

Management of Mola Raya Slum Areas Becoming a Tourism Area in Wakatobi Regency

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Abstract

The tourism sector can improve the welfare of the community, and can improve the quality of life of the community, especially residents around tourism destinations. The marine-based tourism development of Wakatobi Regency has been in line with regional development policies that place the fisheries and marine sector as well as tourism as a leading sector, with a Vision: "Terwujudnya Surga Nyata Bawah Laut di Jantung Segi Tiga Karang Dunia".

The research method is description research, by describing phenomena and trying to combine handling patterns through collaborative efforts of the parties.

The results of the study describe the Mola Raya Tourism Area including Desa Mola Bahari, Desa Nelayan Bakti, Desa Mola Samaturu, Desa Mola Selatan, Desa Mola Utara, and Desa Mandati III.

This area is a coastal area and traditional village of the Bajo tribe, which has a function as the development of the Traditional Special Region of the Bajo Tribe, the development of Limited Settlements, the development of Local Scale Public Service Facilities, the development of Trade and Local Scale Services. The area under study also includes a cultural heritage area that should be protected and used as a traditional special area, the Bajo tribe village.

The model of handling the area is carried out by a collaborative model of the Slum Management Program and tourism development, in which a breakthrough forms through the development of the Mola area as part of the Wangi-Wangi Urban Area with; (1) carrying out restoration, renovation and preservation efforts with community participation, (2) Improving care and improvement of traditional Bajo settlements as an effort to improve the Bajo Traditional Special Region, (3) Developing traditional Bajo settlements into tourist areas, by increasing transportation facilities and facilities and infrastructure as a support, and (4) involving the community in conservation activities and efforts to determine the Bajo tribe as a Traditional Special Area, as well as involving the community in cultural tourism activities that can be developed.

Key Word ; Collaboration, Tourism, Slums

A. Introduction

Tourism is an increasingly important role in the development of the economy. As a global service trade, tourism has become a key driver of socio-economic progress through job creation and business opportunities and infrastructure development [1]; Meanwhile, from the perspective of human resource development, tourism has the potential to be an instrument in improving the quality of life of people, especially residents around tourism destinations. Thus, tourism can improve the welfare of the community, not only material and spiritual well-being, but also at the same time improve cultural welfare

Indonesia has many leading tourism destinations that are relied on to achieve national tourism targets, one of which is Wakatobi. In national tourism, Wakatobi occupies an important position as a marine tourism destination. The development of tourism in the marine-based Wakatobi Regency has been in line with regional development policies that place the fisheries and marine sector as well as tourism as a leading sector, with the Vision: "*Terwujudnya Surga Nyata Bawah Laut di Jantung Segi Tiga Karang Dunia*". " The chosen fisheries/marine and tourism sectors as the leading sectors [2]

Wakatobi Regency is based on the potential of the region which relies on the character of: (a) Wakatobi Islands Region and the surrounding waters covering 1,390,000 Ha, with 97% is sea area while the remaining 3% is land; (b) 942 fish species; (c) 90,000 ha of coral reef area; (d) 750 coral species out of 850 coral species in the world; (e) has a 48 km long Kaledupa atoll which is the world's atoll reef; and (f) has 39 islands (g uninhabited islands). [3]

In the context of the discussion of the development of tourist areas in the Mola Area of Wakatobi Regency, the researchers tried to synergize with the planned arrangement of slums in the area. The concept of slum areas is mentioned as one of the basic human needs and is an important factor in increasing human dignity and quality and a prosperous quality of life. Housing and settlements are also part of national development that needs to be continually improved and developed in an integrated, directed, planned, and sustainable manner [4]. Meanwhile the Ministry of PUPR data in 2018, explained that in the last forty years, Indonesia experienced high urban population growth, the average population growth rate in urban areas reached 2.75% per year and estimated at the end of 2025 there were around 60% Indonesian population will live in cities [5]. The population growth has implications for increasing settlements, the need for decent and affordable housing, as well as the need for basic services and adequate settlement management systems.

