

# Social Impact Analysis of Trans-Sumatra Toll Road Development in Rokan Hulu Regency, Riau Province

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**Abstract:** One of the main visions of the Joko Widodo-Jusuf Kalla government (2014-2019) is to achieve equitable development between the Western Region and Eastern Region of Indonesia. This vision is realized through various development programs, especially the construction of the Trans Sumatra Toll Road along approximately 2,704 km with an investment value of 538 trillion rupiah. There are 24 sections of the Trans Sumatra Toll Road, one of which intersects with Rokan Hulu Regency, Riau Province, namely the Dumai-Pekan Baru toll road section with a length of 131 km. The purpose of this study was to analyze the social impact of the construction of the Trans Sumatra Toll Road in Rokan Hulu Regency, Riau Province. The research method is qualitative with descriptive analysis. The results of this study are the increased accessibility of the community to the opportunity to get a job, the integration of equitable development, the increase in the Human Development Index (HDI) and the affordability of rural communities to urban areas.

## 1 INTRODUCTION

Development is a planned effort to improve the welfare of the community, nation and state. The road network is one of the factors supporting the success of a development because the road plays a role in the transfer of goods and people so that an adequate road network is needed and prioritizes speed. Roads are transportation infrastructure that connects one particular place to another in a road network system. Toll roads are public roads which are part of the road network system and as national roads.

Its function is as an alternative road to overcome traffic jams or to shorten the distance from one place to another. The construction of the toll road will affect the development of the region and the progress of civilization. In its construction, the Trans Sumatra Toll Road is planned to be built for approximately 2,704 km stretching along the island of Sumatra with an investment value of 538 trillion rupiah and is targeted to be fully operational in 2024 (Fakhurozi et al., 2020, p. 16; Nur, 2021).

The construction of the Trans Sumatra Toll Road is planned as a way to overcome the social and

economic problems of the community. In addition, the toll road is expected to facilitate the flow of people and the flow of goods from one place to another. However, this does not necessarily solve the problem in its entirety, both in terms of geography, demographics, politics, and ecology.

The construction of toll roads can be used as an indicator of a country's progress. Sumaryoto (2010) explains that one indication of a country having a developed economy, both macro and micro is the availability of toll roads, because the existence of toll roads is proof that the country is ready to compete in today's global civilization, which demands ease and speed in carrying out activities. (Sumaryoto, 2010, p. 161).

Toll roads are able to reduce congestion and shorten the distance between regions (Siswanto et al., 2019, p. 83). Toll roads promise a fast space for movement, so as to facilitate the flow of transportation and distribution of goods and services (Fakhurozi et al., 2020, p. 21). The economic progress is directly proportional to the level of community welfare and social life.

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The Trans Sumatra Toll Road is one of the priority projects of the government of President Joko Widodo and Jusuf Kalla (2014-2019), which has been under construction since 2015 and is still running today. As the second largest island in Indonesia with a population of more than 55 million people, Sumatra Island plays an important role in the national economy. Referring to data from the Central Statistics Agency in 2019 (in Avisena, 2020; Ibad et al., 2021, p. 388) the island of Sumatra contributed 21.32% to the national GDP or grew by 4.57% from the previous year. The three most contributing regions on the island of Sumatra are North Sumatra, Riau and South Sumatra.

The Trans Sumatra Toll Road being built certainly has a strategic goal for the government in the context of development. The government hopes that with the construction of the Trans Sumatra Toll Road, there will be an acceleration of regional development on the island of Sumatra. The construction of the Trans Sumatra Toll Road is one form of infrastructure whose target is to provide progress and sustainability of the local to national economy (Fakhurozi et al., 2020, p. 17; Razif, 2019, p. 13). Infrastructure is very vital for people's lives, both economic, social, and administrative life, and was deliberately built to fulfill certain functions that are absolutely needed (Suprayitno & Aryani Soemitro, 2018, p. 1).

There are 24 sections of the Trans Sumatra Toll Road, one of which intersects with Rokan Hulu Regency, Riau Province, namely the Dumai-Pekan Baru Toll Road section with a length of 131 km. Rokan Hulu Regency is one of 12 cities and regencies in Riau Province with a population of 679,665 people with an increase in the Human Development Index (HDI) from 67.02 in 2014 to 69.67 in 2021.

In addition, the existence of the Trans Sumatra toll road is very vital in supporting the success of development in Rokan Hulu Regency. Encouraging an increase in the level of welfare as a result of the improvement of Suggestions and Infrastructure as a driving force for the turning of the wheels of trade and industry which is the core of improving welfare.

