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Sustainability Analysis of "Boat Class" Service Innovation in Pangkajene Islands District

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Abstract

The availability of legitimacy and support from the government is the strength of the sustainability of a public service innovation. Research design. This type of qualitative research is descriptive with a case study method. Population and Sample. The location of this research is in Pangkep Regency. On two pilot islands, the Boat Class project, Salemo and Sakuala, in North Liukang Tupabbiring District, Mattiro Bombang Village. Data sources come from three things: interviews with informants who are representative or who are directly involved with the innovation of the Boat Class, direct observation of the island, and a number of relevant documents. Instruments. We use in-depth interview guidelines in a structured and unstructured manner. Procedures. Data analysis using interactive methods based on the Miles and Huberman model. Research questions. What is the sustainability of the Boat Class in terms of regulation and replication? And, what are the stages of formulating the rule? Result and conclusions. The Boat Class already has three key laws in its future expansion. The Boat class has replicated four adopter units. An international institution, KOMPAK Australia, assisted in the formulation of Boat Class regulations.

Introduction

The issue of sustainability in all fields has been echoed around the world. A standard blueprint for peace and prosperity for people and the planet, both now and in the future, is provided by the 2030 Agenda for Sustainable Development, adopted by all United Nations Member States in 2015. The 17 Sustainable Development Goals (SDGs), which represent an urgent call to action for all nations—developed and developing—in a global partnership, are at the center of it. They understand that eradicating poverty and other forms of deprivation requires concerted efforts to combat climate change, protect our oceans and forests, enhance health and education, lower inequality, and promote economic growth (United Nations, 2016). A sustainable future is what the UN Sustainable Development Goals (SDGs) aim to achieve (Fraisl et al., 2020). The development that meets the needs of the present without compromising the ability of future generations to meet their own needs was the original definition of sustainable development (SD) (Fonseca et al., 2020).

The global agenda of the United Nations has finally penetrated all sectors. In journal search engines like Scopus.com, hundreds of thousands of articles discuss sustainability issues from various fields. Sustainability issues in the areas of energy, climate, environment, industry, technology, economy, agriculture, health, public sector, universities, and so on (Pizzi et al., 2020). Here are some studies on sustainability. Discussions about green energy, green finance, and energy efficiency are essential to achieve the associated sustainable development goals (SDGs), such as affordable and clean energy, climate action, and life on land relating to planet protection by 2030 (Rasoulinezhad & Taghizadeh-Hesary, 2022). Farming practices for sustainable development require at least a decametric spatial resolution, while yield monitoring for food security objectives can be performed at a larger scale (e.g., geometric, kilometric)

(Weiss et al., 2020). Developing a hybrid multi-situation decision method integrating fuzzy sets and VIKOR is an effective method to evaluate Industry 4.0 technologies based on performance and sustainable application (Bai et al., 2020). The optimistic take for those seeking to adopt more sustainable, local, and environmentally friendly forms of tourism will be that COVID-19 and the economic effects of the measures to curb its spread will provide an exogenous shock that will change tourism-related public policy (Hall et al., 2020).

Sustainability or sustaining innovation is a healthy measure or not of a program. The three most basic indicators of a public service innovation are the fulfillment of impact elements, partnership, and sustainability (United Nations, 1970; Manucipality, 2004). Sustainability indicators consist of the availability of regulations and the ability of an innovation to be replicated. In Australia, accrual-based budgeting has its own set of best practices. It satisfies the requirements of international best practices for financial management transparency in government. According to Bartos, the crucial takeaway is that practical innovation requires ongoing evaluation, improvement, and correction of prior errors rather than being a one-time endeavor. Although there are errors in the new framework, we might never implement anything if we wait for a flawless system (Bartos, 2003). In the private sector, a sort of incremental improvement known as "sustaining innovation" aids a business in preserving its competitive edge by enhancing the capabilities and attributes of current goods, procedures, and services. This kind of innovation aims to improve what already exists to improve user experience or boost efficiency rather than developing completely new products (https://www.reallygoodinnovation.com/).

