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Resistance to Coal Transportation Policy in Jambi Province, Indonesia: *What are the Causes?*

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ABSTRACT

This study aims to identify the issues raised by the community in protesting coal transportation policies along the Trans-Sumatra Highway that passes through Jambi Province. Coal transportation along public roads often causes issues that interfere with community activities, ranging from traffic congestion and accidents to pollution and road damage. This study examines the issues that significantly impact social life along the Sumatra Trans-Road passing through Jambi Province. The study employs a literature review method, utilizing data from online news sources from 2023 to 2024, which were then analyzed using NVIVO 14. The results of this study indicate that each issue arising from coal transportation activities is interconnected, with traffic congestion and accidents being the most dominant, followed by road damage, community pressure for the completion of a dedicated coal road, and issues related to pollution and welfare.

Keyword: Coal Transportation, Jambi Province, Particular Coal Road, Public Policy, Social Resistance

ABSTRAK

Penelitian ini bertujuan untuk mengidentifikasi permasalahan yang digunakan masyarakat dalam memprotes kebijakan angkutan batubara di sepanjang jalan lintas Sumatera yang melewati Provinsi Jambi. transportasi Batubara yang melintasi jalan umum kerap menimbulkan Permasalahan yang bersinggungan dengan aktivitas Masyarakat mulai dari kemacetan, kecelakaan lalu lintas hingga polusi dan kerusakan jalan. Penelitian ini ingin melihat Permasalahan apa saja yang sangat berpengaruh terhadap kehidupan sosial disepanjang jalan lintas Sumatera yang melewati provinsi jambi. Penelitian ini menggunakan Metode kajian Pustaka dengan sumber data dari berita online sepanjang tahun 2023-2024 yang kemudian diolah dengan menggunakan NVIVO 14. Hasil dari penelitian ini menjelaskan bahwa setiap masalah yang timbul dari aktivitas angkutan Batubara saling terkait satu sama lain dimana masalah kemacetan dan kecelakaan lalu lintas menjadi sangat dominan disusul dengan kerusakan jalan, desakan Masyarakat agar jalan khusus Batubara segera diselesaikan hingga soal polusi dan isu kesejahteraan.

Kata kunci: Transportasi Batubara, Provinsi Jambi, Jalan Khusus Batubara, Kebijakan Publik, Resistensi Sosial



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1. Introduction

Coal mining has long been the backbone of industry and economic growth in many countries, and Indonesia is no exception. While the coal industry contributes significantly to national income and job creation, the impact on people's lives around coal mining activities, especially related to transportation and mobilization of coal mining products, is of interest. On the one hand, coal mining activities can improve the economy through job creation. Still, on the other hand, coal mining activities, especially related to the mobilization of mining products, can cause several degradations and social symptoms that arise in the community, ranging from health issues to pollution due to friction between community activities and coal activities. Community welfare is often at stake during economic growth promised by the mining industry. Therefore, the balance between the exploitation of natural resources and the sustainability of community welfare must be the primary consideration in making policies in coal mining practices in Indonesia, especially in Jambi Province.

Coal reserves in the Jambi Province area are estimated at nearly 2 billion tons or if described in terms of time, that is for approximately 100 years spread across several districts, including Merangin, Batang Hari, Sarolangun, Bungo, Tebo, West Tanjung Jabung and Muaro Jambi (Kepala Biro Komunikasi, Layanan Informasi Publik, 2023) this data illustrates the high value of Jambi Province's mineral wealth which the community hopes will have an impact on improving welfare. In 2021, Jambi Province is in fifth place of all coal-producing areas in Indonesia; Indonesia has coal reserves of 31.69 billion tons, and in the first position is East Kalimantan Province with 13.61 billion tons. Based on an analysis by the Asian Development Bank, 70 percent of coal reserves are in Sumatra, and the rest are in Kalimantan (Laporan Kementerian ESDM Tahun 2021). Of the nearly 2 billion tons of coal reserves in Jambi Province that are estimated to still be exploitable for the next 100 years, we can imagine the transportation and mobilization activities of these mining products if, on average, for one year, 40 million tons of coal are taken from the bowels of the Jambi Province earth which must then be distributed both for export and other industrial interests, we can imagine the high frequency of coal traffic in Jambi Province for years to come.

