

The Implications of the Pekanbaru–Dumai Toll Road Construction Policy on the Socio-Economic Conditions of the Communities of the Bukit Kapur District, Dumai City

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ABSTRACT

Keywords: development, toll roads, socio-economic.

The purpose of this research is to identify the influence of policy implementation on the construction of the Pekanbaru-Dumai toll road on the socio-economic conditions of the people of Bukit Kapur District, Dumai City. This research was carried out using a qualitative descriptive research method approach because this research explored the impact of toll road construction on the communities around the toll road, namely in Bukit Kapur District, where the construction of the Pekanbaru – Dumai Toll Road passes. Types and Sources of Data in this research are primary data and secondary data which include observation, non-participants, interviews and documentation. The results of the research show that the negative impact of the construction of toll roads is the use of very extensive land which will directly impact the land layout of agriculture as a whole, opening new residential and industrial areas which will directly reduce the area of agricultural land, road construction can also kill small businesses such as restaurants, grocery stores, cell phone counters and others along the Dumai - Pekanbaru highway which is now no longer the main route so they are no longer visited and the construction of toll roads hastened the demise of Pinang Kampai Dumai airport because land travel via toll roads is more efficient so now there are no more flights, while the positive impact of the construction of this toll road. The existence of toll roads will provide various conveniences, starting from cutting travel time between cities and facilitating the delivery of goods and logistics. The presence of economic opportunities for communities around the route and toll road gates so that the regional economy will grow higher so that welfare will also increase.



Introduction

Physical development carried out by the Government includes infrastructure development. One of the infrastructure developments that are being implemented by the Government is the construction of national roads in various regions in Indonesia. Infrastructure plays an important role in realizing social interaction and the continuity of social and economic systems (Nugroho, 2023). If the condition of infrastructure is getting better, then the influence on social interaction and economic conditions of a region is also getting better and can even spur the development and progress of the region. This is because infrastructure has a directing function, shaping the platform by spurring regional growth. The availability of public infrastructure facilities related to social services for the community by the government (Haqqi, 2022).

In essence, the implementation of physical development by the government and the community aims to prosper and prosper (Dominicus Priyarsono, n.d.). Currently, regional development is inseparable from the participation of the community and the government plays the role of a facilitator to provide a way for the realization of people's wishes. The government plays a strategic role as a planner and implementer of development to support improving the welfare of the community and the country's economic growth. Based on the explanation above, the conclusion is that the success of infrastructure development can be assessed by how much positive impact it can have on improving community welfare (Pangestu, Rahmadianti, Hardiyanti, & Yusida, 2021).

One of the main elements of improving national and state life is the road which is an infrastructure for fostering the unity of the nation, the functions of society, and the territory of the state to achieve national goals (Yusrie, Aminah, Wasliman, & Sauri, 2021). Roads are the main national transportation system in supporting mobility and connectivity in the social, economic, and cultural sectors which are the responsibility of the government and are developed with a regional development approach so that equitable and balanced development between regions can be achieved, strengthen and form national unity in the context of strengthening national security and defence, and create a spatial structure to form national development targets (Sutmasa, 2021).

The national policy for road construction has been regulated in Law Number 38 of 2004 which has been amended by Law Number 2 of 2022 concerning roads, Presidential Regulation Number 2 of 2015 concerning the National Medium-Term Development Plan 2015 to 2019 (RPJMN) which was then continued through Presidential Regulation Number 18 of 2020 concerning the National Medium-Term Development Plan 2020 to 2024. In the 2015 to 2019 RPJMN, the Government targeted 6,000 kilometres of new road sections with the realization of 4,334 kilometres of new road sections by the end of 2019, while the target by the end of 2024 is 5,500 kilometres of new road sections planned to be built (Kusuma, 2022).

The massive construction of roads is because road infrastructure is the main thing in supporting the equitable distribution of basic rights of the community, such as clothing, food, and boards (Sebayang, 2018). The existence of road construction can give birth to a multiplier effect on human life. Road construction has a long-term goal, which is to form solid guidelines for the growth and development of personal strength, towards a just,

prosperous, and advanced Indonesian society by the mandate of Pancasila (Simanjuntak, Mukhlis, & Pratama, 2021). So that there is an urgency for road construction to reduce the gap and fulfil the results of development between regions, between cities, and between villages to improve transportation services efficiently, safely, quality, credible, and affordable and to give birth to a national transportation system that is integrated between multimedia through regional development in a single system that allows connectivity and binds the entire territory of the Republic of Indonesia.