Indeed, bureaucracy is a place to produce innovations in creating solutions to public problems. Times are constantly changing and will never retreat again. Bureaucracy must change and be in accordance with the development of the era. An organization innovates to intentionally impact its environment or to adjust to changes in it. Therefore, innovation is either a proactive measure to alter the environment or a response to changes that occur internally or externally (Damanpor, 1996). In line with Drucker's words, innovation is intentionally endeavouring to alter a company's economic or social potential. The development of bureaucratic innovation involves what is referred to as “problemistic search.” Problemistic search is a theory of change. When there is a problem, the organization searches for a solution, though not in the fashion postulated in microeconomic models (Kelman, 2021).

Public service innovation must continue and have legitimacy. Moore mentions in his strategic triangle that public programs must meet three elements; legitimacy support; operational capabilities; and public value (Moore, 1996). Moore proposes a strategic triangle to provide managers with tools for developing and implementing policies with the support of governmental authorities, the public, and their capabilities (Berg & Zoellick, 2019). In Indonesia itself, they were based on existing regulations. Public service innovations implemented by ministries/agencies/local governments must have sustainability guarantees in terms of laws and regulations, institutions, and other resource allocations (PermenpanRB, 2014).

Legitimacy makes innovation continue to exist and get attention from the government. A broad view or presumption that an entity's actions are right, proper, or appropriate within a socially constructed framework of definitions, norms, values, and beliefs is known as legitimacy (Suchman, 1995). Still, according to Suchman, organisations seek legitimacy for various reasons, and judgments regarding the significance, difficulty, and efficacy of these efforts may vary depending on their purpose. Legitimacy consists of two dimensions: a) the difference between seeking passive support and active assistance and b) pursuing continuity and pursuing credibility, two significant dimensions. Legitimacy will increase consistency and

comprehensiveness. These two will go hand in hand in supporting standardised activities. Institutionalization and replication, and appreciation of public service innovations from agencies, organizational units or individuals will certainly trigger other apparatuses to also work and innovate (https://www.djkn.kemenkeu.go.id/).

However, some public service innovations still need sustainability indicators, such as the study of the creation of street sword arrangements in Maros. They are considered ineffective because the sustainability element does not work. There has yet to be a specific regulation on these innovations. Nor the publication of secondary data about it that can be used as a medium for knowledge transfer (Pauzi, Rizal., 2021).

An innovation's absence of legitimacy or regulation may be due to government insincerity, negligence, thinking the invention is insignificant, or the innovator team needing to understand how to institutionalise the innovation. It would be miserable if the creation had been promoted in such a way, with energy and time from various parties. However, it is cut off only because no legal umbrella guarantees future existence.

This research is fundamental and urgent because the institutionalisation of innovation proves local governments' seriousness in optimising existing innovations. It is also a form of appreciation for the services of the team of innovators who have worked hard to realise a real innovation for public services. With regulation, innovation will be worthwhile and a mere waste. When innovation is beneficial and able to solve rare problems, it is wise to maintain and maintain it until better innovations in the future will replace the creation.

For this reason, this study aims to explore two things: the sustainability of boat class innovation in Pangkep and the efforts of the Pangkep Regional Government in realising this sustainability.

Methods

Research design. This type of qualitative research is descriptive with a case study method: Population and Sample. The location of this research is in Pangkep Regency. On two pilot islands, the Boat Class project, Salemo and Sakuala, in North Liukang Tupabbiring District, Mattiro Bombang Village. Data sources come from three things: interviews with informants who are representative or who are directly involved with the innovation of the Boat Class, direct observation of the island, and a number of relevant documents. Instruments. We use in-depth interview guidelines in a structured and unstructured manner. Procedures. Data analysis using interactive methods based on the Miles and Huberman model.

Results and Discussion

Based on the Report of the Preparatory Committee for the United Nations Conference on Human Settlements (Habitat II): General Assembly Official Records - Fiftieth Session Supplement No. 37 (A/50/37) explains that best-practices, "They are examples of actions which could serve as useful models from which others could learn and could adapt to their own situations. They are actions, initiatives or projects which have resulted in tangible and measurable improvements in the quality of life and in the living environments of people in a sustainable way" (United Nations, 1970).