Conditions related to problems arising from coal transportation activities in Jambi Province can be seen from the coal quota data set by the central government, in this case, the Ministry of Energy and Mineral Resources. In 2022, Jambi Province received a quota of 39.7 tons, but only 17.5 tons were realized. The quota for 2023 was 36.5 million tons, but until August 2023, only 11.6 million tons were discovered (ABA, 2023) The data shows that coal transportation activities that have been causing problems only weigh approximately 50 percent of the quota target set by the Central Government; if the quota is met 100 percent, it will undoubtedly further exacerbate the impact that occurs in the community environment where it is rigorous on the line that intersects with social interaction in the community because the frequency of coal mobilization traffic will increase twice as much. The negative impact felt by the community will also increase twice.

These mobilization activities are regulated in Jambi Province Regional Regulation No. 13/2012 concerning Coal Transportation Regulations in Jambi Province. The regulation clearly states that every coal transportation in Jambi Province must go through a particular road (Subhan, 2017). The special lane obligation must be ready no later than January 2014. However, until 2022, it has not been implemented even though the process of building a particular coal road carried out by three development companies, namely PT Putra Bulian Properti, PT Sinar Anugerah Sukses, and PT Intitirta Primasakti, still does not provide a picture of completion shortly (Ahmadi, 2023). Therefore, issues that arise related to coal mobilization activities that intersect with community activities tend to be detrimental to the community, such as traffic accidents that cause casualties or severe or minor injuries, congestion, decreased levels of air quality, and the very high frequency of passing coal transport cars also cause road damage to welfare issues, especially the economy, which is not directly proportional to community expectations when compared to the economic scale that revolves around the coal business. Policy implementation is closely related to community life because it is a form of community empowerment (Putra, 2015). Instead of contradicting the values that exist in the community. The intersection between coal mobilization activities and the community has recently tapered off and become a phenomenon of social change caused by continuous changes that happen in the community's life order because it is influenced by the way of thinking and the order of values and beliefs (Suryono, 2019) These changes indicate that there is a change in the perceived value of the community towards the implementation of government policies (Yuliani, 2022) It is coupled with mineral industry activities

around communities that tend to cause injustice. The feeling of the inevitability of injustice has an impact on the creation of a relatively slow rejection movement that is conveyed not openly or directly to policymakers and tends to be poorly organized but is quite effective in describing the rejection born from the process of reducing people's feelings towards changes in values caused by the influence of power (Salim, 2020). The rejection movement describes community resistance by submitting demands or protests, using legal channels to sue to form forums or community associations to perpetuate this rejection (Novrizal, 2017). On the other hand, resistance or rejection movements from the community come to the surface as a form of effort to give opinions in a democratic climate that must provide equality and freedom in seeing a phenomenon (Hardt & Negri, 2001). There is a big question related to the issue of employment created from massive economic activity with the existence of coal mining activities and its mobilization, considering that coal mining activities contribute to the input of local revenue (PAD) for Jambi Province, which is also expected to have an impact on the creation of new jobs (Citra et al., 2021). However, it always leaves gaps for new conflict issues, especially when the government is seen as negligent in enforcing regulations, not in favor of the community's interests, and has strong nuances of conglomerate intervention in decision-making.

This study aims to achieve four interrelated objectives. First, it seeks to identify the key issues raised by the public in protesting the coal transportation policy along the Sumatra highway, particularly in Jambi Province. Second, it examines the disparity between the economic value generated by coal mining activities and the level of community welfare in the affected areas. Third, it analyzes the negative impacts on traffic safety and mobility due to the high frequency of coal transportation using public roads. Fourth, it evaluates the weak enforcement of regulations and the delayed development of dedicated roads for coal transportation. These objectives are intended to provide a comprehensive understanding of the emerging conflicts and policy challenges in the governance of regional resource management.

