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**Labungkari Feasibility Analysis as Economic Growth Center and  
Development Equity in Central Buton Regency**

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**Abstract**

This research was to aim of analyzing the feasibility of the Labungkari area to become the capital of Central Buton Regency. The analytical tools used are AHP analysis, gravity analysis, scalogram analysis, and accessibility analysis. The results of AHP analysis and gravity show that Labungkari is the center of the capital of Central Buton Regency with a hinterland of seven districts that has a symbiotic relationship and has a specific function so that both depend internally. The functions of Labungkari as the capital of Central Buton Regency are (1) residential center; (2) service center; (3) industrial center; and (4) raw material trading center. Meanwhile, the functions of the areas behind the districts and villages are (1) providers of raw materials and basic resources; (2) marketing areas for industrial goods; and (3) agricultural activity center and home craft industry. The development of Labungkari as the capital of Central Buton Regency is very dependent on the development of the rear area and the development of the back area (district and village) is influenced by the acceleration of the development of Labungkari as the capital of Central Buton Regency. The results of the scalogram analysis show that Gu district is ranked one and Lakudo district is ranked two which have the number and type of service facilities. Labungkari is located in Gu district and Lakudo district, so the criteria for Labungkari as a regional growth center have the largest number and types of facilities to meet the various needs of the population in Central Buton Regency. The results of the accessibility analysis show that Labungkari is located in the middle of Central Buton regency, Bau-Bau city, Buton regency, Muna regency, and Bombana regency which can be reached with cheap transportation costs and fast travel time. The centrality of Labungkari is the center of social activities, cultural economy, and the center of government administration. The activities of each sub-district and rural area as the center of growth tend to flow to the Labungkari area, in contrast to various government service activities, and the implementation of the agricultural sector development, industrial sector, and service sector will flow to all districts and villages fairly and evenly.

## **1 Introduction**

Legal regulations in the administration of government and development today have resulted in a change in the development paradigm both functionally and structurally which integrates national interests, regional interests, and society simultaneously. In this context, the central government focuses its activities as a facilitator and dynamist, not as the executor or executor of development. Here it is believed that the occurrence of activity only and on behalf of the area concerned (demand-side approach). The implication of the application of regional autonomy has placed regional apparatus more autonomous and capable of administering the government system, especially in increasing services to the community, independence of local resources, and playing a more role for local governments and communities in developing their regions. The development of the Buton Regency which has been implemented so far has shown progress in various aspects of community life. The development has an impact on population growth and population density, increased economic activity, and various aspects of social and cultural activities of the community. On another aspect, a shift in the development paradigm demands democratization that is more aspirational, transparent, and accountable in every governance and implementation development. This condition needs to be guarded by legal regulations so that the aspirations of the interests of local communities in the regional development planning process can be realized, and the development of potential regional resources can be managed optimally, effectively, and efficiently.

The government and the people of Buton Regency realize that understanding every paradigm shift requires adjustments and sacrifices, which requires a detailed analysis of every phenomenon of the paradigm shift in economic, political, socio-cultural, and defense and security development paradigms which tend to be increasingly complex, due to shifting socio-cultural institutions, changing perspectives and various interests caused by changes in human civilization, advances in information technology, increasingly intense competition in various aspects of economic activity and population growth are the variables of a development paradigm that must be addressed with a development strategy model capable of accommodating various aspects of the interests of the people of Central Buton.

In connection with this framework of thinking, the division of the Central Buton Regency area is a tangible manifestation of the fulfillment of the aspirations of the Central Buton people, to reconstruct the potential of local resources independently, effectively, and efficiently. The expansion is an opportunity in realizing centers of economic growth in increasing per capita income of the community so that economic justice and equitable development can be realized, as well as being a challenge for the government and people of Central Buton Regency in realizing various development programs according to their potential and expectations.

## **2 Concepts and Approaches**

### **2.1 Concept**

The concept used is the concept of growth and welfare. The concept of growth states that increased investment will increase income or output through a short-term or long-run multiplier process. The concept of welfare states that the policies adopted by the government are deemed appropriate if the target

community receives greater benefits (better off) than the losses incurred (worse off).

## 2.2 Approach

The approach used is a planning approach, namely growth center planning with the assumption that regional development is identical to the formation of growth centers.

## 3 Analysis Method

The feasibility study for the capital of Central Buton Regency was analyzed through the following stages:

Stage 1: Identification of problems and regional potentials carried out through documentation studies and surveys of the potential resources of the capital location of Central Buton Regency.

Stage 2: Analyze the potential of local resources, geographic location, and area accessibility. The initial design process was carried out by stakeholder deliberations to obtain input from all stakeholders.

