

Development of Port Kuala Tanjung as The Biggest Port in Sumatera Island:

Potrait of Social, Environmental and
Economic Impacts for Small-Scale Fishers



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Portrait of Social, Environmental and Economic Impacts for Small-Scale Fishers

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TABLE OF CONTENTS

List of Table	i
List of Figures	ii
Background	1
Problem	4
Research Objective	4
Methodology	5
Literature Review.....	6
Overview of Port Kuala Tanjung Development	
Planning	15
Field Finding.....	23
Conclusion	34
Recommendation	35
Reference	36

LIST OF TABLE

Table 1	6
Literature Review	

LIST OF FIGURE

Figure 1	28
The crude oil terminal (Terminal Curah Cair, TCC) at Kuala Tanjung Port	
Figure 2	30
Resident Houses Refusing the Compensation	
Figure 3	31
Residents' Houses Affected by Road Construction to TCC	
Figure 4	34
Rejection Banner of Kuala Indah Dwellers in back side of Kuala Tanjung Port	

A. Background

Development in the maritime sector continues to be carried out by Indonesian government. Various regions began to be developed into new centers of economic growth. The acceleration of infrastructure development is the main key in this agenda. Some areas have been designated as Special Economic Zones (KEK). The government now has established 11 KEKs, namely special economic zone of Maloy Batuta Trans Kalimantan, Sorong, Morotai, Bitung, Palu, Mandalika, Tanjung Lesung, Tanjung Kelayang, Tanjung Api-Api, Sei Mangkei, Arun Lhokseumawe. KEK is part of the project of economic infrastructures that will encourage investments to be more spread throughout the archipelago.

The politics of government policy focusing on maritime sector development are realized through a series of ambitious, bold and optimistic policy packages. The characteristics of Indonesia, which is very close to the marine sector, is a source of government confidence in realizing the manifestation of a maritime nation. Moreover, the realization of political promises to end the marginalization of maritime life for more than four decades. Therefore, it is not surprising that reciprocal discourse is

postulated as the basis of policy. The end of this discourse is certainly predictable, namely the marginalization of the maritime sector resulting in endemic adverse impacts on the welfare of coastal communities especially small-scale fishers fulfilling their livelihood from the marine and aquatic resources (Hamid, 2017).

In a theoretical framework, the vision of President Jokowi's maritime axis is driven with the aim of increasing the capacity of coastal communities. It is supported by three main points becoming Jokowi's mission, namely: first, to realize national security that is able to maintain regional sovereignty, to sustain economic independence by securing marine resources, and to reflect Indonesia as an archipelagic nation. Secondly, to realize a free and active foreign policy in strengthening identity as a maritime nation. Third, realizing Indonesia as an independent, developed, strong and based on national interests maritime state. The vision, which is based on infrastructure development, is the first step towards developing the Indonesian marine sector. Infrastructure development aiming to improve connectivity between regions will naturally have a double impact on the dynamics of the flow of marine goods and services and to grow a new economic

center expected to reach its final destination (Hamid, 2017).

In addition Jokowi ordered the acceleration of 225 national strategic projects, one of which is the Port of Kuala Tanjung. As a national strategic project, it attracts significant attention from both regional and international levels. As a result, a joint venture (JV) between Indonesian state-owned companies, the port company "Pelindo 1," and the Rotterdam Port Authority (PoRA) was established. As for those involved in the collaboration, namely the central government, regional governments, and local communities involved in the port planning process, with the private sector joining in the discussion at the final stage of planning.

Although theoretically the vision of the maritime axis aims to increase the capacity and dignity of small-scale fishers, the implementation has the potential to move away from the intended expectations. It is very reasonable because infrastructure development tends to keep negative externalities for the communities. Port modernization, for example, although it can be a stimulant for the distribution of marine products, its use marginalizes small-scale fisher. Moreover, Infrastructure improvement always has the same formula, namely the emergence of economic players.

As the legal owner of marine resources in its territory, small-scale fishers should be the biggest subaltern of the presence of the port infrastructure. However, if it turns out that individuals or corporations that have capital and access to power have to compete, the economic phenomenon of rent is very likely to occur.