2. Method

This research uses qualitative methods; qualitative using literature review approach to interpret phenomena and use various existing methods (Anggito, 2018). Collecting information or data comprehensively makes it easier for researchers to understand the phenomenon as a whole (Creswell & Creswell, 2017). These research focus on coal transportation activities in Jambi Province in 2023-2024. This research uses a literature study for data collection. Then, news from online media used as data sources in this study are national and local mainstream media that are considered credible in writing news, including, antaranews, detiknews.com, kompas.com, cnnindonesia, cnbc.com, metrotvnews, tribun, pikiranrakyat, okzone, tempo.com, jambiupdate, jambione, kabar jambikito, jambiberita.com, and other media that are considered credible. The data collection period in this study starts from January 2023 to November 2024, so a complete picture of the phenomenon of coal transportation in Jambi province in one year can be seen as a whole. After the data has been collected, it is filtered based on issues relevant to the research topic. The data is then analyzed using NVIVO 14, which uses the crosstab feature, word cloud analysis, cluster analysis, and project map. After that, the processed data is presented using figures and tables accompanied by analysis.

Table 1. Name of Online News Sites and Amount of News Data

No	Online News Site Name	Total News	Description
1	CNN	1	National Media
2	CNBC	2	National Media
3	ANTARA NEWS	2	National Media
4	KOMPAS	2	National Media
5	TEMPO	1	National Media
6	DETIK	3	National Media
7	TRIBUN	1	National Media
8	PIKIRAN RAKYAT	1	National Media
9	OK ZONE	1	National Media
10	METRO TV NEWS	1	National Media
11	JAMBI UPDATE	10	Local Media
12	KABAR JAMBI KITO	12	Local Media
13	JAMBI ONE	1	Local Media
14	JAMBI BERITA.COM	1	Local Media
	TOTAL	39	

Source: Processed by Researchers 2023

3. Result And Discussion

1. Dominant Issues Related to Coal Transportation Activities

Community-based resistance is the last resort of policy implementation (Yuliani, 2022). This issue is strongly felt in the case of coal transportation activities in Jambi Province, which always rub against the community's daily activities. Policies regarding the regulation of coal transportation mobility that can pass through national roads and the construction of particular coal roads that are slow in the process of completion are considered to be very dominant in influencing this phenomenon, coupled with the affirmation of enforcement against violations of rules set by the regional government and the central government which are taken conditionally are still very far from community expectations as an effort to solve problems as illustrated by news on online media. Conditional and poorly planned policies are taken by the government only when the fluctuation of community resistance reaches a peak point, such as before Eid al-Fitr, then when traffic accidents occur, and congestion caused by the accumulation of the number of damaged coal trucks stopped on the side of the road. This illustrates the inadequacy of the concept of government policy in handling community resistance.

To strengthen the above arguments, we try to classify several issues related to coal transportation in Jambi Province, such as community pressure to immediately complete a particular road so that coal transportation does not pass through national roads, then issues regarding damaged roads that interfere with the comfort of community mobility in carrying out daily activities such as going to work, going to school, going to the market and other social activities that allow single accidents to occur, then traffic accidents that have claimed many lives from 2017 to 2022 with a total of 116 lives (Citra et al., 2021) There is also the impact on environmental damage, issues related to economic disparity and welfare, issues related to violation of regulations by coal-carrying truck drivers, legal issues as a form of community demands for perceived losses, and air pollution. There is also the impact of environmental damage, issues related to economic inequality and welfare, issues related to violations of regulations by coal-carrying truck drivers, legal issues as a form of community demands for perceived losses, and finally, the issue of air pollution.