This means that the construction of the Trans Sumatra Toll Road has socially created conditions for the growth of a community that grows and develops independently in Rokan Hulu Regency. This will socially stimulate the community to develop creativity as well as a rational and active attitude that is not too dependent or dependent on things beyond their ability or authority because of the positive impact of the construction of the Trans Sumatra Toll Road. Not only that, the construction of the Trans Sumatra Toll Road indirectly helps the community to

be able to build and develop their social abilities and potentials because there are many activities or jobs that can be carried out efficiently and effectively. Of course this is related to local government policies and development programs from the national, provincial, district, sub-district to villages and sub-districts that are in direct social contact with the people of Rokan Hulu Regency. So that automatically the social life of the people of Rokan Hulu is able to grow and streamline the participation (participation) of the community as the key to the movement of the community in every stage of development.

Community development certainly always strives so that every problem can be solved by trying to channel the aspirations of the community so that it can foster trust and a spirit of building among the community. This can be in the form of decreasing crime rates in Rokan Hulu Regency, easier accessibility of rural communities to urban areas, so that social interactions that are built between one community and another are more intense because development has a positive social impact on the community.

The spirit of the Trans Sumatra Toll Road Development implemented by the village government is certainly not oriented towards economic gain, but rather to providing motivation and appreciation for the emergence of initiative and creativity of the community as a whole. The reason is that this is tactical and effective for the people of Rokan Hulu Regency, who are expected to be able to take advantage of development and growth opportunities as a result of the existence of the toll road. In addition, the aspect of justice felt by the people of Rokan Hulu Regency from the beginning until the construction of the Sumatra Toll Road could give positive results in the social aspect to strengthen community relations which were previously constrained by poor infrastructure. This paradigm is wider in the scope of understanding of a leader in a country consisting of 17,000 islands in the archipelago where it is necessary to achieve equitable development in Java and outside Java.

So that socially, the ability of the community to follow aspirations in order to face the challenges faced by the community concerned, namely in Rokan Hulu Regency. That is why, the construction of the Trans Sumatra Toll Road has more or less created changes in the community itself as a social impact of the ongoing development. Although the social changes from one community to another in Rokan Hulu Regency are not always the same or evenly distributed because there are several understandings,

cultures, information and experiences of each individual community in it.

So that the social impact of the construction of the Trans Sumatra Toll Road is basically not a single factor in Rokan Hulu Regency, Riau Province. There are many variables in looking at the social impacts of the construction of the Trans Sumatra Toll Road which are related to economic, political, policy, education and health issues after the development project runs. The participation of the people of Rokan Hulu Regency in the construction of the Trans Sumatra Toll Road is basically visible, starting from planning it to know in terms of making decisions about its implementation and even to monitoring and assessing developments that have an impact on their social life in the future. The extent to which the social impact achieved in the construction of the Trans Sumatra Toll Road is a prerequisite for future-oriented cultural values which are expected to increase competitiveness, believe in one's own abilities, be disciplined and be responsible for the development itself. Therefore, the research entitled "Analysis of the Social Impact of the Trans Sumatra Toll Road Development in Rokan Hulu Regency, Riau Province" aims to further explore the social impact of the construction of the Trans Sumatra Toll Road in people's lives.

## 2 RESEARCH METHODS

This research is a qualitative research with a positivist paradigm. Where researchers collect primary data taken from related documents, roadmaps and journals. Meanwhile, the secondary data for this research were obtained by researchers from books and media releases. Research data collection is also carried out through a review process of documents or reports related to the research focus. The author will combine an empirical perspective in analyzing how the Social Impact of Trans Sumatra Toll Road Development in Rokan Hulu Regency, Riau Province thoroughly and comprehensively.

## 3 RESULTS AND DISCUSSION

### 3.1 Challenges of Trans Sumatra Toll Road Development

In the process of implementing the construction of the Trans Sumatra Toll Road which is related to the Dumai-Pekan Baru Section, the most important thing

is that before the implementation of development there must first be the availability of the most principle component called land or land. However, in land acquisition for development, it indirectly changes land use from the previous one so that it has the potential to have an influence on other areas of use in the vicinity which have a positive impact, such as; opening new public places, optimizing land use for public interest development, and opening new settlements.

In addition, the social impacts caused also have the potential to become negative impacts such as; environmental damage, reduced community productive land and population density related to land used for the construction of the Trans Sumatra Toll Road. Likewise, the need for land for the construction of the Trans Sumatra Toll Road must be carried out by taking into account all aspects to the benefit of various parties.