B. Problem

1. How is the development planning process of Kuala Tanjung port?
2. How is the process of resolving conflicts between communities and government in the planning and development process?
3. How does the government ensure the implementation of environmental and community sustainable development?

C. Research Objective

Based on the description above, the Indonesian Traditional Fisher Folk Union realized it was important to conduct research in determining the

impact of the planning and construction of the Kuala Tanjung Port. The purpose of this study is as follows;

1. Discovering thoroughly the planning process to the construction of the Port of Kuala Tanjung.
2. Discovering the process of community involvements in the development process.
3. Discovering the aspects, principles, business and objectives in the construction of the Kuala Tanjung Port.
4. Discovering the government's tendency to favor the development process.
5. Reviewing the adequacy of the implementation of the environmental and community sustainability approach.

D. Methodology

The methodology applied in the research with a qualitative approach in a descriptive analytical way aims to describe the socio-economic activities of the communities around the port of Kuala Tanjung. It is directed at the setting and the community around the Kuala Tanjung port holistically. The limitations of the study are as follows: 1) Kuala Tanjung Port Development Policy; 2) Social life impacts of the

coastal communities; 3) The impact of the socioeconomic life of the community.

The location of the research is Kuala Tanjung Port in Batubara Regency, North Sumatra Province, where the surrounding coastal communities face the impact of the fishing port.

E. Literature Review

No	Author's name and source	Article title	Purpose	Conclusion
1	Zamroni Salim, Erla Mychelisd a, Atika Zahra Jurnal Ekonomi dan Pembangunan Vol 22, No. 2, 2014	THE DEVELOPMENT OF BITUNG AS AN INTERNATIONAL HUB PORT	To analyses the feasibility of Port Bitung to be promoted as an international hub port.	Connectivity and transportation networks especially sea connectivity must be developed with the support of industrial and infrastructure development in the surrounding regions in

**Development of Port Kuala Tanjung as The Biggest Port in
Sumatera Island**

No	Author's name and source	Article title	Purpose	Conclusion
				Eastern Indonesia. It needs to be considered, as a hub port, Bitung is a meeting point of various goods and services originating from various existing ports, especially those located in eastern Indonesia.
2	Sitti Astija dan Ardiana Yuli Puspitasari	THE EFFECT OF PORT AS GROWTH ON GROWTH DEVELO	the purpose of this study was to know the growth effect of Port	The growth of Port Paelangkuta Raha Muna has a positive and significant effect on the

**Development of Port Kuala Tanjung as The Biggest Port in
Sumatera Island**

No	Author's name and source	Article title	Purpose	Conclusion
	Jurnal Planologi Vol. 14, No. 1, April 2017	PMENT Case Study: Paelangku ta Nusantara Raha Port	Paelangku ta Raha toward Muna Regional developme nt	development area.
3	Adris A. Putra, Susanti Djalante Jurnal Ilmiah Media Engineering Vol.6 No.1, Januari 2016 (433-4)	DEVELOPMENT OF PORT INFRASTRUCTURE TO SUPPORT SUSTAINABLE DEVELOPMENT	To analyze the Port infrastructure and formulate a port development strategy.	The operational performance of services in the port of Bungkutoko, Kendari, is still insufficient, the ratio between waiting time and service time is still very large. The development strategy is the expansion of port infrastructure

**Development of Port Kuala Tanjung as The Biggest Port in
Sumatera Island**

No	Author's name and source	Article title	Purpose	Conclusion
				development, container dock needs require the construction of docks, in addition to the container field needs to be constructed also to support port capacity in the process of loading and unloading of goods.
4	Nurhalimah, Sri Marwanti, Heru Irianto	Analysis of The Impact of Port Development in The Coastal Fishing	The Research aims to determine whether or not differences in	The results showed that there were differences in the socio-economic conditions of the communities

