

Social Economic Changes of Local Communities in Affected Locations Post-Development of Lamong Bay Terminal

Gugus Wijonarko^{1,*}, Amaliyah²

¹*Ilmu Administrasi Bisnis, STIAMAK Barunawati Surabaya*

Jl. Perak Barat. No.173 Surabaya, Indonesia

²*Fakultas Vokasi, Universitas Airlangga*

Jl. Srikana, No 65, Surabaya, Indonesia

**Email: gugus.wijonarko@stiamak.ac.id*

Received Date: 18 March 2022, Revised Date: 20 April 2022, Approved Date: 24 May 2022

Abstract

Infrastructure development drives changes in livelihoods, incomes, and social status. The construction of the Teluk Lamong Terminal is a phenomenon of community social change that originates from environmental changes. This study aims to explain the socio-economic changes in the surrounding community after constructing the Teluk Lamong Terminal. This research was conducted using a descriptive method by interviewing 161 employees who are also part of the local community. This study found that most people felt the socio-economic changes that occurred because of the multiplier effect in the economic field, such as opening business opportunities. In the social field, changes also occur in social relations in the community, namely the improvement in conditions of social harmony and the role of PT. Teluk Lamong Terminal in terms of repairing various infrastructures in the affected areas. Through the concept of Green Port and Green Culture, PT. Teluk Lamong Terminal also creates cultural changes in the community to participate consistently in protecting the environment.

Keywords: Socio-economic; local community; terminal and environment.

Introduction

Many studies on socio-economic changes have been conducted previously (Erista, 2014; Indah & Ma'arif, 2014; Nafsiyah, 2017; Rahmayanti & Pinasti, 2018; Hakim, 2019; Yusuf & Agustang, 2020). However, the studies conducted mostly saw changes in community behaviour after industrialization in the region. Researchers are interested in studying the socio-economic changes of the community whose studies are on employees from the Village of Romokalisari, Genting Kalianak, Karang Kiring, Moro Krembangan, Tambaksarioso, Tenggulunan, and Tambak Oso Wilangun, Benowo, Surabaya City District. They have experienced many changes. People like the community take advantage of the opportunity to build a place to live because, on Jalan Tambak Oso Wilangun, many industries are growing, and employees need a place to live. In addition, some people have opened a convenience store that provides the community's daily needs due to the increasing number of residents in the area.

With the construction of the Teluk Lamong Terminal, there is an opportunity for local people who can meet the requirements to work at Teluk Lamong Terminal who may previously have had other professions or jobs. Still, there are also changes in people's livelihoods due to the residents' environment, allowing people to change jobs. This is what makes researchers interested in conducting this research, namely the socio-economic changes of employees from affected locations (from Romo Kalisari Village, Genting Kalianak Village, Karang Kiring Village, Morokrembangan Village, Tambak Sarioso Village, Tenggulunan Village and Tambak Oso Wilangun Village, Post-Development Lamong Bay Terminal).

According to Fasih (2002:10), people generally assume that development is a neutral noun used to describe processes and efforts to improve economic, political, infrastructure, cultural life in the community, etc. With such an understanding, "development" is equated with "social change". In the chronic development phenomenon, it is not merely an economic

issue or simply measuring income levels and is not limited to the problem of calculating employment problems or quantitatively estimating the level of income inequality. The study of changes in social impacts due to development is very broad. It is a matter of the process and management of the Teluk Lamong Terminal construction. It touches on the problems of social and economic changes that grow and develop in the community due to the construction of the Teluk Lamong Terminal (Besser, 2002).

Environmental changes can lead to changes in social values, social norms, patterns of organizational behaviour, the composition of social institutions, layers in society, power and authority, social interaction (Soekanto (2006:259). For example, infrastructure development encourages changes in livelihoods, income, social status, etc. Infrastructure development, such as Teluk Lamong Terminal, is growing rapidly, encouraging changes, such as job opportunities, changes in livelihoods, construction of flyovers for smooth vehicle mobility, and so on. PT Terminal Teluk Lamong in the Tambak Oso Wilangun area is part of the industrialization process, which will inevitably bring about various socio-cultural, political, and economic changes in the local community, especially the directly affected villages (DAV).) the presence of the project. In any area, industrialization will undoubtedly cause changes because it is driven by three factors, namely the commercialization process, the infiltration

and invasion of immigrants, and the diffusion process.