Stage 3: Secondary data and primary data are processed and analyzed using AHP analysis, scalogram analysis, and accessibility analysis, processed through three stages, namely:

- 1) Data reduction, namely the process of selecting, focusing on simplification, and transformation of rough data arising from records in the field.
- 2) Presentation of data, namely the presentation of a set of data/information in the form of narrative text assisted by tables and graphics.
- 3) Concluding, namely looking for meaning, patterns of explanation, possible configurations, and flow of cause and effect so that the validity of existing data is tested.

## 4 Research Results

### 4.1 General description

#### a) Geographical

Central Buton Regency is an archipelago located in the Peninsula Southeast Sulawesi covering the northern part of Muna Island as well as small islands scattered around it, namely: Talaga Raya Island. Geographically, Central Buton Regency is located in the southern part of the equator, extending from north to south 40.96 south latitude -6.25 south latitude and stretches from west to east 120.00 east longitude -123.34 longitude. The land area of the district is 958.31 km or 95,831 Ha which consists of the northern part of Muna Island. Administratively, Central Buton Regency consists of seven districts, 68 villages, and nine urban villages.

#### b) Demographics

The population of Central Buton Regency in 2019 was 263,176 people, with details of 128,049 males and 135,127 females scattered in seven districts. Population density of 219 people/km, number of family heads 4,690, the population growth of 2.14 percent, of the population, the dependency ratio of the population of Central Buton Regency in 2019 is 0.8077, which means that every ten people of productive age in Central Buton Regency must support 8-10 people of unproductive age.

#### c) Local Own Revenue

The regional original income of the Buton Regency in 2015 was IDR. 41,099,130,326 then in 2019 it increased to IDR. 58,714,295,348, or experienced an average growth of 7.92 percent. The Buton Regency APBD for the 2019 fiscal year is IDR. 664,112,351,200. Indirect expenditure amounting to IDR. 444,161,980,000 and direct expenditure of IDR. 284,474,581,251. The increase in the composition of the APBD of the Buton Regency will have a multiplier effect on economic growth and equitable development in Central Buton Regency.

### 4.2 Feasibility Study as Service Center

#### a) Growth Center Analysis

Glasson (1974) and Ricardson (1978) in Francois Ferroux (1950) explain that three typologies of abstract space are (a) space is determined by plans, (b) space is an economic force field, and (c) space is an aggregate homogeneous. The Labungkari growth center analysis is a location in the space defined by the plan to be a field of economic forces from which centrifugal forces radiate and to which centripetal forces are drawn. The Labungkari growth center has a sub-district hinterland which will form seven growth centers with its area of influence. Based on the growth center theory, the socio-economic and socio-cultural activities in Central Buton Regency will tend to agglomerate seven districts as growth centers, and the flow of polarization will gravitate towards the main growth center of Labungkari which is influenced by population growth and the increase in the type and number of service facilities where the density will decrease with the greater the distance from the Labungkari growth center.

#### b) Service Center Analysis

The service center theory introduced by Dusseldorp (1970) stated that one aspect is important. In regional development, the spatial aspect is a location where the availability of service facilities is appropriate so that it can provide the best possible service to the people who need it. The quality of service functions is influenced by the number and types of facilities offered, while the size of the service function of each residential center depends on the population and area served. In areas where the transportation network is more developed, service functions are determined by the population. Meanwhile, in areas where the transportation network is still lacking, the service function is determined by the size of the area it serves. The relationship between Labungkari as the capital city and the hinterland of the sub-district is complementary and not competitive. The crystallization intensity can be different, which causes differences in the order among the subdistricts. The higher the order of a sub-district city, the higher the specialization function of the center so that its centralization is also greater. Dusseldorp (1970) argued that there are three functions carried out by the service center, namely (a) Service function (b) Residential function (c) Economic function. This means that Labungkari as the capital of Central Buton Regency has these three service functions, and as a service center it must have various facilities capable of providing services to residents in Labungkari and for all districts and villages in Central Buton Regency.