One of the most fundamental criteria of best practice is sustainability. Sustainability measures are based on regulations, legitimacy frameworks, or institutionalisation of an innovation product. Also, how the innovation can be replicated by other agencies that need it (Manucipality, 2004; United Nations, 1970).

From the research that has been done, through triangulation from interviews with parties directly involved with the Boat Class innovations, such as 'Innovators, the Head of the

Education Office and its Secretary; Boat Class Facilitator Team in Salemo and Sakuala Islands, and Team from KOMPAK Australia and also, based on the available secondary data, both publications about the Boat Class Guidebook and the means of information about the Boat Class in various electronic media, Three regulations have been successfully produced by the innovation of the Boat Class. Here's the explanation.

Forms of Boat Class innovation regulations

The following are regulations successfully realised to institute the "Boat Class" Program in the future. This regulatory framework is needed to guarantee everything related to boat class innovation regarding future improvement and evaluation processes. Here are three regulations that have been produced.

Regent Regulation No. 36 of 2019 concerning the Organization of Boat Classes

It is stated that one of the reasons children drop out of school and do not continue their education on the island or the coast is because they go to sea to work to help parents earn a living to contribute to the family's survival. Furthermore, to educate the life of the nation, every student living on islands and coasts has the right to get a proper education through formal education at school. Furthermore, to reduce the dropout rate and increase the participation rate of children to continue school on islands and coasts, the Government of Pangkep Regency encourages alternative education efforts through the Boat Class education service that provides exceptional services to island children and coastal children help their parents earn a living at sea with an independent learning approach for students carried out on boats when they go to sea.

In Chapter Seven of the Boat Class Perbup, it is stated that the requirements for Boat Class Students are in grade 4, grade 5, and grade 6 for elementary schools/madrassahs, junior high schools / Tsanawiyah madrassas who are forced to go to sea. Earnestly participate in boat class education services by working on LKS and other tasks given by teachers.

Decree of the Head of the Pangkep Education and Culture Office No. 241/3119/Disdik Tahu 2018 on the Boat Class Working Team.

The Decree (SK) of the Boat Class Work Team encourages systematic and structured support in expanding the service of the Boat Class approach. Researchers have asked innovators to be able to share copies of the decree as data completeness and information enrichment materials for researchers.

The decree of the "Boat Class" Program Work Team issued on September 15, 2018, mentioned in the Work Team Decree that the "Boat Class" Program is a form of education service in the island region of Pangkep Regency. The "Boat Class" program aims to help provide services to students to reduce school dropout rates.

The "Boat Class" work team assists in planning, implementing and reporting activities. All costs arising from the "Boat Class" Program are charged to the appropriate budget. In this Working Team Decree, all names with their respective roles have been mentioned. Starting from the Trustees, Steering / Guiding, Responsible, Chairperson, Secretary, and Treasurer. Followed by the composition of the sections (Documentation Section, Training Section, Data Collection Section, Partnership Section, and Exhibition Section).

After meeting some of these work teams, the people were enthusiastic about the "Boat Class" Program. They still hope the Boat Class can be replicated in other regions in Eastern Indonesia (KTI) and outside Sulawesi, which have the same conditions and problems.

Pangkep Regent Regulation No. 5 of 2019 on Inclusive Education

In this regulation, in the seventh part (special education), paragraph 1 (functions and objectives), and article 53 (points 1, 2, and 3), It is mentioned successively that 1) Special education is education for students who have a level of difficulty in following the learning process due to physical, emotional, mental, social and student disorders who have the potential for unique intelligence and talents, 2) Special education for students who experience physical, emotional, mental and social obstacles aims to develop the potential of knowledge, skills, and personality as optimally as possible towards life independence, 3) Special education for students who have exceptional intelligence potential and talents aims to develop the advantages of their spiritual, intellectual, emotional, social, and unique talents.

From the above articles, this special education issue has been accommodated by the regions and the centre. The government recognises that student's problems can vary, including social constraints in the child's life. This social condition prevails in the boat class program. Special education is as understanding as inclusive education. Inclusion schools prevent discrimination.