Affected areas with people who have an average livelihood are fishermen and other informal sectors and not fixed livelihoods. There is hope when a project operates, starting with the possibility of being recruited as employees and so on. The company has criteria and a separate mechanism, which in many cases cannot be fulfilled by the local community, most of whom do not have adequate social skills and bases. The meeting of two different sub-cultures in social and cultural change, which is often judged not to be parallel to the interests of the industrial world, will potentially trigger friction if it is not managed properly (Idemudia, 2007). Meanwhile, the social welfare of the local community is the most important part of a broad business goal (Shah, 2012).

Methodology

This study uses a descriptive method to thoroughly understand the social, cultural, and economic changes of the affected local communities around Teluk Lamong Terminal. The research location focused on all employees and the surrounding community from several villages directly affected (DAV) from the Teluk Lamong Terminal construction process and worked at PT Terminal Teluk Lamong. That area are including Genting Kalianak Village, Tambak Sarioso, Morokrengan, Swimming Pool Oso

Table 1. Village Infrastructure Improvement

No	Village Infrastructure Improvement	Very Relevant	Relevant	Relevant Enough	Irrelevant
1.	Improvement of village infrastructure related to main village roads	19.3%	45.3%	34.2%	1.2%
2.	Improvement of village infrastructure related to roads in the village environment	29.2%	27.3%	42.2%	1.2%
3.	Improvement of village infrastructure related to educational facilities	46.0%	29.8%	23.0%	1.2%
4.	Improvement of village infrastructure related to worship facilities	15.5%	54.0%	28.6%	1.9%
5.	Improvement of village infrastructure related to clean water	2.5%	40.4%	29.2%	28.0%
6.	Improvement of village infrastructure related to village economic facilities	14.9%	43.5%	41.6%	0.0%

Wilangun, Romokalisari, Karang Kiring, and Tenggulunan, Surabaya City, East Java, Indonesia. The research location is focused on the village, which is the area affected by the construction of the Teluk Lamong Terminal.

In this study, the required data were collected in three ways. First, collect secondary data about the demographic conditions of employees around Terminal Teluk Lamong. Second, collecting primary data by directly interviewing 161 employees. Third, conduct in-depth interviews with members of the Communication Forum (Forkom). The communication forum is a local institution formed by the company and the village consisting of 7 representatives from each affected area. The function of the communication forum is to connect the interests of the surrounding community with PT. Lamong Bay Terminal. The purpose of conducting in-depth interviews with forum members and triangulating data is to obtain a detailed and in-depth picture of social change that cannot be obtained from structured interviews.

All data collected is then analyzed in a complete and detailed description. In the end, in addition to reaffirming several main research findings, approaches and social strategies can be developed to build a pattern of harmonious social relations between PT Terminal Teluk Lamong and the surrounding community, especially in the village that is

directly affected (DAV) because of the existence of PT Terminal Teluk Lamong.

Results and Discussions

This study interviewed 161 employees who work at Teluk Lamong Terminal. From the interviews conducted in the field, most respondents (97.5%) were male and (2.5%) female. That is because the type of work at Teluk Lamong Terminal is infrastructure and port construction which requires more male employees. Meanwhile, female employees are only needed for port administration work.

Theoretically, socio-economic changes in local communities can arise from either evolutionary or revolutionary processes. However, to create better socio-economic changes, the potential for friction in the community can be minimized so that PT has no conflict or resistance. Teluk Lamong Terminal through various Corporate Social Responsibility (CSR) programs. With the CSR programs developed, it is hoped that equity or procedural justice can be created where all levels of society can benefit from the existence of PT. Lamong Bay Terminal.

The community around Teluk Lamong Terminal has also experienced several changes both in terms of economy, society, and culture in their lives so far. The first change is related to the sustainability of the business that the surrounding community has

Table 2. Changes in Local Communities

No	Changes felt by the surrounding community	Worst	Bad	Normal	Better	Good
	Economic Impact					
1	Changes related to local community business continuity	0.0%	1.2%	9.3%	62.7%	26.7%
2.	Changes related to opportunities to open new businesses	0.0%	0.0%	6.2%	52.8%	41.0%
	Social Impact					
3.	Changes related to social compatibility of society	0.0%	0.0%	28.0%	49.7%	22,4%
4.	Changes related to permissive behaviour of young people	0.0%	0.0%	32.9%	41.0%	26,1%
5.	Changes related to social solidarity of society	0.0%	0.0%	25,5%	39.8%	34.8%
6.	Changes related to the gap between classes	0.0%	2.5%	39.8%	43.5%	14.3%
7.	Changes related to the interest in the continuity of children's education	0.0%	0.0%	19.9%	42.9%	37.3%
8.	Changes related to environmental safety	0.0%	0.0%	27.3%	47.2%	25.5%
9.	Changes related to the existence of cultural traditions	0.0%	0.0%	32.9%	36.6%	30.4%
10.	Changes related to the availability of village infrastructure	0.0%	0.0%	11.2%	47.2%	41.6%

occupied. The construction of the Teluk Lamong Terminal has made the area more crowded. Hence, most respondents (62.7%) admitted that their business continuity had changed for the better and 26.7% of respondents said it had grown a lot. Only 1.2% of respondents stated that their business continuity had deteriorated, and 9.3% said it was normal.

