

The Impact of Makassar - Parepare Railroad Development towards the Community of Soppeng Riaja District, Barru Regency

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Abstract--The development of the transportation is very compulsory for national development in all regions. The government announced the construction of the Makassar - Parepare railroad which was one of the National Strategic Projects (PSN). The purpose of this research was to determine the impacts and strategies that could be utilized in overcoming the impacts which was arising from the construction of the Makassar - Parepare railroad to the societies of Soppeng Riaja District, Barru Regency. This study designed qualitative methods with descriptive data analysis techniques. Informants in the study were; 1) PPK of South Sulawesi Railway Development, 2) the affected societies, 3) Chairperson of BPD at Ajakkang Village, and 4) Head of Polewali Environment. Data collection techniques were interviews, observation, and documentation. The results showed the construction of the railroad had impacts such as increased community welfare, provide economic benefits for the community, improving rural facilities, reducing social interaction between residents, not contributing significantly, environmental damage in the area of the railroad tracks, social conflict, and reduced rice production. While the strategy that has been carried out by the government is massive socialization and consensus agreement, community and government synergy, as well as river dredging and road improvement.

Keywords: Impact, Railroad Development, National Strategic Projects, Makassar - Parepare

I. INTRODUCTION

Indonesia is the fourth most populous country in the world after China, India and the United States. This refers to data released by the United Nations in 2019 which stated that Indonesia had a population of 270 million (United Nations, 2019). With such a large population it is necessary to prepare facilities and infrastructure that can support the sustainability of people's lives, and accommodate their social and economic activities.

Means of transportation become one aspect that sustains these needs. This can be forming and triggering growth in an area (Zulfikar, 2017). These activities can increase if an area is equipped with adequate and integrated transportation facilities, whether by land, sea or air.

The government's effort to improve transportation facilities is by issuing Presidential Regulation No. 58 of 2017 concerning the

Acceleration of the Implementation of National Strategic Projects (PSN). In general, this program has a long period of time, PSN can include the construction of airports, ports, dams, toll roads, and so on (Wahyu, 2018). South Sulawesi became one of the provinces running PSN with the Makassar-Parepare Railroad Development. PSN represents *nawacita* in developing Indonesia as a whole, the government's commitment to build infrastructure evenly to support increased economic growth and be able to provide employment.

South Sulawesi once had a railroad during the Dutch colonial era, the Makassar - Takalar railroad along 47 km in the 19th century. However, it only lasted for seven years due to causing losses (Nasrul, dkk, 2018). 85 years later, the central government is trying to revive railways in the province by building a railroad in South Sulawesi. The goal of developing the railway line is to create connectivity between regions that have large-scale natural potential, efficiently in terms of energy, cost, and time (Fitriah, dkk, 2018), so it is also hoped that the public will use public transportation modes rather than private vehicles.

Transportation infrastructure development can have an impact on the community, including the construction of the Makassar - Parepare railroad. One of the impacts is the conversion of agricultural land into railroad and train stations. This is supported by BPS Barru Regency data, the area of paddy fields in Soppeng Riaja District from 1,608 ha in 2017 was reduced to 1,534 ha in 2018 (BPS Barru Regency, 2019).

The researchers' observations were also supported by (Marlianawati, et al, 2019) research which said that the development process had an impact on the community such as the loss of agricultural land and dwellings, so that they were forced to experience evictions to serve as airport construction sites. Based on the literature review, it is increasingly emphasized that the development of transportation mode infrastructure can lead to the conversion of agricultural land and residential land.

Moving on from thought and based on the background of the problem, the formulation of the problem in this research is the construction impact of the Makassar - Parepare railroad on people of

Soppeng Riaja Sub-district, Barru Regency and strategies to overcome the impacts. The purpose of this study is to determine the impact and strategies that can be carried out in overcoming the impacts arising from the construction of Makassar - Parepare railroad to the community of Soppeng Riaja District, Barru Regency.

II. METHODS

Qualitative methods are used in research, where qualitative is a method that examines phenomena that occur and are experienced by research subjects such as behavior, actions, etc. thoroughly then interpreted in a description in the form of words, phrases, sentences, and languages (Moleong, 2017). The method is used to describe an in-depth picture of the impacts caused and strategies in overcoming the impacts caused by the construction of Makassar - Parepare railroad to the people of Soppeng Riaja District, Barru Regency.

Data collection techniques in this study were interviews, observation, and documentation. The techniques are mutually sustainable to obtain complete, in-depth data and in accordance with the focus of the study. Informants to be interviewed in this study are: (1) key informant, namely South Sulawesi Railway Development PPK; (2) the main informant is the affected community; and (3) Supporting informants in this case are the Chairperson of the Ajakkang Village BPD, and the Head of Polewali Environment.

The data analysis technique used is a descriptive analysis technique that aims to find out and analyze data on the impacts caused and strategies in overcoming the impacts caused by the construction of Makassar - Parepare railroad to the people of Soppeng Riaja District, Barru Regency.

