
DEVELOPMENT ACCELERATION POLICY IN THE LATEST AREAS: FROM THE ROADS TO THE TRANSPORTATION MACHINE

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Abstract

The Mentawai Islands is one of the districts included in the 3T, least developed, and outermost zones. The situation made various parties try to free the Mentawai Islands from the shadows of the 3T region. One of them is the acceleration of infrastructure development in the Mentawai Islands. Some examples of accelerated regional development that have been carried out by the government are by improving bridges and road transportation facilities. The author sees that there are still several obstacles that become a massive task of various elements to determine the direction of accelerating development in the Mentawai Islands. The condition of the Trans Mentawai road has indeed become a major government program at this time, which is an essential element to accelerate development. The authors' findings state that there are still several areas that do not agree with the presence of the Mentawai trans. These include areas that are still thick with cultural traditions, rituals, or traditional villages of the Mentawai. The still limited budget of funds and construction work and the existence of the trans-Mentawai that not all villages will be able to benefit because it is far from the access.

Keywords: *Mentawai, Trans Mentawai, Ritual.*

A. INTRODUCTION

In Presidential Decree No. 111/1999 concerning the Development of Social Welfare of Remote Indigenous Groups, it is stated that what is meant by Remote Indigenous Communities (KAT) Or what is better known as isolated communities is socio-cultural groups that are local and scattered and lacking or not yet involved in social, economic and political networks and services. In terms of its habitat, KAT dwellings can be grouped by indigenous communities living on highlands or mountainous areas, indigenous communities living on low land or swampy areas and watersheds; indigenous communities living in rural or border areas; indigenous communities living on boats or in coastal areas and remote islands (Ariningrum, 2012: 251).

Mentawai is an archipelago that is still classified as 3T (lagging, leading, and outermost). The existence of the Mentawai region outside of the island of Sumatra makes Mentawai has much diversity from various aspect. Although geographically, they are outside the island of Sumatra, also, Mentawai people still occupy many areas that are still within the most profound forest areas of the Mentawai islands. At present, Mentawai has begun to be touched by modernization. Although still not much, there are efforts to provide the best for the Mentawai Islands to get out of the 3T zone such as Pasaman Regency and South Solok Regency.

The existence of 3T status, which is still held by the Mentawai Islands is undoubtedly inseparable from various factors. One of them is the level of welfare of the Mentawai people. When it is further studied and explored, standardization for the welfare of the community cannot be united in the same category. This is also due to the standardization of the welfare of various regions, depending on the circumstances of their environment. Mentawai, as far as I know, is already a prosperous region when it comes to its regional standards. They have vast land and natural resources that grow on the land. However, the nationally determined standardization makes Mentawai one of the areas that must immediately exit the 3T zone.

The government in accelerating this development has a target that by 2022 the Mentawai trans road can already be used, and the process is already 100%. However, not all of these things run smoothly. There are still worries that are imagined by several groups such as TNS (Siberut National Park), Mentawai Traditional Villages such as Simatalu Village, and others, and there are still significant obstacles being faced by the organizers aside from the local community.

B. LITERATURE REVIEW

Understanding of development in history and its strategy has undergone an evolutionary change, starting from a development strategy that emphasizes economic growth, then growth and employment opportunities, growth and equity, emphasis on basic needs (basic needs approach), growth and environment, and sustainable development (sustainable development). Evolutive change from the above understanding is based on many disappointments and the results of feedback from the implementation of development that does not achieve the desired goals and lack of information in understanding the problems that arose previously unpredictable and the factors that influence it (Ekaputra, 2009).

Development in broad outline is a multidimensional process involving changes in social structure, national institutions, accelerating economic growth, income distribution, and poverty alleviation, all of which aim to improve the quality of life of the community (Todaro, 2000).

According to Todaro (2000), the success of a country's economic development is shown by three central values, namely: 1) The development of people's ability to meet their basic needs (*sustenance*) 2) Increase the sense of *self-esteem* (*self-esteem*) of society as humans 3) Increase the ability of society to choose (*freedom from servitude*) which is one of human rights.