The presence of Teluk Lamong Terminal also provides a multiplier effect for local communities to open new businesses. Most of the respondents (93.8%) said that the opportunity to open a new business is getting better. Only 6.2% of respondents said that the opportunity to open a new business is a natural thing. New business opportunities that the surrounding community can usually do are opening food stalls, grocery stores, boarding houses, laundry services, and other businesses. Meanwhile, in Tambak Oso Wilangan Village, which is a shoe production centre, so far PT. Teluk Lamong Terminal once held the Community Development Partnership Program (PKBL). Every small, medium, and micro-business actor (MSME) can apply for business capital loans, coaching, and infrastructure to partner-assisted cooperatives. However, the Covid 19 pandemic that hit the entire world impacted the decline in the shoe business, which the community at Tambak Oso Wilangan had occupied. In addition to facilitating shoe producers, people who work as fishermen are also facilitated to develop their businesses through the Joint Business Group (KUB) program.

The existence of equal opportunities for local communities becomes social capital to create social harmony. This social capital binds people together when making social and economic changes (Zhu, 2018). In social life, the changes that occur are related to the social harmony of the local community, which according to most respondents (49.7%), has improved, and 22.4% of respondents said it was very good. Meanwhile, 6.2% of respondents said it was normal. The existence of social harmony that is developing in a positive direction shows that the construction of the Teluk Lamong Terminal is not counterproductive to the social life of the local community.

This condition can also be seen in the permissive behaviour of young people in the area. According to the admission of most respondents (41%) improved, 26.1% of respondents said it was very good, and 32.9% of respondents said it was normal. Similarly, according to most (39.8%) of respondents, the solidarity of the local community increased, and 34.8% of respondents said it was very good, and 25.5% of respondents said it was normal. Although not all local people work directly at Teluk Lamong Terminal, the gap between classes, according to most respondents (57.8%), said it was improving, and 39.8% of respondents said it was normal. Meanwhile, only 2.5% of respondents stated that the class gap worsened. The gap between classes could be improved due to equal opportunities for all surrounding communities to develop businesses in the economic field without becoming employees at Teluk Lamong Terminal. The Teluk Lamong Terminal's construction multiplier effect provides opportunities for local communities to develop together in any field. However, that does not mean that social inequality does not exist at all, considering that 2.5% of respondents stated that it was getting worse. According to the narrative of one informant, not all residents who register as employees can be accepted. Due to the incompatibility of applicants' qualifications with those set by the company.

Improvements in economic and social conditions also impact interest in the continuity of children's education in the local community. Most of the respondents (80.2%) said their interest in continuing their children's education had increased. And 19.9% of respondents expressed interest in continuing their normal children's education. According to one informant, assistance in the field of education is provided by PT. Teluk Lamong Terminal through CSR activities, including training activities, building facilities and infrastructure, improving the quality of human resources through the pursuit of package C, literacy corners, or reading parks.

Meanwhile, to improve skills, a free SIM A and SIM B training is held in the hope that the community will have the ability to drive, and some of them can work as employees at Teluk Lamong Terminal. Although the informants were deemed less than optimal, this was

Table 3. The presence of TTL has many benefits or negatives

No	The presence of TTL has more benefits for society than its negative effects	Frequency	Percentage
1.	More Benefits for Society	137	85.1%
2.	Balanced Between Benefits And Negative Impacts	24	14.9%
3.	Total	161	100.0%

considered a good intention from PT. Teluk Lamong Terminal to the surrounding community.

