



The Batang Hari Regency Social Movement Community on the Transportation Activities Coal Truck

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Abstract — The study aims to determine and analyze the actors involved and analyze the demands of the social movement of the people of Batang Hari Regency on the activities of transporting coal trucks on the Muara Bulian-Tembesi causeway, Jambi Province. Qualitative approach with primary and secondary data sources was obtained by using N capture feature on Nvivo 12 Plus. Meanwhile, the N capture feature is a popular web browser extension for capturing web content in the form of website content, social media, and other document content such as scientific articles. Describe the actors involved in the social movement for coal truck activities on Muara Bulian-Tembesi road, Jambi Province. The results showed that the perpetrators of social movements consist of Jambi Community Alliance, Sridadi Village Community, Batang Hari Regency, Students, and members of Parliament of Jambi Province. The demands for the emergence of social movements related to coal transportation occurs when people experience negative impacts caused to the environment, society, and health. Some of the demands that are often the focus of attention in this social movement include the environment, infrastructure, health, and the right of people to use the road.

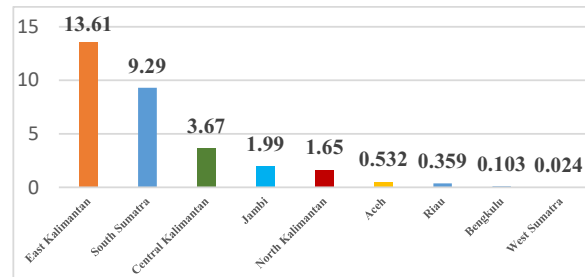
Keywords — coal, transportation, social movement

I. INTRODUCTION

Management of coal mining resources is an important aspect of supporting regional development [1]. Given that these mining business activities contribute significantly to the country's foreign exchange entry, this can be seen by the number of Mining Power permits in the region [2]. On the other hand, the increasing number of mining business activities involving both foreign and national investment has led to massive exploitation [3]. The coal mining sector has the potential to be superior and of double value where its presence can make a positive contribution both financially, absorption of local labour, poverty reduction and other possible positive effects [4]. Therefore, the mining sector is made one of the priority sectors of regional potential that is managed to support the implementation of development and its management must pay attention to several basic elements of sustainable development practices, both economic, social and environmental and improving community welfare [5].

Indonesia has investment potential in the mining sector in 16th place out of 47 countries that have coal potential [6]. As for coal content, based on the analysis of the *Asian Development Bank*, 70 per cent of coal reserves are in Sumatra and the rest are in Kalimantan [7].

10 Provinces with The Largest Verified Coal Reserves in 2021



Source: Ministry of Energy and Mineral Resources, in 2021

Figure 1. 10 provinces with the largest verified coal reserves in 2021

Based on data reported by the Ministry of Energy and Mineral Resources above, in 2021 Indonesia has coal reserves of 31.69 billion tons, and there are ten Provinces with the largest coal reserves in Indonesia in 2021, namely the first position is in East Kalimantan Province of 13.61 billion tons and South Sumatra has second coal reserves in Indonesia of 9.29 billion tons [8]. Especially Jambi Province has coal potential Judging from the position of coal reserves is in the fifth largest position, namely with a total of 1.99 billion tons spread across several districts in Jambi Province, including Merangin, Batang Hari, Sarolangun, Bungo, Tebo, Tanjabbar and Muaro Jambi [9]. The availability of abundant natural resources in Jambi Province is not interpreted as a source of regional income, but the importance of good management, sustainability, and attention to the environment. Synergy and harmonization among all stakeholders involved in its utilization, be it the government, private sector, or community, are keywords for the sustainability of productivity and environmental balance, including coal mining resources [10].

The coal mining business is recorded to contribute a lot to regional finance. However, with the financial contribution to large regions, it turns out that coal also causes complex problems, one of which is in terms of transportation [11]. Coal trucks passing through public roads have caused damage along the road section [12]. Although in terms of policy, there is already a Regional Regulation that prohibits it, namely Jambi Province Regional Regulation Number 13 of 2012 concerning Coal Transportation Arrangements in Jambi Province [13]. The contents of the Regional Regulation clearly state that every coal transportation in Jambi province must go through special roads or river routes. Special track obligations must be ready no later than

January 2014, however, until 2022 has not been implemented [14].

