

Water Transportation Business (*Klotok*) as a Source of Community Income

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Abstrak

Dalam memenuhi kebutuhan sehari-hari, masyarakat menggunakan kemampuan yang mereka miliki sebagai usaha memperoleh pendapatan. Pada saat ini masyarakat yang menggantungkan pendapatannya melalui usaha *klotok* tetap menjalankan usaha tersebut meskipun penggunaan transportasi khususnya *klotok* di Banjarmasin mengalami penurunan ditengah masyarakat. Penelitian ini bertujuan untuk mendeskripsikan usaha transportasi air (*klotok*) sebagai sumber pendapatan masyarakat di Dermaga *Klotok* Trisakti. Pendekatan kualitatif digunakan dalam penelitian dengan mengedepankan praktek metode deskriptif. Teknik pengumpulan data yang digunakan adalah observasi ke lokasi penelitian, wawancara dengan narasumber yaitu Ketua Pengurus Dermaga *Klotok* Trisakti, Pemilik *Klotok*, dan para penumpang atau pelanggan dari *klotok* serta melakukan dokumentasi saat observasi. Instrumen penelitian ini adalah peneliti sendiri yang membuat pedoman observasi dan pedoman wawancara serta penentuan narasumber. Teknik analisis data yang digunakan yaitu reduksi data, penyajian data dan penarikan kesimpulan. Uji keabsahan data menggunakan triangulasi waktu, sumber dan teknik. Hasil penelitian menunjukkan bahwa usaha transportasi air (*klotok*) sebagai sumber pendapatan masyarakat di Dermaga *Klotok* Trisakti ini berdiri sejak 1979 hingga sekarang dapat bertahan dan menghasilkan pendapatan kepada para pemilik *klotok* sehingga dapat memenuhi kebutuhan hidup para pemilik *klotok* dan keluarganya.

Kata Kunci: Usaha, Transportasi Air *Klotok* dan Sumber Pendapatan

Abstract

In meeting their daily needs, people use their abilities to earn income. People who depend on their income through the *Klotok* business continue to run the business even though the use of transportation, especially *Klotok* in Banjarmasin, has decreased in the community. This study aims to describe the water transportation business (*Klotok*) as a source of income for the community at Trisakti *Klotok* Port. A qualitative approach is used in research by prioritizing the practice of descriptive methods. The data collection technique used was observing the research location and interviews with resource persons, namely the Chairperson of the Trisakti *Klotok* Port Management, *Klotok* Owners, and passengers or customers from *Klotok*, as documenting during observations. The research instrument is the researcher himself, who makes observation guidelines and interview guidelines and determines the sources. Data reduction, data presentation, and conclusion drawing are the data analysis technique used. Test the validity of the data using triangulation of time, sources, and techniques. The results showed that the

water transportation business (Klotok) as a source of income for the community at the Klotok Trisakti Pier was founded in 1979 until now and can survive and generate income for the Klotok owners so that they can meet the living needs of the Klotok owners and their families. Sources and techniques. The results showed that the water transportation business (Klotok) as a source of income for the community at the Klotok Trisakti Pier was founded in 1979 until now and can survive and generate income for the Klotok owners so that they can meet the living needs of the Klotok owners and their families. Sources and techniques. The results showed that the water transportation business (Klotok) as a source of income for the community at the Klotok Trisakti Pier was founded in 1979 until now and can survive and generate income for the Klotok owners so that they can meet the living needs of the Klotok owners and their families.

Keywords: Business, Klotok Water Transportation and Income Source.

PRELIMINARY

Indonesia is an archipelagic country surrounded by water such as oceans and rivers. This makes Indonesia a maritime country. Based on the geographical condition of Indonesia, which is an archipelagic country, it is necessary to have transportation as a facility used for community activities in daily life. Moreover, with the existence of transportation as an adequate means to connect between islands, thus transportation has become essential.

Bowersox (1981) defines transportation as moving goods or passengers to the desired location from the origin (Cartona, 2021). Meanwhile, according to Miro (2005), transportation is an effort to move or lift an object that you want to transfer from one location to another for specific reasons (Tumewu *et al.*, 2021). Therefore, according to experts, based on several definitions of transportation, transportation can be interpreted as an effort to move goods or people from one place to another according to a particular purpose.