The impact of other social changes felt by local communities is related to environmental security conditions. The increasing economic and social opportunities in the community have made environmental security in the area around Teluk Lamong Terminal, according to 72.7%, said that it has increased rapidly. Meanwhile, another 27.3% of respondents said that environmental safety is normal. The presence of Teluk Lamong Terminal has also brought about a change in the local community's culture. With the existence of Teluk Lamong Terminal, the existence of the cultural traditions of the local community according to the majority of respondents (67.1%) increased, 32.9% of respondents stated that it was normal. It means that the existence of Teluk Lamong Terminal guarantees the existence of the cultural traditions of the local community. In addition, changes related to the availability of infrastructure are also felt by the local community. It can be seen from the majority of respondents (47.2%) respondents stating that the availability of village infrastructure is getting better, and 41.6% of respondents stated that it is very good.

In addition to changes in the local community, physical changes in the village also occur because of Terminal Teluk Lamong. Physical changes in the village can be seen from changes in the existing infrastructure in the village, which includes various kinds of infrastructure improvements (Kurnia, 2018). Improvements to village infrastructure, among others, are related to the main village road where almost all (98.8%) of respondents stated that they had a role, while 1.2% of respondents stated that they had no role. Most of the respondents (98.8%) said that Teluk Lamong Terminal also played a role in repairing roads in the village environment.

Only a small percentage (1.2%) of respondents said they had no role.

Most respondents (75.8%) said Teluk Lamong Terminal played a role in improving village infrastructure related to educational facilities. Teluk Lamong Terminal's support for the improvement of educational facilities can be one of the factors that can increase the interest of the surrounding community in the continuity of children's education (Indah and Ma'arif, 2014). Likewise, with the repair of worship facilities, the majority (82.6%) of the respondents stated that they played a role. Places of worship for local communities function as places to carry out worship and organize social activities and religious traditions for predominantly Muslim people.

Teluk Lamong Terminal also has a role in environmental issues related to infrastructure improvements related to clean water. Most (69.6%) of respondents stated that they played a role in improving village infrastructure related to clean water. However, 28% of respondents stated that they did not play a role. To preserve the environment, PT. Teluk Lamong Terminal is one of the earliest terminals to apply the Green Port concept in Indonesia with a technological approach that includes: 1) Ship-to-Shore Crane (STS) and Automated Stacking Crane (ASC) with environmentally-friendly electric power. 2) delivery operations to service users, company operational vehicles, and trucks operating in the Teluk Lamong Terminal environment using gas fuel. 3) The use of solar cells and LED lights on all light bulbs in the operational area of the terminal. 4) One of the terminals in Southeast Asia that implements automatic operation. 5) Automation at the entrance and exit gates. 6) Document service is done online.

Using the green port concept, Teluk Lamong Terminal has referred to the Environmental Laws and Regulations of the Republic of Indonesia and other environmental studies such as preparing the

Strategic Environmental Assessment Framework (KLHS) and Environmental Impact Analysis (AMDAL) (Yamin, 2020). Another role is in improving village infrastructure related to village economic facilities where most (85.1%) of respondents stated that they played a role (Chang, 2013). Regarding the economic facilities, according to the informant, currently, there is something that must be considered, namely the existence of sea lanes. According to the informant, the construction of sea lanes is quite large, but fishers' catches are increasing. The problem is the maintenance of sea lanes when there is siltation or sedimentation.

Through the CSR program in Tambak Sarioso Village, PT. Teluk Lamong Terminal also invites the surrounding community to develop the village economy independently by making colourful villages a tourist icon. Various potentials have been developed in this colourful village, such as making processed seafood by small business actors paying for electricity and water using funds from hydroponic farming and selling catfish cultivated by community food security groups (Wooldridge, et al., 1999).

The changes in local communities and the role of Teluk Lamong Terminal in infrastructure improvement were assessed by the majority of respondents (85.1%) as providing more benefits to the community compared to respondents (14.9%) who answered that the benefits and negative impacts were balanced (Woo, et al., 2018., Chang, 2013).

Conclusion

The construction of the Teluk Lamong Terminal impacts social and economic changes for the local community. The economic changes felt by the surrounding community have been able to open up business opportunities directly related to activities at Teluk Lamong Terminal, namely as employees or indirectly because of the multiplier effect caused by Teluk Lamong Terminal. Socially, the existence of Teluk Lamong Terminal also has an impact on the surrounding community where social harmony, solidarity, and the existence of traditions in the community are getting better. Teluk Lamong Terminal itself is a

loading and unloading port and provides a social role to the local community. It is a form of social investment by participating in infrastructure and environmental improvements.

Collectively, this study finds important dynamics between the existence of the Teluk Lamong Terminal and the socio-economic changes that occur in the local community. In the context of development, local communities have the key to the company's operational existence, and vice versa, companies can become agents of socio-economic change for local communities. Positive socio-economic changes are a social investment for the company as we advance. The social investment has been carried out through the concept of green port and green culture and community empowerment through CSR programs as a form of positive communication between the company and the surrounding community as stakeholders.

