



ANALYSIS OF CONFLICT INTERPERSONAL COMMUNICATION OF THE STATE COURT AND LAND OWNER IN THE PROCESS OF RAIL WAY LAND COMPENSATION IN PANGKEP REGENCY

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ABSTRACT

The central government with its national project, carried out the construction of the Trans Sulawesi railway. The Trans Sulawesi railway project connects the city of Makassar and the city of Parepare. Pangkep, one of the regencies through which the trans Sulawesi railway development project has passed. This research was taken from field sources where the land owner did not want to give up his rights to the government. This study uses qualitative research, will use a case study approach. With a case study approach, research will be able to examine the phenomena that occur in the field and obtain information in accordance with the facts from the results of research on Interpersonal Communication Conflict Analysis of District Courts and Land Owners. In the Process of Compensation for Railroad Land in Pangkep Regency. The results of this study, namely, the following conclusions can be drawn. The strategy for resolving interpersonal communication conflicts in railroad land acquisition consists of 5 (five) strategies in building communication, Factors that hinder interpersonal communication conflicts between district courts and residents in the railroad land process in Pang-kejene Regency and Islands (Pangkep) which consists of 4 (four) factors.

Keywords : *Train, Communication, Compensation*

1. INTRODUCTION

The central government with its national project, carried out the construction of the trans Sulawesi railway. The Trans Sulawesi railway project connects the city of Makassar and the city of Parepare. Pangkep, one of the regencies traversed in the trans Sulawesi railway construction project. The presence of the train as an alternative means of transportation, is expected to be a solution in facilitating human mobility and also the economy. Especially in eastern Indonesia. According to the Director General of Railways (2013), one of the targets of the national railway master plan is the construction of a railway network in Sulawesi which is expected to be able to connect regions or cities that have the potential for large-scale, high-speed passenger and goods or product transportation with very low energy use and support. Railway plan in South Sulawesi connecting South Sulawesi - West Sulawesi - Central Sulawesi - North Sulawesi.

Train is the only means of transportation with multiple comparative advantages, namely saving land,

saving energy, low pollution, mass nature, not jammed, adaptive to technological changes and of course the cost is cheaper than other land transportation means. Its potential is expected to be mobilized on a national scale in order to be able to serve consumers optimally, so that the quality of service will increase and the company will continue to operate to earn profits as one of the state-owned companies in Indonesia. The completion of the 725 km North Java Cross double-track construction. On 12 August 2014 the groundbreaking of the Makassar – Parepare railway line. The establishment of the Railway Engineering Center, the Maintenance Center, and the Testing Center. One of the important things in this railway project is the availability of land. Specifically in Pangkep, the total land area is 2,087,534 square meters. Regarding land acquisition, the government has prepared a budget of IDR 2 trillion sourced from the APBN for land acquisition in Pangkep Regency and Maros Regency. An important factor in land acquisition, of course, requires active

participation from all parties, both from the local government as an extension of government programs or projects, both regionally and nationally so that good communication skills are required in order to provide explanations and understanding of the importance of such development to the public. Therefore, with good interpersonal communication between the communicator (Local Government Party) and the communicant (Community) it is hoped that there will be a common perception so that the railroad project development process in Pangkep Regency runs smoothly.

The compensation process has not been completed due to the refusal of a number of residents, who are not willing to give their land to the government. In completing the compensation process, it is required to use socialization and deliberation methods, interpersonal communication carried out by means of deliberation is an important aspect in land acquisition for the public interest, because in this process the community affected by the development project really needs to be given an understanding of the aims and objectives of the above development. their land and what will be no less important is to discuss the form and amount of compensation they will receive.