The purpose of this study is to find out and describe the implications of the Pekanbaru-Dumai toll road development policy and the factors that affect changes in social conditions in the affected areas. The following is a description of the objectives:

1. Analyze the implications/impacts of the implementation of the Pekanbaru-Dumai toll road development policy on the socio-economic conditions of the people of Bukit Kapur District, Dumai City;
2. Analyze the factors that hinder the effectiveness of toll road development policies on the socio-economic conditions of the people of Bukit Kapur District, Dumai City.

Research Methods

The research method applied is qualitative descriptive research, which aims to provide a systematic overview of the object being studied. This qualitative research is a scientific effort to understand human problems in a social context. This approach creates a comprehensive and complex picture, by reporting detailed views from various sources of information. The research was conducted in a natural environment without the intervention of researchers. Revealed that qualitative research was carried out because researchers were interested in exploring phenomena that could not be quantitatively measured. These phenomena are descriptive, such as the process of work steps, the prescription of a formula, the understanding of various concepts, the characteristics of goods and services, images, styles, and cultural procedures in physical form.

Types and Data Sources

There are two data in this study, namely primary data and secondary data.

Primary data is data acquired through self-retrieval without intermediaries. Primary data are obtained from the results:

1. Observation

Observation is an activity that aims to feel and understand certain phenomena or processes using previously owned knowledge and ideas. This is done to obtain the information needed for further research development.

2. Non-participants

Non-participant is a form of observation in which the observer is not actively involved in the life of the subject being observed and still acts as an observer separate from the life of the subject being observed.

3. Interview

An interview is a meeting between two individuals to exchange information and ideas through a series of questions and answers, thus allowing the formation of a deeper understanding of the topic being discussed.

4. Documentation.

Documentation refers to a series of steps to collect, process, select, and store information in a field of knowledge. The purpose is to provide or collect evidence related to information, such as quotes, images, newspaper clippings, and other references.

Data Collection Techniques

The data collection method carried out by the researcher uses the following data collection techniques:

1. Observation

Sugiyono (2015) explained that Observation is an activity carried out by researchers to observe a research object. There are two types of observation, namely participant observation and non-participant observation, depending on the extent to which the researcher is involved in the observed activity. In the context of this study, the researcher made direct observations of objects or areas related to the construction of the Pekanbaru-Dumai toll road to gain a direct understanding of the condition of the surrounding communities that were affected or involved in the development.

2. Interview,

An interview is a deliberate dialogue between two individuals, in which one party asks a question (interviewer) and the other party provides an answer (interviewed) in response to the questions asked. The main feature of the interview is a direct face-to-face interaction between the researcher and the resource person which aims to obtain the necessary information.

Data Analysis Techniques

Patton explained that data analysis involves arranging the order of data, organizing it into specific patterns and categories, and forming a basic framework that allows for the identification of themes and the formulation of hypotheses based on available data. The Miles and Herberman interactive analysis model describes four stages, namely data collection, data reduction, data presentation, and conclusion drawn:

1. Data collection

Information obtained through observation, interviews, and documentation is recorded in field notes consisting of two components, namely description and reflection. Descriptive notes record raw data that reflects what the researcher observes, hears, feels, and experiences without subjective judgment or interpretation.

2. Reduksi data (data reduction)

Data reduction is the stage in which data is processed through selection, simplification, and abstraction. This method includes selection, summarization, classification, and adjustment of data to clarify, simplify, and focus on relevant aspects. The data obtained from interviews with research subjects and documentation will be selected by the researcher.

3. Data display

Data presentation refers to the process of organizing information into structures that allow for analysis and decision-making. To ensure clarity to the core of the problem, data presentations can take the form of matrices, graphs, network diagrams, or diagrams as visual aids to understand events.

4. Concluding.

Concluding is an effort to explore or understand the meaning, orderly patterns, cause-and-effect sequences, or proportions of existing data. The resulting conclusions are then double-checked by looking at field notes to ensure accurate understanding.