Then Governor Regulation Number 18 of 2013 concerning Procedures for Implementing Coal Transportation by forming an Integrated Team to carry out coaching, supervision, and enforcement. The team consists of various elements ranging from the Provincial Government, Batang Hari Regency Government, Transportation Office, Energy and Mineral Resources Office, TNI, Polri, Satpol PP "[15]. Similarly, the Regional Regulation of Batang Hari Regency Number 16 of 2017 concerning Coal Transportation must pay attention to road utilization based on the principles of expediency, security and safety, harmony, balance, fairness, transparency, and accountability [16]. With sanctions, ranging from written reprimands to revocation of operating licenses. The regulation has been issued by the district government and has even been agreed upon by the company, but coal truck transportation still crosses the road section not according to the rules [17].

In addition to causing the Muara Bulian-Tembesi public road to be damaged due to the mobilization of coal truck transportation, there is air pollution (dust) from the increasing number of trucks, as well as the condition of the foundations of residents' houses that fall because the trucks exceed capacity through the roads of residents' houses [18]. There are many traffic accidents when avoiding damaged roads, long traffic jams because most disorderly drivers park their trucks along the road sections to financial losses the government has to spend a large budget to repair damaged roads [19]. With these conditions, violations of local regulations committed by coal entrepreneurs consequently gave rise to social movements in the form of demonstrations roadblock protests by residents, especially the people of Batang Hari Regency [11]. Coal drivers become a tool for business actors to respond to non-compliance with local government policies [20].

Based on the presentation of previous findings and especially written by Ahmad Subhan who specifically discusses the network of coal transportation policies in Jambi Province from the perspective of good governance [21]. Meanwhile, what distinguishes this research from previous research is that this study focuses on describing the point of view of the analysis of community social movements towards coal transportation on the Muaro Bulian-Tembesi causeway in Jambi Province. The novelty offered in this study is the analysis of community social movements towards coal transportation on the Muaro Bulian-Tembesi causeway in Jambi Province.

As a measurement tool for analysis in this study, social movement theory is defined as a form of collective action with a clear conflictual orientation towards certain social and political opponents, carried out in the context of close cross-institutional networks by actors bound by a strong sense of solidarity and collective identity [22]. Social movements have developed in their studies distinguishing between old social movements and new *social movements*

[23]. Old social movements focused on issues related to material issues and were usually related to the interests of one group only, for example, the peasant movement or workers. Whereas new social movements encompass a broader level of interest, new social movements centred on specific changes in public policy or changes in the economic sector, manifested in environmental movements, anti-war movements, peace, feminism and others [24]. It also focuses on lifestyle issues, culture and so on [25]. The new social approach emphasizes understanding the cultural side of social movements and sees them as a struggle for the production of new collective meanings and identities [26].

In theory, this research is expected to produce academic benefits for Jambi Province by offering scientific contribution and the enrichment of theoretical treasures with a view to developing knowledge in government science and sociology, notably on social movements. This study can also be a criticism of the importance of government alignment which is manifested by clear and firm policies (rules) on coal truck transportation. In addition, this research can be a reference for other researchers who want to research on the same topic. This study also aims empirically to determine and analyze the actors involved in the social movements of the people of Batang Hari Regency over coal truck transportation activities on the Muara Bulian-Tembesi causeway, Jambi Province, as well as to know and analyze the demands of the social movements of the people of Batang Hari Regency for coal truck transportation activities on the Muara Bulian-Tembesi causeway, Jambi Province.

II. RESEARCH METHODS

This study relies on an explanatory qualitative method to describe the results through online media [27]. The methodology of this study aims to be able to systematically, specifically and meticulously describe data obtained in relation to events contained in an informational media text [28].

The source of this research data is primary and secondary data collected through systematic and documented methods. The collection of these documents is done systematically and regularly and is classified by type, source, policy, etc. Similarly, the results of the interviews were clearly recorded through audio recordings and filled out several forms by informants and online media. Data captured using N capture feature on Nvivo 12 plus, N capture feature is a web browser extension developed to capture web content as web content, social networks and applications. use with other document content such as scientific articles. Nvivo 12 plus analytics uses cross query analysis. This feature allows you to view the percentage of news data that has been manually encrypted using the N Vivo 12 plus feature. In addition, the author uses word cloud analysis to view words or concepts that often appear in research files to visualize and collect data/words that have similarities and differences. Below is a list of the online media taken as the data source.