This research was taken from field sources where the land owner did not want to give up his rights to the government. The government must conduct deliberations with land owners. Through socialization and deliberation, interpersonal communication by deliberation is a fairly effective way to find mutually beneficial solutions. Because in this process the community affected by the development project really needs to be given an understanding of the aims and objectives of the development on their land and which is no less important about the form and amount of compensation they will receive, the principle of development is of course for the benefit of the people in the city and not to harm the community, especially citizens who own land at the construction site of the railroad track. Based on the background of this research, it is important to be a reference to avoid similar conflicts in the future. Where the researcher wants to know what factors are the conflicts of interpersonal communication between the government (communicator) and the community (communicant) in the government program about building railroads. Administratively, the acquisition of the Mandalle – Minasatene railway line has been completed 100 percent. Where it is waiting for payments from the state asset management agency for the 57 fields included in the track and station siding. The exemption for the lane has been completed for 2,196 fields, 159 fields of which 159 fields will be paid directly and the rest through a consignment process at the District Court. Many lands

have taken the consignment route, which is proof that many residents refuse to pay compensation directly. Based on the background, the purpose of this study is to analyze the strategy of resolving interpersonal communication conflicts in railway land acquisition and to analyze the factors that hinder interpersonal communication conflicts between the District Court and residents in the railroad land process in Pangkejene and Islands Regency (PANGKEP)..

2. METHOD

This research uses a case study approach with qualitative research methods. The types of data sources used are primary data and secondary data. Primary data was obtained through in-depth interviews with the Head of the Transportation Service, Head of the Land Service and Residents who received land compensation. Secondary data obtained from documentation and literature that is directly related to the research problem. The selection of informants as data sources in this study used a purposive sampling technique of 21 people. Data collection techniques used are in-depth interviews, non-participant observation, literature study, and documentation. The data that has been collected is then analyzed using qualitative data techniques according to Miles and Huberman in Saldana (2014) suggesting a model of the data analysis process that takes place interactively, namely data condensation, data display, and conclusion drawing.

3. RESULT AND DISCUSSIONS

3.1. Interpersonal Communication Conflict Resolution Strategy in Railway Land Acquisition in Mandalle District, Pangkep Regency

Communication strategy is planning, tactics, designs and methods used to expedite the communication process, paying attention to all parts that exist in achieving a desired goal (Anugrah, 2019). So if it is associated with the main research problem, this communication strategy is needed by individuals to achieve what they want. Communication does not always go well, it happens because of the obstacles in carrying out effective communication. Related to this problem, it is necessary to have a communication between one another through interpersonal communication or interpersonal communication. Basically, conflict can cause obstacles in a relationship but it really depends on how the conflict is approached, if the conflict is confronted with a productive and healthy strategy then the conflict can be resolved and make a relationship stronger and healthier. But if

conflict resolution uses a destructive strategy, it will worsen a relationship. Interpersonal conflict or interpersonal conflict that does not always have a negative impact. Interpersonal conflicts do not only occur between individuals with one another, but as has been stated by (Nimran, 1997) which states that the types of interpersonal conflicts include intra-individual conflicts, conflicts between individuals, inter-group conflicts and organizational conflicts.

As mentioned earlier that the refusal by the community as land owners in land acquisition for the construction of the railway using the consignment system that has been implemented by the local government. According to (Fithry & Sjaifurrachman, 2016) explained that the consignment is a settlement of compensation through the courts. In the consignment process, it has become a solution in the acquisition of a land as regulated in the provisions of Presidential Regulation Number 71 of 2012 concerning the Implementation of Land Procurement for Development in the Public Interest (Kompas.com, 2017). This consignment settlement is a meeting point where the fees to be deposited by the court are the prices that are adjusted to the calculations of the appraisal team.

3.1.1. Communication Regarding Land Area Mapping by the National Land Agency (BPN) Team for Community Land Acquisition in Pangkep Regency

Area mapping is a step in carrying out a recording of the calculation and publication of demographic data that was previously carried out on all residents who have simultaneously settled in a region or country. The land acquisition certainly needs to be carried out by collecting data on the area of the Pangkep Regency National Land Agency (BPN) in stages. According to the National Land Agency of Pangkep Regency, previously in collecting data on the area of land to be acquired, there were several objectives, including to facilitate basic data related to land contours, base, area, width and climate change at that location to the smallest administrative area such as a village or sub-district. The next objective is to provide detailed land tenure data specifically for the estimation of population parameters through population surveys. Then, the third objective is to provide data on the potential of all villages in the Mandalle District, Pangkep Regency. The final goal is to prepare a master framework that serves as a basic reference at the stage of land execution for the construction or railway project in Mandalle District, Pangkep Regency.