In the development of transportation in Indonesia, three types of transportation are often used: land, water, and air transportation. Based on geographical conditions, the island of Borneo is an area that uses water transportation quite large compared to other islands in Indonesia (Stellamaris, 2017). This can be seen from its nickname in South Kalimantan, namely Banjarmasin, as the city of a thousand rivers; in this case, the most significant rivers are the Barito river and the Martapura river (Subiyakto, 2020; Fatimah, 2021). This is what underlies river transportation to be vital for the people in Banjarmasin since the first (Mutiani *et al.*, 2020).

The transportation is prominently used in South Kalimantan island transportation and water transportation. Regarding the natural conditions in South Kalimantan, especially in Banjarmasin, this area is surrounded by rivers. Therefore, water transportation is a characteristic of the transportation used by the community. Water transportation itself is the oldest transportation that has existed for decades; this water transportation is based on the fact that many people in ancient times used water transportation to navigate rivers and oceans to go

to a place that did not have land access. Therefore, water transportation has a vital role for people living on riverbanks in South Kalimantan, especially the people of Banjarmasin (Subiyakto, 2019).

In general, the people of Banjar use water transportation in their daily activities to trade, work, go to school, go to other areas that do not have access to land routes, and so on. Water transportation is also a beneficial facility for people living on the banks of rivers. The type of water transportation generally used by the people of Banjar is *Klotok*. The existence of *Klotok* has now begun to be displaced by the existence of land transportation which is now a facility always used by the community. Meanwhile, the reality is that *Klotok* is one of the many river transportations in South Kalimantan and includes transportation that has existed for quite a long time.

The existence of *Klotok* at this time is quite competitive with land transportation; however, people still use *Klotok* as a source of income. Through the use of *Klotok* as a business in providing public transportation services, the community fulfills their needs from the results or income of this *Klotok* transportation business. Economic activities are carried out to meet community needs and achieve economic growth that provides community welfare (Subiyakto, 2019). This study aims to describe the *Klotok* water transportation service business as a source of community income in meeting daily needs in Banjarmasin, especially Telaga Biru Village. (Abbas, 2021; Sandi *et al.*, 2021).

METHOD

This article's research approach is qualitative research with a descriptive method. It is used to describe the water transportation business (*Klotok*) as a source of income for the community in Banjarmasin, especially Telaga Biru Village. Data was collected through the observation stage of "Trisakti *Klotok* Port" where the *Klotok* taxi service provider is located on Jl. Barito Hilir, Telaga Biru Village, West Banjarmasin District. In addition, interviews with informants were conducted, including the chairman of the board of the Trisakti *Klotok* Port, the owner of the *Klotok*, and the *Klotok* water transportation service users in Telaga Biru Village, including Muhammad Greece as the chairman of the board of the Trisakti *Klotok* Port. While the *Klotok* owners include Madi, Hidayatullah, Anwar, Muhammad Irawani, and Kaspul Anwar. These *Klotok* transportation service users include Rukayah, a teacher in the Tabunganen Village, Rahmad, and Elida, who works as a Puskesmas employee in Tabunganen Village. Evidence in the form of documents also complements observation and interview data

in photos of the composition of the management of *Klotok* Trisakti Pier, dock licensing boards, and village documents.

The data analysis technique used refers to the Miles and Huberman model, including data reduction following the research objective, describing the *Klotok* water transportation business as a source of community income in Banjarmasin, especially Telaga Biru Village. Furthermore, the data obtained are presented in the form of words. They are equipped with data recapitulation income from the village based on income in 2019 in the field of water transportation in Telaga Biru Village. Furthermore, there is verification or conclusion based on the formulation. So it can be concluded that the business of *Klotok* water transportation located at the *Klotok* Trisakti Pier started in 1979 and has survived to this day; even though *Klotok* must compete with land transportation, they still depend on income through transportation. *Klotok* water transportation services at Trisakti *Klotok* Port. In efforts to check the validity of the data to determine the validity and consistency of the data obtained, triangulation is carried out. Triangulation of sources with different data sources, namely to the chairman of the board of the Trisakti *Klotok* Jetty and five different *Klotok* owners. In this research, Researchers triangulated time for informants by using the morning and afternoon times. Meanwhile, for technical triangulation, the data was also used with a different technique. The researcher conducted interviews with *Klotok* owners at different times, namely on November 8, 2021, at 09.00 WITA, and November 09, 2021, at 12.00. The researcher's information was the same, and there was no change.

