

# Structure of Informal Economy History of Palu City in Early 2000

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**Abstract:** The economy of Palu City in early 2000 changed from the traditional economy to the modern urban economy, especially in the informal sector. The economic rate of Palu City in 2000 was 4.42%, and with Banggai Regency was the lowest price in the Central Sulawesi Province. The economic structure of Palu City in 2000 indicated that the service sector, which is one of the modern economies, contributed as 26.89%, the transportation and communication sector by 14.92%, and the manufacturing industry by 13.36%. Then the trade sector, hospitality, and restaurants building construction sector, finance, mining and quarrying, agriculture, electricity, gas, and clean water. However, if we look at the previous eight years of 1993, the service sector is also still the leading sector supporting the economy of Palu City, reaching 28.56%. Nevertheless, this sector fell by two points within seven years. In general, the historical transformation of the economic structure of Palu City in 1993 experienced different formations compared to 2000. The academic contribution of this paper explains the seven financial aspects of the city. It is the basis of economic transformation in Palu City before and after the earthquake disaster, which was followed by tsunami and liquefaction.

**Keywords:** *structure, history, informal economy of Palu City*

## Introduction

Palu City Economically, in 2000, according to Gusti Alam Saad, the former Chairperson of the Palu City Bappeda, who is currently Assistant II (welfare section), that migrant residents such as Bugis, Makassar, Mandar, and Toraja control 80% of the economic sector in Palu. The rest was developed by the Kaili community, which is considered a permanent population in the Palu valley area. However, if we pay close attention to the economic development of the City of Palu or the Transformation of the City of Palu in the last twenty years, it is not only the group mentioned earlier, but we must consider the Chinese economic group must also. The economy of Palu City in the past decade is quite interesting to discuss. Not only because of the position and role of the city as the Capital of Central Sulawesi Province, but also more interesting is the heterogeneity of the city's people.

At the beginning of the independence of the Republic of Indonesia, Palu City was part of the Regency of Donggala. In its development, the city then became one of the first administrative cities in Central Sulawesi Province in 1978. Furthermore, in 1994, the City of Palu was designated as the first Intermediate City in Central Sulawesi. The city of Palu, along with changes in the status of the government, also experienced changes in the economy. This change began with the entry of 'uninvited guests' who realize the considerable potential for the city.

Interestingly, migrants heading to Palu City not only come from villages around the city, but the most significant number of them are migrants from outside the Province of Central Sulawesi and outside the island of Sulawesi. A research result shows that 63 percent of migrants entering the city of Palu come from outside Central Sulawesi. Large numbers of migrations are also expected to occur when riots break out with ethnic, religious, racial, and intergroup relations. In a neighboring city (Poso City).

The influx of migrants from various ethnic groups in Palu City makes this city heterogeneous. Some majority ethnic groups inhabit Palu city; they are Kaili, Bugis-

Makassarese, Gorontalo, Javanese-Sundanese, Mandar, and Manado ethnic groups. Furthermore, minority ethnic groups also occupy the city such as the Toraja, Chinese, Banggai, Arabic, Ambonese, Dayak, Banjar, Batak, Bali, and Minang. Cities with unique characteristics like this are fascinating to see various intersections that occur between ethnic groups. The preliminary findings of this research are that ethnically shows a "division of labor" based on a particular ethnicity.

The Kaili ethnic group, which is a native of Palu City, currently has many roles in the government, especially the provincial government and regional government of Palu City. Besides, the Kaili ethnic group also dominates the informal sector of the city, such as small traders, fish vendors, pedicab drivers, and taxi drivers. Ethnic Bugis - Makassar, whose numbers are estimated to be nearly equal to the number of indigenous ethnicities in the city of Palu, have an essential role in the economic field, especially in trade and transportation. Besides, this ethnic group also has a significant role in education and governance. The organization that houses the ethnic group (KKSS) has a vital role in fostering relations between members and between ethnic groups. The South Sulawesi Family Harmony (KKSS) not only covers the Bugis-Makassar ethnic group but also includes the Mandar and Toraja, ethnic groups (Anonim, 1996/97: 225).