Results and Discussion

Negative Social Impact of Pekanbaru-Dumai Toll Road Construction

1. Government-owned public infrastructure affected by the Toll Trase has not been rebuilt

The construction of the Dumai-Pekanbaru toll road still has many problems. These problems include the recruitment process of toll officers prioritizing local children, by the Dumai Regional Government Regulation No. 10 and the Labor Law, asking for compensation and impact issues based on Law No. 2 of 2012 concerning land acquisition for development for the public interest. To relocate the Bukit Kapur health centre building to a strategic place as before, because the health centre building has generally damaged facilities, due to being affected by the road construction process in the toll entrance area, must be relocated (Pangestu et al., 2021). The government responsible for the toll road construction project has not yet rebuilt the Puskesmas building. This is according to the observation and interviews of researchers with several residents, it is known that there are public facilities affected by the toll road project that have not been followed up on reconstruction.



**Picture 1 Bukit Kapur Health Center
Researcher Documentation, 2023**

2. Influx of Immigrants Who Will Affect the Value System and Social Structure that Has Been Formed

The influx of immigrants affects the social structure and value system that has been formed as a result of the Pekanbaru-Dumai toll road construction project in Bukit Kapur District due to the easy access of immigrants that will result in a change in the social

structure that has formed by the Indigenous people of the area for a long time (Sutedi, 2020). Based on the results of the researcher's observation in the Bukit Kapur District area, the flow of globalization is inevitable, this is marked by the increasingly blurred barriers between high and low social groups, resulting in the existence of the cultural identity of the village community. Some of the events that occurred in the village community in Bukit Kapur District are the impact of the development of the internet, where the flow of information becomes accessible to all citizens of the world without control, introducing ideas and values that are often contrary to the traditional culture of the village. In the field of art, teenagers in Bukit Kapur tend to be more interested in Western culture, causing the original Malay art of Riau that should be their own to be marginalized.

The harmony of life that is increasingly stretched

Life harmony is formed closer and it is easy to meet each other, currently, it is difficult and the distance between families is getting farther. This is also due to the long distance travelled which hinders the interaction of life harmony which was initially closer and can easily meet face to face because the toll road is divided so that the interaction must detour through a pedestrian bridge that is far away so that if there is new information, people do not know each other. The construction of the toll road divides the administrative area in Bukit Kapur District into splits. Based on the results of observations, the development of the times along with the advancement of science and technology and the modernization of society, has led to an increase in the demands of an increasingly complex life, thus distancing individuals from each other in kinship relationships.

Positive Economic Impact of the Construction of the Pekanbaru – Dumai Toll Road

1. The increase in the mobilization of goods and services both in and out of Dumai City.

The construction of the Pekanbaru-Dumai toll road as an alternative distributes raw materials and industrial products so that it makes it easier for the community to access the economy because it does not take so long to travel and feels more effective and efficient. Considering that the Pekanbaru-Dumai toll road area is dominated by people who have a background in trading business. After the construction of the toll road, the increase in the movement of people can increase the need for AKDP, AJAP, AKAP and tourism bus transportation.

2. Ease of implementation Transportation access

The development of the construction of the Pekanbaru-Dumai toll road will provide convenience to transportation access providers because it does not take a long time to travel and passenger exchanges can also be done several times a day, and transportation access uses the freeway so that it can quickly arrive at the destination and will increase land transportation access users. The results of the study show a significant upward trend in the growth of industrial activities in Bukit Kapur District. Advances in fast and integrated transportation access have driven economic interactions between regions to become more efficient, which in turn ensures a smooth supply chain of resources across the region. Furthermore, this has led to substantial economic growth in Bukit Kapur District, Dumai City. The development of new industries around toll gates is not only

reflected in the existence of stalls or kiosks that provide services but also in the emergence of subsidized housing developed by developers.

3. Increasingly Efficient Transportation Costs Impact the Added Value of Various Commodities

Efficient transportation costs also facilitate several commodities, one of which is the distribution of goods, both agricultural and plantation products, which has an impact on the price of goods, facilitating mobility, opening jobs and increasing people's economic activities. Minimizing travel time for inter-regional mobility through toll roads has the potential to revive the regional economy.