Undang Undang 1 of 2011 concerning Housing and Settlement Areas explains that Slum Settlements are settlements that are not habitable due to building irregularities, high building density levels, and the quality of buildings and facilities and infrastructure

that do not meet the requirements, while Slums are those that have experienced housing. a decrease in the quality of function as a place of residence [6], meanwhile Regulation of the Minister of Public Works and Public Housing (Permen PUPR) Number 2 of 2016, concerning Quality Improvement of Housing and Slums, states that Slum Settlements are settlements that are not suitable for habitation due to irregularity in buildings, a high level of building density where the quality of buildings and infrastructure are not eligible. This definition defines the characteristics of slums and slums, namely: (1) It is a unit of housing and settlement entity; (2) The condition of the building is not qualified, irregular and has a high density; and (3) the condition of facilities and infrastructure does not meet the requirements (facilities and infrastructure limits are set within the scope of creation), namely: (a) Environmental Roads, (b) Environmental Drainage, (c) Provision of Clean Water / Drinking, (d) Solid Waste Management , (e) Waste Water Management, and (f) Fire Protection. [7]

Slum settlements cause social problems namely poverty, besides at this time from various sources of the Ministry of PUPR stated that the handling of slums is a complex challenge for the city / district government, because besides being a problem, on the other hand it turns out to be one of the pillars supporting the city economy , so the pattern that is being tried is to initiate the development of a collaborative platform to realize habitable settlements through the Slumless City Program [8]

This study was also carried out to illustrate that the implementation of poverty alleviation programs will almost never be solved, if the problem is only carried out by the handlers in one sector only, so that an integrated and integrated management effort is needed in one management. organization. In the context of handling poverty, it is stated that handling poverty alleviation is no longer approached appropriately through an economic approach, but by optimizing the pooling of resources in every organization that is collaborated to achieve prosperity, through organizational networks [9]

Collaboration is a fundamental process of cooperation that gives birth to trust, integrity and breakthrough through achieving consensus, ownership and integration in all aspects of the organization. So the key word for collaboration is integration, or what is known as harmonization. so to face new challenges it is necessary to re-design the organization, in this context, the concept of network organization of other languages from collaboration becomes a necessity. [10]

B. Regional Overview

The Wakatobi community consists of 9 indigenous communities, namely the Indigenous people of Wanci, Mandati, Liya and Kapota found on Wangi-wangi Island and Kapota; Kaledupa Indigenous people on Kaledupa Island; Indigenous people of Waha, Tongano and Timu on Tomia Island; and the Mbedabeda Indigenous people on Binongko Island. For the coastal areas of the Wakatobi Islands it is a customary area or

customary property managed by Sara. Wangi-Wangi Island has 4 traditional institutions with ownership rights, namely Kapota, Liya, Wanci and Mandati indigenous peoples.

Wakatobi residents have local languages in communication. The village community still uses the local language fluently and fluently while the people in the city use Indonesian in communication. The regional language used by the Wakatobi community is a Suai language family whose use includes the Wanci dialect, Kaledupa dialect, Tomia dialect and Binongko dialect. The four dialects in Wakatobi are called linguistic regions, which have differences in the mention or naming of certain objects. In Wangi-Wangi for example, there are Wanci, Mandati, Liya, Kapota and Mola areas, in Kaledupa there are Ambeua and Lenteea areas, in Tomia there are Usuku, Kahiyanga and Onemai areas, and there are Taipabuu and Rukuwa areas in Binongko.

The population is mostly Muslim. Trust in mystical things is still believed and carried out in the life of the Wakatobi community. The community still performs ritual prayers and requests in certain locations that are considered mystical. Community rituals are carried out by bringing betel leaves, nutmegs and old coins as a condition. A life of peace and mutual respect between human beings is an application in social life.

Specifically with regard to the area under study, in terms of the planned spatial structure of the planning area which is included in the administrative boundaries of the South Wangi-Wangi Subdistrict, which is included in the Wakatobi District RTRW as the Regional Promotion Center (PKWp) with the scale of district service. The service function in South Wangi-Wangi District covers as the center of district government, social service center, trade and services, regional transportation / communication and communication network service nodes, cities supporting regional activity centers and Tourism Service Center service centers. [11]. Delineation of the planning area is included in the Wangi-Wangi Urban Area with a planning area of around 55.80 hectares including Desa Mola Bahari, Desa Mola Nelayan Bakti, Desa Mola Samaturu, Desa Mola Selatan, Desa Mola Utara, and Mandati III Village. Can be seen in the following table and figure:

Table 1 ; Area of Mola Area by Village

No.	Village	(Ha)
1	Mola Bahari	5,19
2	Mola Nelayan Bakti	11,50
3	Mola Samaturu	3,19
4	Mola Selatan	10,85
5	Mola Utara	3,55
6	Kel. Mandati III	21,52
Total		55,80

Source : *Profil Kumuh Kab. Wakatobi, 2021* [12].

Based on geographical borders, the area borders on:

- North : Vilege Mandati I
- South : Laut Flores
- West : Laut Flores
- East : Most of Mandati and Numana Villages

C. Materials and Methods

This research is classified as a type of description research, so in this study used research methods that tend to use research patterns to describe the phenomenon [13], and try to combine by looking at the description of slums in an effort to organize in order to become an area that becomes a tourist destination, while for the method of data collection is done by collecting data through a review of documents that are already available relating to the handling of slums related to tourism.