Based on these data, it is clear that there is a polarization of ethnic communities. This condition can have an impact on two things, namely (1) positive impact, with the existence of this polarization creates synergy and interdependence between one ethnic group with another ethnicity, which in turn leads to an industrial chain in which it is accumulated and involves all ethnic groups. (2) negative impacts can arise due to an unbalanced relationship due to various factors such as capital, government policies, education levels, and multiple things that lead to discriminatory actions and marginalization of a particular ethnic group.

To see more about the informal economy (Nasution: 2016: 2). conditions of the city of Palu, the beginning of this article will explain the real financial terms of the people of this city. To uncover this, the main thing that is important to look at is the growth rate of Gross Regional Domestic Product (GRDP). Therefore, this paper is directed to look at the economy of Palu City based on the GRDP. By looking at this GRDP, it is expected to see sectors and sub-sectors that play a significant role in the economy of Palu City. From this variable, it is hoped that later, it will reveal the individuals, groups, ethnicities, religions, and others who are the 'control holders' of the economy of Palu City, as described earlier.

Economic development is often interpreted as the ability of the national or regional economy to raise and maintain an increase in GNP or GRDP of between 5 and 7 percent or more per year. This understanding is undoubtedly very economical (Rahim: 2000); (Widjonarko: 74-86). However, the notion of economic development has changed because the experience of the 1950s and 1960s shows that development-oriented to increasing GNP or GRDP alone cannot solve development problems fundamentally (J. Elmslie: 2002). During this period, the level and quality of life of most people did not experience any improvement even though the target of increasing GNP or GRDP per year had been achieved. In other words, there are signs of a big mistake in interpreting the term economic development narrowly.

Todaro points three main things that are important to consider the success of the economic development of a region or country. They are (1) the developing the community's ability to meet their basic needs; (2) the increasing sense of community self-esteem as human beings; and (3) increasing the ability of people to choose (freedom from servitude) as one aspect of human rights (Todaro, Michael P., 1997); (Lincoln Arsyad, 1999: 11). For the initial step, observations about the economy of Palu City have not yet focused on these three main points. The author

only tries to see some sectors that have a significant role in the development of the Palu City GRDP in the past ten years. This analysis is closely related to efforts to see the economic transformation of the City of Palu. In 2000, the Service Sector as a modern economy became the leading economy of Palu City in general by contributing 26.89%, then transportation and communication 14.92%, and the manufacturing industry 13.36%. They then followed trade, hotels, and restaurants, following each building, finance, mining and excavation, agriculture, and electricity, gas, and clean water. However, if we looked back eight years ago in 1993, the service sector is also still the excellent of the city of Palu, which reached 28.56%, but this sector fell by two points within seven years.

### **Economic Structure of Palu City**

The condition of the Palu City GRDP in the 1990s can be seen in table 1. The sector (business sector) that dominated the hammer economy. Some sectors that made a significant contribution were the services sector, which in 1993 contributed Rp. 90,911 million. The influence of the economic crisis at the end of 1997 to 1998 was one of the causes of minus growth in this sector in 1998. After that, slowly the service sector continued to increase until in 2003 it reached Rp. 479,667 million.

Other sectors that also play an important role are the trade, hotel, and restaurant sectors. This sector contributed Rp. 48,860 million in 1993. However, the sector did not escape the effects of the crisis in 1998 to experience growth of -7.47 percent compared to growth in 1997. The trade sector resumed in the following years and continued to increase until 2003, giving a contribution of Rp.76,449 million in the Palu City GRDP.