The increase in property value makes it difficult for underprivileged people to own property:

Along with the operation of the toll road since 2020 until now, the development of the Bukit Kapur District area, especially for the toll gates in the East Bagan Besar sub-district, Bukit Nanas sub-district, and Kampung Baru sub-district which used to be a plantation area and housing development is still very few, now it is starting to be crowded and not only built by local developers but also started to be built by developers from outside the city of Dumai. So that the value of property begins to rise the price starts to be high as well also for other properties it also rises and the underprivileged people cannot afford it.

Decrease in farmers' income due to reduced agricultural land.

Farmers and communities living adjacent to the toll road feel the decline in the productivity of palm fruit because the land has decreased, so there are several oil palm farmers whose land is only a little in the profession by using the compensation money to do business in other fields, namely making shops, but there are starting to compete with other entrepreneurs who enter Bukit Kapur District.

Regarding the transfer of business/population from outside the district to the sub-district. Bukit Kapur thus adds to the competition with the locals who previously existed in Bukit Kapur District.

The distance to an economic centre becomes far.

Originally easy access conditions to sell produce, get an education, meet daily needs, get health care, or even do things like childbirth, now it has become much more difficult because you have to take a detour through a rare pedestrian bridge.

Loss of private farmland

When a farmer loses his farmland, which is the backbone of the family economy, he is likely to look for alternatives such as cultivating someone else's land or starting a new business from scratch, relying on his expertise. The source of funds for this step could come from the sale of land compensated by the government for the construction of toll roads. The phenomenon of urbanization often affects the way of thinking of villagers who receive compensation. Some may be tempted to spend money sumptuously or even choose to move to the city. However, land ownership along toll roads also has the potential to increase poverty levels among farmers or cultivators who are unable to switch professions.

Factors Hindering the Construction of Toll Roads

Factors that hinder the construction of the Pekanbaru-Dumai toll road already existed before the toll road planning in Riau Province, such as the status of the Riau forest area determined by the Ministry of Forestry and Environment of the Republic of Indonesia and the operational area of PT. Chevron for Petroleum management for Petroleum management. Several landowners are affected by the toll road but there is still inadequate land so they ask to be replaced, all of this causes the team to go down again.

Community resource and environmental factors include:

1. The difficulty of acquiring community land for the implementation of compensation depends on the parties, but in practice the proposed community land sometimes there are still land problems that have not been resolved.
2. The status of the Riau Forest Area: where according to Spatial Planning the land is included in the protected area, but in the field that the land is controlled and occupied by the community so that the implementation of compensation cannot be given and for the settlement of the compensation money the committee deposits the compensation money in the Court.
3. The status of the Concession Area of PT. Chevron, 100 M right and left of the Pekanbaru-Dumai crossroad where there are pipelines and oil numbers that are passed by the toll road.
4. There are no materials that are quite certain/feasible to adjust to the needs so most of the materials are imported from outside Dumai City, only drug land comes from the city of Dumai.
5. There is no adequate equipment/work tools, there is work that needs to be repaired due to implementation errors.

Conclusion

The government building infrastructure is often constrained by the interests of the community, especially land owners whose land is used to build infrastructure. On the other hand, the construction of the Pekanbaru-Dumai toll road in fact in the field also divides a village area, resulting in the division of people's lives socially and economically.

The Pekanbaru-Dumai toll road is a toll road section to be as mandated by Law No.38/2004 in a Dassain manner so that the smooth flow of regional traffic develops; increasing power and yield for services and goods distribution services to support economic growth; reducing the burden of government funds with the participation of road users to an increase in the equitable distribution of justice and development results, but in a Dassollen (reality in the field) based on the results of research, the construction of toll roads has implications for changes in lifestyles and increasing the cost of living of the community; increasing property values so that it is difficult for underprivileged people to own property; Farmers' income decreases because agricultural land is reduced, and the distance to an economic centre becomes far because the toll road divides the area into two parts. However, the construction of the Pekanbaru-Dumai toll road has also succeeded in bringing positive impacts including: cutting travel time between cities, and making it

easier to send logistics and goods; There are economic opportunities for the community around the toll gate and toll road so that the regional economy experiences higher growth to improve the welfare of the people of Bukit Kapur District.

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