Table 1: News Media Sources

Media Daring	Website	Consume Online Media as a source of news	Brand Trust Media Daring	News related to the topic of coal car transportation
Detik.com	https://www.detik.com	65%	61%	24
Kompas	https://www.kompas.com	48%	65%	42
CNN.com	https://www.cnnindonesia.com	35%	66%	29
SindoNews.com	https://www.sindonews.com	16%	49%	30
Tribunnews.com	https://www.tribunnews.com	32%	52%	50

Source: Compiled by Researcher, 2023

The researchers examined five online news channels, which are included in Table 1. Naturally, this study makes use of six online news sources, investigates the brand reputation of online sources, and has strong media dependability based on calculation and keyword analysis from the Semrush tool [30]. Semrush, on the other hand, is an online tool that facilitates keyword-based planning and execution of SEO (search engine optimization), SEM (search engine marketing), social media research, and video advertising [31]. Please take note that this software groups the generated phrases into topics for this search, after which it does a thorough analysis on the gathered, filtered (shortened), and exported keywords before sending them to Semrush. Each day, Semrush updates its rankings of news websites or other online media across the globe, including Indonesia. They were chosen from a group of six media outlets to represent stories on the transport of coal by carriage in Jambi. Figure 2 below shows the stages involved in data analysis as well.



Figure 2. Data analysis techniques

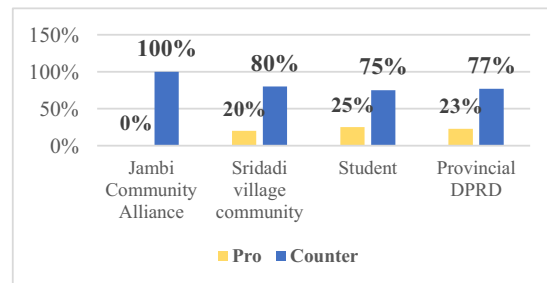
Afterwards, the N capture feature of Nvivo 12 Plus [32] will be used to evaluate the data that was gathered. A web browser add-on called N capture was created to record online media, including blogs, social media posts, and other documentary content like academic articles. Nvivo 12 Plus analysis employs the cross query analysis feature. You can see how much news data has been manually encrypted using this function, which makes use of the Nvivo 12 Plus capability. In addition, the author employs word cloud analysis to illustrate concepts or phrases that recur frequently in the data set, producing aggregated data and words with similarities and contrasts.

III. RESULTS AND DISCUSSION

Social movements that occur in Jambi can be interpreted as movements carried out by several people to create changes or may want to maintain something that is considered capable among individuals in society. In addition, the emergence of this social movement is driven by the uncertainty that is disturbed by a group of people towards various aspects of human life so far by going through a series of stages, for example starting from the stage of anxiety, anger, formalization to the institutional stage of coal truck activities in Jambi.

Actors Social movement in coal truck activities on the Muara Bulian-tempest causeway in Jambi Province social movement needs to be

Sustainable, where all roles must have a common understanding and be aware that problems occur due to problematic systems and structures. Syawaludin (2014) stated that the emergence of awareness that continues resistance actions and builds resistance strength with the identity of the resistance movement against coal entrepreneurs in Jambi is a form of maintaining and maintaining the breath of resistance against stronger parties. The communication strategy carried out in building awareness is through two-way or dialogical communication that brings equality and justice between communicants. Some actors are pro and con and involved in social movements of coal truck activities on the Muaro Bulian-Tembesi causeway of Jambi Province based on the figure 3.



Source: Researchers Using TheNVivo Application 2023

Figure 3. Social movements of coal truck activities on the Muaro Bulian-Tembesi causeway of Jambi Province

Based on the graph above, explains that the actors involved in the social movement of coal truck activities on the Muaro Bulian-Tembesi road in Jambi Province consist of Jambi community alliances that are 100% against these activities, and 0% who are pro to these activities. The second factor is the Sridadi sub-district community of

Batang Hari Regency which contradicts 80% of these activities as much as 80%, and pro as much as 20%. The third factor is students who are in the Batang Hari and Muaro Jambi districts against this activity as much as 75%, and the pro as much as 25%. And the last actor is a member of the Jambi provincial parliament who is against as much as 77% and pro as much as 23%. It can be concluded that the actors involved in the pros and cons of coal transportation activities based on graphic data above the average reject coal transportation activities using national roads.