#### c) Service Center Planning

Labungkari as the center of the capital of Central Buton Regency with a hinterland of seven districts has a symbiotic relationship and has a specific function so that both depend internally. The functions of Labungkari as the capital of Central Buton Regency are as (1) residential center; (2) service

center; (3) industrial center; and (4) raw material trading center. Meanwhile, the function of the areas behind the district and village functions as (1) providers of raw materials and basic resources; (2) marketing areas for industrial goods; and (3) agricultural activity center and home craft industry. The results of the scalogram analysis show that the number and types of service facilities in each district in Central Buton Regency are Gu District in rank I (one) and District Lakudo in rank II (two) which have the number and types of service facilities, while Mawasangka District is ranked III (three), then Central Mawasangka subdistrict in rank IV (four), East Mawasangka subdistrict in rank V (five), Sangia Wambulu subdistrict in rank VI (six), and Talaga Raya subdistrict in rank VII (seven). Labungkari is located in Gu subdistrict and Lakudo subdistrict, so the criteria for Labungkari as a regional growth center have the largest number and types of facilities to meet the various needs of the population in Central Buton Regency. Thus, the results of the Labungkari scalogram analysis deserve to be the capital of Central Buton Regency.

### 4.3 Eligibility of Inter-Regional Relations

#### a) Gravity Analysis

Based on the 1: 25,000 scale topographic map, it is known that the closest distance between the sub-districts that can be traveled by 4-wheeled vehicles is Labungkari-Lombe (LLo) = 4 km, Labungkari-Lakudo (LLa) = 5 km, Labungkari-Tolandona (LTo) = 15 km, Labungkari-Lanto (LLt) = 32 km, Labungkari-Lamena (LLn) = 25 km, Labungkari-Mawasangka (LM) = 50 km and Labungkari-Talaga (LTa) = 75 km. Using the interaction formula between regions above, the population interaction between Labungkari and seven districts in the Central Buton Regency area is Labungkari-Lombe (LLo) = 9.6, Labungkari-Lakudo (LLa) = 7.9, Labungkari-Tolandona (LTo) = 5.4, Labungkari-Lanto (LLt) = 6.9, Labungkari-Lamena (LLn) = 5.7, Labungkari-Mawasangka (LM) = 6.2 and Labungkari-Talaga (LTa) = 2,3.

From the results of these calculations, it can be seen that the greatest population mobility occurs between Labungkari and Lombe, the capital of Gu district and, Labungkari with Lakudo, the capital of Lakudo district. While the interaction of population mobility between Labungkari and Central Mawasangka district, East Mawasangka district and Mawasangka district is relatively the same, this condition is due to Labungkari as the capital of Central Buton Regency is located along the main road to Bau-Bau City as a center of trade, industry, and services that can meet various needs residents, as well as the main road to Muna Regency. The axis of development theory states that development takes the form of a linear spatial path along major transportation routes. The increase in traffic volume along the transport route to Labungkari with seven sub-districts in Central Buton Regency will cause a cumulative process of development both in quantity and quality. As a result, the population, industry, and trade tend to be attracted to Labungkari as an axis of development. The agricultural sector which is close to Labungkari as the development axis will benefit from the ease of access to markets and larger service centers.

#### b) Centrality Analysis

Central place theory was introduced by [Christaller \(1933\)](#) developed by [Losch \(1954\)](#) and [Berry & Garrison \(1970\)](#). The theory of centrality describes the spatial structure as a framework for planning and implementing development in the context of distributing service facilities to the community. The centrality of

the Labungkari area is a place or location which is the center of socio-economic and socio-cultural activities as well as the center of government administration in the Central Buton Regency area. The socio-economic and socio-cultural activities of each sub-district and rural cities as growth centers tend to flow to the Labungkari area as the capital of Central Buton Regency, in contrast to various government service activities, and the implementation of the development of the agricultural sector, industrial sector and service sector will flow throughout the district and village areas fairly and equitably.

With such a position, Labungkari will develop rapidly various government service facilities, industries, and markets that will reach and accommodate all the products from other locations in the Central Buton Regency area. This analysis technique can determine Labungkari as the capital of Central Buton Regency which will then be used by development planners to design the Labungkari area for the construction of social and economic service facilities, offices, sports facilities, community settlements, roads in the city of Labungkari and other regional infrastructure.

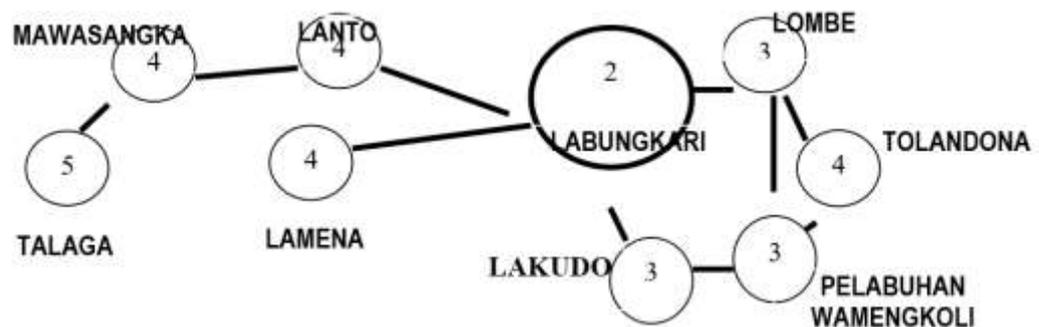


Figure 3. Visualization of Accessibility of Labungkari, Capital District, Central Buton