**Development of Port Kuala Tanjung as The Biggest Port in
Sumatera Island**

No	Author's name and source	Article title	Purpose	Conclusion
	AGRISTA : Vol. 5 No. 1 Maret 2017 : 191-203	Tamperan District Pacitan Regency on The Socioeconomic Conditions Surrounding Communities	socioeconomic circumstances surrounding community fishing port before and after development of Fishing Port Tamperan in Pacitan regency.	around the port. The difference in this situation is the change in a positive direction. More job opportunities after the development of the Fishery Port; the income of the surrounding community is increasing; better security; a collaboration between the surrounding community and the management of the Fishery Port; transportation

**Development of Port Kuala Tanjung as The Biggest Port in
Sumatera Island**

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				facilities such as the condition of the road, the guide, the road safety and also the street lights already exist; and the state of Tamperan Fisheries Port infrastructure is getting better and is multiplying in number.

Table 1. Literature Review

The development of the seaport certainly intersects with the coastal communities. According to Satria (2009), a coastal community is a group of people who live together inhabiting a coastal area forming and having a distinctive culture that is related to its dependence on the utilization of coastal resources. Coastal communities are certainly not only

fishermen, but also fish farmers, fish processors and fish traders.

1. Development and Social Change

Development is a thing that we cannot separate from the story of human life, this is due to human desire to always develop and move over time (Nasution, 2017). This developing process occurs in all aspects of community life, whether economic, social, cultural, to political and takes place at the regional to national level (Astija and Puspitasari, 2017). Development in the broad sense is defined as all efforts to achieve the fulfillment of basic needs, eradication of poverty, and the creation of a better standard of living. This means that the notion of development concerns not only the economic dimension, but also social, political, and cultural.

Social change is a process of change that must occur in social phenomena both planned and unplanned. These changes can occur from the individual level to the community for a relative period (Nurhalimah et al, 2017). The basic concept of social change according to Sztompka (1993) includes at least three ideas: (1) differences; (2) at different times; and (3) between the same social system conditions. Social change can be divided into

several types, depending on the angle of observation, whether in terms of aspects, fragments or dimensions of the social system. This is because the state of the social system is not simple, not only of single dimension, but appears as a combination or combination of various components (Sztompka 1993).

Development is a planned and desired social change in the future. Social change in development, broadly based on sociohistorical, can be seen from two sides, namely social change as a form of community development or social change as the life cycle of the community (Sztompka 1993). So it can be said, cultural changes that occur in society due to development is certainly a social change, but social changes that occur in society are not necessarily changing in the culture of the community itself (Nasution, 2017).

Modernization is interpreted as a process of transformation in a society that includes changes in all aspects due to the existence of industrialization or the development and application of science and technology. The development orientation in the modernization paradigm is entirely directed at developed countries such as the United States and other Western countries, without considering the

noble values and local knowledge that Indonesia possesses, as a result, there are many differences in historical aspects. This often escapes the attention of policymakers. As a result, development is not necessarily accompanied by social changes as desired by the implementers of development, in this case, the government.

2. Coastal Society Concept

Coastal Community is a group of people who live together to inhabit coastal areas to form and have a distinctive culture related to their dependence on the utilization of coastal resources. Coastal communities are certainly not only fishermen, but also fish farmers, fish processors, and fish traders. The socio-economic characteristics of coastal communities, in general, most of the population work in the marine resource-based sector. In addition, the environmental conditions of coastal community settlements, especially fishermen, are still not well ordered and seem slums. Seeing the socio-economic conditions of the community which are relatively low in welfare, then, in the long run, the pressure on coastal resources will be even greater to meet the needs of the community (Satria 2009).

F. Overview of Kuala Tanjung Port Development Planning

The Central Government through the Ministry of Transportation established the Kuala Tanjung Port Master Plan, North Sumatra Province, as a guideline for the construction, operation, development of the port and the determination of the boundaries of the Work Environment Area (DLKr) and the Environmental Interest Area (DLKp) of the Kuala Tanjung Port. Since Sumatra Island is a gateway on the west side of Indonesia, an international hub in the form of a main port for international shipping needs to be constructed on the east coast of the island of Sumatra. Related to this, the port of Kuala Tanjung is considered to be eligible as an Alternative International Hub Port on the Western side of Indonesia. It is also potential to enlarge development opportunities outside Java and at the same time reduce the burden on the island of Java.

