



Socioeconomy Conditions After The Development of Toll Roads in Salatiga

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Abstract

In Central Java, one of supporting factors of regional economic growth viewed from regional facilities and infrastructures is toll road facilities. Transjawa toll road is a network that connects several cities in Java. Particularly, this toll road connects two biggest cities in Indonesia, namely Jakarta and Surabaya in which Salatiga is also one of cities traversed by this toll. This ± 1.000 km toll road continues the previous toll roads that have existed, including Merak – Cikampek, Jakarta – Bandung, Semarang – Bawen, and Surabaya – Pandaan. Despite the positive impacts, Transjawa toll road also gives negative impacts for local communities. Thus, this study aimed (1) to find out the socioeconomic condition of farmers after Transjawa toll road construction in Salatiga and (2) to find out the socioeconomic condition of Micro, Small, and Medium Enterprises (MSMEs) after Transjawa toll road construction in Salatiga. This study used qualitative and quantitative data taken from 30 main respondents. The construction of transjawa toll road in Salatiga region brings good effects. It was proved by the better condition of socioeconomic and income of farmers and MSME doers in Salatiga region after the construction of this toll road.

INTRODUCTION

The increase in community economy and welfare becomes the main goal of development and construction, especially for a developing country like Indonesia. With more than 17.000 islands, Indonesia obviously needs a lot of construction to achieve the goals and ideas in accordance with preamble of 1945 Constitution (UUD). To achieve the goals, aforesought is necessary in all of sectors. The important factors to support the development is adequate and good infrastructures, including road (Novenanto, 2018). Road is a vital object of development which mobilizes and distributes all of supporting matters of development. Either national, provincial, or village sub-districts roads in remote areas highly support all activities related to development. To accelerate the mobility of vehicles and communities, toll road is a prestigious option for many people.

The infrastructure of toll road in a region or area can be a benchmark of development progress both macro and micro. Toll road also can facilitate a country or region to meet an advanced and dynamic civilization. If the community can easily mobilize, the economy will be easily developed. In addition, toll road will also encourage investment growth in the region or areas passed by the toll.

Toll road construction becomes a phenomenon that brings social changes for the community both in economy or environment. According to Soekanto (2015), environment changes affect many changes in social values, social norms, structure of social institutions, social classes, power and authority, social interaction, and so on. For instance, infrastructure construction will encourage changes in livelihoods, incomes, social status, etc (Handoyo et al, 2018)

Transjawa toll road connects may cities in Java. It links 2 biggest cities in Java, namely Jakarta and Surabaya. The road spanning ± 1.000 km in length continues the existing toll roads such as Merak – Cikampek, Jakarta – Bandung, Semarang – Salatiga, and Surabaya – Pandaan.

In Central Java, the total length of toll road from Brebes to Sragen reaches 301.85 km and passes Pejagan – Pemalang, Pemalang – Batang, Batang – Semarang, Semarang – Solo, and Solo – Ngawi. The land condemnation for Pejagan – Pemalang spanning 60.25 km in length is 432.92 hectares with an estimated cost of Rp 1.42 trillion., Pemalang – Batang with 45.65 km requires 322 hectares with estimated cost of Rp 1.48 trillion. In addition, Batang – Semarang with 81.36 km needs 678.6 hectares condemnation with cost of Rp 5.7 trillion, Semarang – Solo toll road of 73.53 km needs 705.76 hectares of land with cost of 2.54 trillion. Lastly, Solo – Ngawi of 54.05 km requires 487.39 hectares with estimated cost of 2.97 trillion.

Transjawa toll road infrastructures obviously bring a lot of benefits, such as speeding travels up fast, safely, comfortable, and providing beautiful views. Not to mention, fast transportation will give better products distribution as well as Transjawa toll road. It provides great influences for local industry development, such as increasing property values and connectivity and reducing traffic jam in the Java northern sea road pantura road (Hapsari et al, 2019). The acting official of head of Central Java One Stop Integrated Investment Service confirms that investment in Central Java will continuously increase along with investors increase due to Transjawa toll road construction. The strategic location of Central java has big appeal for investor candidates due to its various export choices. It can be through Jakarta, Surabaya, or Semarang.