Social resistance does not appear in a single face; many factors cause it (Harnadi, 2020). This aligns with the description of resistance conditions in Jambi Province due to coal transportation activities. Many factors cause the emergence of social resistance due to the data collection conducted in this study, which was then processed using qualitative analysis of the Nvivo application¹⁴ (Suripto, 2023) as follows:



Figure 1. Hirarki Chart By Issues

From the figure above, it can be obtained that traffic jams (Kemacetan) are the most dominant issue that becomes news in online media and appear the most throughout 2023 related to coal transportation activities, followed by news about traffic accidents (Kecelakaan Lalu Lintas) that claimed many lives and serious injuries, there were also issues regarding violations (Pelanggaran Aturan) of traffic rules from coal truck drivers, such as driving trucks at high speeds, not being equipped with a

In line with the results of the hierarchical chart, as displayed above, the dominant words depicted are transportation (Angkutan), congestion (Kemacetan), community (Masyarakat), and coal (Batubara). The dominance of these words indicates that the news of coal (Batubara) transportation (Angkutan) in online news channel media is closely related to adverse problems that arise in the community (Masyarakat). Violations (Pelanggaran), pollution, welfare, and road damage are less dominant in online media coverage but still correlate with community (Masyarakat) pressure to immediately complete a particular road as a mobility route for coal (Batubara) transportation (Angkutan). From the mapping of the word cloud above, it can also be understood that the issue (Persoalan) faced by the community (Masyarakat) as a result of massive coal (Batubara) transportation (Angkutan) activities illustrate a movement of people who feel detrimental (Merugikan) and fight against those who cause these losses, as captured by online news media throughout 2023.

If seen from another perspective, the grassroots of resistance is the higher poverty and significant economic activities close to the community (Masyarakat) (Samandawai, 2001). However, in reality, the issue (Persoalan) of poverty or economic inequality does not seem to have a significant effect in Jambi Province (Provinsi). It is reflected in the distribution of news in online media. Jambi communities (Masyarakat) impacted (Berdampak) by coal (Batubara) transportation (Angkutan) activities (Kegiatan) tend not to realize that large-scale economic activities (Kegiatan) such as coal (Batubara) mining (Pertambangan) should (Seharusnya) contribute to improving welfare when compared to revenue contributions to the central government (Pemerintah). This also indicates that there is a lack of clarity regarding the portion of regional income from the coal (Batubara) sector that is rationed through a calculation formulation mechanism by the central government (Pemerintah) and the need to balance income distribution through synchronizing aspects of economic development with the capacity of mineral resources that are taken and fully managed by the central government (Pemerintah). Information disclosure related to the contribution of natural products from mineral resources in the earth of Jambi Province (Provinsi) cannot be accessed openly by the public. People cannot compare aspects of welfare and the improvement of the local economy. The process of calculating and allocating the distribution of mineral resources from the central government (Pemerintah) to local governments (Pemerintah) is not fully and thoroughly understood because the formulas are very complicated and not easy to understand.

The community (Masyarakat) can assume related to the potential of mineral resources in Jambi Province (Provinsi) if referring to the information currently available, with the 2023 quota set by the central government of 36.5 million tons then if referring to the price of coal (Batubara) 117.38 US Dollars per Ton or almost equivalent to Rp. 1,800,000 per Ton (Ditjen Minerba, 2023) calculated with a quota set by the central government (Pemerintah) of 36.5 million tons, the potential economic value of coal resources in Jambi is approximately Rp. 66,047,553,000,000 per year. This certainly needs to be explained in detail to the community (Masyarakat) as a form of responsibility of both the central government (Pemerintah) and the Jambi provincial (Provinsi) government (Pemerintah) so that the issue of economic disparity does not increase in the future, considering that coal reserves in Jambi province (Provinsi) are projected to last for the next 100 years.

