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Economic Impact Analysis of Sea Toll Program Implementation in Eastern Indonesia: A Review in Papua, Maluku, and East Nusa Tenggara Regions

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Abstract: The Sea Toll is a form of transportation development policy in support of the government's development policy direction, especially as an embodiment of the third axis of Indonesia's policy agenda as the world's maritime axis, namely prioritizing infrastructure development and maritime connectivity. The lagging development in the eastern region of Indonesia has its own relevance for the important role of the Sea Toll program.This research aims to analyze the implementation of the Sea Toll program in order to support development in the Papua, Maluku and East Nusa Tenggara regions and analyze the economic impact on these three regions. This research uses a post-positivist paradigm. This study uses a qualitative and quantitative approach (mixed method) with a post-positivist paradigm. The data sources for this study consist of primary and secondary data sources. Primary data sources come from interviews, observations, and surveys. The secondary data sources are in the form of document studies. The data was analyzed using qualitative and quantitative data analysis techniques. In qualitative data analysis techniques, this study follows the Miles and Huberman model data analysis method. As for quantitative data analysis techniques, this study applies Results Chain Method adopted Partial Least Square (PLS) analysis using Smart PLS software. The research results show that the Sea Toll policy can still have an economic impact both directly and indirectly. The implementation of the sea toll has a direct impact on the transportation sector but not yet optimal to have a work impact. In addition, the implementation of sea tolls also has an indirect impact on other economic sectors, but has not been able to contribute to the increase in taxes or regional revenue.

Keyword: Policy Implementation, Economic Impact, Sea Toll, Maritime Axis.

INTRODUCTION

Indonesia is the largest archipelago in the world where two -thirds of all regions are the sea. This geographical condition makes sea transportation as one of the economic veins that must be taken seriously by the Indonesian government (Agastia, 2021; Scott, 2019). With the

number of islands reaching 16,056, transportation of goods and people by sea is very important to increase connectivity between regions in Indonesia, especially for the outer and remote areas (Akustia et al., 2024; Putra et al., 2019; Zen & Yudhistira, 2022). With Indonesia which has the character as an archipelago, the connectivity between regions by paying attention to the character of the archipelago state needs to be realized. The sea toll is a form of sea transportation policy in supporting the direction of government development policies.

Sea toll is an effective sea connectivity in the form of ships that protect routinely and scheduled from the west to east of Indonesia (Sandee, 2016; Witro & Yanti, 2021). With the existence of a sea toll it is expected to reach and distribute logistics to disadvantaged, remote, outermost, and border areas. In addition, it is also expected to guarantee the availability of goods and reduce price disparities in order to improve the welfare of the community.

The sea toll is one of the concrete forms of the concept to develop the eastern region of Indonesia which was pioneered since 2015. The concept of sea tolls emphasized by President Jokowi is the strengthening of the shipping path focused in eastern Indonesia (Lee, 2017; Sa'adah & Soetirto, 2020; Sitanggang, 2021). Increasing the number of shipping channels to eastern Indonesia is expected to increase logistics distribution to remote, outermost, and disadvantaged areas. In addition, the sea toll is also expected to facilitate commercial access from southern Pacific countries to countries in East Asia.

Since it was introduced in 2015, the sea toll program has continued to experience growth and development throughout Indonesia, both in terms of infrastructure, shipping lines, ship fleets, volume of goods transported, and available service capacity (Fauzi et al., 2024; Victoria et al., 2022). Initially, the sea toll program only facilitated 3 routes, which then developed into 6 routes in 2016, until it developed again to 26 routes in 2020. In 2023, the number of routes increased again and had reached 40 routes served.

In its services, various routes use the pattern of ship operational subsidies, container subsidies and cargo subsidies and involves 115 ports and 39 ships. It also shows the development of the port that was built and the number of ship fleets operated has increased to hundreds of ports and dozens of ships. In addition, based on the regulations listed in Presidential Regulation Number 59 of 2020 and Minister of Trade Regulation No. 53 of 2020, the types and volumes of cargo that can be transported through sea tolls are increasingly diverse, especially the commodity of staple food and other important goods.