Economic development must be seen as a process so that patterns of interrelation and influence between factors in economic development can be observed and analyzed. In this way, it can be seen the sequence of events that occur and their impact on increasing economic activity and the level of community welfare from one stage of development to the next stage of development (Arsyad, 2010).

C. METHODS

This study uses a qualitative approach (Moleong, 2007) because it seeks to uncover the phenomena that occur in a social policy without measuring

through numbers. *First*, qualitative research methods are useful for a deeper understanding of the meaning (subjective meaning and interpretation) and the context of behavior and processes that occur in factors related to low participation. *Second*, qualitative research methods are useful for expressing the process of events in detail so that the dynamics of social reality and the interplay between social realities are known. *Third*, qualitative research methods are useful for knowing social reality from the actor's perspective. *Fourth*, qualitative research methods produce information that is richer than quantitative methods, and this is very useful for increasing understanding of social reality (Afrizal, 2014). This research uses primary data and secondary data. While the data collection technique is done by conducting observations, interviews, and literature reviews.

D. RESULT AND DISCUSSION

The Mentawai trans road is an example of the desire of the government so that access in the Mentawai Islands can be reached faster and better and exit the 3T area. Even so, Mentawai is still famous for the area that preserves its natural elements. Aside from being a means of survival, it is also a means to obtain medicine and also a community for rituals (Delfi, 2012).

Some groups have shown various reactions to the presence of the trans-Mentawai road. There is an assumption that the road will not be accessible by various villages or villages because of access to remote areas. So the existence of the Mentawai Trans is considered useless because it is not touched to some areas in Mentawai. Also, in the traditional villages, they feel disturbed by the existence of the trans-Mentawai road. This can happen because of the road or route from the Mentawai trans road passes through the traditional village; it will undoubtedly interfere with themselves.

Therefore, the construction of the Mentawai trans road has many obstacles. Apart from funding and artistry issues, it is also the response of the people themselves. From a variety of reasons that I have obtained from various

sources of chat and field findings that there are concern and traumatic events that occurred a few years ago. The incident was the illegal deforestation on the Mentawai land, which caused much wood from the Mentawai land to be enjoyed by people who were not from Mentawai. These concerns are increasing as the trans-Mentawai road construction project progresses, of course, with the existence of improved road access will make it easier for contractors to enter heavy equipment and other equipment to extract wealth from the Mentawai land.

1. The Evolution of Mentawai Transportation

I still remember in 2015 back in July went to the village of Madobag, South Siberut District, using the main transportation of humans, namely walking. The existence of the forests accompanied our journey to Madobag Village, the heat that we felt before entering the forest seemed to disappear under the shade of trees. In November 2015, the scenery that I passed was turned into a wet clay plain and full of puddles. In fact, at that time, the construction of the Mentawai road had begun. This certainly made me quite surprised by the situation that was 180° different from a few months ago.

Generally, the Mentawai people who will make a journey, especially as I know it on Siberut Island, are walking. Mileage, which generally can take around 8 hours for people outside the Mentawai area to be able to pass only about 3 to 5 hours. I see that the people in Mentawai are not spoiled and must go by motorcycle and car everywhere. The Mentawai nature also supports it; nature makes them able to adapt quickly to get used to walking.

The presence of the Mentawai trans road will certainly trigger various things. One of them is the taste or desire of the people to be able to have a vehicle. On the one hand, it is good, while the requirements will be able to minimize the time, but on the contrary, the Mentawai people will start trying and trying to get the machine transportation mode.

Apart from walking, there is a transportation that has become part of the Mentawai community, namely Pong-Pong. A motorized boat that can reach

several remote areas on the condition that there must be a flow of a river to pass through it. Although using a machine, the existence of Pong-Pong will even require time that is not much different from walking. That is because the river flow in the Mentawai Islands (Siberut) has many twists and turns. In addition to the state of the river route, it is also influenced by the state of the river itself. Considering, the river in Mentawai is a dangerous river, in some places the water flow seems calm, but on the inside, there are dangerous currents inside.