RESULTS AND DISCUSSION

Telaga Biru Village, especially Trisakti *Klotok* Port, there is a *Klotok* water transportation business used by the community as a source of income. This *Klotok* water transportation business has existed since 1979 until now; this is based on the community's need to use water transportation as an infrastructure to carry out daily activities as an alternative to getting to a place that is difficult to reach by land so that people have water transportation. In the form of *Klotok* is used as a water transportation service provider business in waterway public transportation. In addition, the use of *Klotok* is used by the community as a source of family income.

The business users of *Klotok* water transportation services at Trisakti *Klotok* Pier are currently dominated by people who work in Tabunganen Village with professions as teachers and puskesmas employees. In addition, there are companies in the port area and ship employees who use this service as a delivery service for goods or to pick up and drop off-ship employees

when they return to the ship or return to the ship after coming from the mainland. For customers who are teachers and employees of the Puskesmas in Tabunganen Village, it becomes a daily activity on weekdays to use this *Klotok* water transportation service, except Saturdays and Sundays.

Data from interviews with several *Klotok* owners shows that *Klotok* services at this pier are not only focused on delivering passengers. However, it is also used as a service between goods. So this is in line with the definition of transportation put forward by Sunarto (2017) that transportation is a tool designed for the needs of people limited by water. Furthermore, *Klotok* is considered more efficiently used to deliver goods to the ship because the cost is relatively cheap, and it can load many goods (Ideham *et al.*, 2015; Sunarno *et al.*, 2017).

Klotok water transportation services at this pier serve two services, namely charter, and general services. The owners of *Klotok* provide both services intended for people who only want to ride to be delivered to a place they want to visit can use this service with payment according to the distance traveled to the place to be visited. Meanwhile, people who use charter services make payments with a monthly payment system individually, depending on the area visited.

Regarding using *Klotok* water transportation services with a charter system, customers who use *Klotok* as transportation agrees with the *Klotok* owner every time they travel. This is in line with what was done by teachers and puskesmas staff. Teachers and puskesmas staff have the same destination, namely Tabunganen Village. Every teacher or puskesmas employee who uses *Klotok* must deposit a monthly fee by collecting the rates per person combined into one and then handed over to the *Klotok* owner.

It is different from the *Klotok* water transportation service with the general system; in this case, the *Klotok* passengers who want to use the *Klotok* transportation service come directly to the dock and then ask to be delivered to their destination. Regarding payment, passengers must pay a rental fee according to the distance and number of passengers using the *Klotok*. The payment system with this system is also different from the charter system for teachers and puskesmas employees. This difference in the payment system affects the income earned by the *Klotok* owners because it adjusts to the number of users of this *Klotok* water transportation service or the customers owned by several *Klotok* owners every day. For example, people who use *Klotok* water transportation services at Trisakti *Klotok* Pier ask to be delivered to the flower island at a rate that adjusts the number of passengers who use *Klotok* with an initial fare to the flower island of Rp. 250.000,-.

Employees who work in ship companies use *Klotok* water transportation services to take them to ships that stop at the Barito River. Usually, the ship's employees become customers of one of the *Klotok* owners, so when they pick up and drop off, they use the *Klotok* water transportation service; they only need to call the *Klotok* owner. Since the beginning of this *Klotok* water transportation service, ship employees have needed this service to facilitate the distribution of essential goods or goods on board. In contrast to the use of *Klotok* water transportation services carried out by teachers starting on the journey to Tabunganen Village from Trisakti *Klotok* Port at 07.15 WITA, the teacher picks up from the Tabunganen Village by the *Klotok* owner every day at 12.00 WITA, while the teachers return at 13.00. The distance from the port to the Tabunganen Village is about 1 hour, so the teachers return to the pier around 14:00. Using *Klotok* water transportation services for teachers and puskesmas employees in Tabunganen Village is because they think that going to the village by land takes a long time and costs more, plus the roads are pretty damaged. By using *Klotok* water transportation services, passengers feel it is more effective to be able to rest during the trip.