**Table 1.** Growth Rate of GRDP of Palu City Based on 1993 Constant Prices (In Millions)

<b>Business sector</b>	<b>1993</b>	<b>1995</b>	<b>1997</b>	<b>1998</b>	<b>1999</b>	<b>2001</b>	<b>2003</b>
1. Agriculture	12.004	10.768	9.617	11.359	11.999	12.072	12.899
2. Mining	14.983	17.488	20.005	19.352	19.775	22.720	25.993
3. Processing Industry	33.660	39.141	43.935	42.864	42.955	50.726	58.710
4. Electricity & Clean Water	5.286	7.391	10.124	10.495	10.953	12.167	13.720
5. Buildings	35.224	41.257	46.180	36.939	38.026	42.050	47.002
6. Trading, Hotels & Restaurant	48.860	56.898	63.896	59.123	60.551	68.247	76.449
7. Transportation and Communication	45.226	57.061	63.629	59.629	61.259	66.403	74.711
8. Finance, Rental & Company Services	32.152	35.296	38.427	35.427	35.788	38.395	42.726
9. Services	90.911	101.966	112.834	104.604	105.664	102.105	127.457
Gross Regional Domestic Product Kota	318.306	367.266	408.647	379.792	386.970	414.885	479.667

Source: Palu City Statistics Agency, Brutodari Regional Domestic Product Calculation for various years

The full contribution of various sectors to the GDP of Palu City can be seen in the above table I. Another significant sector in Palu's GRDP is the transport and communication sector. This sector contributed Rp. 45,226 million in 1993. However, the transportation and

communication sector experienced a substantial decline from Sixty-three thousand six hundred twenty-nine million Rupiah in 1997 to Rp. 59,629 in 1998 or experienced growth of -5.79 percent. In addition to the three sectors mentioned above, some sectors that contributed significantly to the city's GRDP are the construction sector, the manufacturing industry sector, and the financial sector, rental services & company services.

As shown in the table above, that the service sector plays the most prominent role in the economy of Palu City. However, if judging from the percentage of contributions, the sector has decreased, although not significant, its contribution to Gross Regional Domestic Product in the period 1993-2003. In 1993 contributed 28.56 percent continued to fall from year to year to 26.57 percent in 2003. So that raises a question why the service sector, which is the 'characteristic' of the city's economy, continues to decline in the city of Palu.

The trade, hotel, and restaurant sector, which was profoundly affected by the 1998 crisis, reflects other trends. 1993 accounted for 15.35 percent and then slowly increased to reach 15.95 percent in 2000 and continued to stagnate until 2003. This trend was also triggered by the role of migrants coming to Palu. Maulidin Labalo's research shows that 56 percent of migrants entering Palu City want to work as traders, the rest want to work as civil servants (17 percent), company employees (13 percent), and the rest want other jobs (Maulidin Labalo: 2004: 69). These migrants later became 'activists' in the informal sector in the trade sector who were not much affected by the economic crisis (Anonim, Djawatan Penerangan RI *Propinsi Sulawesi*).

The transportation and telecommunications sector also supported an increase in the trade sector. This sector, which became the third-largest contributor to the GRDP, reached 14.21 percent in 1993. After that, the sector experienced fluctuations in its development until 2003, reaching 15.58 percent. This sector has great potential to be developed, especially when looking at the position of the city of Palu in the center of Sulawesi Island. The opening of the trans Sulawesi road has had such a significant impact on the city's economic stretch. However, some shortcomings and the slow response of the Palu City government have made this sector underdeveloped. One clear example of this sector obstacle is the unavailability of representative land transportation terminals, both in-city and inter-city and inter-provincial transportation.

Some other sectors that contributed more than 10 percent in 1993 included the financial sector, corporate leasing & services, the construction sector, and the manufacturing sector with details of 10.10 percent, 11.07 percent, and 10.57, percent respectively. However, the two sectors mentioned first experienced fluctuations that tended to decline until 2003, reaching only 8.91 percent and 9.80 percent. The latter sector tends to increase and reached 12.24 percent in 2003. The emergence of the manufacturing industry sector as a prayer is a significant contributor in Palu's GRDP thanks to the encouragement of the wood and other forestry sub-sectors. This sector contributed 6.79 percent to the GRDP in 2000 and increased to 7.19 in 2003 (Doloksaribu, S., & Yantu, M. R., 2014).