Infrastructure construction is believed to encourage social changes and provide opportunities of accessibility that foster mobility to reach an optimal economic growth and distribution of a region. Farhadi (73: 2015) says that there are at least, 3 main roles expected from transportation for economic growth. First, improving the access of goods and services. The existence of good transportation infrastructure surely will improve economic activities in a region linked by the infrastructure. The mobility of people and goods becomes the key to

economic activities between regions. For more, transportation infrastructure also eases distribution access of goods and services, consequently the economic equality between regions will be reached. Second, increasing market movement. The existence of transportation infrastructure makes the marketing of goods and services will not be centered in one location and production, but also in locations passed by the existing transportation system. Third, saving the time and reducing production cost. It goes without saying, transportation infrastructure will save the time of distribution since for economy, time is money.

Despite its positive impacts, Transjawa toll road also has negative impacts. First, the construction of Transjawa toll road certainly displaces productive agriculture and plantation land. Rice fields is also not owned by individual communities or companies. If the affected land is productive rice fields, it will certainly affect local or even national rice production (Pugh, 2009).

According to Siddiq (2016), toll road construction has social impacts for farmers. It can decrease the number of farmers as the result of commitment erosion symptoms towards lands and agricultural activities. Some of them will look for other jobs, yet the number of unemployment will increase. The construction also narrows the land of agriculture due to the land condemnation. It surely affects production and productivity of agriculture. Ikhwan and Nugroho (2019) confirm that one of negative impacts occurs in Brebes Regency, especially for MSMEs doers is the decrease in turnovers of regional superior products, such as salted eggs and shallots. This happens as toll road is considered to be faster, so people prefer using it as the alternative.

Based on table 1, the total of land requirement for toll road is 1042.38 HA with estimated cost of Rp 4088.31 billion. It is certainly not a small number for the land of Central Java with best level fertility in

Indonesia. Why? Java island has \pm 6% of the total area in Indonesia, yet it becomes the national food barn. It can be seen through the following table 2.

Table 1. Progress of Transjawa Toll Road Physic and Land Procurement in Central Java Province

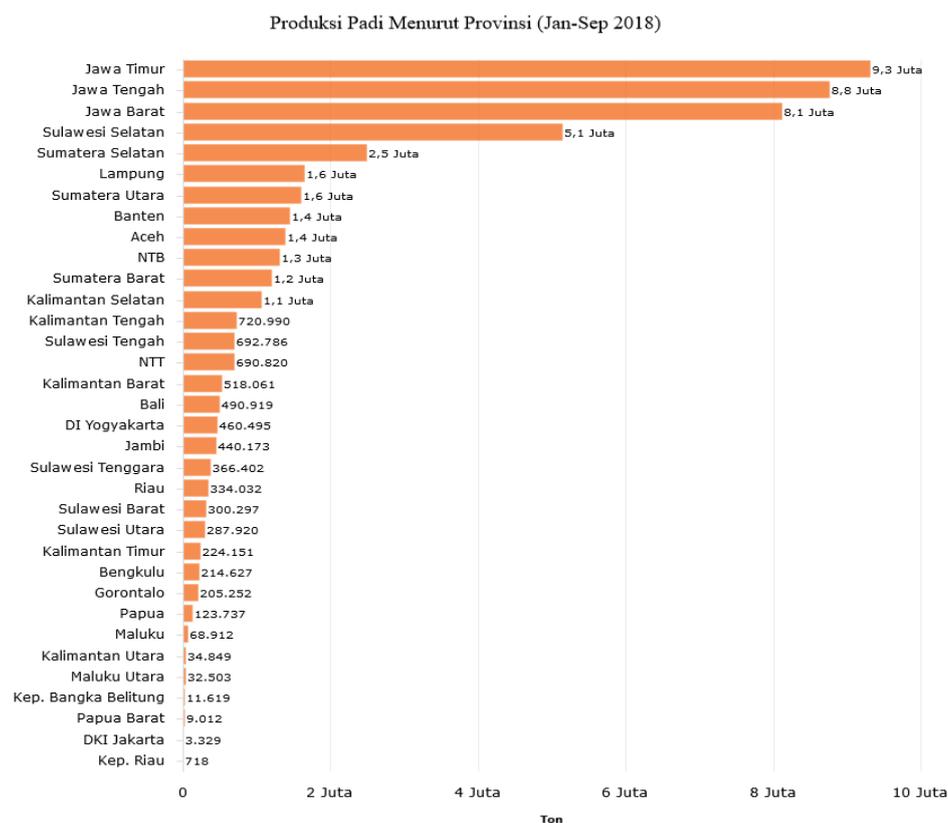
		Status in January 12th, 2018	
No	Toll Road Lanes	Estimated Materials	Remaining
		Area (HA)	Land Cost (Rp, M)
1	Pejagan - Pemasang	122.46.00	729.12.00
2	Pemasang - Batang	279.53.00	656.64
3	Batang - Semarang	531.50.00	2237.81
4	Semarang - Solo	92.43.00	412.32.00
5	Solo - Mantingan	66.46.00	52.42.00
Total		1042.38.00	4088.31.00

