors

1. Opportunities

From interviews, observations, and documentation studies, several opportunities have been found to encourage the AFP development using LW-based EC, which would be described in the following points.

1.1. Support from Ministry of Transportation for the AFP development

The Indonesian Ministry of Transportation provides good support for the AFP development and this is a big opportunity so that in the future the AFP functions well and can bring good impacts in the regional development in SSP (Maulia, 2012; Hendrik, 2014).

1.2. BE potential residential area as an additional attraction

The AFP uniqueness lies on the BE area, which is one of the local communities spreading across many regions in Indonesia. The ethnic is well known as the sea and waters men, occupying the port area long before the AFP inauguration in 2016. Because of their unique culture, the port development is potentially encouraged, not only combining the EC but also prioritizing aspects of local wisdom.

1.3. Support from other stakeholders in optimizing ferry port development

AFP management would not run optimally without support from other stakeholders, and so far, good cooperation with PT. ASDP (Persero) as the ferry operator, the Police, and increasingly close collaboration with academics (campuses) have been built in providing ideas to develop ecoport-based ports and to combine them with local wisdom (Maulia, 2012; Hendrik, 2014).

1.4. Community support for port development plans

Participation and support from local communities are currently a breath of fresh air in the development carried out by the government. This is certainly a significant opportunity to encourage the development of the AFP-based ecoport by not abandoning the local culture around the port area. Many studies have been conducted to prove that active participation, empowerment, and support from local communities can encourage the development carried out to be much more effective, efficient, and sustainable (Hendrik, 2014; Anwar et al., 2018; Syaripuddin, 2020).

1.5. Innovation in the payment mechanisms (E-Ticketing)

Technological developments in today's era must be considered by government agencies in encouraging improvements in public services and in carrying out assigned tasks. The SSP Government has tried to implement payment innovations based on technological advances (E-Ticketing) which are expected to reduce dissatisfaction with prospective passengers with the practice of extortion which is rife at ferry ports. The implementation of the payment mechanism is also a good intention in supporting the transparency of public services which is intensively promoted by the government and is expected to encourage passengers' satisfaction at the port (Azhar et al., 2018; Ahmadi et al., 2018; Mokui et al., 2023; Surucu-Balci et al., 2024).

2. Threats

The following points are considered as challenges in the AFP development.

2.1. Large budget in the port management

The AFP care, maintenance, and development requires a large budget and, of course, this is a challenge for the SSP Government in realizing the development concept because small budget would significantly bring negative influences on the port development, especially on the port with the EC (Le et al., 2023).

2.2. Little awareness of passengers and surrounding communities to keep the port area clean

The research has found that port users and/or the surrounding community are not aware of maintaining the AFP area clean. This is certainly a challenge in the ecoport development since one of the indicators of the ecoport aspect relates to environmental management, namely, the quality of emissions, the quality of the waters around the port, and the quality of noise, including cleanliness in the port environment and infrastructure at the port terminal itself (Ahmadi et al., 2018). This is certainly unfortunate because it would have an impact on the EC applied to the AFP development.

2.3. Unstable internet network to support E-Ticketing

The E-Ticketing payment mechanism is currently carried out by the SSPTS to manage ferry ports and is still hampered by unstable internet networks in all port areas. This challenge should be solved in better development of ferry ports in the future (Ahmadi et al., 2018) and requires attention from the government to prepare better telecommunications infrastructure to overcome the problem of unstable internet networks in ferry port areas. Various opinions in relation to internal and external factors have been obtained from informants as seen in Table 2.

Table 2. SWOT Analysis of the AFP Development with LW-based EC

	Strengths	Weakness
Internal Factors	Strategic location	Low HR competency
	PAD largest source comes from the transportation sector	Limited budget
	The port has a big impact on the surrounding area (Hinterland)	No optimal handling on the environmental aspects
		Land issues
		Existing condition of the BE slum area
		The issue of village names in the port area
	Opportunities	Threats
External	Support from the Ministry of Transportation	Large budget to manage ferry port area
	Potential BE residential area as an additional attraction	Passengers' low awareness to keep the port area clean
		Large budget to manage the port area

Factors	Support from other stakeholders in optimizing the development of ferry ports Community support for port development plans Innovation in payment mechanisms	Unstable internet network to support E-Ticketing
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Source: Data Processing Results (2024)

To prepare the SWOT matrix for the AFP development with LW-based EC, IFAS and EFAS calculations must be carried out as shown in Table 3 and 4.