Acknowledgement

The Authors would like to thank Center of Multimodal Transport Research and Development for the opportunity to publish this article

References

- Besser, T. L. 2002. *The Conscience of Capitalism: Business Social Responsibility to Communities*. Westport, CT: Praeger.
- Chang, C.C., Wang, C.M., 2012. Evaluating the effects of green port policy: case study of Kaohsiung harbour in Taiwan. *Transport. Res. Part D* 17, 185-189.
- Chang, Y.T., 2013. Environmental Efficiency Of Ports: A Data Envelopment Analysis Approach. *Marit. Policy Manag.* 40 (5), 467-478.
- Erista, A. A. 2014. *Dampak Industri Terhadap Perubahan Sosial dan Ekonomi Masyarakat di Desa Tobat Kecamatan Balaraja Tangerang Banten*.
- Fakih, Mansour, 2002. *Runtuhnya Teori Pembangunan dan Globalisasi*. Yogyakarta: Pustaka Pelajar dan Insist Press.
- Hakim, I. R. 2019. *Dampak industrialisasi terhadap perubahan sosial ekonomi masyarakat: Studi deskriptif Desa Mangunarga Kecamatan Cimanggung Kabupaten Sumedang* (Doctoral

- dissertation, UIN Sunan Gunung Djati Bandung).
- Idemudia, U. 2007. Community perceptions and expectations: Reinventing the wheels of corporate social responsibility practices in the Nigerian oil industry. *Business and Society Review*, 112(3), 369-405.
- Indah, N. F., & Ma'rif, S. 2014. Pengaruh keberadaan Bandara Internasional Kualanamu terhadap perubahan sosial ekonomi dan perubahan fisik kawasan sekitarnya. *Teknik PWK (Perencanaan Wilayah Kota)*, 3(1), 82-95.
- Kurnia, D. 2018. Dampak pembangunan PLTU terhadap Masyarakat pesisir pantai: Study kasus Desa Jayanti Kecamatan Pelabuhan Ratu Sukabumi (Doctoral dissertation, UIN Sunan Gunung Djati Bandung).
- Nafsiyah, C. 2017. Perubahan Sosial Masyarakat Pasca Industrialisasi Di Desa Abar-Abir Kecamatan Bungah Kabupaten Gresik (Doctoral dissertation, UIN Sunan Ampel Surabaya).
- Rahmayanti, Y. D., & Pinasti, V. I. S. 2018. Dampak Keberadaan Objek Wisata Waduk Sermo Terhadap Perubahan Sosial Ekonomi Masyarakat di Sremo, Kulon Progo, Daerah Istimewa Yogyakarta. *Jurnal Pendidikan Sosiologi*.
- Ranjabar, Jacobus. 2015. *Perubahan Sosial, Bandung: Alfabeta*
- Shah, S. (2012). Proposing a welfare framework for the society and local community stakeholders: A mixed method study. *Journal of Human Values*, 18(1), 53-71. <https://doi.org/10.1177/097168581101800105>
- Soekanto, S. 2006. *Pengantar penelitian hukum*. Penerbit Universitas Indonesia (UI-Press).
- Woo, J.K., Moon, D.S.H., Lam, J.S.L., 2018. The impact of environmental policy on ports and the associated economic opportunities. *Transport. Res. Part A* 110, 234-242.
- Wooldridge, C.F., McMullen, C., Howe, V., 1999. Environmental management of ports and harbours - implementation of policy through scientific monitoring. *Mar. Policy* 23 (4-5), 413-425.
- Yamin, A. Luqman Nur Mucharom, Tri Agastya Kharismawati, Surya Utama Putra. 2020. *Hijau di Lautan Biru: Kisah Sukses PT. Terminal Teluk Lamong Menjadi Green Port*. Pelindo III.
- Yusuf, M., & Agustang, A. (2020). Dinamika Perubahan Sosial Ekonomi Pada Masyarakat Kindang Kabupaten Bulukumba. *Jurnal Sosialisasi: Jurnal Hasil Pemikiran, Penelitian dan Pengembangan Keilmuan Sosiologi Pendidikan*, (2), 31-37.
- Zhu, J. 2018. Transition of villages during urbanization as collective communities: A case study of Kunshan, China. *Cities*, 72(September 2017), 320-328. <https://doi.org/10.1016/j.cities.2017.09.009>