Source: Central Java Regional Secretariat for Infrastructure and Natural Resources

In table 2, *Badan Pusat Statistik* has released the data of harvested area and rice production in Indonesia in 2018 by improving production data calculation using Area Sample Framework (KSA) method. Through this method, the production of Dry Unhusked Rice (GKG) in January – September 2018 has reached 49.57 million tons of 9.54 million hectares of harvested area with Java province dominating this rice production.

Rice production in 6 provinces in Java island reached 28.08 million or 56% of national total rice production. East Java, Central Java, and West Java were in top list as national rice barn with production of 9.31 million tons, 8.75 million tons, and 8.1 million tons, respectively. Unfortunately, the area of national rice barn was slowly being displaced due to infrastructure construction. Food problems may arise, but the sustainability and survival of farmers are affected in the long term.

Table 2. Rice Production by Province



In recent years, there are tendencies of the decline in agricultural land in central Java. This decline can be caused by conversion of agricultural land due to several matters, including housing construction and infrastructure and trade center (Yogi et al, 2019). The decline in agricultural area occurred in several regencies/ cities in Java island northern road or Transjawa toll road lane including Brebes Regency, Tegal Regency, Pemasang Regency, Pekalongan Regency, Pekalongan City, Batang Regency, Kendal Regency, Salatiga City, and Semarang Regency.

As showed in table 3, the number of MSMEs in Central Java until first quarter of 2019 were 147.233 MSMEs. This number surely increases year by year. MSMEs sector absorbed 1.094.944 labors with total of turnover of 57.998 billion or around Rp 57 trillion per first quarter of 2019. It is certainly a fantastic number that can be a great investment opportunity with the existence of Transjawa toll road. However,

Transjawa toll road brings negative impacts including toward economic condition of the region or areas passed by the toll. Some news informs that the MSMEs incomes decrease due to the toll construction as well as the turnover of restaurants along Java island northern road. People or road users who usually stop by to eat in the restaurants or buy souvenirs tend to use Transjawa toll road as an alternative (Rohman 2017). Hence, this study was conducted to do further analysis concerning the impact of toll road infrastructure in Central Java toward socio-economic condition of farmers and MSMEs in Salatiga.

Thus, this study aimed (1) to find out the socioeconomic condition of farmers after Transjawa toll road construction in Salatiga and (2) to find out the socioeconomic condition of Micro, Small, and Medium Enterprises (MSMEs) after Transjawa toll road construction in Salatiga.

Table 3.

No	Data Description	Unit	Year Total – TW I 2019	Guided TW I - 2019
1	Number of MSMEs	unit	147,233	3,495
	Production/ non agriculture	unit	50,501	1,173
	Agriculture	unit	24,523	567
	Trade	unit	54,399	1,336
	Service	unit	17,81	419
2	Labor absorption	person	1,094,944	51,624
3	Asset	Rp. billion	31,25	1,426
4	Turnover	Rp. billion	57,998	2,307

Source: MSMEs Department of Central Java Province 2019

RESEARCH METHODS

To collect the data, this study used documentation method, a way to obtain data or information related to this study by reviewing previous written reports both in the form of numbers or description (Arikunto, 1998: 131). Also, this study used questionnaire, observation, and documentation method to obtain primary data in form of quantitative data. In addition, this study conducted several interviews to obtain information of socioeconomic condition of farmers and MSMEs.