The reason is that the main spirit of the construction of the Trans Sumatra Toll Road is to improve the economy of the area through which the toll road passes in accordance with the aim of increasing the competitiveness of the area traversed by the toll road, which in this case is Rokan Hulu Regency which is the area traversed by the Dumai-Pekan Baru Toll Road. which is 131 km long. This economic increase is expected to have a positive social effect on people's lives in Rokan Hulu Regency, but in the development process, it certainly cannot be separated from any existing challenges. Especially with regard to central matters that support the implementation of toll road construction so that it runs smoothly as expected.

In this regard, the issue of land acquisition for the Dumai-Pekan Baru Toll Road had become a major obstacle in the development of road infrastructure. Land acquisition is a fundamental step in the construction of toll roads. Where when starting the Dumai-Pekan Baru Toll Road construction project, land acquisition financing was spread across each ministry/institution, so it was not running effectively and efficiently. This relates to the amount of the budget and the amount given to the community for land acquisition. However, in the process of constructing the Trans Sumatra Toll Road, especially the Dumai-Pekan Baru Road section, it was transferred to the State Asset Management Agency (BLU LMAN) as the only agency that finances land acquisition for National Strategic Projects so that each land acquisition process becomes more well coordinated and fast.

In addition to the challenges related to land acquisition used for the Trans Sumatra Toll Road,

other issues related to the budget issue for the project's procurement were initially pushed to be carried out with various patterns such as Government and Business Entity Cooperation (PPP). However, along the way, the financing for the construction of the Trans Sumatra Toll Road has relied on the State Revenue and Expenditure Budget (APBN) (kompas, 11/9/2021) This of course creates new problems in the midst of the government's efforts in handling Covid-19 in Indonesia. However, the government anticipates it with a tax relaxation policy for the smooth construction of the Trans Sumatra Toll Road.

### 3.2 Community Social Accessibility to Integrated Development

One important part in achieving people's welfare is related to community accessibility from one rural area to an urban area. The Trans Sumatra Toll Road infrastructure is paradigmatically the key to social and economic development for the people of Rokan Hulu Regency, Riau Province. Increasing the accessibility of Rokan Hulu Regency, Riau Province to production centers and field access is expected to be able to reach distribution centers in other areas, which is very important when viewed from the aspect of affordability in a region. So that there are no more isolated areas due to poor road infrastructure (Adisasmita, 2012).

The relationship between the region and various other areas in Rokan Hulu Regency, whether considered as an advanced area in terms of infrastructure or other hinterlands. This is where the importance of Trans Sumatra Road infrastructure in supporting social life, be it social relations, affordability and cultural life. In improving accessibility, which so far is still not maximized, the construction of the Trans Sumatra Toll Road for the Dumai-Pekan Baru road section is part of the development of methods of a continuous process in order to create connectivity between one region and another. In addition, the development strategy of the Trans Sumatra Toll Road which relies on partiality and empowerment is understood as a transformation process in the social, economic, cultural and political relations of the community.

Structural changes with the construction of the Trans Sumatra Toll Road are expected to present a process that takes place scientifically as the subject of community development efforts in Rokan Hulu Regency itself. Regional accessibility is the ability or condition of an area to be accessed by outside parties either directly or indirectly. This accessibility consists of the existing infrastructure (road network system)

along with the availability of facilities to carry out its movement. One of the variables that can state the high or low accessibility of an area in an area is to look at the number of road network systems available in the area (Nurhidayani, 2019).

Measurement of the accessibility of the social impact of an area cannot be separated from the availability of transportation facilities, namely the road network, which of course will be further developed along with the construction of the Trans Sumatra Toll Road for the Dumai-Pekan Baru Road Section. For the measurement of the accessibility index in an area, socially it will have an impact on the number of road networks in an area with other areas that are budgeted through the Rokan Hulu Regency Regional Revenue and Expenditure Budget (APBD) or the Riau Province Regional Revenue and Expenditure Budget (APBD).

This means that regional development as a social impact of the Trans Sumatra Toll Road is an effort to spur socio-economic development, reduce disparities between regions and maintain environmental sustainability in an area. This effort is needed because each area on the Trans Sumatra Toll Road has different social, cultural and geographical conditions, so that regional development aims to optimize the potential possessed by an area that intersects with the Trans Sumatra Toll Road to be something that is bound to happen.