The *Klotok* water transportation service business as a source of family income in the community can be seen from the *Klotok* transportation used by the community as a means of supporting the provision of public transportation services to generate income through the use of the *Klotok*. This is because *Klotok* owners only depend on income through this *Klotok* water transportation service. The *Klotok* water transportation service business at Trisakti *Klotok* Pier impacts *Klotok* owners because they use *Klotok* transportation as a source of income. This can be seen in a large number of service users every day. Income through the *Klotok* water transportation business is stable; if the *Klotok* owners get customers every day, it will provide substantial income for *Klotok* owners. At this time, the demand for *Klotok* water transportation services has decreased because it competes with land transportation, so it impacts the income that comes to *Klotok* owners every day.

There are differences in the system of using the *Klotok* water transportation service, which also makes a difference to the income of the *Klotok* owners. Using *Klotok* water transportation services with a charter system calculated per month will provide a good income because this becomes a permanent income for the *Klotok* owner. In contrast to *Klotok* owners who wait for passengers to come to the pier, the income they get is not permanent. This shows that the Water Transportation Business (*Klotok*) as a Source of Family Income in the Banjarmasin Community, especially in Telaga Biru Village, shows differences between some

Klotok owners who have regular customers and *Klotok* owners who do not have regular customers.

Based on the latest data from the district is 2019, the source of income from tourism or *Klotok* transportation reached Rp. 459,000,000 counting one year. This shows that the income from *Klotok* services is sufficient to meet the community's needs in Telaga Biru Village. Moreover, if the *Klotok* used is privately owned, providing this *Klotok* water transportation service becomes net income for the *Klotok* owners. Therefore, they use the *Klotok* as a source of income.

The income from the *Klotok* water transportation business increases if the *Klotok* owner has regular subscriptions so that these *Klotok* water transportation service providers can fulfill their family's economy only by using the *Klotok* as a means of transportation which is a source of income. Although this is related to the decrease in the number of *Klotok* at Trisakti *Klotok* Pier, it increases the income of the surviving *Klotok* owners so that the competition for *Klotok* owners increases is reduced when waiting for passengers or subscriptions.

In addition, *Klotok* owners rely on *Klotok* transportation services due to limited expertise, so they take advantage of their ability to drive a *Klotok* as a source of income. This is why the *Klotok* transportation business still survives at the *Klotok* Trisakti Pier; However, there is a decrease in the number of requests from *Klotok* water transportation services, it does not become a barrier for *Klotok* owners to continue as a *Klotok* water transportation service provider and make *Klotok* a source of income.

CONCLUSION

The existence of *Klotok* transportation in the community is still reasonably necessary; *Klotok* transportation also plays a role in improving the community's economy by meeting their daily needs. Furthermore, through *Klotok* transportation owned by the community, opening a *Klotok* transportation business provides business opportunities for people who depend on their source of income through *Klotok*. Although to generate sufficient or stable income, *Klotok* owners must have regular subscriptions to get a steady income.

Suppose you expect only the arrival of passengers to use *Klotok* services from the pier. In that case, there will be a decrease in the income of the *Klotok* owners, which will also reduce the economy of the *Klotok* owners. Based on the current situation, it is rare for public passengers to use *Klotok* transportation services as the main transportation. *Klotok* transportation business as a source of family income for *Klotok* owners at Trisakti *Klotok* Jetty

is motivated by the limitations of *Klotok* owners in other fields of expertise so that the use of abilities in running *Klotok* is an option for *Klotok* owners.

The income from the *Klotok* water transportation business has an impact on the family economy of the *Klotok* owners; it can be seen from the adequacy for the *Klotok* owners to add to the *Klotok*, being able to pay for their families and children to go to school, to fulfill their daily needs. This can happen even though the decrease in the number of *Klotok* at Trisakti *Klotok* Pier is based on the lack of competition in obtaining passengers or subscriptions and the regular subscriptions owned by *Klotok* owners.

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