The development of the Kuala Tanjung Port will be carried out by PT Pelabuhan Indonesia I (Persero) together with the Port of Rotterdam Authority (PoRA) in the form of a Joint Venture (JV). In carrying out the activities of the Port of Kuala Tanjung Port which includes port services, the implementation of economic and other government

activities, and development according to the Kuala Tanjung Port Master Plan requires a land area of 678.5124 Ha and a water area of 716.2 Ha, including:

- a. the existing land area of the Port of Kuala Tanjung is 19.1524 hectares;
- b. the land area of the Kuala Tanjung Port development area of 659.36 hectares;
- c. water area, consisting of:
 1. mooring area of 128 hectares;
 2. swivel pool area of 34.2 hectares;
 3. landing area covering 190 hectares;
 4. transfer area of 26 hectares;
 5. shipping lane area covering 99.67 hectares;
 6. area of emergency needs and repair of ships covering 213 hectares;
 7. The area of need for a dead ship and a trial sail of 125 hectares.

Based on the Decree of the Minister of Transportation of the Republic of Indonesia Number 148 of 2016 concerning the Kuala Tanjung Port North Sumatra Main Master Plan, the Kuala Tanjung

Port facility planned to be built and implemented by taking into account the priority needs and funding capabilities in accordance with laws and regulations and must be carried out with due regard to environmental aspects, preceded by environmental studies. Plans for the use of land for the purpose of improving port services, the implementation of government activities and other economic activities and the development of the Port of Kuala Tanjung and its surroundings.

PT Pelabuhan Indonesia I (Persero) ran in port and logistics services plans to develop the Kuala Tanjung port in the Malacca Strait to serve the existing and future goods sector and act as a catalyst for further regional development. Initially it was planned to become an international transshipment hub port with the stages of development as stated in decree of Ministry of Transportation Number 20 of 2012 as follows:

- a. Short-term Stages
- b. Medium Term Stages
- c. Long-term Stages

In line with the change in the direction of the Indonesian government's policy emphasizing the development of the maritime sector as set out in the

minutes of a cabinet meeting on November 17, 2014, PT Pelabuhan Indonesia I (Persero) was mandated to make changes to the development plan from the Crude Palm Oil (CPO) terminal to the multipurpose terminal. PT Pelabuhan Indonesia I (Persero) has now indicated to implement the proposed development to optimize the investment value (capex reduction) in Kuala Tanjung, this port profile must be updated which requires an update of the existing Port Master Plan (RIP) as stated in the decree.

The development of the Kuala Tanjung Port in the future is directed to operate CPO, dry bulk, general cargo, containers, and prepared as an outlet / inlet for the Sei Mangke Industrial Estate. Considering that currently there is a TERSUS operating CPO loads with a significant volume of activities, plus the tendency of several investors to do the same, the challenge of the Kuala Tanjung Port is how to prepare adequate CPO cargo handling service facilities while being able to attract owners ships to choose to carry out loading and unloading activities through public ports.

1. Kuala Tanjung Port Stakeholders in the Development Process

Stakeholders in the Kuala Tanjung Port development process are categorized based on their main duties and functions as well as institutional responsibilities between ministries. Because each representative of the stakeholders is distributed by a different level of interest from the stakeholders. In this case the impact is, for example, coastal communities and fishing communities will demand for the sustainability of their fishing grounds while the development process of the port will emphasize the regional economic growth as a result of the construction of the port. Stakeholders in the construction of the port consist of:

- The central government under Presidential Decree Number 3 of 2016 concerning the acceleration of national strategic projects, appoints such as the Ministry of State-Owned Enterprises, the Ministry of Transportation, the Ministry of Environment and Forestry, the Ministry of Maritime and Investment Coordinator, the Ministry of Maritime Affairs and Fisheries and the Ministry of Public Works and Public Housing as main stakeholders in support of the Kuala Tanjung Port development project.