The Trans Sumatra Toll Road is important in enhancing social development in Rokan Hulu Regency. Apart from automatically reducing the crime rate on the road, it will also create a new social culture related to social interaction. In addition, the infrastructure aspect of the construction of the Trans Sumatra Toll Road will have an impact on the wider sector related to communication that exists between the community will be more intense because of its affordability.

In addition, with the Trans Sumatra Toll Road, locations that intersect with Rokan Hulu Regency will develop rapidly as business areas, both industry, trade, financial and banking services and so on. There is a lot of evidence that shows that toll roads contribute to advancing the regional economy and busy business activities, opening up job opportunities and increasing people's economic activities and even social transactions because of the accessibility of the construction of the Trans Sumatra Toll Road.

### 3.3 Increased Human Development Index (HDI)

The Human Development Index (HDI) is one indicator to measure the level of physical and non-physical quality of the population. Physical quality is reflected in life expectancy, while non-physical quality is reflected in the average length of time the population attends school and literacy rates. (BPS, 2022) Human Development Index (HDI) as one of the indicators of community welfare as a result of development, whether from education, health, to decreasing poverty rates due to increasing people's purchasing power as a result of development.

Before the construction of the Trans Sumatra Toll Road, the Human Development Index (HDI) of Rokan Hulu Regency was 67.02 in 2014 after the construction of the Trans Sumatra Toll Road, the Human Development Index (IPM) was 69.67 in 2021. The increase in the Human Development Index number (HDI) of Rokan Hulu Regency certainly does not run mechanically or automatically, but there is an impact from development that uses the State Revenue and Expenditure Budget (APBN) which goes down directly to Rokan Hulu Regency through the construction of the Trans Sumatra Toll Road.

Improved community education in Rokan Hulu Regency as a result of the construction of the Trans Sumatra Toll Road. Says with an increase in income or wages earned. Where the construction of toll roads will automatically open new jobs (Handoyo & Setiawan, 2018). Where if wages reflect productivity in Rokan Hulu Regency as a positive impact of the Trans Sumatra Toll Road, the more people in Rokan Hulu who have a high level of education and training experience, the higher their productivity and the result that the national economy will grow higher (Pugh, Geoffrey, Fairburn, & John, 2009).

In addition to the impact of education on the Human Development Index in Rokan Hulu Regency, the health sector also has a role in increasing people's income. The influence of public health in Rokan Hulu Regency on income, including improving population health will increase labor force participation in Rokan Hulu Regency itself. Structural improvements in the health sector as a result of the Trans Sumatra Toll Road which creates affordability automatically can also bring improvements in the level of education and self-potential development which then affects performance and improves the quality of public services in Rokan Hulu Regency.

This means that the Trans Sumatra Toll Road has a social and significant impact on increasing the Human Development Index in Rokan Hulu Regency.

Likewise, in an effort to overcome the poverty level in Rokan Hulu Regency, increasing the Human Development Index (IPM) will have a significant effect on reducing poverty and it is stated that there is a causal relationship between the Human Development Index (HDI) and poverty reduction in Rokan Hulu Regency since the start of the Trans Sumatra Toll Road construction project in 2015 to date.

## 4 CONCLUSIONS

The main spirit of the construction of the Trans Sumatra Toll Road which was carried out during the administrations of Joko Widodo-Jusuf Kalla (2014-2019) and the Government of Joko Widodo-Maruf Amin (2019-2024) was to achieve equitable development between the Western Region and Eastern Region of Indonesia. The construction of the Trans Sumatra Toll Road with a length of approximately 2,704 km with an investment value of 538 trillion rupiah is proof of the government's commitment to the process of affordability between one region and another. Riau Province is the Dumai-Pekan Baru toll road with a length of 131 km.

The process of constructing the Trans Sumatra Toll Road is certainly not free from challenges, namely related to land acquisition and the financing process. However, the social impact arising from the construction of the Trans Sumatra Toll Road is even greater because it affects the livelihood of many people, especially in Rokan Hulu Regency.

The social impact concerns the issue of community accessibility from one area to another in Rokan Hulu Regency which is getting easier because of its affordability. In addition, the construction of the Trans Sumatra Toll Road, especially for the Dumai-Pekan Baru section, has an impact on reducing the number of crime and crime on the road. In addition, the most important thing is of course the welfare of the people of Rokan Hulu Regency, which is related to the increase in the Human Development Index (IPM) as measured by health, education and purchasing power of the people of Rokan Hulu Regency which is getting better than before.

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