## **Discussion and Analysis**

Mohtar Mas'od identified two approaches used by the New Order regime in implementing Indonesia's economic development (Mohtar Mas'od: 1985). That approach is a pro-efficiency approach and an economic pro-nationalism approach. The pro-efficiency approach argues that the success of rapid economic development depends on efficient economic agents. Efficient economic agents are private companies. Thus, it is the private sector company that must become the dominant economic unit in a free market, if development is to be successful quickly. As a result of the scarcity of domestic capital that can be mobilized, the choice must fall on the

mobilization of investment funds from abroad. As such, this approach encourages the 'opening' of the Indonesian economy for foreign capitalist penetration.

The economic pro-nationalism approach criticizes the approach with the argument that the proposed liberal policy will only strengthen the more efficient modern sector and sacrifice the more traditional and less efficient sectors but involve far more labor. Proponents of this approach do not oppose the entry of foreign investment, but they emphasize that first, the government must prepare "safety nets" before allowing foreign actors to enter. Second, not all economic sectors require high technology; therefore, the government must direct foreign capital to sectors that have not been able to be developed by Indonesia.

Due to the limitations faced by the Indonesian economy, especially limited sources of funds, the pro-efficiency approach takes the first place. This approach supported by technocrats, large national, and foreign investors. Thus the economic policy that arises from a pro-efficiency approach, namely the pursuit of rapid growth, supported by a coalition consisting of planners (technocrats), providers of funds (large national and international investors), implementers (large local and international entrepreneurs). In the present context, these approaches are hostile. Regional autonomy opens up new faucets for the entry of significant local, national, and even foreign (foreign) investors to invest their capital directly in autonomous regions. The Municipality of Palu as an autonomous region is indirectly involved in the debate between the two approaches. Which approach tends to be used by city governments in developing their regions (*Wahana Tadulako*, 1982: 2); (*Nuansa Pos*, 1999: 2); (*Radar Sulteng*, 2005: 4).

Nasikun, in the introduction of "Urbanization and Poverty in the Third World," concludes a study of Kingsley Davis on urban population growth in 34 developing countries (third world). He states that "the growth of these cities was not followed at a pace comparable to growing industrialization. "Economically, has the City of Palu funded the industrial sector as the spearhead of the City's economy? The answer, not as expected because in the development of the three economic sectors that experienced a significant increase is still visible in agrarian economic growth. The development of the processing industry according to constant prices in Palu City from 1999 to 2002 showed an increase, for example, from 44,313 million rupiahs, 47,044 million rupiahs, 50,726 million rupiahs, up to 54,531. The development was not as significant as the development of the service sector, especially finance, leasing, business services from 97,680 million rupiahs four years later to reach 135,979 million rupiahs. So, how is the effort of Palu City to develop its industrialization in line with social, economic, and political changes? Rusdi Mastura and Suardin Suebo were elected as mayors and deputy mayors who, in their initial presentation, will see the potential of the City of Palu and direct the real potential for the development of the industrial sector. One of the industrial sectors that are concerned is the processing of the rattan industry and cocoa processing.

The City of Palu houses a large number of small traders and hawkers who make a living in the informal sector in the City's economy. Many people argue that small traders and hawkers demonstrate the failure of the Indonesian government to solve the problems of underdevelopment. This fact is in line with the assumption of P. Wosley, who stated that the vendors were victims of "urbanization without industrialization. However, on the other hand, it states that groups of small traders and peddlers informally become representatives of an emerging class of small traders and learn skills in the capitalist economy. From these two opinions, it can be concluded that the informal economy creates many problems in urban development in Indonesia, including the City of Palu. The economic structure of the City of Palu can be acknowledged from its membership in the Chamber of Commerce in 2004, which houses 250 species from CVs to PTs. Those bodies class M1 (managing projects 3 billion and

above), Group M2 (managing projects 1-3 billion), K1 (managing 500 million to 1 billion projects, and K2 group (managing projects under 500 million. There are still thousands of residents who manage daily money from 50 rupiahs to 10,000 per day. They are the ones who need to be considered and serve as the lower economic structure that supports the City's economy. The informal economy is widespread in a variety of businesses, from vegetable sellers to automotive services (motorcycle taxis). The user community has felt the growth of motorcycle taxis in the City of Palu as an effective means of transportation because of the difficulty of getting to one destination that must be circulated first by the Palu city taxi. Motorcycle taxi services are increasingly loved and even become an alternative fare in the City of Palu.