Based on the statement from the National Land Agency Team (BPN) of Pangkep Regency that land

collection is an initial step before conducting socialization to the community regarding land acquisition. This action is also used to make observations and find out the characteristics of the community as land owners, so that land acquisition planning can be achieved. In addition, land data collection also has an influence and efficiency on the readiness of the BPN team as a negotiator in conducting negotiations on the spot.

3.1.2. Communication in Land Purchase and Community Compensation in Mandalle District, Pangkep Regency

In negotiating land compensation, the government carried out several forms of communication starting at the socialization stage to the land compensation process, namely: (1) Deliberations with the community were held at the Regent's office and the local District Office, but this socialization according to the land owner community, religious leaders, political figures, and lawyers are still not maximally carried out, (2) door to door communication carried out in the field by the government with effective results from 2,042 parcels of land that must be acquired until there are only 13 parcels of land that have not been acquired. The three religious approaches are carried out through religious leaders and community leaders, this is done by the government to raise awareness that this is a development for the public interest that requires community participation. This approach is carried out by looking at the characteristics of a religious community so that it is expected to inspire the religious aspect of the community, fourth, this mediation team was formed as the last solution by the government when the forms of communication that have been carried out by the government do not reach a common ground, in its implementation the mediation team continues to approach - persuasive approach but emphasizes more on the legal rules that apply in the land acquisition process for the development of the public interest. (3) Juridical enforcement, the process of procuring land compensation for the widening of the trans Sulawesi road in Pangkep Regency refers to Law of the Republic of Indonesia Number 2 of 2012 concerning Land Procurement for Development in the Public Interest, Presidential Regulation of the Republic of Indonesia Number 35 of 2005 concerning Land Acquisition for the Implementation of Development for Public Interest, Presidential Regulation of the Republic of Indonesia Number 65 of 2006 concerning Amendments to Regulation of the President of the Republic of Indonesia Number 36 of 2005 concerning Land Procurement for Development in the Public Interest, Presidential Regulation of the Republic of Indonesia Number 71 of 2012 concerning Implementation of

Land Procurement for Development in the Public Interest, Presidential Regulation of the Republic of Indonesia Number 40 of 2014 concerning Amendments to Presidential Decree No. 71 of 2012 concerning Implementation of Land Procurement for Development in the Public Interest, Presidential Decree No. 99 of 2014 concerning Second Amendment to Presidential Decree No. 71 of 2012 concerning Implementation of Land Procurement for Development in the Public Interest. n Pangkep from the beginning of the land acquisition process as a competent party in the land sector which in the Regent's Decree No. 127 of 2014 as secretary. (4) External Government Factors Political factors, although difficult to prove, from the results of interviews that one of the obstacles in the land acquisition process in Pangkep Regency cannot be separated from political elements.

As stated by one of the resource persons as the Junior Civil Registrar at the Pangkep District Court that the National Land Agency (BPN) as the land area data collector and the Appraisal team handed over the authority to the Pangkep District Court in providing compensation to the community as land owners in the implementation of development. The railway is in accordance with the basic financial capabilities and the agreement between the National Land Agency (BPN) of Pangkep Regency and the community so that the community and road construction organizers are mutually beneficial. Supporting data related to community land, namely the number of plots of land used for the construction of the railway, namely the total number of land parcels for the railway line that went through the consignment line with a total of less than 1928 m².

