

The Impact of Railway Construction on Socio-Economic Transformation and Spatial Capitalization in Maros Regency

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Abstract

This research aims to obtain in-depth information about the impact of railway development on community social transformation and spatial capitalization in Marusu District, Maros Regency. Using descriptive qualitative research and a case study approach to identify and analyze information about the involvement of all stakeholders in the railway development. The results showed that the basic construction of creating social cohesion is expected to prevent the occurrence of social conflicts stemming from the mastery of the railway development space that has not been optimized. This view is expected to improve the quality of social and economic life of local communities so that they can be subordinate to social transformation in the railway development area.

Keywords: *Capitalization of Space, Socio-Economic, Transformation.*

INTRODUCTION

It can be understood subjectively that there is a correlation between the development of local potential, the economic sector development, the development of projects and programs, and the creation of a business climate (Sumandiyar, 2017). Aspects of capitalization and social change, mainly related to the needs of the local community, become an important part of the central principles of development (Sumandiyar, 2022). Physical spatial change acts as a predictor of social change, beginning with the development of a new social function that conditions the infiltration and entrance of migrants expansively. The transformation of a single social formation into a capitalist social formation showed that the co-existence of two types of social formations in the control of spatial reproduction was not always related and harmonious but had an impact on the marginalization of local community (Syarif, et al., 2019).

The mode of transportation is one of the tools that is often used by the people of Indonesia to carry out activities to move from one place to another; either by a short distance or a long distance; either by land, sea, or air. The mode of transportation is certainly one of the main needs for society as a derivative form of economic, social, and political activities, and so on. The need for transportation when viewed from its social aspect is certainly one of the cultural socialization processes where when individuals travel to other areas, these individuals will encounter cultural differences within the framework of their diversity. In

general, the development of transportation modes in Indonesia continues to change following the development of an increasingly dynamic and complex era which is also influenced by the modernization of supporting facilities and infrastructure for the sustainability of transportation mode development. This is also inseparable from the progress of the railroad line whose construction position crosses Marusu District, Maros Regency.

The behavior of the people who sold their land received a positive response while road users where trucks transporting soil across residential roads by transporting soil have caused road damage. The scattered soil material plus the rainy season results in damaged and slippery roads, many accidents, and prolonged flooding. This has caused anxiety in the community. The capitalization of space referred to through the construction of railways in Maros Regency also harms the livelihoods of local people who previously farmed now looking for a side job again because their rice fields have now been converted for the construction of railroad lines. Based on a spatial perspective, the phenomena of contestations, negotiations, consensuses, and conflicts in the regions can be interpreted as a form of power relations of spatial planning stakeholders, including the government, the community, and the market. The relations between the three actors have an influence on spatial planning practices.

The social formations view government engagement with the investors and their political

interests as a way to spur development and at the same time as an instrument of change in development. The rise of regional development modernization will surely not be separated from the issuance of the capitalist impacts and the new social formation. Both effects can be observed in the expansions of local development that are expected to increase local economic growth, but on the other side, it creates polarization, inequality, and social marginalization. This provides a warning that modernization is actually like a juggernaut that moves so fast that it is uncontrollable and causes people to be eliminated, alienated, and forgotten as a result of the flow of social change. For this reason, this research aims to analyze the impact of railway development on socio-economic transformation and spatial capitalization in Marusu District, Maros Regency.

METHODS

This research uses a descriptive qualitative approach, with a multi-system model (Cottrell et al. 2018). This type of research is a case study and a descriptive qualitative research approach is used to thoroughly analyze the main ideas of the author about the topic in the form of discourse and the specificity of the context (Tramonti, Bonfiglio, et al., 2019). Data was collected through documentary studies, in-depth interviews, and observations (Decker et al., 2018; Ningi, 2022).

Based on Bell & Willmott (2016), there are correlations between data collection, documentation, in-depth interviews, and observations to answer research questions that have not yet been solved. Therefore, a qualitative descriptive method was formulated to provide answers to existing problems (London et al., 2016). Furthermore, this research uses a model triangulation approach that aims to analyze the data obtained from the research (Gellatly et al., 2019). This model is used to check the validity of the data so that it can provide a comparison between the results of documentation and interviews. Therefore, the procedure used to evaluate the results of observations and interviews with interviews in a way, namely: (1) compiling various forms of question instruments, (2) double-checking data sources, (3) utilizing methods that allow checking valid data (Weisz et al., 2019).

RESULTS AND DISCUSSION

Socio-economic Transformation

Railroad construction has brought positive and significant socio-economic changes to the local community. This condition can be seen in the improvement of the family economy through opening a lodging business as well as selling food and groceries around the railroad tracks. Based on interviews with research informant Ramli, the local communities have been able to access these business opportunities by opening lodging businesses, selling food and groceries, and other sales that provide benefits to the local communities. Of course, this situation has a positive impact on increasing the economic condition of the local community, however, the Railway management can also provide facilities to access formal employment through the recruitment of security units, so that the whole local community can participate in building a decent business and accessing employment.