Based on regional accessibility considerations, namely travel time, distance, and cost of transportation of goods and passengers “Labungkari” has the lowest config number of all locations of Central Buton District. The theory of central place describes the spatial structure as a framework for planning and implementing development in the context of distributing service facilities to people who are influenced by government policies. In line with the policy of the Buton Regency government to develop the Labungkari location by directing all government investment and private investment to Labungkari, the social and economic facilities and regional infrastructure will develop rapidly to Labungkari.

#### 4.4 Regional Accessibility Feasibility Study

The geographical location of Labungkari as the capital of Central Buton Regency has excellent accessibility from the aspect of land transportation as well as from the aspect of sea transportation. The decision regarding the location taken by the Buton Regency DPRD and the Buton Regency Regional Government largely determines the place structure of the Central Buton Regency area. The description can be seen in the following Table 1.

**Table 1.** Accessibility of Labungkari as the capital of Central Buton Regency

Original place	Destination area	Mileage	Traveling time	Mode of Transport	Transportation costs (IDR) PP
Labungkari	Kota Kendari	(km)	4 hours	Fast Boats & Cars	325.000
Labungkari	Buton (Pasarwajo) Regency	Sea	1 hour	Fery & Car	40.000
Labungkari	Kota Bau-Bau	50	20 minutes	Fery	15.000
Labungkari	South Konawe Regency	Sea	3 hours	Car & Fery	75.000
Labungkari	Muna Regency	Sea	20 minutes	Car motorcycle	15.000
Labungkari	Bombana Regency	10	2 hours	Car & Fery	75.000
Labungkari	Wakatobi Regency	Sea	5 hours	Wooden ship	125.000
Labungkari	Wamengkoli Port	Sea	15 minutes	Car motorcycle	10.000
Labungkari	Sangia Wambulu Sub-district	10	20 minutes	Car motorcycle	15.000
Labungkari	East Mawasangka Sub-district	18	30 minutes	Car motorcycle	25.000
Labungkari	Mawasangka Sub-district	25	30 minutes	Car motorcycle	30.000
Labungkari	Gu (Lombe) Sub-district	30	10 minutes	Car motorcycle	5.000
Labungkari	Lakudo (Tolandona) Sub-district	0-4	10 minutes	Car motorcycle	5.000
Labungkari	Talaga Sub-district	0-6	2 hours	Car & Fery	75.000
Labungkari	Mawasangka Sub-district	60	1 hour	Car motorcycle	40.000
Labungkari	Bau-Bau City Port	50	15 minutes	Fery	15.000

Source: Location survey & BPS Central Buton Regency

Based on Table 1 shows that the Labungkari location has very feasible accessibility seen from the aspects of the mileage, travel time, mode of transportation, and transportation costs at each of the district travel destinations in the Central Buton Regency area. This condition is due to the location of Labungkari which is located in the middle of Central Buton Regency. Likewise, the accessibility of the Labungkari area with several regencies in Southeast Sulawesi Province such as Bau-Bau City, Buton Regency, Muna Regency, Bombana Regency, South Konawe Regency, and Wakatobi Regency as well as Kendari City shows that it is very feasible in terms of distance, travel time, transportation costs and from the aspect of availability of transportation modes in each destination.

## 5 Conclusion

- 1) The results of the Schalogram analysis of the service center planning indicated that Lakudo District was ranked II and Gu District was ranked I from the aspect of the availability of the type of service facilities and the number of service facilities.
- 2) The results of the gravity model analysis and the centrality analysis show that the interactions between the Labungkari-Lombe and Labungkari-

Lakudo areas have the highest value. The increasing volume of traffic to Labungkari causes a cumulative development process so that the population, industry, and trade tend to be attracted to the Labungkari location.

3) The results of the regional accessibility analysis show that Labungkari is located in a very strategic location in the middle of Central Buton Regency. Accessibility Labungkari with Bau-Bau City, Buton Regency, Muna Regency, and Bombana Regency can be reached with low transportation costs and fast travel time, and the availability of young transportation modes.

### Recommendation

From the results of the analysis of the service center planning Scalogram, the gravity model, and the analysis of centrality, and regional accessibility, it shows that LABUNGKARI is very WORTH to be recommended as a center for government activities and community service centers or as the capital of Central Buton Regency.

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