Based on the results of the interview, it shows that the number of recipients of the value of compensation in the implementation of the construction of the railway is less than 1,928 m². It is clear that there are still some people who own a number of plots of land that more than one point refuses to acquire the land. Although the local government has established a communication relationship between one another, which is usually called interpersonal communication, which aims to help understand how and why people behave and communicate in different ways to build and negotiate social reality, although it appears that building interpersonal communication has obstacle or obstacle. The District Court of Pangkep Regency as the provider of compensation for land acquisition in Mandalle District, Pangkep Regency has played an effective role and built interpersonal or interpersonal communication with the community by providing understanding, understanding of payment settlement using the consignment system. The process of settlement of compensation in land acquisition carried out by the

Pangkep District Court still refers to the Regulation of the Supreme Court of the Republic of Indonesia Number 3 of 2016.

Regarding the refusal of compensation made by one of the residents of Mandalle District, Pangkep Regency, of course the previous land owner tried to negotiate as a step to build a face-to-face communication with the aim of achieving what he wanted. However, the communication that has been built before, cannot be sure to find a way out, thus encouraging land owners to insist on defending what is their right and desire. For example, Mr. Haeruddin, 45 years old, who currently works as a farmer and owner of a land area of 450 m², has taken steps to maintain land rights which will be used as the implementation of the construction of the Railway project in Mandalle District, Pangkep Regency.

3.1.3. Involvement of Community Leaders in Land Acquisition in Mandalle District, Pangkep Regency

Due to the widespread rejection of land acquisition, a good communication strategy is needed in order to complete the provision of compensation to the entire community as land owners, namely the involvement of community leaders. Based on the results of interviews conducted with one of the community leaders in Mandalle District, Pangkep Regency as the Chair of the Community Forum which shows that there is a role and contribution from the Chairperson of the Pangkep Community Forum in building communication with the community as land owners by providing understanding and direction as well as functions related to the existence of development. Railways in the economic sector, employment and transportation efficiency that can be utilized by the entire community, both around Mandalle District, Pangkep Regency and outside it.

The development of interpersonal communication carried out by a number of community leaders in the Pangkep Regency area certainly has had a significant impact. This is proven, not all community residents reject the land acquisition. Just as the researchers did in interviewing community representatives as land owners in Mandalle District, Pangkep Regency, it showed that some communities who had received compensation for land acquisition had accepted it sincerely, of course, the acceptance was based on complying with what has become a policy from the Government and communication Interpersonal relations between the government, the National Land Agency (BPN) and the Appraisal Team have also been well established, so that residents understand the purpose of doing this. Based on the information from the land owner in Mandalle District, Pangkep Regency,

he explained to the researcher that the construction of the Railway in the Pangkep Regency area was a very good thing for the future in the area, because until now there was no availability of rail transportation facilities in the area. If the construction of the Railway project has been realized, it can encourage the economic sector for all people in the Mandalle Sub-district, Pangkep Regency. In addition, the receipt of compensation has also been received and welcomed by 45-year-old Abdullah Laba who works as a farmer with a land area of 1,316 m², indicating that the existence of the Railway project development is highly expected by the community and the completion of the construction will be completed soon. Of course, this development is a means of developing regional autonomy and opening up wide areas of the local economy.

Based on the results of the statement submitted by the resource person above to the researcher, it shows that there are still many people who own land in the Mandalle District and Pangkep District receiving the compensation given, this refers to the development of interpersonal communication by conveying all the effectiveness and functions of this land acquisition. what was conveyed by the Chairperson of the Pangkep Regency Community Forum with the community as land owners has been running effectively.

3.1.4. Communication in Improving Community Security in Pre and Post Land Acquisition in Mandalle District, Pangkep Regency

The security development carried out by the Mandalle District Police and the Mandalle District Military Command was supported by security elements in the local sub-district. This is an effort by the apparatus to accommodate the role of the community to actively participate in maintaining security in their respective environments. The provisions of the 1945 Constitution formulate the principles of security and public order which are explicitly regulated and explained. This is because the security and public order is something that is fundamental in national development. As according to the Land Agency Team, he stated that the TNI and POLRI as security providers in the local sub-district were still obliged to protect, protect and maintain security and public order for 24 hours as an anticipation of preventing acts of anarchism and chaos during the negotiation and counseling process as well as providing compensation for land acquisition in a conducive manner.

