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Analysis of the Impact of Kijing International Port Development on the Welfare of Communities Affected by Land Acquisition

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Abstract

Kijing International Port is a National Strategic Project undergoing development in Mempawah Regency, Indonesia situated in close proximity to community settlements covering an area of 200 hectares. This development significantly impacts various economic and social sectors, including land acquisition and changes in livelihoods. The objective of this study is to assess the impact of the Kijing Port construction on residents affected by the land acquisition process. The research employs descriptive qualitative methods for data collection, including interviews, observations, and documentation. The informants for this study comprise five individuals with diverse livelihoods, selected through purposive sampling focusing on those affected by Kijing Port's land acquisition. The study's findings reveal that land acquisition has had a negative impact on the residents' lives. In the economic sector, the community's welfare has decreased as some have lost permanent employment. Regarding natural and social resources, the community faces challenges related to access to clean water and increased noise and air pollution. Infrastructure has also suffered, with some roads deteriorating quickly. Public perception indicates that, in general, the level of welfare and security was better before the construction of Kijing Port.

Keywords

Development, Impact, Land acquisition, Community Welfare, Kijing Port

1. Introduction

Development is a way that is implemented to meet social changes for a more prosperous society (Paul et al., 2021). It is a dynamic process of change that encompasses the entire social system, spanning areas such as political, economic, infrastructure, defense, education, technology, institutions, and culture (Alexander, 1994). This holistic transformation plays a pivotal role in shaping the future of communities and nations.

Kijing Port is a national project managed by PT. Indonesian Port Corporation (Pelabuhan Indonesia/Pelindo), and it is planned to become one of the largest ports, featuring a special economic zone (SEZ) for industrial areas, with 6.8 hectares designated for terminal facilities and 131.5 hectares for industrial estates. This port is expected to boost economic growth in the West Kalimantan region and contribute to enhancing the welfare of the local community, particularly in Mempawah Regency. The construction of this port has led to the acquisition of land from communities residing in the development area, which has often resulted in conflicts due to the displacement of natural resources and people (Mahadika, 2020).

Similarly, in Sungai Kunyit Village, Mempawah Regency, residents had to relocate their homes with compensation provided for land acquisition. The construction of Kijing International Port aimed to ensure that those affected by land acquisition could lead more prosperous lives in their new homes rather than experiencing only temporary improvements in welfare. While compensation for land acquisition is perceived as substantial by the community, the reality is that they often struggle to manage their finances properly (Handoko et al., 2023). These communities must prioritize their basic needs, such as building new homes, as the land acquisition means they no longer have a place to live automatically.

When PT. Pelindo carries out community land acquisition, various arguments arise, including communities claiming that they do not benefit from this land acquisition. Some districts argue that their land acquisition does provide benefits because the selling price of each house and land varies depending on the strategic location of the property. However, during the land acquisition process, the community often remains unaware of how the selling price is assessed in terms of its components, leading to their non-acceptance and a sense of unfairness due to the lack of transparency.

Building upon the background described above, our research team is motivated to investigate this topic. Our aim is to gain insight into the challenges faced by communities following land acquisition and to understand how economic, social, natural resource, and infrastructure conditions influence community well-being, particularly for those affected by land acquisition. This study is designed to assess the impact of Kijing Port's construction. Furthermore, it seeks to build upon prior research efforts, and as such, we are conducting a study titled 'Analysis of the Impact of Kijing International Port Development on the Welfare of Communities Affected by Land Acquisition.'

To gauge the impact of development activities on community well-being, it's crucial to focus on factors such as neighborhood welfare (Halkos & Gkampoura, 2021). In this study, welfare theory is employed, utilizing indicators outlined by Dagnew et al. (2023) and Yuniati et al. (2022) that encompass effective income growth, enhanced quality of family health, and the accumulation of long-term family savings. These welfare indicators serve as essential analytical tools, enabling researchers to assess the well-being of communities affected by land acquisition.

Research on Kijing International Port has been conducted by many researchers before (Mahadika, 2020; Muslim et al., 2021; Suryani et al., 2019). However, the existing research has primarily focused on the social conflicts related to the development of Kijing International Port, the impact of Kijing Terminal's construction, the comparison with the existing terminal, and transportation costs, as well as the distribution of seawater instructions around Kijing Port. Research that specifically examines the impact of Kijing Port's development on community welfare remains relatively limited.