Steps to establish the Regent Regulation (Perpub) of the "Boat Class" Program

Based on existing research data, it can be seen that the formulation of the Perbup Program "Boat Class" went through various steps. From the information obtained in the field, the Boat Class Work Team admitted that the formulation of his Perbup requires a long time. Requires a long effort and sufficient resources. Here is a table about the steps of the Perbup Program "Boat Class".

Table 1. Steps for the Formulation of the Perbup Program "Boat Class"

No	Activity	Actors involved
1	Mapping the constraints and support needed for the implementation of the boat class	Initiator/work team
2	Formation of a team of facilitators for Head of Service Decrees	Head of education department
3	Boat class policy preparation workshop	Deputy regent, head of education department, work team, representative of island teachers/supervisors, legal department of Pangkep district government
4	FGD preparing draft regional regulations	Boat class facilitator team
5	Quick study of draft regional regulations	Work team
6	Public consultation on regional regulations	Facilitator team, work team
7	Finalization of regional regulations	Working team, representatives of island teachers/supervisors
8	Submitting the draft regional regulation to the district legal department and then to the province	Working team, representatives of island teachers/supervisors

The table above shows eight stages of the Perbup Program "Boat Class" formulation involving related actors. Activities 1, 4, 5, 6, 7, and 8 are handled by the "Boat Class" Work Team. This Working Team comprises initiators, facilitator teams, teacher representatives or island

supervisors. While points 2 and 3 were handled by the Head of Service and the entire Boat Class team.

Regarding the stages of drafting the Perbup above, a facilitator on the island of Salemo admitted that the party that plays the most important role in organizing and formulating the agendas for the formulation of this Boat Class regulation, apart from the core team of the Boat Class program. They are part of the Australian Community Collaboration and Services for Welfare (KOMPAK) team. Here is an excerpt of an interview with an informant:

“The perbup was managed by KOMPAK, how this perbup goal succeeded. Kompak presents a team of legal experts about the law, whether the articles are good. This is done by KOMPAK all” (AD Interview, 05/10/22).

The advocacy provided by the KOMPAK Australia team was a stroke of luck for the "Boat Class" Program and the innovations being designed at that time because it will significantly provide added value and speed in producing the Boat Class to be one of the best practices in public service and also included in the list of the top 20 world innovations in its time.

The intervention of international institutions such as KOMPAK Australia certainly has no doubt about its experience and flight hours in managing and realising programs beneficial to specific regions in Indonesia.

Potential Replication of the "Boat Class" Program”

The Secretary of the Education Office acknowledged that public service innovations in Pangkep district are very likely to be many and varied. Because, this district is known as the "spermonde" area. It consists of three geographical forms; Mainland, mountains and islands. This type of geographical landscape will of course greatly affect the form of public innovation services that will be offered to the community.

It is because of this geographical form that the spermonde area that causes the "Boat Class" Program has been replicated by several schools. Although the working team of the Boat Class and the Pangkep Regional Government (Pemda) hope that all schools in the archipelago can adopt this program. The following is a replication of the published "Boat Class" Program. Some of them are also included in the Public Service Innovation Competition (KIPP) in 2023. The one just finished was organized. Here are four replicated results of the "Boat Class" Program.

Table 2. Results of Replication of the "Boat Class" Program in the Pangkep Islands region

No	Innovation Name	Adopting School	The Innovators	Purpose of Innovation
1	Kelas Musim	SDN 4 Bakka, SDN 60 Bung	Syawir, S.Pd., M.Pd	For students absent from school due to "planting season", "harvest season", and out of the area due to family events.
2	Bagang Cerdas	UPT SMPN 8 SATAP Lk. Tupabbiring	Adi Supriadi, S.Pd., M.Pd	Special services for students who are "Bagang" fishermen.
3	Pasti Cerdas	SD Negeri 13 Gondongbali	Dr. Sabrun Jamil, S.Pi.,M.Pd	For Island Children who are absent due to fishing and limited transportation funds to school

4	Nelayan Masuk Sekolah	For All Island Schools in Pangkep	Rukmini, S.Pd., M.Pd	Teaches skills to make marine fishing gear: Rakkang for crabs, nets and trawls for fish, squid, and lobster catches.