If the context is associated with the regions of Papua, Maluku and East Nusa Tenggara, then the sea toll should have an economic impact on the three regions. Because the concrete form of the concept to develop the eastern region of Indonesia in practice is the opening of the sea toll which was initiated since 2015 (Kusuma & Tseng, 2019; Manti et al., 2019; Wicaksana, 2017). The concept of sea tolls emphasized by President Jokowi is the strengthening of the shipping path focused in eastern Indonesia. Increasing the number of shipping channels to eastern Indonesia is expected to increase logistics distribution to remote, outermost, and disadvantaged areas (Raharjo & Pudjiastuti, 2024; Sofiyandi et al., 2023). In addition, the sea toll is also expected to facilitate commercial access from southern Pacific countries to countries in East Asia.

If implemented well, the equitable development of development between western and eastern Indonesia can be realized. That's because if the sea toll is implemented well in the regions of Papua, Maluku and East Nusa Tenggara, new trade routes will be created, reduce logistics costs, and accelerate economic growth in Eastern Indonesia. Concerns then arise if this is not implemented properly because it will pose a risk of non -availability of logistics connectivity, high price disparity, regional isolation, food prone, cost over run, up to low quality of human resources in the three regions.

After being pioneered in 2015, the implementation of the sea toll program needs to be further reviewed whether it succeeded in advancing the eastern region of Indonesia. This article aims to analyze the economic impact of the sea toll program in eastern Indonesia.

METHOD

By conducting a review of various experts including (Laborda & Sotelsek, 2019; Nenavath, 2023; Pokharel et al., 2023; Prus & Sikora, 2021; Weizheng, 2021; Zhang & Cheng, 2023), and consideration of relevance to the Indonesian context, this research explains the economic impact as a direct and indirect impact that will be received from the sea toll policy. The direct impact is the impact of output on the transportation and warehousing sector and the impact of work in the form of increased labor absorbed and the impact of labor income. The indirect impact is the impact of added value on other economic sectors (such as trade, fisheries, agriculture) and the impact of the tax caused. This study formulates the following hypotheses:
H1: Implementation of the Sea Toll policy has a positive and significant effect on the Directly Impacted Sectors
H2: Implementation of the Sea Toll policy has a positive and significant effect on the Indirectly Impacted Sectors
In general, this study uses a qualitative and quantitative approach (mixed method) with a post-positivist paradigm. The data sources for this study consist of primary and secondary data sources. Primary data sources come from interviews, observations, and surveys. The secondary data sources are in the form of document studies.
Interviews were conducted with parties who have in-depth knowledge of the information needed. The selection of informants was carried out using purposive sampling techniques. Observations were carried out to examine the implementation, challenges, and results of the Sea Toll program in the eastern region of Indonesia being studied. Meanwhile, document studies were used to investigate and evaluate data from various documents relevant to the topic of this study, including organizational documents, literature, journals, online sources, and other references. The survey was conducted using purposive sampling to experts. In other words, the survey conducted was a survey that reflected the expert judgment method. Interview informants were viewed as experts in this study. Since the analysis is the economic impact at the regional level, the experts who were asked to fill out the questionnaire were interview informants in the provinces of Papua, Maluku, and East Nusa Tenggara. The questionnaire was filled out by six experts in each region. Thus, there were 18 experts who were asked for their assessments for the three regions studied. The parties who filled out the questionnaire came from agencies that had the capacity to provide assessments of the Sea Toll Road.
The data was analyzed using qualitative and quantitative data analysis techniques. In qualitative data analysis techniques, this study follows the Miles and Huberman model data analysis method. This model consists of three stages of data analysis, namely data reduction, data presentation, and drawing conclusions/verification. As for quantitative data analysis techniques, this study applies Regional Economic Modeling. The method used in Regional Economic Modeling is the Results Chain Method. This method is included in the group of impact assessment methods and aims to map the direct and indirect consequences of the initial push into the economic system in all economic sectors. After the variables were identified based on the Result Chain method framework, this study adopted Partial Least Square (PLS) analysis using Smart PLS software. The results of this analysis are expected to provide solutions to the problems identified in this study. By using this analysis, path coefficients will be obtained that allow us to understand the relationship and influence between certain independent variables on their dependent variables.