Answering the research objectives, relating to the Management of the Mola Raya Slum Area to Become a Tourism Area in Wakatobi Regency, a qualitative analysis was conducted, describing it based on the documentation of the results of previous research and answering problems with the Triangulation method. [14].

D. Results and Discussion

3.1. General Condition of Mola Raya Tourism Area

Although Wakatobi Regency is geographically located relatively far from the archipelago market and the main gate for the arrival of foreign tourists to Indonesia. Wakatobi is located relatively far from Bali, Jakarta and Batam which are the main gateways of foreign tourists and the archipelago market. The relatively long distance with the flight time is more than 1.5 hours and the shipping time is more than 10 hours from Kendari City making Wakatobi relatively difficult to reach and the relatively expensive transportation price. The relatively far distance also influences the interest of tourist visits because of the effect of declining interest by the destination distance factor.

To address this issue of affordability, the Spatial Details Plan, to support tourism in the Wangi-Wangi Urban Area, is directed at the concentration of activities involving tourism activities. This plan is recommended in the coastal areas and traditional villages of the Bajo. The area studied is included in Sub BWP IV which is divided into 2 blocks, namely block IV.A and block IV.B which have functions as the development of the Bajo Traditional Special Region, development of Limited Settlements, development of Local Scale Public Service Facilities, development of Trade and Scale Services Local. The area under study also includes a cultural heritage area that should be protected and used as a traditional special area, the Bajo tribal village located in Sub BWP IV.

This is in line with the 2015 Regional Tourism Master Plan (RIPDA) Wakatobi Regency planning area into the primary service center hierarchy. The Primary Service Center is in the Wangi-Wangi Urban Area, including the Wanci and Mandati Urban Areas. The primary service center functions ;

- The main gateway to Wakatobi tourism either by sea or air
- Government service centers, health, education, trade and services that support tourism
- Wakatobi National Park management center that supports the development of marine ecotourism management
- Tourism information center
- Banking and money exchange service centers
- Tourism and immigration security services center
- A storefront and marketing center for tourism-valued creative products
- Center for tourism human resource development and guidance for small and micro businesses in the tourism sector.
- Internal and external tourist distribution centers in the form of tour packages.

3.2. Social, Economic and Cultural Conditions

3.2.1. Social and Cultural Conditions of the Community

As explained earlier that the population of Wakatobi consists of various ethnic groups, in addition to 9 (nine) indigenous peoples who have traditionally inherited their ancestors from occupying this island, there are also migrant communities. There are 2 (two) migrant communities, the Bajo and the Cia-cia, who are from the Buton ethnic group. Bajo tribe is a community of people who live on the edges of the beach, even the sea around the Wakatobi Islands with a unique architecture of houses and culture. There are several Bajo tribal villages in Wakatobi including Bajo Mola tribal community on Wangi-wangi Island, Bajo Sama Bahari tribe in the waters around Kaledupa Island and Bajo Lamanggau tribe in the waters around Tomia Island. But among all the Bajo tribe communities the most Bajo Mola tribe communities.

Specifically the Mola Raya area, where this area is a coastal village with a majority of Bajo tribes. The Bajo tribe in Mola is currently divided into five administrative villages with a coastline of about 32 km. The north is bordered by the village of Mandati and the south and east is bordered by the village of Mandati I, while the west is bordered by the sea. Mola Village is one of the villages in the Wangi - Wangi Selatan District.

Mola Bahari Village is one of the floating villages in Kaledupa Subdistrict located in the shallow waters of the Banda Sea. Originally the village of Sama Bahari was part of Laulua Village, and since 1997 it has been a separate village with an area

of around 60 km². In plain view, the village of Sama Bahari is a village that is truly above the sea.

The life of the Bajo tribe is different from other communities in Wakatobi. They occupy the coastline to shallow waters, forming stilt houses. They are connected by bridges and small boats as the main means of transportation to access land. This boat is also a tool to make a living as a traditional fisherman. In all Bajo tribal villages, most of the people are fishermen or other work related to maritime activities.

3.2.2. Regional History

Bajo Tribe Village in South Wangi-wangi District is called Mola, by forming villages on the coast and protruding into shallow water. This location used to be a village that is the hallmark of the Bajo, using stilt houses on the sea. They are connected by bridges and small boats as the main means of transportation to access land. This boat is also a tool to make a living as a traditional fisherman. But now most of it has been made of concrete erected on reclaimed land using rocks.