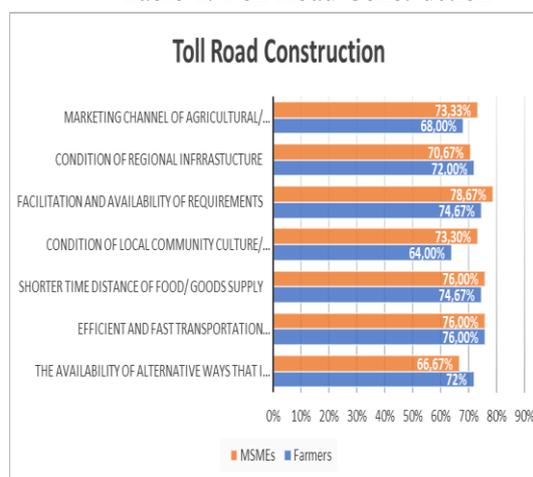
Furthermore, this study used mix method data analysis since there were two kinds of data, namely quantitative and qualitative data to analyze the socioeconomic condition of farmers and MSMEs in Salatiga.

RESULTS AND DISCUSSION

Interpretation Criteria

Interpretation Criteria	
0% - 19.9% =	Very Poor
20% - 39.9% =	Poor
40% - 59.9% =	Fair
60% - 79.9% =	Good
80% - 100% =	Very Good

Table 4. Toll Road Construction



Source: Researchers' Calculation (2020)

Table 4 presents category of toll road construction, there were 72.00% of farmer respondents argued that there were alternative ways that can be used with the existence of Transjawa toll road construction throughout Salatiga area. 66.67% respondents from MSMEs said that there were alternative ways can be used with the existence of Transjawa toll road construction in Salatiga area. The tabulation result of researchers gained from farmers and MSMEs doers are in the range of 66% - 72% with good interpretation.

The availability of this alternative way is supported by fast and efficient transportation development in Salatiga. 76.00% of farmer respondents considered that toll road construction brought a progress towards fast and efficient transportation for farmers as well as

73.33% of MSMEs doers considered the same way. The tabulation result of respondents from farmers and MSMEs doers is the range of 73% - 76% with good interpretation.

The fast and efficient transportation advancement for farmers and MSMEs doers makes travel time of food/goods supply becomes relatively shorter in Salatiga region. 74.67% of farmer respondents thought that travel time of food/goods supply for them became shorter due to toll road construction, so did 76.00% of MSMEs doers. In other words, infrastructure toll road is able to cut the time for food/goods supply as a result it can reach its destination faster. The tabulation result from respondents of farmers and MSMEs doers is in the range of 74% - 76% with good interpretation.

Toll road construction also affects the condition of farmers and MSMEs doers culture/ local wisdom in Salatiga. There were 64.00% of farmers as well as 73.50% of MSMEs doers considered that after the toll road construction, the condition of culture/ local wisdom in Salatiga was in a good condition. The tabulation result obtained from respondents of farmers and MSMEs doers is in the range of 64% - 73% with good interpretation.

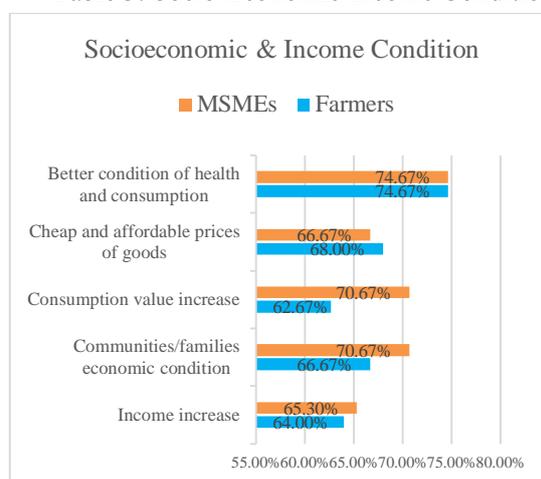
The efficiency of travel time of food/goods supply has an impact on the ease and availability of goods for farmers and MSMEs doers since its varied types. 74.67% of farmer respondents and 78.67% of MSMEs doers argued the existence of toll road construction facilitated goods supply, especially for agriculture sector. Even though the rate of MSMEs doers was more than farmers, the tabulation result obtained by the researchers shows it has range of 74% -78% with good interpretation.