RESULTS AND DISCUSSION

Analysis of the economic impact of the implementation of the Sea Toll policy was carried out using the Results Chain method. By using the Results Chain method, the elements of the results chain were identified consisting of input, output, outcome, and impact (see Table 1). In this case, the input is the Sea Toll program. Then, the output is in the form of route availability, ship availability, and port availability. Furthermore, the identified outcomes are reduced price disparities and the promotion of regional commodities. The identified impacts are in the form of direct impacts (consisting of impacts on the transportation sector and employment impacts) and indirect impacts (value-added impacts on other economic sectors and tax impacts) for the Provinces of Papua, Maluku, and East Nusa Tenggara.

Table 1. Results Chain Elements of Sea Toll Program

Input	Output	Outcome	Impact	
			Direct	Indirect
Sea Toll Program	▪ Route availability ▪ Ship availability ▪ Port availability	▪ Reduced price disparities ▪ Promotion of regional commodities	▪ Impacts on the transportation sector ▪ Employment impacts	▪ Value-added impacts on other economic sectors ▪ Tax impacts

The analysis of the economic impact of the implementation of the Sea Toll policy was carried out using the Results Chain method. By using the Results Chain method, the elements of the results chain were identified consisting of input, output, outcome, and impact. In this case, the input is the Sea Toll program. Then, the output is in the form of route availability, ship availability, and port availability. Furthermore, the identified outcomes are reduced price disparities and the promotion of regional commodities. The identified impacts are in the form of direct impacts (consisting of impacts on the transportation sector and employment impacts) and indirect impacts (impacts of added value on other economic sectors and tax impacts) for the Provinces of Papua, Maluku, and East Nusa Tenggara.

In analyzing the economic impact, the elements of the results chain explained are impact and outcome. First, impact. Impact is classified into direct impact and indirect impact. Regarding direct impact, in general the Sea Toll program has an impact in the form of a contribution to Gross Domestic Product (GDP). In general, the average contribution of the Sea Toll from 2016 to 2022 to sea transportation GDP is 0.67%. Meanwhile, if we look further, the average contribution of the Sea Toll Road from 2016 to 2022 to the GDP of the transportation sector is 0.04%. If we look at its development, the contribution of the Sea Toll Road to the economy shows a positive trend which was shown initially in 2016 contributing around 0.55% for sea transportation and 0.034% for the transportation sector to around 0.79% for sea transportation and 0.044% for the transportation sector in 2022.

When viewed according to the region which in this case is Papua, Maluku, and East Nusa Tenggara, then related to this direct impact, it does not appear significant, either the impact on the transportation sector or that related to the impact on employment. This is because even if there is development, it is only the construction or development of ports (such as Depapre Port) which uses a budget from the central government. The provision of ships that have an impact on employment and labor income is also not visible because it is assigned to BUMN or private shipping companies whose home base is not in the three regions.

Regarding the indirect impact, other economic sectors affected by the added value of the Sea Toll Road can refer to the objectives of the Sea Toll Road, namely sectors related to basic necessities and essential goods. The government has determined what types of goods are included in basic necessities and essential goods through Presidential Regulation No. 59 of

2020 concerning Amendments to Presidential Regulation No. 71 of 2015 concerning the Determination and Storage of Basic Necessities and Essential Goods. The Ministry of Trade then categorized the list of Indonesian Standard Business Classifications (KBLI) of basic necessities and essential goods through Regulation of the Minister of Trade of the Republic of Indonesia No. 22 of 2021 concerning Procedures for Reporting the Distribution of Basic Necessities and Essential Goods.