2. Distribution of Online Media Coverage

Next, according to the news media of origin, researchers will display the Crosstab Query of coal transportation news in Jambi Province from January 2023 to November 2023. Researchers classify news media into two groups, namely national news media and local news media, to see the tendency of reporting or publication of journalistic works related to the issue of community resistance to coal transportation activities in Jambi Province as follows:

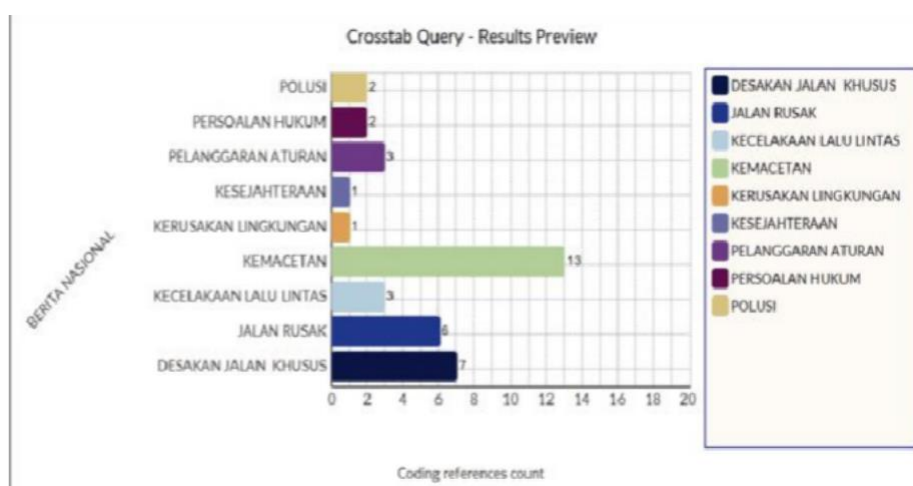


Figure 3. Crosstab Query Result National News

In the national level online news media, the most dominant issue of community rejection is congestion (Kemacetan), with 13 citations from a total of 15 news articles, followed by the issue of urging the completion of particular roads (Desakan Jalan Khusus) for coal transportation, with seven citations from 15 news articles and followed by issues related to damaged roads (Jalan Rusak) with six citations from 15 news articles. From the classification of issues that researchers previously formulated related to various issues of community rejection of coal transportation activities in Jambi Province, each class of each issue has quotes that describe community rejection; it is just that the issue of welfare (Kesejahteraan) or economic disparity, environmental damage (Kerusakan Lingkungan) is the issue that gets the least quotes from 15 national news (Berita Nasional), while the issue of traffic violations (Pelanggaran Lalu Lintas) from coal truck drivers, as well as pollution (Polusi) and legal issues (Persoalan Hukum), get significant quotes with the description of community rejection of coal transportation activities.