III. RESULTS AND DISCUSSION

3.1. Overview of Research Locations

The research study area is located in Kiru-Kiru Village and Ajakkang Village, Soppeng Riaja District, Barru Regency, South Sulawesi Province. Kiru-Kiru Village is astronomically located in between 4°14'24,2670" SL - 4°16'39,2311" SL and 119°37'31,6900" EL - 199°40'20,3988" EL, while Ajakkang Village is located between 4°18'21" SL - 4°14'23" SL and 119°37'41" EL - 119°41'39" EL. Kiru-Kiru sub-district has an area of 500 ha and the Ajakkang Village is 2300 ha, with a population of 2464 inhabitants in Kiru-Kiru sub-district and 2925 inhabitants of Ajakkang village.

The two areas are the locations of the construction of Makassar - Parepare railroad along 3 km, while the train station for Soppeng Riaja District will be built in Ajakkang Village. Ajakkang village was chosen as the location for the construction of the station for Soppeng Riaja District because of its strategic location and close to Mangkoso which is

the capital of the sub-district so that it is more accessible to the community (Arinova / Head of the Technical Division of the South Sulawesi Railway Development PPK Technical Division, personal communication. June 16, 2020). In addition, the flat contour of the land can facilitate the construction and development of the station later.

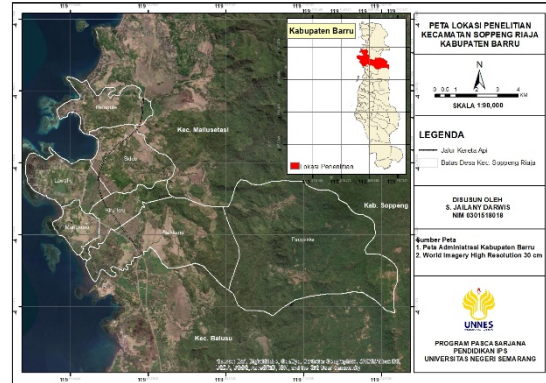


Figure 1. Map of research location

a. Impact of the Makassar - Parepare Railroad Development

The laying of the first stone that marks the construction of Makassar - Parepare railroad began in 2014 in Siawung Village, Barru District, Barru Regency. Whereas construction in Soppeng Riaja District only began in 2016, starting with the determination of the stake for the location of the railroad track, then socialization is conducted for the community whose houses and paddy fields are affected by the development, measurement and pricing of affected land and buildings (Syiaifuddin / Chairman of Ajakkang Village BPD, personal communication. 18 June 2020). Community meetings with stakeholders such as the South Sulawesi Railway Development PPK, the Barru Regency National Land Agency, the Public Works Office, the District and Village Parties took place three times and all agreed on the development.

The determination of land and house prices is calculated in detail both in terms of size and material by an independent party namely the State Asset Management Institute (LMAN) (Muhammad Nasir/Head of Polewali Environment, personal communication. May 30, 2020). The government as a stakeholder and policy in development can have an impact that can be empirically reviewed whether or not there is a change in attitude that arises from the community after the development is felt and seen from the condition of the community (Muhammad, Pambudi, & Subarkah, 2015). The impacts that occur are as follows:

1. The Welfare of The Community Increases

The majority of the people who own houses and rice fields affected by the construction of the railway line receive a large amount of compensation, even calling it profit compensation. With the benefits they get, they

use it for moving house needs, such as buying land, building materials and renting a handyman. Besides that, buying paddies is for the people who have the affected paddy fields, while the rest is used for school fees and children's tuition, vehicles, and investment in the form of savings or land.

There were 30 houses that had to be relocated in Ajakkang Village due to the construction of the railroad track, most received compensation in the hundreds of millions of rupiah, some even received up to one billion rupiah. When the researchers directly visited the relocated residents' houses, they were indeed better than before. Affected people's lives have become more prosperous.

2. Providing Economic Benefits for The Community

The construction of Makassar - Parepare railroad is a national strategic project that is handled directly by the central government, although that does not mean that local communities are not involved. Some communities worked in this development such as being a local contractor who collaborated with contractors in Java, built a foundation to support a railroad track, and some were tasked with cleaning the village shaft road that was passed by a dump truck. When construction activities are underway, coffee shops and shops selling food become crowded due to workers who come during work breaks, thus reviving the economy of the surrounding community.

3. Improvement of Rural Area Facilities

The construction of the railway line in Soppeng Riaja District indirectly provides improved facilities in rural areas. The establishment of the station in Ajakkang Village gives pride to the local community who believe that the region is undergoing modernization in the field of transportation. Another facility that is undergoing repairs is the Public Cemetery in Kiru-Kiru Sub-District, which was originally only an untreated burial area which has now become more organized because it has been given a guardrail and parking area which makes pilgrims comfortable and safe.