In the economy, other economic sectors affected by the Sea Toll Road are classified as Wholesale Trade Other than Cars and Motorcycles. The development of the Wholesale Trade Sector Other than Cars and Motorcycles in the economy in Papua, Maluku, and East Nusa Tenggara can be seen in Table 2.

Table 2. Development of the Non-Car and Motorcycle Wholesale Trade Sector in the Economy

Region	2018		2019		2020		2021		2022	
	Contribution to GRDP (Billion IDR)	% GRDP	Contribution to GRDP (Billion IDR)	% GRDP	Contribution to GRDP (Billion IDR)	% GRDP	Contribution to GRDP (Billion IDR)	% GRDP	Contribution to GRDP (Billion IDR)	% GRDP
Papua	15766.87	7.49	17345.38	9.15	17685.12	8.88	18680.39	7.93	20536.06	7.82
Maluku	2510.75	5.83	2785.96	6.04	2688.44	5.81	2915.55	5.99	3329.83	6.2
East Nusa Tenggara	8025.18	8.11	8943.91	8.38	8761.02	8.23	9496.4	8.56	10707.89	9.02

Referring to Table 2, the nominal contribution of the Non-Car and Motorcycle Wholesale Trade sector to the economy shows an increasing trend from year to year since 2018; except in 2020 which was hampered by the Covid-19 pandemic. This shows the time period in several regions when the Sea Toll policy was implemented. In Papua, with the government's intervention through the Sea Toll Road, it indirectly has an impact on increasing the contribution of the Non-Car and Motorcycle Wholesale Trade sector to the economy, which initially showed a figure of IDR 1.58 trillion in 2018 and then increased in the following years until it was recorded at IDR 2.05 trillion in 2022. Likewise, in Maluku, the contribution of the Non-Car and Motorcycle Wholesale Trade sector was at IDR 2.51 trillion in 2018 which then increased in the following years until it was recorded at IDR 3.33 trillion in 2022. The same thing also happened in East Nusa Tenggara which showed the contribution of the Non-Car and Motorcycle Wholesale Trade sector at IDR 8.025 trillion in 2018 which then increased in the following years until it was recorded at IDR 10.71 trillion in 2022. The growth of the Non-Car and Motorcycle Wholesale Trade sector can be seen in Table 3.

Table 3. Growth of the Non-Car and Motorcycle Wholesale Trade Sector

Region	2018 to 2019	2019 to 2020	2020 to 2021	2021 to 2022
Papua	10.01%	1.96%	5.63%	9.93%
Maluku	10.96%	-3.50%	8.45%	14.21%
East Nusa Tenggara	11.45%	-2.04%	8.39%	12.76%

Referring to Table 3, if the Covid-19 pandemic conditions are not taken into account, then in Papua, the implementation of the Sea Toll policy has an indirect impact on the growth of the Non-Car and Motorcycle Wholesale Trade sector of 9.93% (2021 to 2022). In Maluku, the

implementation of the Sea Toll policy has an indirect impact on the growth of the Non-Car and Motorcycle Wholesale Trade sector of 10.96% (2018 to 2019) and 14.21% (2021 to 2022). In East Nusa Tenggara itself, the implementation of the Sea Toll policy has an indirect impact on the growth of the Non-Car and Motorcycle Wholesale Trade sector of 11.45% (2018 to 2019) and 12.76% (2021 to 2022). If averaged across the three regions, the implementation of the Sea Toll policy has an indirect impact on the growth of the Non-Car and Motorcycle Wholesale Trade sector of 11.862%. As for the indirect impact in the form of tax impact, this has not been seen in the three regions, namely Papua, Maluku, and East Nusa Tenggara. In the context of regional revenue, the three provinces did not receive additional regional revenue with the existence of the Sea Toll. This is because the operation of the port is not the authority of the local government.