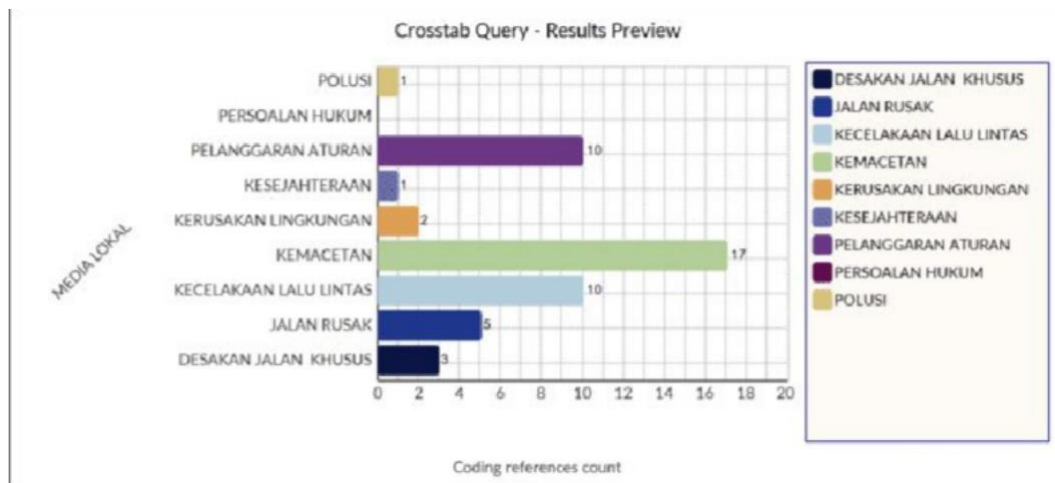


Figure 4. Crosstab Query Result Local Media

Then, in the local news media (Media Lokal), information can be obtained that the most dominant issue quoted in local news is congestion (Kemacetan), just like the dominant issue in national news; from a total of 24 news in local media (Media Lokal), there are 17 citations regarding the issue of congestion (Kemacetan) related to coal transportation activities in Jambi Province. Followed by issues related to traffic accidents (Kecelakaan Lalu Lintas), there were ten citations from 24 news reports in the local media (Media Lokal), and in third place were issues related to violations of regulations (Pelanggaran Aturan), with as many as ten citations from 24 news reports in the local media (Media Lokal). From a total of 9 classifications of community resistance issues related to coal transportation in Jambi Province, the three issues described above are the most dominant, inversely proportional to issues of legal issues (Persoalan Hukum), pollution (Polusi), and economic welfare (Kesejahteraan) as well as environmental damage (Kerusakan Lingkungan) that get little attention or citations in 24 local news, this illustrates that local media (Media Lokal) tend to raise the issue of congestion (Kemacetan) as the most dominant problem felt by the community.

From the exposure of the findings above, it can be seen that the news in the national media, although the number of news stories tends to be smaller, the issues that researchers have classified tend to be filled in thoroughly. This is inversely proportional to the news in the local media (Media Lokal), where the portion of the issue classification that researchers have compiled is not all the attention as it can be seen that legal issues (Persoalan Hukum), pollution (Polusi), and economic welfare (Kesejahteraan) are not such severe concerns in the news channels in local media (Media Lokal).

Furthermore, this research provides information regarding the comparison of online news media contributions to problems between the community and coal transportation activities in Jambi Province as follows:

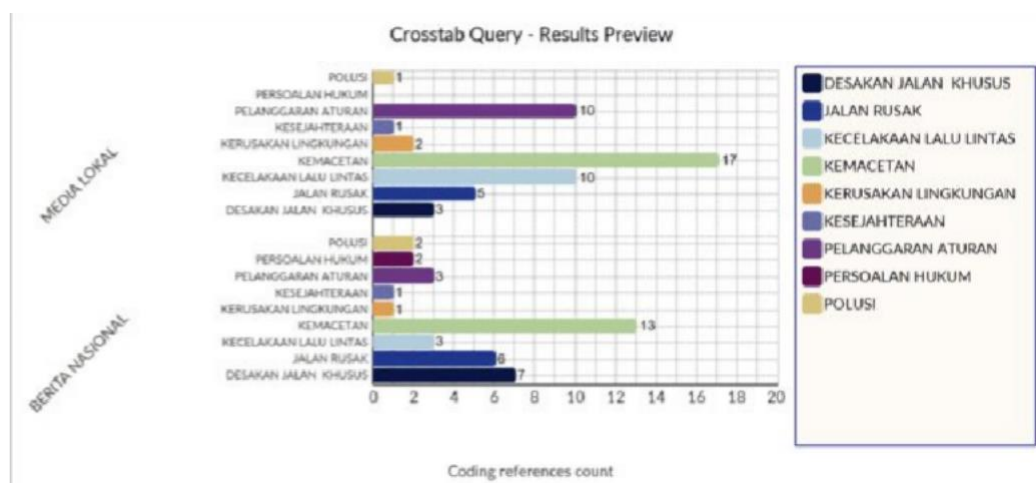


Figure 5. Crosstab Query Result Local Media and National News

From the results of the query result crosstab, it can be seen that from a total of 24 news in the national news (Berita Nasional), there are 49 quotations related to the classification of issues that researchers have compiled, while from 15 news in the national news (Berita Nasional), there are 38 quotations.