4. Reduced Social Interaction Between Citizens

The high surface of the railroad track that is right in the residential area makes Ajakkang Village look like it has a dividing wall between the sides of Kampung Baru and Ajakkang, besides that many houses have to be relocated due to the construction of the railroad tracks so that the settlements are not as dense as before construction. These two factors are the cause of reduced interaction between citizens, usually residents often gather or discuss with each other and many children who play especially in the afternoon have now begun to rarely occur such

activities (Kartini Sade/Affected communities, personal communication. June 15, 2020). At night, young people rarely gather even though people are happy because they provide a sense of security. Even though social interaction between residents is reduced, mutual cooperation is maintained well as if there are residents who will hold weddings, move houses, and so on, there will be crowds and hand in hand to help launch the event.

5. Not Provide Benefits Yet

The construction of Makassar - Parepare railroad has been completed in Soppeng Riaja District, but until now the train has not been able to operate because the construction has not been fully completed in other regions, while to operate the railroad there needs to be continuity between the areas traversed by the railroad from Makassar to Parepare. The station in Ajakkang Village is still under construction, so it has not contributed significantly to the community. What actually happened was that residents complained about the dark village shaft because there was no lighting around the railroad tracks and tunnels below.



Figure 2. Ajakkang Station

6. Environment Damage Around The Railroad Tracks

The railroad lines in Soppeng Riaja Subdistrict result in a decrease in the quality of the environment of the region, such as in Kiru-Kiru sub-district and Ajakkang Village. Residents complain because during the construction took place a lot of dust and disrupt people's daily activities and endanger health. Besides that, there has also been massive tree cutting for development, making the climate in the affected area hotter, especially in the dry season.

Waterways such as rivers experienced siltation during construction which caused intense flooding in Ajakkang Village, the worst flooding occurred in 2018 (Andi Elvy/Affected community, personal communication. June 13, 2020). Floods cause losses such as rice fields that failed to harvest, many houses were

damaged due to high water up to chest height of an adult.

7. Social Conflict in Soppeng Riaja Subdistrict

Railroad development activities in Soppeng Riaja District can trigger conflict. As happened between the grave heirs in the Kiru-Kiru burial area who refused construction with the government. This is due to the lack of appropriate places to build a new public cemetery.

Another conflict arose due to the way the truck driver was carrying hoarding recklessly so that the material soil had spilled over onto the village shaft road and dust made the community complain and there was a beating between the village youth and the truck driver. Ajakkang villagers also protested the government because during the construction they suffered a lot of losses, such as floods which got worse every year, and damage to the village axis road that disrupted their daily activities.

8. Reduced Rice Production

Development in Indonesia is not infrequently causing land use change, especially agricultural land. Agricultural land has a relatively low value compared to non-agricultural land, so that agricultural land is very vulnerable to land conversion (transfer function) for infrastructure development (Lestari, 2019). Transfer of function on agricultural land resulted in reduced rice production in Soppeng Riaja District, including in Kiru-Kiru Village and Ajakkang Village, especially rainfed rice fields that can only be harvested twice a year. Rice production was reduced from 12,844.98 tons in 2017 to 12,558.79 in 2018 (BPS Barru Regency, 2019).

3.2 Impact Resolution Strategy Railroad Development Makassar - Parepare

Various strategies have been carried out by the government as an agent of change in society, including:

1. Massive Socialization and Deliberation to Reach Consensus

The government formed an implementing team for the relocation of the graves in Kiru-Kiru consisting of various stakeholders, whose task is to carry out outreach to the heirs to relocate the burial area and identify the graves. Deliberations were also held in order to obtain an agreement that would not harm the tomb's heirs, even though they had suggested making a flyover over the tomb.

2. Synergy Between Society And Government

The implementation of development in all aspects of people life of the nation and state can run optimally if there is good synergy between the government and the community (Dimpudus, et al, 2019), including the construction of

Makassar - Parepare railway which involves the central government to the RT-RW, TNI- Police and the community. Various conflicts were successfully resolved due to good coordination. For example, the resolution of conflicts between the community and the truck drivers carrying rail material which are handled directly by the police, distributing aid to flood victims, and providing compensation money to people affected by dust during construction of Rp. 25,000/day for each house.

3. River Dredging and Road Repair

Development that causes damage has been handled well by the government. The shallow river is the cause of the flood, dredging has been carried out using heavy equipment so that the river can again accommodate the maximum water, and the damaged village axis roads have been concreted so that community activities run well.

IV. CONCLUSION

Based on the above discussion, it can be concluded that the construction of Makassar - Parepare railroad has various impacts on the people of Soppeng Riaja District such as increased community welfare, bringing employment and economic benefits to the local community, increasing rural facilities, reduced social interaction between residents, not contributed significantly yet, environmental damage in the area of the railroad tracks, social conflict in Soppeng Riaja sub-district, and reduced rice production. While the strategies that have been carried out by the government as agents of change in society are massive socialization and consensus agreement, community and government synergy, as well as river dredging and road improvement.

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