Source: Data Reduction, 2022

For more details, here is a picture of the educational service innovation models replicating the "Boat Class" Program. Bappenas assesses the moderate level of innovation adoption because it has been successfully copied in four schools' internal areas of Pangkep. However, the hope is that it can be replicated in all island schools. Here's the picture.

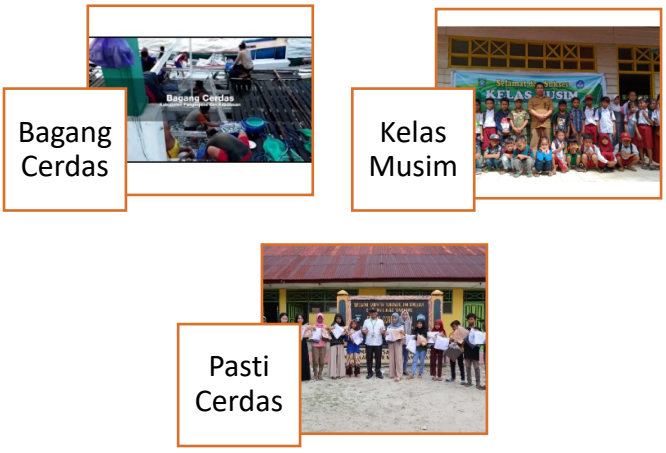

Figure 1. Replication of the "Boat Class" Program

The four forms of replication of the "Boat Class" Program above, the Season Class is replicated in mountain schools. In contrast, "Bagang Pintar," "Pasti Pintar," and "Nelayan Masuk Sekolah" are replicates of schools in the archipelago. In the 2022 KIPP season, Season Class and Smart Bagang are included in the Top 30 at the provincial level.

The innovation of Nelayan Masuk Sekolah itself has already entered the top 30 at the provincial level in 2021. Only a few moments after the innovation of the Boat Class were gaining many awards, both nationally and internationally.

Sustainability of the Program "Boat Class

The "Boat Class" program has been successfully institutionalised and gained legitimacy and support from the Regional Government (Pemda) of Pangkajene Islands Regency. Until now, the Boat Class policy has always existed in every school on the islands. Become an alternative solution to the problems of regular students who are also active in helping their parents go to sea.

The strength of the success of instituting the "Boat Class" Program lies in its practicality. An appropriate solution to the problem of education in the archipelago has been going on for many years and has yet to have a meaningful resolution. And this problem has been equally understood by the public as well as the government. The issue of out-of-school children in the island region has become public consumption.

When the idea of this Boat Class innovation came to the surface, it was used as an action of change by innovators who were conducting leadership training. This idea immediately received positive support from the head of the office at that time (the turnover of the head of the education office had occurred twice during the action to change the "Boat Class" Program),

namely Mr Syamsuddin Idris. He came directly to the closing of the leadership training that was being attended by innovators and received full and joyful approval.

The meaning is that it is an initiation of a program of change or innovation of public services. It will be very welcome when the creation is really predicted to be able to solve problems that have been going on for so long, like a very productive medicine that can cure one's disease. The right drug starts from the right diagnosis of the disease. In the public sphere, the accuracy of the agenda or program for the benefit of the community depends on how an apparatus is able to articulate the needs of the community. Another term is a program departing from "problematic search" (Kelman, 2021).

A public program will be very supportive when the program has a public element. As Moore mentions in his work on public value. The concept of public value leads to the benefits of programs socially, economically, culturally, and environmentally (Moore, 1996; Moore, 2012).

Again, in terms of regulatory sustainability. Here is an inspiring proof of how important regulations are. The same thing happened on the island of West Nusa Tenggara (NTB), which was once led by a leader loved by his people, namely Tuan Guru Bajang (TGB). The book "TGB Nomics: NTB's Efforts for Indonesia" explains TGB's actions in emphasising the importance of regulations. That regulatory support must be very conducive. A program or industry will run fast with supporting rules. It must be carefully designed and sustainable so that the next leader can maintain its direction. As much as possible, the regulation always gets regulatory support from the centre (Herbawati, 2018).