The construction of the railroad received various responses, one of which was a positive response from the local community that the construction of the railroad would provide progress for the South Sulawesi region, especially in Marusu District, Maros Regency, as conveyed by research informant Haji Lewa (52 years old) that the construction of the railroad was for the good of the wider community. For now, the community has not felt the impact directly, but in the future, the construction of this railway will have a positive impact on the wider community (Interview, May 25, 2023). Based on the results of these interviews, there is a positive response and agreement with the construction of the railroad. But also on the other hand, some people respond negatively, as from the results of interviews with research informants Dg, Nawang (57 years old) that the construction of railroad tracks often causes conflict, especially in terms of determining the selling price of land that is not in accordance with the initial agreement before the railroad track was built. In addition, the issue of compensation has not been resolved and there are still several heads of families who have not received compensation (Interview, May 25, 2023). This condition also gave the local community a rejection response by conducting demonstrations around the railroad construction area located in Marusu District, Maros Regency.

Furthermore, the results of interviews with local communities where there are perceptions that consider the existence of railroad construction to be a normal

thing and is a demand of the development of modern times as conveyed by research informant Muhammad Ilyas (52 years) that as a community, of course, we support and encourage development programs carried out by the government, especially in the construction of railways in Marusu District, Maros Regency. Because, of the construction of the railroad, we, the community, hope that it will have a much greater positive impact, especially since the community's income has increased economically compared to the negative impacts caused (Interview, May 26, 2023).

According to the results of the informant interviews, some local people have the perception that with the construction of the railroad, it is expected that the area will experience an increase, especially the economic quality of the community. Furthermore, the social behavior of the community towards the construction of the railway initially received a positive response from the local community, because it is expected to bring changes for the better, especially in terms of advancing the South Sulawesi region. However, for the people whose land became the railroad crossing path, most of them experienced rejection. This is due to the price of land acquisition that has not found an agreement between the two parties, so there are local people who refuse to continue the construction of the railroad. Another reason for rejection is that local communities whose land is affected by the railroad construction acquisition route have difficulty finding land compensation and are overwhelmed to adapt to the new situation. This condition resulted in the perception that there was a group of local people who felt marginalized by the railway construction. Social behavior is caused by some landowners who have support and some people do not provide support for railroad development because the land that was used as a source of livelihood has now changed its status to become a railroad crossing.

Capitalization of Space

The spatial capitalization of the area around the railway construction area is closely related to the economy of the local community which tends to experience significant changes. This situation is caused by local community members who have improved the quality of education resources and competency and are adaptable to the current social spatial situation. In addition, these social adaptations are also very helpful for local communities to be involved in accessing job

opportunities. As stated by research informant Abdul Kahar, most local people have been able to compete and improve their skills and competencies to access jobs.

Changes in local community modes of production that occur around the Railroad have actually had a positive impact. This condition is due to the ability of local communities to fully become employees, considering that their resources, especially aspects of education and competence, can compete with newcomers. Of this condition is one of the expectations and encourages the local community to continue to improve their competence so that they can make an optimal contribution in the future.

Furthermore, the change of activity aspect after the construction of the railroad, the local community has accepted many changes that have occurred significantly, as evidenced by the increase in the economic welfare of the local community. The results of interviews with research informant Arifuddin, the economic conditions of the local community have improved a lot. This economic improvement is due to the absorption of jobs that are prioritized to the local community. Of course, this condition provides positive benefits and advantages for the local economy.

In addition, from the utilization aspect, the conformity of urban land use is considered suitable and appropriate. However, improvements are still needed, especially in irrigation, which often causes flooding during the rainy season. This is because previously the land occupied by the railway was rain-fed rice fields, but along with the modernization of development the area is now used as a land transportation area, so strategies and smart thinking are needed from multiple parties to anticipate flooding during the rainy season.

With the construction of the railway, it is hoped that it will provide progress for transportation facilities in South Sulawesi. This is also in accordance with the response of the research informant Supriadi (55 years old) that with the construction of the railroad line, we local people in Marusu District, Maros Regency expect technological advances, especially in terms of land transportation modes, considering that this is the first time South Sulawesi Province has a railroad line, so we hope that we strongly agree with the construction of the railroad (Interview, May 27, 2023).

Based on the results of interviews, the local community hopes that the construction of the railroad line can provide jobs for local people. The development

of transportation-type industries, especially railways, requires a lot of manpower in various fields such as administration, machinists, and other officers related to railroad transportation modes. In addition, the local community hopes to recruit sons and daughters from South Sulawesi Province as laborers.

Furthermore, there is also the aspect of changes in the structure of the developing community where new social institutions appear, thus providing opportunities for local communities to be able to meet increasingly complex and dynamic needs. Therefore, it is hoped that the function of fulfilling these needs can be carried out properly and proportionally. Railway development is one of the modes of land transportation that has its appeal for the people of South Sulawesi considering its existence which is highly anticipated by the local community. The mode of railway transportation is a typical symbol of modernization progress for land transportation facilities in a region. As stated by research informant Awaluddin Sirajuddin (57 years) the construction of railways can be said to be one of the breakthroughs for the progress of land transportation modes in South Sulawesi. Given its existence which has long been awaited by the people of South Sulawesi. It's just that its existence should ideally also be followed by the progress of human resources owned by the local community so that what is planned is in accordance with the desired expectations. Of course, it can be seen that the construction of railways has a place in the hearts of most of the people of South Sulawesi, especially for the people of Maros Regency, which is expected to provide changes for land transportation modes.

CONCLUSION

The construction of the railway in Marusu Sub-district, Maros Regency, has had an impact on the socio-economic transformation of the community and the capitalization of space. Although most people have responded positively, there are still some negative responses from local communities. Therefore, it is expected that the development of this land transportation mode can prevent social conflicts stemming from the control of space. This view is expected to improve the quality of social and economic life of local communities so that they can be subordinate to social transformation in the railroad development area.

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