3.2. Factors Inhibiting Interpersonal Communication Conflicts Between District Courts and Residents in the Railroad Process

in Pangkejene and Islands Districts (PANGKEP)

There is no truly effective communication process, because there are always obstacles. Constraints that occur certainly affect communication activities to be hampered and communication messages conveyed by communicators sometimes cannot be accepted by the communicant. In the case of interpersonal communication conflicts between the District Court and community members in the Mandalle District, Pangkep Regency, there are subjective obstacles. As stated by subjective communication barriers, it means deliberately made by other people and is a disturbance of opposition to a communication effort, this is usually due to conflicts of interest, prejudice, envy and so on (Ibrahim & Bambang, 2019). Meanwhile, according to Firdaus suggests that the inhibiting factors in interpersonal communication are (1) encoding barriers, (2) communicant barriers, (3) feedback barriers, (4) semantic barriers and, (5) psychological barriers [1].

Factors of interest and prejudice are the most severe factors, because the most difficult effort for a communicator is to communicate with people who clearly do not like the communicator or present a communication message that is opposite and interferes with the interests of the communicant. Currently, many people in the Mandalle District, Pangkep Regency refuse compensation for land acquisition which functions as a railway construction due to several reasons.

3.2.1. Nominal inequality of compensation for land acquisition granted

In economic development, of course, there are still many challenges and obstacles that need to be faced, so that it is not easy to carry out such development which also has an impact on social and political aspects. There are several obstacles in the development of domestic infrastructure, for example a decrease in the number of public transportation users in an area due to the lack of facilities and availability of transportation access. This condition is considered capable of influencing infrastructure development and the economic sector. In every implementation of development in Indonesia, the availability of land is very necessary. The limited land that will function as development does not escape the rejection of land acquisition due to obstacles in negotiations between the Regional Government and the surrounding community. Negotiation constraints here occur due to interpersonal communication strategies that are considered less than optimal, so that these obstacles usually affect the incompatibility of compensation provided by the Government. In this

study, there are several land owners whose compensation has not yet been fully completed so that land acquisition is hampered, this is due to the rejection of the nominal amount of compensation even though it is through the consignment route, so that it has an impact on the length of time the completion of land acquisition.

Based on the results of interviews delivered by the Civil Registrar at the Pangkep District Court, where the researchers concluded that the rejection of compensation money was based on jealousy and incompatibility with the compensation price determined by the government even though it was through a consignment route. When viewed from the attitude of jealousy formed from the community, basically jealousy is based on prejudice. According to Effendi (1993), prejudice is one of the major obstacles to a communication activity because people who have no preconceptions are suspicious and oppose communicators who want to launch communication [2]. This prejudice is developing in the community, the community's suspicion that the government is not transparent and open in carrying out the land compensation process. So that people feel unfair and cause social jealousy in the community [3].

The discrepancy in the provision of compensation is based on the results of interviews conducted by previous researchers with resource persons who currently work as farmers and owners of land with an area of 450 m², have stated the reasons for refusing the compensation provided by the Pangkep District Court, namely disappointed with the value an agreement to provide compensation for the land acquisition given. This is indicated by the nominal selling price of the land offered at Rp. 100,000, - (One Hundred Thousand Rupiah) which is considered very small. There are several other reasons for the refusal, namely the price difference which is only limited by the bund and only a fence. The obstacle in this case is not only related to the nominal amount of compensation which is considered unfair to the community, but the next problem is on land with disputed status, thus affecting the process of giving compensation.

As the results of interviews conducted with the Civil Service Registrar who served at the Pangkep District Court where the researchers concluded that if at the time of land acquisition for the construction of railway infrastructure carried out by the government, the BPN team was the negotiator and it turned out that there was land that was in dispute, then the party The court can delay the provision of compensation until the issuance of a court decision that is inkrah, meaning a decision that has permanent legal force as the final settlement process of a civil case that has been decided by the

court. Decisions in civil cases that have permanent legal force (*inkracht van gewijsde*) can occur if the decision contains the meaning of a permanent and definite legal relationship between the litigants because the legal relationship must be obeyed and must be fulfilled by the defendant.