In line with the above, the results of the Partial Least Square data analysis with the help of the smartPLS application program support this. Figure 1 is the result of the Partial Least Square data analysis with the help of the smartPLS application program.

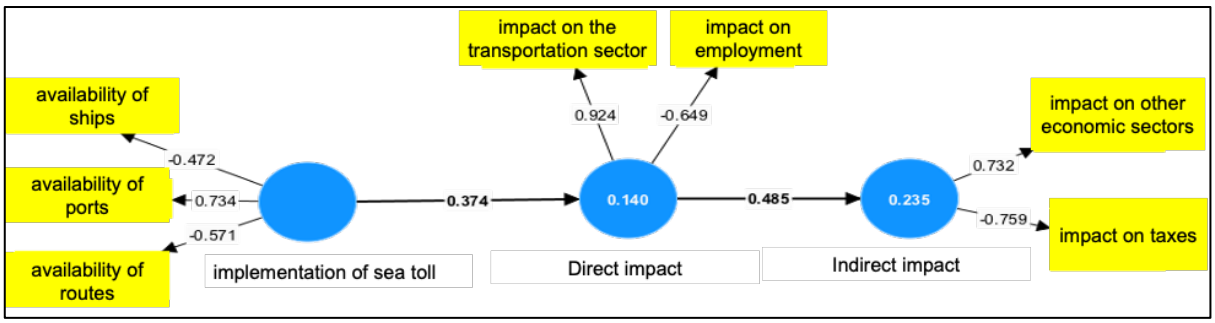

Figure 1. Results of Partial Least Square Data Analysis on the Economic Impact of the Implementation of the Sea Toll

Referring to Figure 1, the implementation of the Sea Toll Road has a positive and significant effect on the Direct Impact Variable (consisting of Impact on the Transportation Sector and Impact on Employment) with an effect of 0.374. This is in accordance with the proposed research hypothesis (H1). The Direct Impact Variable also has a positive and significant effect on the Indirect Impact Variable with an effect of 0.485. From the results of the data analysis, it was also found that the Implementation of the Sea Toll Road has an indirect effect on the Indirect Impact Variable of 0.181. This is also in accordance with the proposed research hypothesis (H2). This illustrates that the implementation of the Sea Toll Road has a positive and significant effect on the transportation sector. Moreover, the implementation of the Sea Toll Road also has a positive and significant effect on other economic sectors. However, there are notes that need to be considered because the implementation of the Sea Toll Road has not been significant in providing an impact on employment and tax impacts or regional revenues. The results of the data analysis using the Partial Least Square model are in line with the results of the qualitative data analysis. Both qualitatively and quantitatively, the implementation of the Sea Toll Road has a direct impact on the transportation sector but has not optimally provided an impact on employment. In addition, the implementation of the Sea Toll also has an indirect impact on other economic sectors, but has not been able to contribute to increasing taxes or regional revenues.

Second, outcomes. The most striking aspect of this economic impact evaluation is related to the results related to price disparities. In particular, it is estimated that the inflation rate will fall to 3.2% in 2024 from an average of 3.7% in 2023 (World Bank, 2023). The decline in inflation indicates a decline in commodity prices and a normalization of domestic demand growth rates after recovery from the pandemic. However, at the same time, there is pressure on rising food prices due to the El-Niño weather pattern, which can disrupt food production in some regions.

Overall, the comparison of shipping costs using sea toll vessels is much more efficient and can reduce shipping costs by up to 50% of commercial ship costs. This is due to subsidies or public service obligations (PSO) from the Government, especially the Ministry of Transportation, for shipping goods through the sea toll program. As a result, prices have fallen and even reached the highest price decline in January to September 2021. In fact, if there are no obstacles faced as explained in the sub-chapter on challenges and obstacles to implementing the sea toll policy, the Sea Toll program can provide an economic impact in the form of price reductions, even at the beginning of its implementation.