Another positive impact of toll road construction for farmers and MSMEs doers is infrastructure condition which is getting much better. 72% of farmer respondents and 70.67% of MSMEs doers agreed that toll road construction provided much better infrastructure condition. Even though the effects were most felt by farmers, the tabulation result obtained by

the researchers confirms the infrastructure condition is in the range of 70% - 72% with good interpretation.

Additionally, the transportation flow also affects marketing of business or agricultural products. 68.99% of farmers argued that the toll road construction made their products marketing getting much better. Also, 73.33% of MSMEs doers rated the impacts of toll road construction provided easy channel or access for their products marketing. Based on researchers tabulation result, marketing access of agricultural and business products is in the range of 68% - 73% with good interpretation.

Table 5. Socio-Economic Income Condition



Source: Researchers' calculation (2020)

Table 5 informs the category of socio-economic income condition. 64.00% respondents from farmers felt the positive impacts towards their income due to toll road construction, so did MSMEs doers. It meant that toll road construction was able to improve the income of farmers and MSMEs doers. Based on the researchers' tabulation result, income condition has increased in the range of 64% - 65% with good interpretation.

Then 66.67% respondents from farmers and 70.67% from MSMEs agreed that toll road construction made economic condition of families and communities get better. Based on the researchers tabulation result, the economic condition of farmers and MSMEs doers is in the range of 66% - 70% with good interpretation.

Both farmers and MSMEs doers considered that their consumption values increased with percentage 62.67% of responders from farmers and 70.67% from MSMEs doers. This increase was caused by the increase in income and easiness at meeting farmers' and MSMEs doers' needs. Based on the tabulation result, the increase in farmers and MSMEs doers' needs is in the range 62% - 70% with good interpretation.

Both farmers and MSMEs doers also agreed that the existence of toll road made the prices of goods become cheap and affordable with the percentage of 68.00% for farmers and 66.67% for MSMEs doers. The tabulation result shows the range of percentage is around 66% - 68% with good interpretation.

Another effect of the toll construction was better condition of health and consumption pattern with the percentage of MSMEs and farmers respondents of 74.67%. This effect occurred due to the increase in farmers' and MSMEs doers' income so their needs for health and consumption need also increased. Based on the researchers' tabulation, better health and consumption condition is in the range of 74.67% with good interpretation.

This finding is in line of Istingingsih research (2015), she found that before the construction of Transjawa Toll Road the society is a simple rural communities and classified of households as poor. After that their life changed better.

The socioeconomic condition of jobs presented in table 6 shows that of 54.67% of farmers thought that the toll road construction provided enough jobs for the community, while 64% of MSME respondents argued that this construction provided good job opportunities for the community. Based on the researchers' tabulation, the socioeconomic condition of jobs for the community gained 54%-64% band with enough – good interpretation.

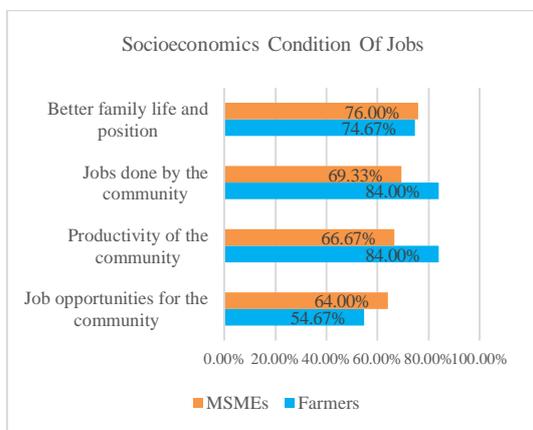
As much as 84% of farmer respondents, the toll road construction triggered community productivity to very good level, while 66.77% of MSME doer respondents considered that this construction gave a good value for the community productivity. This productivity increased as the increase in the community health. Based on the researchers' tabulation, the community productivity condition was around 66%-84% band with good – very good interpretation.