The continuity of a program innovation is a natural process of an agenda. Because, innovation is not a one-time effort, but a long process born of an imperfection that continues to be evaluated and improved until it can be run optimally (Bartos, 2003).

Regulatory Drafting Stage

The "Boat Class" program is a change project proposed by the reformer as a form of solution to education problems in the Pangkep Islands area. Apparently, this change project got a moment that coincided with the presence of KOMPAK Australia as a partner of the Indonesian government in the development of the remote regions in various corners of the country. One of the cities where KOMPAK works is South Sulawesi, especially in two cities, namely Pangkep and Bantaeng. It can be said that the Boat Class has "matched" with this KOMPAK team.

Based on the fact that Australian International Institutions such as KOMPAK already have experience in making the best programs in remote communities. The program has spread in Indonesia. Researchers have witnessed firsthand one of the KOMPAK programs in Palopo City. This program is related to the provision of clean water in the mountainous region of Kambo, Palopo. It has been running for several years and has been well-functioned by the mountain people there.

This experience possessed by KOMPAK also contributes greatly to the effective implementation and promotion of the Boat Class—the right moment with the right program. KOMPAK provides a lot of assistance and advocacy to the boat class. Accompany him until the Boat Class has the necessary equipment, such as the required regulations, as well as publications in the form of Boat Class replication manuals. Until the end of KOMPAK in South Sulawesi, the boat class still existed.

The presence of international parties in the form of non-government institutions is indeed considered effective in supporting the success of a program. Extensive experience in handling various programs, qualified resources such as human resources who have knowledge and

technological skills, and large financial support that allows an innovation initiative to be realised (Sumarto, 2004).

Potential Replication of the "Boat Class" Program

The National Development Planning Agency of the Republic of Indonesia (Bappenas RI) published that the scale of innovation of the "Boat Class" program is still in the medium category. The scale of replication is comparable to education service innovations in other areas where the repetition rate is high. Because the repetition rate is large in one city, even in one district, the boat class is national in scale.

Let's talk on a local scale, especially in South Sulawesi itself, even at the level of the Eastern Region of Indonesia (KTI). The replication results of the boat class are quite high. As far as literature searches go, there are no education service innovations on the list of best practices that are replicated by several school units. The replication achievement has been high due to the factors mentioned above.

This level of replication may spread to other areas outside Pangkep, provided the level of publicity is vigorous. Of course, this depends on the units in other areas, their level of awareness, and their need for innovative education service products like the Boat Class.

Conclusion

Sustainability of "Boat Class" Education Service Innovation in completing out-of-school children in the Pangkajene Islands area. Research has found several facts about the formulation of the problem that have been raised before. Sustainability of the Program "Boat Class; Regent Regulation No. 36 of 2019 concerning the Organization of Boat Classes; Decree of the Head of the Pangkep Education and Culture Office No. 241/3119/Disdik Tahu 2018 on the Boat Class Working Team; Pangkep Regent Regulation No. 5 of 2019 on Inclusive Education. Regulatory Drafting Stage. The preparation of the draft Perbup is determined by the entire working team of the Boat Class and related stakeholders, as well as the local government. Advocacy from international institutions such as KOMPAK Australia greatly added value and accelerated the institutionalisation of the "Boat Class" Program. Potential Replication of the "Boat Class" Program. The "Boat Class" program has been replicated by four adopter units, namely; Kelas Musim; Bagang Cerdas; Nelayan Masuk Sekolah; Pasti Cerdas. The power of innovation lies in the availability of legitimacy and support. The existence of legitimacy ensures the sustainability of innovations in the future, especially on the issue of funding these innovations. Local governments must really have good intentions and sincerity in inventorying innovations that have been successfully grown in their regions. These innovations are maintained, optimised, and even developed. Innovations can be a few. The condition is that the existing innovations have really been maximally utilised. Indeed, this kind of guardianship will be present when the government always guards its government, like protecting its own home.Theoretically, the innovation experience will be more pronounced and meaningful when the implementers assemble the benefits of innovation and share the experience with others in need. The spirit of competing in goodness is represented by the symbol of one agency, one innovation. And the spirit of sharing creations when innovations are felt to solve public problems.

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