However, despite the overall decline in prices of goods, this decline has not been evenly distributed across all regions. This indicates that the price decline only occurred around the ports that are transit ports. There are limitations in facilities and infrastructure at ports in remote, outermost, and inland areas as well as road access from the port to the hinterland, and vice versa. Therefore, to reduce overall logistics costs, in addition to building large ports, it is also necessary to build small ports on small and outermost islands and improve facilities and infrastructure from the port to the hinterland, and vice versa. In addition, ships that often dock outside Java often return with empty cargo, even though they should be carrying goods from outside Java, so that the optimization of shipping costs is not fully achieved. Efforts are needed to reduce the cost of handling goods at the port, because this is the main cause of the high price disparity. Equalizing port functions is also needed to reduce ship waiting times that can disrupt shipping schedules. The distribution of basic necessities to the regions in Papua, Maluku, and East Nusa Tenggara is not evenly distributed because logistics costs in remote, outermost, and inland areas are still high. This is due to the uncertainty of waiting time, which encourages entrepreneurs to prefer using private ships that have a definite schedule. The limitations of further transportation modes in remote, outermost, interior areas, as well as the limitations of facilities, infrastructure, and port accessibility in the area, along with the monopoly of basic food distribution, cause selling prices to be uncontrolled.

Based on the results of field research, several areas have experienced a positive impact from the implementation of the sea toll road, but there are still some that have not felt the benefits significantly. Therefore, improvements in the implementation of the sea toll road need to be carried out, as well as a more comprehensive overall evaluation of the increase in economic value and the multiplier impact felt by various parties.

Although the potential for superior commodities in the areas passed by the Sea Toll Road is promising, its utilization has not been maximized. For example, the potential for rice in Papua Province. The direction of national development has designated Merauke Regency as the National Food Barn in Eastern Indonesia through Presidential Instruction No. 9 of 2017. This Presidential Instruction was then updated with Presidential Instruction No. 9 of 2020 concerning the Acceleration of Development and Welfare in the Provinces of Papua and West Papua. In addition to rice, the Presidential Instruction also emphasizes the development of local economic commodity industries such as sago, sweet potatoes, coffee, chocolate, nutmeg, red fruit, vanilla, and pepper. The instruction also highlights the development of the livestock industry from upstream to downstream to increase the income of Indigenous Papuans and the marine industry by prioritizing empowerment and marine tourism. Efforts to develop this industrial sector are also accompanied by instructions to facilitate and provide extension workers, fisheries assistants for the fishermen's economy, improve entrepreneurial skills for indigenous Papuans, and Papuan mothers' entrepreneurship by providing capital assistance for micro, small and medium enterprises. The central government's decision to designate Merauke Regency as the National Food Barn is based on the potential of Merauke, especially in rice production which reaches almost 90% of the total rice production on Papua Island. Data from Merauke Regency in Figures shows that the Merauke area is the largest in Papua, reaching 46,792 km2 or 11% of the total area of Papua Province. In 2020, the area of land used for

planting rice in Merauke Regency reached 48,130.04 ha or 91.31% of the total land area used for planting rice in Papua Province, and 80.04% of the total land area used for planting rice on Papua Island. From this land area, Merauke managed to produce 188,274.19 tons of rice or 91.58% of the total rice production in Papua Province, and 81.34% of the total rice production on Papua Island. In addition to rice, other mainstay commodities in Merauke Regency include cassava, sweet potatoes, corn, and peanuts. Although rice dominates 94% of the leading commodities in Merauke, other food commodities that reach 4% also have very great potential for development. These other food commodities are very suitable for development to support increasing local food sovereignty, by involving Indigenous Papuans as producers and land owners in their own areas. This is an opportunity that can be utilized with the existence of the Sea Toll.