The information above illustrates that the composition of news coverage in both the national news (Berita Nasional) and local media (Media Lokal) is generally almost the same; there are only differences in the number of news in the local media (Media Lokal) more than news in the national news (Berita Nasional), but related to captures or quotations related to issues previously classified, the tendency of a distribution is almost the same so that it can be interpreted that the issue of community rejection of coal transportation activities in Jambi Province in addition to receiving attention for local media (Media Lokal) during 2023 is also a reasonably deep concern in the national media news (Berita Nasional) channel. More details can be seen in the figure below:

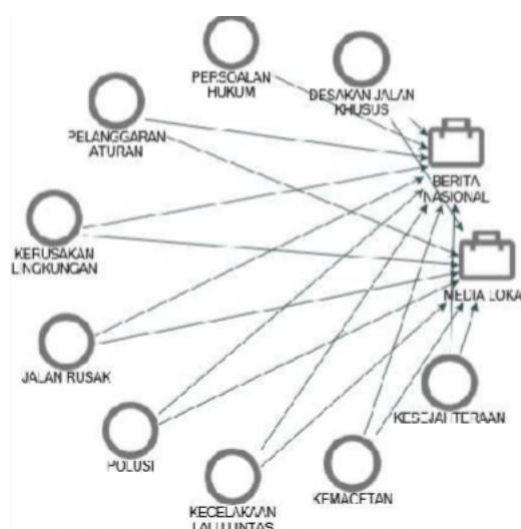


Figure 6. Projection Map

3. Causality Classification Among Issues

The dominance of issues related to congestion (Kemacetan), traffic accidents (Kecelakaan Lalu Lintas), calls for the construction of particular coal transportation roads in Jambi Province (Desakan Jalan Khusus), and damaged roads (Jalan Rusak) due to the high frequency of large trucks with heavy tonnage passing through national roads that are also traversed by the public every day during the period January 2023 to November 2023 in the news channels of both local media (Media Lokal) and national news (Berita Nasional) illustrates that the community very significantly feels these four issues. There is a close relationship or correlation between these four issues and traffic rule violations (Pelanggaran Aturan) committed by coal truck drivers, such as not having a Driver's License (SIM), expired periodic vehicle tests, and driving at high speeds. For more details, we can see the following:

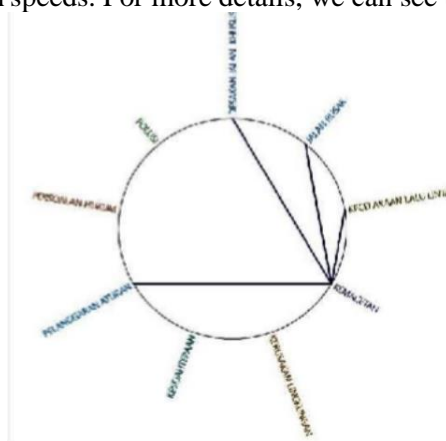


Figure 7. Causality Among Issues

The relationship between the issue of congestion (Kemacetan), traffic accidents (Kecelakaan Lalu Lintas), damaged roads (Jalan Rusak), violation of regulations (Pelanggaran Aturan), and insistence on the completion of unique road (Desakan Jalan Khusus) construction is described as having a close causal relationship. It can be interpreted that the issue of congestion (Kemacetan) can be resolved by the construction of particular roads (Jalan Khusus) for coal transportation; by diverting the mobility of coal transportation from national roads to particular roads (Jalan Khusus) built for coal transportation routes, it can reduce the frequency of rejection of other issues such as:

- i. Damaged national roads (Jalan Rusak) will not occur frequently because the frequency of traffic of vehicles with heavy tonnage has decreased. After all, they have used particular roads (Jalan Khusus) as regulated in Jambi Province Regional Regulation Number 13 of 2012.
- ii. Traffic accidents (Kecelakaan Lalu Lintas) will be significantly reduced because the intersection between people's mobility and the mobility of large vehicles is also minimized, coupled with a decrease in the level of violations of traffic rules (Pelanggaran Aturan) from coal truck drivers, such as driving at high speeds, is also considered to be able to reduce the level of traffic accidents (Kecelakaan Lalu Lintas).
- iii. The last and most felt adverse impact on society, namely congestion (Kemacetan), will also be reduced and no longer occur because from 2014 until November 2023, a convoy of coal transportation cars contributed to the crossing and filling of the national road along Jambi Province.