Table 3. IFAS Calculation for the AFP Development with LW-based EC

Internal Factors	Strategy Value	Rating	X Value Rating
STRENGTH (S)			
Strategic Location	0,20	4	0,80
Locally-generated revenue (PAD)	0,15	3	0,45
Big impacts of port on the surrounding area	0,15	3	0,45
Total Strength	0.50		1,70
WEAKNESS (W)			
Low competency	HR 0,10	3	0,30
Limited budget	0,12	2	0,24
No optimal handling on environmental aspects	0,10	3	0,30
Land issues	0.05	4	0.20
The existing condition of BE slum area	0.10	3	0.30
The issue of village names in the port area	0.03	4	0.12
Total Weakness	0.50		0.62

Source: Data Processing Results (2024)

Table 4. EFAS Calculation for the AFP Development with LW-based EC

External Factors	Strategy Value	Rating	X Value Rating
OPPORTUNITY (O)			
Central Ministry Support	0,10	3	0,30

Potential Bajo Tribe residential area as an additional attraction	0,20	4	0,80
Support from other stakeholders	0,05	2	0,10
Community support	0,10	3	0.30
Innovation in the form of payment mechanisms (E-Ticketing)	0,05	2	0/10
Total Opportunity	0.50		1,60

THREATS (T)

Large budget to manage the port area	0,25	1	0,25
Low awareness of passengers and local community to keep the port area clean	0,15	2	0,30
Unstable internet network to support E-Ticketing	0,10	3	0,30
Total Threats	0.50		0.85

Source: Data Processing Results (2024)

From the total value of the IFAS and EFAS, the score matrix of SWOT (space matrix) can be mapped in the form of an analysis diagram. This diagram can determine the strategic position of the AFP development with the LM-based EC. By identifying the strategic position based on the matrix space analysis and its description in vector line, the results of the strategic position mapping can be seen in Figure 2.

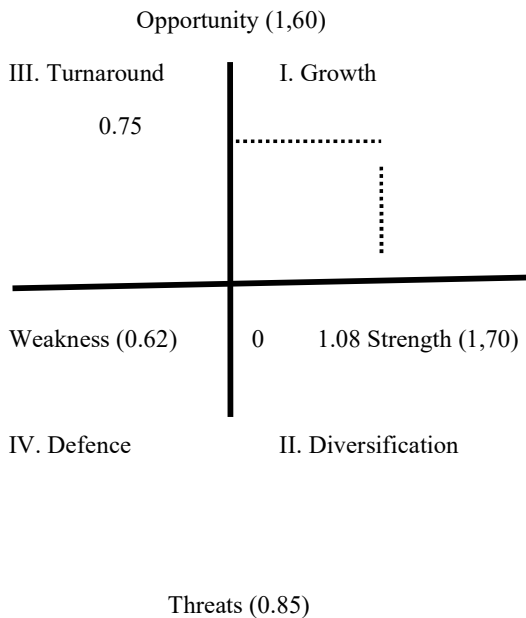


Figure 2. SWOT Diagram

Figure 2 shows the AFP development with the LM-based EC which is on the right track to continuously carry out development strategies (Growth). Table 5 shows the SWOT matrix for this research.

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Table 5. SWOT Matrix

IFAS (Internal Strategy Analysis Factors) EFAS (External Strategy Analysis Factors)	STRENGTH (S) Strategic Location The largest source of PAD Impact on surrounding ports (hinterland)	WEAKNESS (W) Low HR competency Limited budget Environmental aspects have not been handled optimally Land issues The condition of the Bajo tribal area is slum The issue of village names
Opportunities (O) Support from the Indonesian Ministry of Transportation Potential of the Bajo Tribe Area as an attraction Stakeholder Support Community support Innovation in the form of payment mechanisms	S-O Strategy Utilize the strategic location of the Ferry Port and the resulting impact by optimizing support from other stakeholders and the community. Activate support from the Ministry of Transportation in optimizing the potential of the Bajo Tribe area as an attraction for the Amolengo Ferry Port.	W-O Strategy Encourage increased support from the Indonesian Ministry of Transportation regarding the development of its human resource competencies Optimize support and participation of local communities in land issues and village names Educate the public and service users regarding awareness of protecting the port environment
THREAT (T) Arranging the port area requires a large budget Passenger and public awareness regarding cleanliness is still low Unstable internet network in supporting e-ticketing innovation.	S-T Strategy Encourage collaboration with investors or the private sector to organize the Amolengo Ferry Port area with all the competitive advantages it has	W-T Strategy Strive for telecommunication infrastructure support to support the operationalization of e-ticketing