It was found that 84.00% of farmer respondents valued the toll road construction would affect to the variety of jobs done by the community with very good condition. In addition, of 69.33% MSME doers mentioned that the toll road would contribute good condition to the the variety of jobs done by the community. Based on the researchers' tabulation, the variety of jobs done by the community was around 69%-84% band with good – very good interpretation.

As much as 74.67% of farmer respondents believed that the construction of toll road would make their family lives and position better. Similarly, 76.00% of MSME doers felt that this construction would have the same impact as what farmers felt. Based on the researchers' tabulation, the condition of family lives and position would be better and gained 74%-76% band with good interpretation.

The same finding happened with Sumaryoto (2010), he concludes that toll road is needed because economic and social growth in Java requires it fast and efficient means of transportation. It connected with job. People need to immediately prepare themselves to face

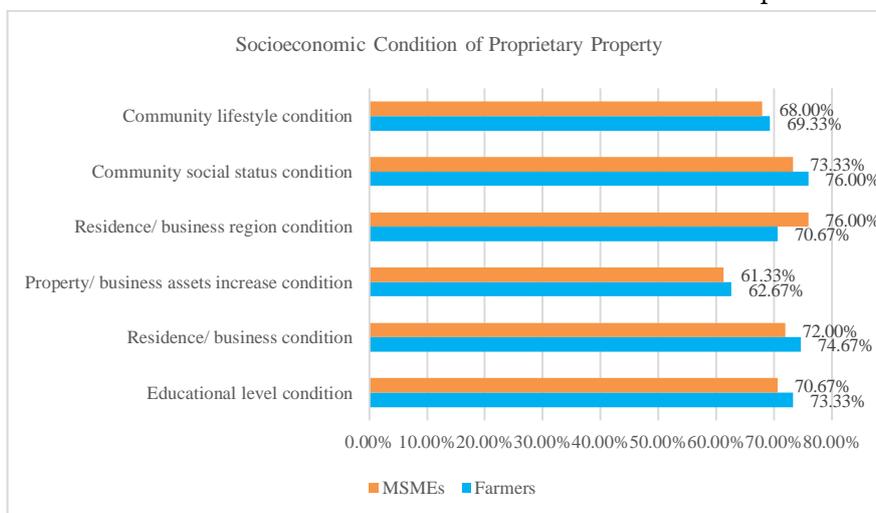
Table 6. Socio-Economic Conditions of Jobs



Source: Researchers' calculation (2020)

the various impacts of construction of the toll road.

Table 7. Socioeconomic Conditions of Wealth Ownership



Source: Researcher's Calculation (2020)

Table 7 shows that regarding the socioeconomic condition of proprietary property, of 73.33% farmer respondents considered that their educational level condition improved as the toll road construction took place, while 70.67% of MSME doer respondents felt the same. Based on the researchers' tabulation, the level of education of farmers and MSME doers ranged from 70%-73% with good interpretation.

Furthermore, the researchers also found that of 76.67% of farmer respondents argued that toll road caused their residence and business to get better. In the same way, 72.00% of MSME doer respondents thought that toll road did the same thing to their residence and business. Based on the researchers' tabulation, the condition of residence/ business of farmers and MSME doers was around 72%-74% band with good interpretation.

Farmer respondents amounted to 62.67% felt an increase in their property/ business assets. Meanwhile, 61.33% of MSME doers had the same opinion that the construction of toll road in Salatiga region increased the condition of their property/ business assets. Based on the researchers' tabulation, the increase in property/ business

assets of farmers and MSME doers was around 61%-62% band with good interpretation.