From the three points above, we can understand that the weakness of public policy products that are unable to resolve the problems that will arise from permits to use national roads for coal transportation activities in Jambi Province and the commitment of policy products stipulated in Jambi Province Regional Regulation Number 13 of 2012 related to the completion of particular roads (Desakan Jalan Khusus) for coal transportation in 2014 must be realized.

The government's inability to ensure the completion of the particular road (Desakan Jalan Khusus) is seen as not oriented towards the public interest at large, considering that in the period from 2014 to 2023, the mandate of regional regulations related to particular roads (Desakan Jalan Khusus) was not completed, which then caused chronic community resistance problems. This is in line with the results of previous research on the importance of particular roads (Desakan Jalan Khusus) for coal transportation in resolving problems arising from coal transportation activities in Jambi Province (Citra et al., 2021). If the problem of coal transportation in Jambi Province implies the construction of a particular road (Desakan Jalan Khusus) for coal transportation to solve the problem, different conditions occur in Central Kalimantan Province; the problem of coal transportation that intersects with people's lives occurs due to weak coordination between the Provincial Government and the Regency Government regarding the resolution of problems arising from coal transportation activities and the importance of mobility of coal mining products using trains because it minimally intersects with community activities and can eliminate adverse impacts due to friction between coal transportation activities and social structures. In addition, different things were also found related to the case of social resistance that emerged in Batu Malang, where social resistance was caused by a higher sense of solidarity between communities, concern, and a sense of mutual ownership of natural resources around the community in the social structure triggered by emotional awareness of the damage and losses felt as a result of large-scale economic activities that straddle the general public interest but are not in line with improving welfare (Kesejahteraan) for affected communities.

The policy of regulating coal transportation mobilization in Jambi Province should not conflict with existing social practices in the community; when it conflicts with existing practices in the community, it will create resistance (Sore, 2017). By allowing national roads to be used for coal transportation mobilization activities for almost ten years since Regional Regulation No. 13/2012, which requires particular coal roads (Desakan Jalan Khusus) to be completed two years after the Regional Regulation was passed and the slow completion of the construction of particular coal transportation roads (Desakan Jalan Khusus), existing practices in the community will also change and raise many problems that cause resistance to be born. In principle, the community reaction that arises reflects the rejection of a regulation taken by the government (Salmarita & Yuliani, 2023) as illustrated in online news throughout 2023 related to coal transportation activities in Jambi Province.

The issue of community resistance related to coal activities in Jambi Province tends to be caused by weak aspects of public policy, both from the formulation implementation to evaluation or supervision stages, inversely proportional to the same issue but emphasizing the issue of violations of regional regulations governing coal transportation carried out by coal companies. There are differences in views between the local government, in this case, the province of Jambi, and coal business actors.

4. Conclusion

The problems arising from coal transportation activities in Jambi Province are dominated by traffic congestion, which occurs purely due to the use of national roads as routes for coal transportation, which then spreads to other problems and is causally closely related, including traffic accidents that claim many lives, road damage, pollution, and economic inequality, which is the basis for community resistance. These issues are exacerbated by the government's failure to implement policies and fulfill commitments outlined in Jambi Province Regulation No. 13 of 2012 to build a dedicated road for coal transportation, which was scheduled to be completed by 2014, as depicted in news reports related to coal activities in 2023–2024 on online news media. This study has limitations, as the data is solely sourced from online news articles and requires further research with a broader data set and capturing alternative perspectives on the research topic.

Jambi University funded this research, and there is no potential conflict of interest in its writing towards the central government, local government, or business actors in the coal sector in Jambi province. This research is intended to add to the repertoire of knowledge and as an effort of Jambi University to provide academic views on solving coal transportation problems in Jambi Province.

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