3.2.2. *Barriers to the Communication Process*

In general, interpersonal communication is verbal and non-verbal communication between two people or a small group of people directly (face to face) accompanied by a response that can be known immediately (instant feedback). In this study, interpersonal communication is very necessary in realizing land acquisition for railway construction in the Mandalle District, Pangkep Regency, so a face-to-face method is needed. In realizing these goals, it is necessary to have parties who are considered to have influence and position in an area, so that communication between one another can run well and efficiently. However, in reality there are obstacles in the communication process, especially for negotiators as communicators or message senders, where the message to be conveyed is not clear to himself or the sender of the message, this is influenced by feelings or emotional situations that affect motivation, namely encouraging someone to act as desired. , need or interest.

Based on the above case, even though the court gave compensation in the form of a consignment, the majority of land owners would still refuse. This is due to unilateral decisions and the absence of personal communication by negotiators to land owners regarding land price agreements. Based on the results of interviews with informants who objected to land acquisition, it can be explained that the negotiators did not communicate directly with the land owners regarding the land price agreement, but only the amount of compensation that was determined unilaterally. The determination of the land price determined by the negotiators or the Appraisal team can be detrimental to the land owner even though it is functioned as a domestic infrastructure development. The expectations desired by land owners are the need for good communication and deliberation between the two so as to produce consensus. The team of negotiators did not hold consensus meetings with the land owners. Negotiators should comply with the principles of land acquisition for the public interest, including the principle of humanity, the principle of justice, the principle of benefit, the principle of certainty, the principle of openness, the principle of agreement, the principle of participation, the principle of welfare, the principle of sustainability and the principle of harmony.

Based on the results of the statements put forward by the informants, it can be explained that interpersonal communication is a special form of human communication that occurs when we interact simultaneously (simultaneously) with other people and influence each other (mutual influence). Simultaneous interaction means that communication participants react to the same information at the same time. Mutual influence means that each participant is influenced by the interactions that occur [4]. Based on this form of communication, it can be described as a deliberation communication which is the most appropriate strategy to provide information and education to the public, especially regarding land acquisition which is used for the construction of the Railway in Mandalle District, Pangkep Regency.

3.2.3. Psychological Barriers

Efforts to carry out communication on land acquisition, of course there are obstacles from the psychological side (Psychology), the psychological barriers are: (1) Interests will make a person selective in responding to or living the message, people will only pay attention to stimuli that have something to do with their interests. Interest not only affects attention but also responsiveness, feelings, thoughts and behavior. The factor of interest in the form of land is a place for people to seek sustenance so that people are reluctant to let go of their obstacles. So that psychologically (psychologically) the community is reluctant to think again and again to free up their land for the construction of the Railway in Pangkep Regency. (2) The perception, based on the results of the statement submitted by the Chairperson of the Pangkep Community Forum, has explained to the researcher that the enthusiasm of the community towards counseling and notification of the importance of infrastructure development, namely the Railway in Mandalle District, Pangkep Regency, was conveyed by the Chairperson of the Pangkep Community Forum. tend to be large and follow what has been explained. However, it is only limited to listening to what has been conveyed, without taking real action. Many communities, especially land owners, reject land acquisition because there are different characteristics and perceptions of the community and are encouraged by the influence of parties or figures outside the area so that this can slow down the time for land acquisition.

3.2.4. Inconsistency in the Period of Compensation for Land Acquisition

In the cases that have been studied previously, there is a lot of disagreement regarding land acquisition and the amount of compensation. If, after deliberation, no

agreement is reached, the land acquisition committee determines the amount of compensation and entrusts the compensation to the district court whose jurisdiction covers the location of the land in question. Based on the results of interviews conducted by researchers by a number of land owners who received compensation for land acquisition for the process of building a train in Mandalle District, Pangkep Regency, it has explained that the Pangkep District Court as the party providing compensation through the consignment system will pay the compensation. , but with a fairly long duration. This is due to bureaucratic obstacles. As according to Cangara (2012) suggests that communication is a bureaucratic obstacle, namely the inhibition of a communication process caused by the organizational structure [5].

