

Analisis dampak pembangunan fisik infrastruktur jalan KA terhadap perekonomian Provinsi Sulawesi Selatan : studi kasus Trans Sulawesi (Makassar-Parepare) = Analysis of physical infrastructure development impact on the economy railroad South Sulawesi Province : a case study of Trans Sulawesi (Makassar Parepare) / Ni Wayan Asmiyati

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Abstrak

[<b>ABSTRAK</b><br>

Adanya kebijakan pembangunan jalan kereta api di pulau Sulawesi untuk mendukung pembangunan sarana publik dan pembangunan infrastruktur di Sulawesi Selatan. Pembangunan jalan kereta api Trans Sulawesi (Makassar Parepare) berjarak ±136,3 KM dan melewati 5 (lima) kota/Kabupaten yaitu Kota Makassar, Kab. Maros, Kab. Pangkep, Kab. Parepare, dan Kab. Barru. Nilai investasi yang digunakan dalam pembangunan ini yang berdampak pada provinsi Sulawesi selatan sebesar ± Rp. 908,16 Milliar. Metode penelitian yang digunakan adalah dengan analisa input-output dengan data awal adalah tabel input output provinsi Sulawesi selatan tahun 2009 kemudian di update dengan metode RAS dan simple LQ. Dari penelitian ini setelah adanya pembangunan jalan KA Trans Sulawesi (Makassar Parepare) sektor kunci dalam perekonomian yang sebelum pembangunan jalan KA adalah sektor kuncinya antara lain sektor makanan, minuman dan tembakau; barang kayu dan hasil hutan lainnya; bangunan; angkutan jalan raya; angkutan udara; dan lembaga keuangan tanpa bank. kemudian setal pembangun sector kuncinya menjadi sektor makanan, minuman dan tembakau; barang kayu dan hasil hutan lainnya; pupuk, kimia, & barang dari laut; bangunan; dan angkutan rel. Dengan adanya pembangunan jalan KA tersebut memunculkan sektor baru dalam perekonomian Sulawesi selatan yaitu sektor angkutan rel. Dampak ekonomi terhadap penciptaan output dari tahun 2012 ? 2019 sebesar Rp. 2,14 Triliun. Dampak ekonomi terhadap peningkatan pendapatan masyarakat dari tahun 2012-2019 sebesar Rp.302,93 Triliun. Dampak ekonomi terhadap penciptaan NTB dari tahun 2012-2019 sebesar Rp.640,65 Triliun dan dampak ekonomi terhadap penciptaan lapangan kerja dari tahun 2012 ? 2019 sebesar 24.044 jiwa.

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<b>ABSTRACT</b><br>

The policy of railroad construction on the island of Sulawesi to support the construction of public facilities and infrastructure development in South Sulawesi. Railroad construction Trans Sulawesi (Makassar - Pare Pare) is ± 136.3 KM and pass through five (5) cities / districts, the city of Makassar, Kab. Maros, Kab. Pangkep, Kab. Pare Pare, and Kab. Barru. The value of investments used in the

construction of this impacting on the southern Sulawesi province of  $\pm$  Rp. 908.16 billion. The method used is the analysis of input-output tables with the initial data is input output southern Sulawesi province in 2009 and then updated with a method of RAS and LQ. From this study, after the construction of railway Trans Sulawesi (Makassar - Pare Pare) in the key sectors of the economy prior to the construction of railway lines is the key sectors include the food, beverage and tobacco; goods timber and other forest products; building; road transport; air transport; and financial institutions without banks. Set an builder then the key sector into the food, beverage and tobacco; goods timber and other forest products; fertilizers, chemicals, and goods from the sea; banguunan; and rail transport. With the construction of the railway lines led to a new sector in the economy of southern Sulawesi, namely the rail freight sector. The economic impact of the creation of the output of the year 2012 - 2019 amounting to Rp. 2.14 Trillion. The economic impact of the increase in public revenue from the year 2012 - 2019 for Rp.302,93 T ., Economic impact on the creation of value added from the year 2012-2019 amounted to Rp.640,65 trillion and the economic impact on job creation of the years 2012-2019 amounted to 24 044 inhabitants., The policy of railroad construction on the island of Sulawesi to support the construction of public facilities and infrastructure development in South Sulawesi. Railroad construction Trans Sulawesi (Makassar - Pare Pare) is  $\pm$  136.3 KM and pass through five (5) cities / districts, the city of Makassar, Kab. Maros, Kab. Pangkep, Kab. Pare Pare, and Kab. Barru. The value of investments used in the construction of this impacting on the southern Sulawesi province of  $\pm$  Rp. 908.16 billion. The method used is the analysis of input-output tables with the initial data is input output southern Sulawesi province in 2009 and then updated with a method of RAS and LQ. From this study, after the construction of railway Trans Sulawesi (Makassar - Pare Pare) in the key sectors of the economy prior to the construction of railway lines is the key sectors include the food, beverage and tobacco; goods timber and other forest products; building; road transport; air transport; and financial institutions without banks. Set an builder then the key sector into the food, beverage and tobacco; goods timber and other forest products; fertilizers, chemicals, and goods from the sea; banguunan; and rail transport. With the construction of the railway lines led to a new sector in the economy of southern Sulawesi, namely the rail freight sector. The economic impact of the creation of the output of the year 2012 - 2019 amounting to Rp. 2.14 Trillion. The economic impact of the increase in public revenue from the year 2012 - 2019 for Rp.302,93 T ., Economic impact on the creation of value added from the year 2012-2019 amounted to Rp.640,65 trillion and the economic impact on job creation of the years 2012-2019 amounted to 24 044 inhabitants.]