Source: Data Processing Results (2024)

Findings

Several strategies to develop the are described in the following points.

1. S-O Strategy

This strategy consists of two points.

1.1. Utilizing ferry port strategic location and knowing the optimal supports from other stakeholders and the community

The AFP strategic location and its role in connecting the mainland and island areas in SSP must be maximized with the support of relevant stakeholders and community participation. Port development cannot stand alone but requires aspects, such as, strategic location, other agencies support, and the surrounding community who play their active role. Due to the increasing public understanding, the development of transportation infrastructure, like AFP development, is thought to be beneficiary for them (Jung, 2011; Farhandi, 2015; Rojas, 2018; Asriyati et al., 2023).

1.2. Getting support from the Indonesian Ministry of Transportation (IMT) to optimize the potentials of BE area as an attraction for the AFP

Without support from the IMT, it would certainly be difficult to accelerate the AFP development using the EC and LW (Perawati et al., 2017; Rachman et al., 2024; Karagkouni et al., 2024).

2. S-T Strategy

This strategy consists of three aspects.

2.1. Encouraging the increased support from the IMT regarding the development of human resource competencies

This strategy can also be carried out by the SSPTS to encourage the increase of human resource competency at ports, considering that ferry port management standards become the domain of the IMT; all this is related to budget limitations in developing human resource capacity (Asmiati et al., 2023; Zulfikar et al., 2023)

2.2. Optimizing local communities' support and participation in land and village name issues

Support and participation of the surrounding community is very much needed to support the existing development. Problems related to land and controversial village names can be reduced with the positive involvement and desire of the community to discuss solutions to the problems arising. There must be a strategy to encourage ports development by LW-based EC (Rini, 2021); Sun and Kauzen, 2023).

2.3. Educating public and service users regarding awareness of port environment protection

Participation of local communities and service users as one of the actors in maintaining environmental cleanliness is influential, so educating community in order to build understanding and awareness of joint protection to the port environment is an urgent in order to realize the LW-based ECE immediately (Anwar et al., 2018; Augustin & Akossiwa, 2018; Syaripuddin, 2020).

3. W-O Strategy

This strategy consists of efforts to encourage collaboration with investors or private sectors to organize the AFP area with all the competitive advantages it has. Currently, the government should seek innovation to overcome the problem of limited budgets in infrastructure development. Hence, cooperation and collaboration is currently being put forward in solving the problems (Augustin & Akossiwa, 2018; Rachman et al., 2024). In short, the AFP should be promoted to private sectors who help develop the supporting infrastructure (Ahmadi et al., 2018).

4. W-T Strategy

This strategy consists of steps in building telecommunication infrastructure support to e-ticketing. The innovation that should be created by SSPTS in information technology is the use of cashless payment mechanism called e-ticketing which is applied in ferry ports managed by the Department of Transportation (Mokui et al., 2023; Surucu-Balci et al., 2024). Having seen the IFAS and EFAS matrix which places the AFP development by LW-based EC in Quadrant I, the most prior strategy to be implemented by the SSP Government is the S-O Strategy which utilizes the strategic location of the ferry port and the resulting impact by optimizing support from other stakeholders and the community, and activates support from the IMT to optimize the potentials of BE area as an attraction for the AFP.

Conclusion

Based on the results and discussion, it can be concluded that the Amolengo Ferry Port with the Local Wisdom-based Ecoport Concept has walked on the right track to continuously carry out development strategies (Growth). Therefore, the strategy implemented is the S-O Strategy which seeks to utilize the strategic location of the port with optimal support from other stakeholders and community as well as enhancing support from the Ministry of Transportation in optimizing the potential of the Bajo ethnic as an attraction for the AFP.

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