Demand for social movements of the people of Batang Hari Regency over coal truck transportation activities on the Muara Bulian-Tembesi causeway, Jambi Province

Social movements are agents of change. In general, social movements emerged as a form of dissatisfaction with existing policies [33]. The form of success of a social movement is determined by the extent to which policy changes can accommodate public demands or participation in policy formulation [34]. Social movements related to coal trucking usually occur when communities or activist groups are concerned about the negative impacts caused by the coal industry on the environment, society, and health. Some of the issues that are often of concern in this social movement include:

- 1) Environment: Coal hauling often results in air pollution, mainly due to coal dust flying as trucks pass by. This can hurt air quality and the health of surrounding communities.
- 2) Infrastructure: Intense coal trucking activity can cause damage to roads and other infrastructure. Heavy trucks passing through local roads that are not designed for high traffic can damage the road surface and cause faster wear.
- 3) Safety: Coal trucks travelling on public roads are often a safety risk factor. Large and heavy trucks can cause traffic accidents, especially if road conditions are inadequate or if the truck does not obey traffic rules.
- 4) Community rights: Social movements related to coal trucking can also be related to the rights of local communities. Some communities consider that coal mining activities are detrimental to them in terms of access to natural resources, settlements, and traditional livelihoods.

This social movement is generally carried out through protests, petitions, public awareness campaigns, dialogue with related parties, and other advocacy efforts. The aim is to voice concerns and find more sustainable solutions in the management of coal trucking to reduce the negative impacts caused. The demands on coal car transport activities can vary depending on the problems and concerns that certain communities or groups have. Some of the possible claims in this context include:

- a) Strict Regulation: The demand to impose strict regulations on coal car transportation activities, including regulations on the number of trucks allowed, operating hours, and safety standards that must be adhered to. Strict regulations are expected to reduce negative impacts such as air pollution, traffic accidents, and infrastructure damage.
- b) Strict Supervision and Enforcement: Demands to increase supervision and law enforcement of coal car transportation activities to ensure compliance with

existing rules and regulations. This includes active monitoring of overloads, completeness of permits, and enforcement of sanctions for violators.

- c) Infrastructure Improvement: The demand to improve the road infrastructure, especially in coal car freight lines, to better handle the high and heavy traffic volume of such trucks. This can include road repairs, lane additions or flyovers, and road capacity increases.
- d) Energy Diversification: Demands to encourage diversification of energy sources and reduction of dependence on coal. Developing cleaner and more sustainable energy sources, such as renewable energy, is expected to reduce the overall demand and activity of coal car transportation.
- e) Community Participation: Demands to involve communities in decision-making related to coal car transport activities, including public consultation and participatory monitoring. This is important to ensure the interests and concerns of local communities are taken into account in decision-making related to such activities.

These demands can be realized through advocacy campaigns, dialogue with governments and related companies, petitions, demonstrations, or appropriate legal remedies. The aim is to reduce the negative impact of coal car transport and promote more sustainable solutions within the sector.

IV. CONCLUSION

Social movements that occur can be interpreted as movements carried out by several people to create changes or may want to maintain an element that is considered to hurt individuals in society. In addition, the emergence of this social movement is driven by the uncertainty experienced by a group of people towards various aspects of life through a series of anxiety, anger, and formalization to the institutional stage of coal truck activities that pass along the Muara Bulian-Tembesi causeway of Jambi Province.

The actors involved consist of the Jambi Community Alliance which is 100% against the activity, and 0% who are pro to the activity. The second factor is the people of Sridadi Village, Batang Hari Regency, who are 80% against the activity, 80% and 20% pro. The third factor is students in the Batang Hari and Muaro Jambi regencies, who are 75% against this activity, and 25% pro. And the last actor is a member of the Jambi Provincial DPRD is against as much as 77% and pro as much as 23%. It can be concluded that the actors involved in the pros and cons of coal transportation activities based on graphic data above the average reject coal transportation activities using national roads. Social movements related to coal trucking usually occur when communities or activist groups are concerned about the negative impacts caused by the coal industry on the environment, society, and health. Some of the issues that are often a concern in this social movement include environment, infrastructure, health, and community rights.

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