- Whereas the regional government policy makers consist of the government of the North Sumatra province, Batubara Regency, and the Municipality of Kuala Tanjung which is directly affected by the presence of the Port.
- Sei Mangkei city where large industrial estates are located such as oil palm and industry. It will be a potential business partner for the Kuala Tanjung port. Cargo from and to this city will be distributed via the Port of Kuala Tanjung because it is located closer to the city of Sei Mangkei than the existing port of Belawan.
- Within the city of Kuala Tanjung, community perceptions will play an important role in ensuring project success especially during the land acquisition stage. Dialogue has taken place with NGOs and surrounding communities, such as fishing communities, has been held to ensure the overall public interest to be considered in the port planning process. The main concern for coastal communities is environmental security as a result of port activities that need to be regulated in a sustainable manner.

2. Effect of Port Development

Port Development in its planning aims to improve socio-economic conditions or in the form of positive impacts, but in reality only a few dwellers gain advantage even indirectly receive negative impacts from the damages caused by the development process both environmental and social damage to the community which the overall result is negative socio-economic impact.

Coastal areas are mangrove forested wetlands, sandy beaches, or rocky beaches. The existence of the port development in the area, there will be changes in the function and land use that will result in changes in the landscape. Initially, the area functioned as a catchment area for both rainwater and tide, but after the port development process, such as land clearing at the construction stage, and soil compaction, will change the land function. Rainwater cannot seep into the ground, thereby increasing the volume of runoff and increasing the potential for inundation and changing inundation patterns.

The derivative impacts of changes in land use and function are changes in communities' livelihoods and income, the emergence of social unrest and negative perceptions, disturbance to fishing activities.

Declining air quality can be caused by increased dust due to construction activities. Increased noise at port activities mainly comes from construction activities such as heavy equipment mobilization, material transportation, terminal erection and construction.

A decrease in sea water quality is characterized by an increase in turbidity and increase in sea water pollution. Decreasing the increase in water quality of construction activities in the construction of the port will have the potential to cause a decline in the quality of sea water, especially in the dredging phase and the disposal of dredged material.

Operational activities will affect the quality of sea water and surface water quality if the construction of the port is located around the river with an increase in pollution mainly resulting from domestic and non-domestic waste water discharges such as ballast water, tank cleaning and chemicals used for ship maintenance, loading-offloading operational activities at the port and corrosion on ships.

Port development activities and their facilities will affect changes in bathymetry, patterns of ocean currents and waves and simultaneously cause a derivative impact, namely changes in sedimentation patterns that can result in abrasion and accretion. If a

portion of the port structure protrudes toward the sea, erosion may occur in the surrounding coastline due to disturbed long shore sediment transport. It is the most important issue in every development in the coastal area, so that the management plan and monitoring plan must be carried out continuously.

The activity of port development will have a highly significant impact on aquatic biota around the port area. Land clearing activities, erection of foundation poles and construction of physical structures of port facilities can disrupt biota in wetlands / wetlands such as mangroves, crustaceans, fish larvae and other aquatic biota such as coral reefs and sea grass.

Disturbances to aquatic biota can occur directly or indirectly. It is directly caused by dredging and development activities, while indirectly it is a continued impact of the decline in sea water quality due to port operations.

G. Field Finding

The Port of Kuala Tanjung is a seaport which is still under construction in the Batubara Regency, North Sumatra, Indonesia. The location is very strategic which is close to the hydro power plan, PT. Inalum

and the crude palm oil company, PT. Multimas (Wilmar). The existence of the port development does not really surprise the local community in Kuala Tanjung Village because they have been living side by side with a big company like Inalum since the 1970s. Kuala Tanjung village is one area of the industrial centers which will develop due to the integration of the Sei Mengkei Special Economic Zone (KEK) with the port. All goods from Sei Mengkei will be distributed through the port.

However, in the middle of the construction in Kuala Tanjung, only a small proportion of the original inhabitants of the village can be hired to work in three companies. The lack of education level is the main reason for working there.

Becoming a fisher is a common job carried out by the indigenous people of Lalang Village, Kuala Tanjung and Kuala Indah. The presence of the port certainly has a negative impact on the fishing activities of fishermen especially small-scale fishermen operating a boat with 0-1 GT (Gross Tonnage). They fish no more than 1-3 miles from the Padang River and around the shipping lanes of ships that will dock or leave the Port of Kuala Tanjung.