Pak Endang was born on August 17, 1956. He initially worked in a Rattan Factory in the village of Tondo with a junior high school diploma. He married in 1976. After getting married, he quit his job as a rattan factory worker, and then he turned into a traditional fisherman in Tondo. Since marriage, he lived on Al -Khairat Street, Tondo Palu. In addition to being a fisherman, he also became a farmer for his household needs. Income from fishers and gardens, according to him, is barely adequate, even experiencing shortages. In 1996, Mr. Endang had little capital to buy a motorbike to be ojek. Becoming a motorcycle taxi driver as coveted by Mr. Endang is a choice. Choices in the category of economic structure.

He must choose to buy a motorcycle at a dealer. Second, large credit collector, and third, small credit collector. He bought a motorcycle through a loan maker with a small capital that was preceded by paying a down payment, and the motorbike was directly used for motorcycle taxis. Pak Endang is the figure who became the pioneer in opening an ojek base in Tondo or the T-junction on campus. The base is to serve Tondo transportation to the Tadulako University campus. He is Muslim and always performs five daily prayers. Precisely at 07.00, he had been around looking for passengers in Tondo and surrounding areas. The tariff set by Pak Endang to take students from Tondo to UNTAD at first was Rp.500, then it rose to Rp.1000. Then become Rp. 1500. The usual income he gets is around Rp. 60,000 to Rp. 6,500, with an estimated expenditure of around Rp. 30,000 to Rp. 35,000 so that the daily balance pocketed by Mr. Endang is R.30,000. His wife saved the money for the cost of the installments of the motorbike. Since the fuel price increased, his income as a motorcycle taxi in a day has decreased to Rp. 20,000 per day.

The development of the automotive field in the City of Palu is arguably on the rise and is gaining attention. An automotive business that is gaining attention nowadays is the motorbike rental business. "Motor Gables Rental" is one of the automotive businesses in the City of Palu that is interesting to study. The owner of this motorbike rental is named Fani, with one employee named Adin. Motor Gables Rental is located at Jl. East Palu Talise Sheep. Fani established his business in July 2005 with three motor units to rent or to rent. In the beginning, the three motorbike rental units were carried out on Kihajar Dewantara Street. At the end of 2005, only five months ago, the motorbike managed had increased to 9 units, with details of 2 units that were privately owned and seven units were still in installments. Fani pays his employees with a basic salary of Rp. 1,500,000 per month and still usually gets extra from the rental.

The motorbikes managed by Fani each are Honda Suzuki Shogun 125 R, Suzuki Smash 110, Suzuki Tunder, Yamaha Jupiter Z, Yamaha Vega R. and Honda Supra 125. Likewise, there are Fani friends who entrust their motorbikes with compensation for compulsory daycare fees of Rp. 10,000 per month per motor unit and also a mandatory fee of 25,000 per month. The mandatory monthly fee is only one time paid, while the monthly fee is following the number of

months of care. Based on the calculation of the income, Fani obtained from the results of his motorcycles and safekeeping motorcycles, which were seven units. The premium every month Fani gets a monthly income of 25,000 X 7 months as much as Rp. 170,000 per month. Fani's private motorbike is managed by two units that are paid in installments from an Adira Finance dealer. The advance motorcycle purchased by Fani was Rp. 2,000,000 per unit with monthly installments of Rp. 500,000 per month. The average motorcycle income managed by Fani reaches Rp. 700,000 and above, even up to Rp. 1,000,000 per month. According to Adin's employees' information that people are busy using rentals on religious holidays, Saturdays, Sundays, and Mondays are valid days for motorbike rentals. Then a lonely day usually falls on a Friday because people's activities on this day are relatively limited. The rental rate set by Fani is Rp.6,000 per day, and for 12 people is Rp.30,000 and for 24 hours is Rp.60,000.