2. Research Methods

In this study, the chosen approach is the descriptive qualitative research method. Descriptive qualitative research aims to depict or describe phenomena, events, and social activities, both at the individual and group levels (N.S., 2011). Qualitative methods, as outlined by Boglan and Taylor (Moleong, 2006), allow researchers to gather descriptive data, including written records, spoken words, and narratives, which are then compiled into meaningful sentences. The research took place in Sungai Bundung Village, Sungai Kunyit District, Mempawah Regency. Data sources for this study consist of community members affected by land acquisition for the construction of Kijing Port. Informants were selected using purposive sampling techniques, resulting in ten representatives from Sungai Kunyit Village and Bundung Laut Village, including civil servants, farmers, traders, and fishermen. Data collection methods employed in this study included interviews, observations, and documentation. Researchers conducted interviews and on-site observations using prepared questionnaires, and they also gathered information from various documents available at the research location.

3. Results and Discussion

3.1 Kijing Port Development and Land Acquisition in Mempawah Regency

Mempawah Regency is one of the regencies in West Kalimantan province, known for its significant potential, particularly Kijing Beach. The location of Kijing Beach is considered highly strategic for port development, serving as a viable alternative to Dwi Kora Port in Pontianak City, which has faced issues with silting. The establishment of Kijing Port is expected to provide a solution for economic development in West Kalimantan. However, this development necessitates land acquisition.

Land acquisition, as defined in Article 1, paragraph 3 of Presidential Regulation No. 65 of 2006, encompasses any activity involving the procurement of land through compensation to those relinquishing land, buildings, plants, and other objects related to land. In addition to compensation, the 2006 Presidential Decree allows for efforts that can be made through negotiation. The land acquired for this project covers approximately 200 hectares of the Kijing coastal area, affecting two villages: Sungai Kunyit Village, which comprises around 100 families, and Sungai Bundung Laut Village, home to approximately 400 families affected by land acquisition. It's worth noting that beyond residential land, around 1,416 fishing gear items are also impacted by the construction of this port.

The compensation for land acquisition is provided in cash, with the amount varying for each resident based on factors such as the dimensions of their house, the duration of occupancy, and

its permanency. Land values range from IDR 200,000 to 300,000 per square meter, with some reaching IDR 500,000 per square meter. Additionally, fishing gear within the port's working area is appraised at IDR 82,000,000 per fishing platform. This sum includes IDR 23,000,000 as a replacement for its physical value and IDR 59,000,000 as compensation for fishermen who have been unable to conduct their activities for the past year.

3.2 Impacts of Kijing Port Development on Local Livelihoods and Community Well-being

The education level of the community around Kijing Port ranges from elementary to high school. These residents hold high hopes for their children to pursue higher education, including college, in order to become scholars. However, in Sungai Turmeric village, few people have acquired specific skills. The ongoing development in the area can have a detrimental impact on their livelihoods, which in turn affects the community's overall well-being (Septiana, 2013).

Before the construction of Kijing International Port, the community's primary livelihoods were fishing and farming. However, following the construction, many of them lost their livelihoods due to reductions in gardens, fishing gear, and natural product availability caused by the development. Consequently, a significant portion of the community now works as freelance daily laborers, and some have even become unemployed due to the loss of their traditional livelihoods. This has led to a decrease in their income, which now barely covers their basic needs. Prior to land acquisition, some of these basic needs were met by nature itself, including agricultural products and daily catches by fishermen, which were freely available, allowing them to allocate their money for other necessities.

The majority of those who lost their livelihoods were originally fishermen and farmers. Civil servants, on the other hand, did not experience an economic decline as their livelihoods remained intact. However, due to land acquisition, the affected individuals lost their homes and were compelled to find new places to live. Previously, they resided in the Port development area, but now they live in the city, far from their families and neighbors. They made this choice as they preferred to purchase ready-made houses in the city. Nevertheless, some community members opted to buy plantation land to be used as housing for those affected by land acquisition, which facilitated their adaptation process as they were already familiar with one another compared to those living in the city.

During the construction process, many local residents found employment in the construction of Kijing International Port as daily laborers. However, once the construction was completed and the port became operational, few people had the opportunity to work there due to the need for specialized skills. Development often leads to various changes, including alterations in livelihoods, residences, and even the environment. All of these changes can give rise to new social problems if individuals are unable to adapt to them (Alamri & Hanapi, 2021; Taufik et al., 2019).

3.3 Socio-Environmental Impact of PT. Pelindo's Development Activities

PT. Pelindo's CSR activities primarily consist of annual charity efforts, such as distributing Eid packages. While these packages vary from year to year and provide immediate help to the community, they do not contribute to sustainable welfare or human resource development. To make a lasting social impact, the company should consider implementing community empowerment programs.