In the early construction of the port, it was detrimental to some fishers because the small port of the fishing boat had been displaced. *First*, they have to move their small port to the Padang River thus increasing operational costs for fishing. Before it, they just walked to reach their boats on the coast but now, they must to walk or using their motor-bike to get boats. Hence, it leads to additional cost faced by fisher such as a gasoline for motorcycles before going to sea.

Second, because of moving the small port area to the Padang River, fishermen operating a rowboat had to convert their boats using machine, because the rowboat around the Padang River should sail about 1 mile to reach the waterfront. It results in some fishermen to rent and to trap on huge debts from middlemen possessing the capital and an engine boat. Therefore, the income was reduced because middlemen would decrease the price of fish when they anchored in their warehouse.

Third, the existence of container shipping vessels crossing the fishing ground can also be detrimental to fishers. The loss was caused by the fishing nets being broken by a container ship. Losses due to damaged nets can reach 1 million if the nets are badly damaged. It certainly cannot be predicted by fishers.

They said that nets or fishing gear were damaged due to ships going out. It is because there was no notification by the port about the schedule and the shipping lane. Thus, the damage to fishing nets as a result of being broken by a container ship is an obstacle which has not yet been tackled since they do not have access to protest to Pelindo I.

They who realize the nets have been broken by a container ship will not be able to catch the fish. Not only that, the waves generated by big vessels can also endanger fishermen who try to catch up.

Fourth, the used fishing gear that is not eco-friendly for an environment such as Trawl is so many around the Strait of Malacca where is also a fishing ground for small-scale fishermen to make their fishing space increasingly limited. The short distance of traditional fishermen who use 0-1 GT boats makes them only hang the sea products around the coast by having to be careful with container ships that pass. Social unrest between fishers is real and is enhanced by general fishing declines, aquatic and coastal expansion (Bush, 2016).

1. Chemical waste

At this moment, the waste produced by the Kuala Tanjung port has not significantly disturbed the

fisher activities because crude palm oil station has not been operated. They also have not found the waste originating from port activities. Generally, the waste polluting the fishing grounds came from the activities of PT. Multimas (Wilmar) which processed palm oil. It will be disposed of directly into the sea without treatment. The waste pollution area is broad and detrimental to fishermen because they cannot catch fish. These wastes are usually discharged through large pipes on the edge of the river during high tides.

Protests at the company have been carried out by fishermen. They had reported the problems to village government. Unfortunately, there was no feedback. Therefore, they generally do not trust anymore to village government because of their impartiality. These fishermen are the original inhabitants of the village of Kuala Tanjung marginalizing due to the activities of multinational corporations in Indonesia.

2. Refusal to Compensation

As of mid-June 2019, the Port of Kuala Tanjung of have not yet fully operated. It has two terminals, namely the container terminal and crude oil terminal. Now, only the container terminal has worked because the infrastructure is already available.



Fig. 1 The crude oil terminal (Terminal Curah Cair, TCC) at Kuala Tanjung Port

Land grabbing between citizens and Pelindo-I caused the crude oil terminal at the Port of Kuala Tanjung yet to operate. A total of 215 families around construction project the Multi-Purpose Terminal of Kuala Tanjung Port in Batubara rejected the results of study by the Public Appraisal Service Office (KJPP) team of Pelindo-I about regarding community land prices that were considered too cheap, at only 360.000 rupiah (\$30) per square meter. The majority of residents who refused were factory workers working at PT. Inalum and PT. Multimas (Wilmar). According to them, the amount of land compensation provided by Pelindo-I is lower than the

amount of land compensation provided by PT. KAI for the construction of railroads to the Port of Kuala Tanjung which is 2.5 million rupiah (\$179) per square meter.

Ironically, even though there was no agreement from the residents, the company continued to carry out development and landfill on the residents' land. In fact, the compensation money has been deposited in court with the consignment system.