According to Fani, the average income ranges from Rp. 20,000 to Rp. 35,000. Besides, he also became a cashier "Panti Prima Massage" on the path of his father's sheep. According to his testimony, the income in both businesses can meet the needs of his family. Also, Fani has a rental house and boarding house that she already owned before opening a motorcycle rental business. When fuel prices increased, they were asked by "Rental of Two Men" from Ki Hajar Dewantara to raise their rental rates from Rp. 5,000 per hour to Rp. 8,000 per hour, but they decided only to raise the tariff to Rp. 6000 per hour.

Another story was told by Mr. Ai, who was born in Poso. After graduating from high school in Poso City, he continued his education at the Work Training Center (BLK) in Palu in 1996 because his brothers lived in Palu. He studied at BLK Palu for approximately one year, and in 1997, he participated in selection work abroad. He was eager to work abroad because high salaries led him. While at Job Training Center Palu, he was trained as a vehicle mechanic, including learning languages to prepare for work abroad. He escaped abroad in 1997 and worked there until 2000. In 2000, he returned to Indonesia. When he arrived in Indonesia, he was confused about finding work and because he still had Rp. 20,000,000, he immediately bought a used taxi for passenger transportation. He lives on the Road of Buttonotutu with his friends.

Mr. Ai worked as an angkot driver from 2000 to 2003, and this year he handed over his angkot to Putra. Through Mr. Putra, he only needs to receive Rp.60,000 per day as deposits to car owners outside of fuel. In a day, the fuel used is 35 liters per day with the price of a liter of Rp.2,400 in 2003, meaning that he must set aside Rp.59,000 per day. Then every six months have to replace the outside tire, and every two weeks, he has to replace it with a cost of Rp.50,000. Until 2004, he had been able to buy his motorcycle to be a motorcycle taxi. His average income is a motorcycle taxi of Rp. 20,000 per day. The expenditure he used only three meals a day for Rp15,000 and cigarettes Rp.10,000 per day.

## **Conclusion**

Indications of the findings of the field research conducted in December 2004 showed that there was a tendency for the Palu City government to adopt the first (pro-efficiency) approach. Tendency based on (1) The status of Palu City as the Capital of Central Sulawesi Province, definitely requires rapid economic growth to catch up and align with other provincial capitals. (2) With regional autonomy, the government of Palu City is required to find sources of funds in the framework of financing development. Thus, it can be assumed that those who play an essential role in the economy of Palu City today are no different from previous economic actors. They are technocrats and extensive local and national investors who are supported by executors

(large local and national entrepreneurs). From here then comes ethnicity in the business world in the city of Palu. The first ethnic group to 'taste delicious autonomous cakes' in the city of Palu is ethnic Chinese. Ethnic Chinese, who make up no more than 2 percent of the population of Palu City, still hold the dominance in the economy as happened in various cities in Indonesia in earlier periods. Aside from ethnic Chinese, another ethnic who holds an essential role in Palu City is the Bugis. The migrant ethnic originating from the southern part of Sulawesi Island "controls" almost all traditional markets in the city of Palu. Other ethnic groups, especially Bugis and Javanese migrants and local people, became the informal economy actors in Palu City, Central Sulawesi.

This research article shows that there was an economic structure in the city of Palu for approximately ten years from the 1990s to 2000. It shows the existence of primary data for further economic studies for economic structure and development over 2000. Likewise, this article recommends to economic researchers to trace the economy of Palu City from 1990 to the past. Furthermore, the author recommends developing future research, especially regarding various urban economic sectors in Palu City, Central Sulawesi Province, Indonesia, such as the agriculture sector, the manufacturing sector, and the service sector.

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