Basically, the period of payment of compensation for land acquisition for the public interest has been regulated based on the provisions of Article 44 Paragraph (1) Regulation of the Head of the National Land Agency Number 3 of 2007 concerning Provisions for the Implementation of Presidential Regulation Number 36 of 2005 as amended by Presidential Decree Number 65 of 2006 has Regulating the form and/or amount of compensation. The Regency/Municipal Land Procurement Committee instructs the agency that requires the land to make compensation payments to those who/have the right to compensation within a maximum period of 60 (sixty) days from the date the decision is stipulated if the form compensation in the form of money or as agreed by the owner with a government agency that requires land if the compensation is in a form other than money. When viewed based on the data obtained by researchers, the courts and the government in the process of providing compensation tend to be quite long and violate the provisions of the applicable laws and regulations.

4. CONCLUSION

Based on the results of the research that has been put forward, it can be concluded that the strategy for resolving interpersonal communication conflicts in railway land acquisition consists of 5 (five) strategies in building communication including: First, communication regarding land area mapping by the National Land Agency (BPN) team to community land acquisition in Pangkep district, namely providing detailed land ownership data specifically for population parameter estimates through population surveys, providing data on the potential of all villages in the Mandalle sub-district, Pangkep district and preparing a master framework that serves as a basic reference at the land execution stage. for the construction or railway project in Mandalle District, Pangkep Regency. Land

data collection is an initial step before conducting socialization to the community, in order to make observations and find out the characteristics of the community as land owners, so that land acquisition planning can be achieved. Second, communication in Land Purchase and Community Compensation in Mandalle Sub-district, Pangkep Regency which is carried out in several ways by conducting consensus deliberation with the community, conducting and establishing door-to-door communication, religious approaches are carried out through religious leaders and community leaders and obedience. the court against the juridical application in the process of granting compensation for land acquisition which refers to the Regulation of the Supreme Court of the Republic of Indonesia Number 3 of 2016, Regarding the Registration of Applications and related laws. Third, the involvement of community leaders in land acquisition in Mandalle District, Pangkep Regency, where the role and contribution of the Chair of the Pangkep Community Forum in building communication with the community as land owners by providing understanding and direction as well as functions related to the construction of the railway is carried out. Fourth, communication in improving community security before and after land acquisition in Mandalle District, Pangkep Regency, which is carried out by involving the Indonesian National Police, TNI and elements of the local sub-district security population.

Factors that hinder interpersonal communication conflicts between district courts and residents in the railroad land process in Pangkejene and Islands (Pangkep) Districts consist of 4 (four) factors, including first, injustice and social jealousy for the community towards compensation for land acquisition given. Second, the obstacle to the communication process is that the negotiator does not communicate directly with the land owner related to the land price agreement, but is only given the amount of compensation that is determined unilaterally, then the negotiator team does not conduct consensus deliberation with the land owners and does not comply with the principles land acquisition for the public interest in accordance with the applicable laws and regulations. Third, psychological barriers, namely that people still think over and over again in releasing their land, so that anxiety arises because the land they own is a livelihood area and many people, especially land owners, reject land acquisition because there are different characteristics and perceptions of the community and driven by the influence of parties or figures outside the area so that this can slow down the

time for land acquisition. Fourth, the discrepancy in the period of giving compensation for land acquisition, namely in the payment of compensation for land acquisition for the public interest has been regulated based on the provisions of Article 44 Paragraph (1) Regulation of the Head of the National Land Agency Number 3 of 2007 concerning Provisions for the Implementation of Presidential Regulation Number 36 of 2005 as already stated. amended by Presidential Decree Number 65 of 2006 stipulating the payment of compensation to those who/have the right to compensation within a maximum period of 60 (sixty) days from the date the decision on compensation has been stipulated, however, the courts and the government in the process of granting compensation tend to take quite a long time and not in accordance with the provisions of the applicable laws and regulations.

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