Based on historical records, Bajo tribes scattered in many places in Indonesia have the same origin. Some anthropologists explain that the Bajo love of the sea began when they tried to avoid war and chaos on land. The ancestors of the Bajo tribe entered Sulawesi Island around 1698. The spread of the Bajo tribe in various areas was due to their custom of crossing the high seas.

The life philosophy of the Bajo Tribe as boat people is given to the Bajo Tribe because of their habit of being constantly on the move. It is estimated that in the 1950s the Bajo began to occupy Wakatobi. This is based on the potential of Wakatobi marine diversity which is very abundant, so that it can meet the needs of their lives. Bajo tribe in Wakatobi originally occupied Kaledupa Island.

Based on the results of an interview with one of the community leaders, the Bajo tribe entered Wangi-Wangi Island around 1955 and occupied the customary territory of Mandati. Mandati indigenous people are one of the indigenous communities on Wangi-wangi Island that has a clear customary institution. Based on the explanation from the Mandati traditional leaders, Bajo tribe that was allowed to occupy the customary territory of Mandati was only 30 families. But the Bajo people continue to grow from time to time. This is because around the 1960s many Bajo tribes from other places came and settled on Wangi-Wangi Island, because their fishing potential was still quite abundant. Over time the Bajo tribe on Wangi-Wangi Island increased, so that in 1977 the Bajo tribe had become two government villages, namely North Mola Village and Mola Nelayan Bakti Village. The population of the Bajo Tribe continues to increase and community settlements continue to expand. Until now the Bajo population in Mola has reached 6,883 people and consists of 1,846 households

[15]. This condition causes Mola Village currently to be divided into five government villages namely South Mola Village, North Mola, Mola Samaturu, Mola Bahari and Mola Nelayan Bakti.

3.2.3. Economic Conditions of the Community

Most people in the planning area hang their economic activities at sea. The dominant livelihoods in the planning area are fishermen. In addition there are also other economic activities such as stone breaking and trading and service activities.

3.3. Discussion Supporting Tourism Support Recommendations

1. In terms of supporting tourism in the transportation sector, because the runway conditions in Matahora Airport are relatively short and flight frequency is still low, the Matahora Airport as the Wakatobi gate of the airway which currently has a 2,500 meter runway with a 2000 meter Runway and Upround 103 x 73 meters which can be landed by small and medium bodied aircraft. Even the flight frequency is still small with a limited route Makassar-Kendari-Wakatobi and vice versa which is served by ATR72-500 aircraft with a capacity of 72 passengers and Kendari-Baubau-Wakatobi with Cesna aircraft with a capacity of 17 people with a frequency once a week, the limitations of the route and flight capacity causes lack of connectivity between Wakatobi and the origin of archipelago tourists, with regional and / or national tourism gateways and with international tourism markets must also be accelerated.
2. Relating to the external and internal accessibility between the main islands through the sea lanes is hampered by the smooth weather. Wakatobi sea waters are very open waters especially in the eastern part which is the Banda Sea. This condition causes wave generation to occur at great distances where during the peak of the eastern monsoon extreme wave conditions occur that endanger the voyage.
3. The road network does not yet support the connectivity of city centers with tourist attractions and between tourist attractions. The road network that connects sub-district cities is relatively good, but many potential tourist attractions have not yet been developed. The road network is largely in poor condition.
4. Limited availability of land transportation modes as a means of internal destination movement. Wakatobi Regency does not yet have a public transportation system that supports the ease of movement of tourists in the main islands. The modes of transportation are still limited in terms of number, diversity of types and routes.

D. Conclusion

1. With the emphasis on handling slums related to tourism by integrating various resources and funding sources, including from the central, provincial, city / district governments, donors, the private sector, the community, and other stakeholders in supporting tourism programs, the collaboration carried out is collaborate with stakeholders in planning and implementation, and promote community participation. The policies adopted for the development of the Mola area as part of the Wangi-Wangi Urban Area are as follows:
 - Carry out restoration, renovation and preservation efforts with community participation.
 - Improve care and improvement of traditional Bajo settlements as an effort to improve the Bajo Traditional Special Region
 - Develop traditional Bajo tribal settlements into tourist areas, with improved transportation facilities and facilities and infrastructure as a support.
 - Involve the community in conservation activities and efforts to determine the Bajo tribe as a Traditional Special Area, and involve the community in cultural tourism activities that can be developed.
2. Because the regional area is also the main gate and center for tourism services, which at this time has not been arranged and seems dirty, the front face of Wangi-Wangi which has a maritime city pattern must be improved, because as the main gate through the sea, this condition less support the strengthening of first impression for tourists visiting Wakatobi. City of Wangi-Wangi which is a port city also does not yet have a special "character" which is the center and orientation marker that can shape and strengthen the image of tourism.

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