The rejection campaign was conducted by communities in various forums such as dialogue with national government and the local government both executive and legislative of Batubara regency as well as at small forum like village forums. Residents generally support the construction of ports in Kuala Tanjung and they are willing to sell their land to PT Prima Multi Terminal (PMT) that is a subsidiary of PT Pelindo-I, PT Waskita Karya, and PT PP who are given the authority to build and manage the Multi-Purpose Terminal of Kuala Tanjung Port.



Fig. 2 Resident Houses Refusing the Compensation

3. Threat

As a result of not finding a solution between the residents and Pelindo-I, the crude oil terminal cannot operate because the road that should be used to connect the terminal is still inhabited by residents who have not agreed with the land compensation price of 360 thousand per meter. Disorganized rejection between residents leads to some residents whose homes are so close to the road construction area that connects to the crude oil terminal must receive threats in the form of evictions.



*Fig.3 Residents' Houses Affected by Road
Construction to TCC*

4. Development Dilemma

It will be very difficult to find residents who directly reject the construction of the Kuala Tanjung port in 2019. Rejection that occurs is only due to mismatch in the land compensation price. Both residents who work as factory workers and fishermen in the Kuala Tanjung village generally assume the presence of the port will have a positive impact on the economic sector.

The presence of the port is expected to provide new jobs for the children because as a parent, they assume the sea, which has been a place where they fish, does

not provide significant economic opportunities. In fact, they are only able to send their children to senior high school because the Indonesian government has made school fees free up to the high school level.

In their perspective, it is impossible to reject the development carried out by the state. Even though they are not aware of the Port development plan beginning in January 2015, they assumed it is not important. Rejecting the port is referred to against the government, it will be easily spoken by the fishermen.

At the same time, they predict the losses that will occur if the port has been operating fully. However, the reluctance to refuse port construction was also motivated by the feeling of low social class that had been associated to fishermen and factory workers. They realize that they do not have special skills such as advocacy. As a result, fishermen are afraid to criticize development.

In January 2020, fishermen residing in the Kuala Indah village refused to expand the construction of the Kuala Tanjung Port area. It happened because of the presence of a group people in the name of the land apparatus who carried out community land measurements in the interests of port development.

Based on the dialogue with local figure becoming to mediate the problem, Mr. Natsir, the amount of land estimated to be affected reaches 1000 hectares.

Moreover, there was a unrest in the socialization of land acquisition for the Port of Kuala Tanjung because of lack of local community participations taking place in the village hall of Kuala Indah on February 11, 2020.

In addition, it estimated that there are 600 anchored boats in the village where one of fishers catching crabs is still able to get 20-30 kilograms of crabs a day at sea. With the large number of anchored boats in the village, it is certain that the majority of 500 families work as fishers and fishery sectors.



Fig. 4 Rejection Banner of Kuala Indah Dwellers in back side of Kuala Tanjung Port

H. Conclusion

The port construction that has been going for the past four years has lead to a social-economic impact on the community especially the small-scale fishers of Kuala Tanjung. Starting with the conversion of rowboats to engine boats, they are increasingly far from their source of livelihood namely the sea.

The working activity is also more dangerous for small-scale fishers when the container ships crossing the waters in which the boat is able to be sunk by huge wave. If the port operates optimally, there obviously will be an increase in the ships crossing the

waters and increasingly endangering fishers with small boats.

In the midst of economic limitations and the low education levels of fishing family members, the existing port also does not meaningful for fishermen and their families, because their children do not have access to work there.

I. Recommendation

The construction of the Kuala Tanjung Port took very slowly based on observations made by KNTI in May-June 2019. It was likely due to the presidential election contestation at that time, so that the construction of the Kuala Tanjung Port did not get a serious attention from the central government. However, after the meeting of the Minister of State-owned Enterprise, Erick Thohir, and Vice Governor of North Sumatra, Musa Rajekshah, in early of February 2020, which specifically discussed about the acceleration of construction at the Kuala Tanjung Port, escalation at the local level also increased in line with residents' concerns.

KNTI considers that it is important to conduct interviews with the Deputy Governor, Minister of BUMN and Pelindo-I officials to find out the direction of the construction of the Kuala Tanjung

port. The possibility of grabbing living space for traditional fishermen both in settlements and the sea.

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