It was found that of 70.67% farmer respondents felt that the condition around their residence/ business sites was getting better. Even, MSME doers gained higher percentage than farmer respondents, namely 76.00% saying that their residence/ business sites was getting better. Based on the researchers' tabulation, the condition of region where both respondents live and run businesses gained 70%-76% band with good interpretation.

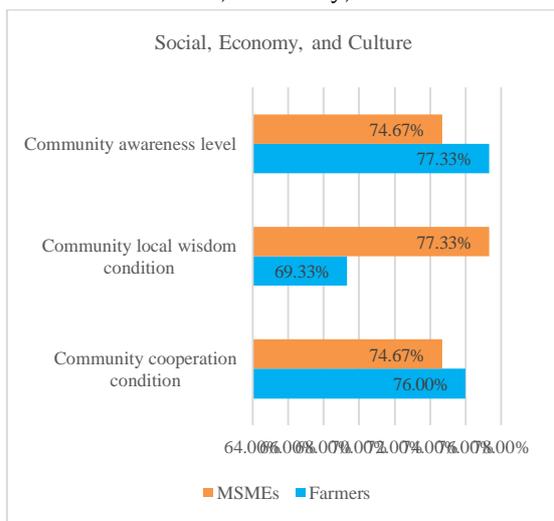
As much as 76.00% of farmer respondents experienced that their socioeconomic status in the community was getting better. Similarly, MSME doers who gained lower percentage than the farmers of 73.33% also had the same opinion. This condition dealt with the effect of welfare caused by the toll road construction. Based on the researchers' tabulation, the socioeconomic condition in the community ranged from 73%-76% with good interpretation.

As many as 69.00% farmer respondents experienced improvement in their lifestyle in the community. Closely, MSME doers amounted to 68.00% believed that their lifestyle also improved in a good way. Based on the researchers' tabulation, the condition of farmers

and MSME doers lifestyle in the community covered 68%-69% with good interpretation.

According to Afny (2015) the condition of society after the construction of Transjawa Toll Road have progress that occurs on aspects of social and economi life such as socio-economi status, level of education, lifestyle, patterns of public relations, the level of income, and livelihood.

Table 8. Social, Economy, and Culture



Source: Researcher's Calculation (2020)

Based on social, economy, and culture showed in table 8, as many as 76.00% farmer respondents valued good in terms of community cooperation as the toll road was constructed. Then, 74.67% of MSME respondents also experienced the same thing. Based on the researchers' tabulation, the condition of community cooperation was around 74%-76% band with good interpretation.

As much as 69.33% of farmer respondents argued that during the toll road construction, the community local wisdom condition remained good. Accordingly, 77.33% of MSME respondents valued this condition as good as well. Based on the researchers' tabulation, the condition of community local wisdom ranged from 69%-77% with good interpretation.

As many as 77.33% of farmer respondents experienced good community awareness during the toll road construction,

while MSME respondents amounted to 77.67% also felt the same. Based on the researchers' tabulation, the level of community awareness was around 74%-77% with good interpretation.

Generally, the construction of transjawa toll road in Salatiga region does not really burden farmers and MSME doers. In fact, this toll road can improve their socioeconomic condition. This is in line with a study done by Afny (2015) in Bawen region. Besides, the market share of farmers and MSME doers apparently increase with the rapid mobilization of economic goods in Salatiga region. Again, this finding is in line with Syariefful's study (2019) which mentions that the existence of toll road can increase the market share of business doers. Thus, the construction of transjawa toll road in Salatiga region brings good effects. It was proved by the better condition of socioeconomic and income of farmers and MSME doers in Salatiga region after the construction of this toll road.

CONCLUSION

Generally, the construction of transjawa toll road in Salatiga region does not really burden farmers and MSME doers. In fact, this toll road can improve their socioeconomic condition. This is in line with a study done by Afny (2015) in Bawen region. Besides, the market share of farmers and MSME doers apparently increase with the rapid mobilization of economic goods in Salatiga region. Again, this finding is in line with Syariefful's study (2019) which mentions that the existence of toll road can increase the market share of business doers. Thus, the construction of transjawa toll road in Salatiga region brings good effects. It was proved by the better condition of socioeconomic and income of farmers and MSME doers in Salatiga region after the construction of this toll road.

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