Figure 1. Current Natural Conditions around the Port area

This development undoubtedly has environmental repercussions, primarily the loss of agricultural land and the gradual depletion of natural landscapes (Hadi, 2008). Prior to the development, these natural areas were conserved and served as tourist destinations that could boost the local economy. Furthermore, the community faces challenges in accessing clean water, especially during uncertain rainy seasons, as their clean water source now relies solely on rainwater. In the past, clean water was readily available from springs. Additionally, the condition of fisheries in the area has deteriorated due to the frequent entry and exit of large ships. This is evident as the remaining fishermen report decreasing catches.

The development appears to prioritize the company's sustainability rather than providing essential infrastructure and facilities for the public's convenience in their daily lives (Husni et al., 2022). According to the information gathered from the local community during the development process, it seems that the infrastructure improvements primarily serve the ongoing port activities. However, the local community has not experienced tangible benefits from this development. Many roads leading to residential areas have deteriorated, and some schools have been affected by land acquisition, forcing students to commute to other schools for their education. Additionally, there have been no noticeable enhancements in health facilities.



Figure 2. Road Access to Community Housing

Perception is an action that exists due to sensations felt against conditions that have been passed or felt (Bae & Chang, 2021; Etta Mamang Sangadji dkk, 2013).

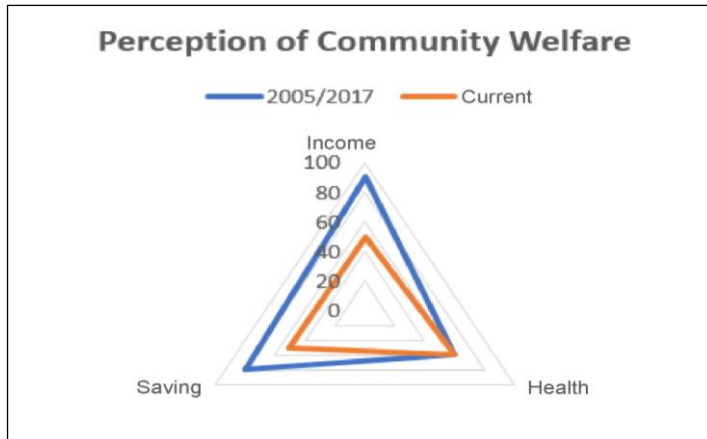


Figure 3. Perception of Community Welfare

Figure 3 illustrates the perception of the welfare of individuals affected by land acquisition. Regarding income, the community evaluates that their income was better before the land acquisition or the construction of Kijing Port because they had a stable source of income, allowing them to meet their daily expenses. Currently, they find it challenging to save money as their income is just sufficient for daily necessities. The compensation received from land acquisition is barely adequate to purchase land and housing alone. In terms of public health perception, the conditions are perceived to be the same, both before and after the construction of Kijing Port.



Figure 4. Current Condition of Community House

People's perception of the security level in their area indicates that they felt safer before the construction of Kijing Port. For instance, in the past, incidents of theft were rare. However, in recent times, there have been reports of multiple thefts in people's homes. The decrease in security can be attributed to the belief that the village has experienced economic growth due to land

acquisition. Moreover, the houses in the community have become more luxurious after land acquisition, which has attracted potential thieves. Additionally, the influx of newcomers settling in the area for work reasons has contributed to this security concern.

Figure 4 displays some of the new houses belonging to the community affected by land acquisition. These new and impressive houses have become a potential target for theft, especially when they are unoccupied. There is a common assumption among outsiders that those affected by land acquisition have become wealthy due to the compensation provided by PT. Pelindo, which has sparked the interest of individuals with malicious intentions, leading to thefts and robberies.

Social relations refer to the connections between communities that can impact the lives of both the local community and their neighbors (Dmytriiev et al., 2021; Fathy, 2019; Kabeer, 2017). Social relations within the community are quite strong due to the long-standing coexistence of residents in the same area, facilitating interactions among them. This cohesion becomes evident when disputes related to land acquisition arise, as the community acts as mediators. Additionally, they provide assistance when individuals relocate and continue to visit each other.

4. Conclusion

The findings of this study indicate that land acquisition in the construction of Kijing International Port has a significant impact on the welfare of affected communities, particularly fishermen and farmers who are forced to change their livelihoods. The compensation provided by the company has a substantial influence on the economic and social conditions of the community.

Furthermore, the construction of this port has environmental repercussions, leading to increased pollution that can affect the health of the surrounding community, and a reduction in oxygen levels due to the depletion of trees and natural plants. In general, based on the research results, the welfare of individuals affected by land acquisition can be categorized into two groups. The first group consists of those with permanent jobs (civil servants or private employees), whose welfare remains stable. The second group comprises individuals working as farmers and fishermen, who have not experienced prosperity as their income hasn't increased, and they struggle to save money, while their health conditions remain relatively unchanged.

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