The Maluku Provincial Government, through the Development Planning Agency, provides positive support for the Sea Toll program as a means to introduce and market its superior regional commodities. In the form, regencies/cities in Maluku Province determine one superior commodity and so that each regional potential can become a manifestation (tangible commodity) which becomes a return cargo commodity as one effort to optimize the Sea Toll service. However, this is still not optimal. In fact, there is regional potential that can be sold using the Sea Toll and is a superior commodity in Maluku Province.

In East Nusa Tenggara, the potential of food crop farming has not been fully optimized. Its role in the regional economy is still below the livestock sector. The contribution of food crops only reaches around 8.86% of the total Gross Regional Domestic Product in East Nusa Tenggara Province, while the livestock sector and its products contribute 9.48%.

Although the potential for food crop farming in East Nusa Tenggara is quite large, it has not received top priority from the local government. This is contrary to the central government's goal of increasing food crop production to achieve self-sufficiency. Within the framework of national development which includes the 2015-2019 national medium-term development plan, the central government has set clear targets and objectives in the agricultural sector. The goal is to strengthen food sovereignty to meet domestic needs or self-sufficiency. The central government even sets measurable targets that can be monitored by all elements of society related to development in the agricultural sector. Some of the central government's measurable targets to increase agricultural production include the construction and improvement of irrigation network services covering 1 million hectares (Ha), rehabilitation of 3 million Ha of irrigation networks to restore irrigation services, maintaining the sustainability of irrigation networks covering 7.3 million Ha, and the construction of 49 new reservoirs.

The central government plans to build seven large reservoirs in various locations in East Nusa Tenggara. The construction of these reservoirs aims to increase agricultural production, provide a source of raw water, generate electricity, and can be used as a tourist attraction. The total cost required to build these seven reservoirs is very large, reaching around IDR 5.9 trillion. One of the seven planned reservoirs has been completed and inaugurated by President Joko Widodo in early 2018, namely the Raknamo Dam. This dam is located in Amabi Oefeto District, Kupang Regency. The presence of the Raknamo Dam is expected to overcome the main problem of low agricultural production levels in East Nusa Tenggara, namely the lack of water availability.

CONCLUSION

The implementation of the Sea Toll has a direct impact on the transportation sector but has not optimally provided an impact on employment. In addition, the implementation of the Sea Toll also has an indirect impact on other economic sectors, but has not been able to contribute to increasing taxes or regional revenues. Regarding the direct impact, in general, the average contribution of the Sea Toll from 2016 to 2022 to the sea transportation GDP is 0.67% and to

the transportation sector GDP is 0.04%. However, when viewed by region (Papua, Maluku, and East Nusa Tenggara), the direct impact does not appear significant, either the impact on the transportation sector or the impact on employment. Meanwhile, regarding the indirect impact, the implementation of the Sea Toll policy has an indirect impact on the growth of the Non-Car and Motorcycle Wholesale Trade sector in Papua, Maluku, and East Nusa Tenggara by an average of 11.862%. This is in line with the results of the Partial Least Square analysis data which shows that the implementation of the Sea Toll has a direct positive and significant influence on the transportation sector (with an influence of 0.374) and indirectly also has a positive and significant influence on other economic sectors (0.181), although the implementation of the Sea Toll has not significantly influenced the impact of employment and the impact of taxes or regional revenues. In addition to direct and indirect impacts, the implementation of the Sea Toll provides outcomes in the form of price reductions, even in its implementation it was found that there was a price change of up to 50% more efficient. However, in general, the reduction in the price of these goods is still uneven. In the implementation of the Sea Toll policy, it has also not been optimal in promoting regional commodities. In other words, if the implementation of the Sea Toll policy is optimal, then the potential for superior regional commodities in Papua, Maluku, and East Nusa Tenggara can be marketed optimally.

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