The Mentawai trans road will indeed be targeted to be able to help accelerate the development of infrastructure and also in economic development. Although it can accelerate in various fields, the obstacle faced by the community is the economic situation to be able to obtain vehicles such as motorcycles to support the presence of the Mentawai trans road. Of course, the change in travel patterns of the Mentawai people will slowly be replaced. Starting from the beginning using the walk, then using pong-pong and then will switch to the use of motorized vehicles.

2. Trans Mentawai Road

Quoted from a Covesia.com Archipelago online news page that was published on August 17, 2019, and then published news that set forth the budget for the construction of the trans-Mentawai road. The construction of the Mentawai trans road which has been started since 2013 is targeted to reach 405.2 Km for a total of Siberut Island, Sipora Island, North Pagai Island and South Pegasi Island. The plan for handling the Mentawai trans road in 2019 will be taken from the state budget with a total of around 52 billion. The funds will be used for the construction of 3.5 km of road infrastructure. a 30-meter bridge. While from the 2019 Mentawai Regional Budget for road infrastructure development on Sipora Island around Rp. 29.4 billion with a target of 33.8 km. In addition, from the DAK there is a total of 29 M with a target of 5.3 km of road and 60 meters of the bridge.

The Mentawai trans road on Siberut Island is about 187.2 km. The lines that have been open are 117.4 km, not yet open around 68.9 km and those that

have already experienced road hardening are around 10.8 km and with the percentage of development that has touched 17.14%. The allocation of funds from the Mentawai regional budget for trans Mentawai in 2019 is around Rp. 31.9 M with a 37 km work target. While from the state budget, Rp. 29 M. The allocation of the Mentawai regional budget for road infrastructure in Siberut Island in 2019 is the DAU RP. 111.4 billion with a target of 61 km of roads and from the DAK issued a total budget of 31.6 billion for a target of 3.7 km of roads.

Mentawai Kepulauan Regency is one of the three underdeveloped regions in West Sumatra Province so the Mentawai Islands district government needs to accelerate the development of community economic development specifically (Sinaga, 2019: 16). So that efforts to accelerate infrastructure development will continue to be pursued. If the access road is good, slowly other developments will be carried out soon.

However, the existence of the Mentawai trans road sacrifices many things. One of the things that were sacrificed was the wealth of its natural potential, the forest. Usually, people who will go to an area will feel the coolness of walking under the shade of a tree, but now the sun is directly felt in the head to the feet. That is because the felling of trees is carried out to open new land for the trans-Mentawai road. Apart from the road, of course, there will be a sense of fear that occurs by various parties.

E. CONCLUSION

Changes that occur in a community will have an impact on some areas more. Like the use of technology that is increasingly developing and accelerating. Various changes will always occur in humans because of their dynamic nature. Ranging from thought, findings to the results of their application in everyday life.

The Mentawai trans road is one of the changes in the mode of access roads that are now developing. Whenever we hear about toll roads on the

island of Java, the Mentawai Island is known as the Trans Mentawai road. The incessant government in targeting the acceleration of development in the Remote Indigenous Community area (KAT) is a dream for the local government. However, various issues that must be understood in the context of culture and tradition must also be considered.

The clearing of the Mentawai forest to support the Mentawai trans road access is certainly also one of the things that were sacrificed. In addition to bringing influence on the ecosystem, also on the habits of the people who will slowly change. The government has disbursed funds of up to billions of rupiah in order to achieve the construction of the trans-Mentawai road. Even though they already have so many budgets, the approval of the community must not be underestimated. Some areas in Mentawai are indeed evenly currently in the middle of developing road infrastructure. Some of the community groups often question the road that has not been completed until now. Apart from the still stalled development projects also because of the limited budget disbursed by the local government and also the central government.

Development must be community-based, meaning that my view is that any development that will be carried out and aimed at the public must involve community groups. Especially in areas that have a thickness for their customs. Because in general areas that have a thickness for customs will tend to prioritize or prioritize their customs.

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