

Influence of the Transboundary Road Jayapura-Skow Integrated Cross Border Post (ICBP) Towards to the Socio-Economic Aspect of Muara Tami District

Harmonis Rante¹, Risky Novan Ngutra², Mochamad. T. Alamsyah³

¹The Regional and City Planning, Postgraduate Program of Cenderawasih University, Jl. Raya Abepura-Sentani, Papua,

²The Regional and City Planning, Postgraduate Program of Cenderawasih University, Jl. Raya Abepura-Sentani, Papua,

³Student of the Regional and City Planning, Postgraduate Program of Cenderawasih University, Jl. Raya Abepura-Sentani, Papua, Papua

Abstract: Skouw ICBP is an area that was once feared by many people. However, the Indonesian government gradually built the Republic of Indonesia (RI)-Papua New Guinea (PNG) transboundary road infrastructure. Apart from Indonesian citizens, there are also Papuan New Guinea residents who come across to shop in the market near the Cross Border Post. This research aims to analyze the influence of Papua's transboundary infrastructure on the socio-economic aspects of Muara Tami District. The data were collected by field observations, interviews, documentation and scientific publication support. Data analysis method is qualitative analysis. Results shown that Papua's transboundary road infrastructure always experienced an increase and had a positive influence on the socio-economic development of the community in Muara Tami District.

Keywords: Skow ICBP, Muara Tami District, Papua's transboundary road, road infrastructure

1. Introduction

Skouw ICBP is an area that was once feared by many people. Since the 1980s, this area is still vulnerable security. In that decade, cross-border post was still near the Tami's river bridge, not yet in the existing border post. The road condition at that time was still in the form of rocks and covered by the thick forest on the left and right side of the road. By the position of the cross-border post still near the Tami's river bridge, the Indonesian territory from the Tami's river to the practical boundary line is not well monitored. Cross-country people are free to do anything and carry anything. Especially at the time, there were still many residents of PNG who were gardening around cross-border posts. On the other hand, residents of the RI from villages around the border also often go to PNG because they also have customary land there. This customary land was formed before the borders of RI-PNG existed. This customary land was obtained by their tribe's ancestors, the Nyao Tribe, through war in the past. The tribe

that wins the war will get wide territory.

In the past, it was still not safe, because there were not many people around the border post, so it was still very vulnerable and quiet. The cross-border post guards did not dare carelessly move away from the post without soldier service personnel. Gradually the Indonesian government built the RI-PNG transboundary road infrastructure. The infrastructure development has been carried out since the last two decades. The road's enhancement in direction of Jayapura City to Skouw is in the form of paving and widening. Likewise, access through the Holtekam's Bridge is almost complete.

Recently, the border area has become a tourist area, especially in the Skow ICBP on Saturday, Sunday and holiday, many people from and outside Jayapura came to travel, taking pictures and looking around, as shown in Figure 1.



Figure 1: The conditions of Skow ICBP and the crowds of people traveling

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The highly visit of tourism and trade activities at Skow ICBP are inseparable from the good conditions of the RI-PNG transboundary road. The road's construction has an effect on increasing community accessibility from Jayapura to Muara Tami District. This road is a national road section, whose construction is intended to support economic activities, tourism, government services and the development in Muara Tami District. By the smooth paving, so the transportation to the RI- PNG border and the flow of goods and people from and to Muara Tami District were increased. Thus, there will be an increase in the economy and an element of equitable development, so that, society will feel getting a fair goal and attention from the government.

Road's enhancement accessibility is one of the driving factors for activities around Muara Tami District. The land use change around Muara Tami District is strongly influenced by the presence of roads around the area, because this road is the only access for Muara Tami District's community to Jayapura City and vice versa. At the present, some of the land in Muara Tami District which was originally agricultural land, fish ponds, farms and community forests has begun change into commercial facilities such as housing, offices, schools, markets, tourist objects and others. This study aims to identify the development of RI-PNG transboundary infrastructure road and analyze its influence on the socio-economic development of the community in Muara Tami District.

2. Literature Review

The border is an imaginary line that separates two or more political regions of the state, state or subnational region. In several regions of Indonesia. The border is marked with a mile stone or a large or small monument. The boundary is determined based on detailed and intact historical facts, related to the boundary agreement process. Determination involves border residents and governments between countries. Determination of boundaries leads to the interests of the state and whole society, including its generation in the future.

Indonesia is an archipelago with a coastline of 81,900 kilometers, has a border area with several countries, both land (continental) and sea (maritime) borders. The land borders of the Republic of Indonesia are directly adjacent to Malaysia, Papua New Guinea (PNG) and Timor Leste. Indonesia's land borders are spread over three islands, four provinces and 15 regencies / cities, each of which has different characteristics of the border. Likewise, the neighbor countries also have different characteristics in terms of social, economic, political and cultural.

The border area as the sovereignty boundary of a country, in general has a strategic role in determining government policies both for national interests and relations between countries (international). The Republic of Indonesia's geographical position, flanked by two continents, has international borders with 10 neighboring countries. In fact, the border area is the RI fence whose territory must be modernized to be able to control and control the borders of the state sovereignty. Modernization of border areas is not always translated in a fiscal sense, but can be done with a

resource approach because several of border islands and land borders, have the potential of marine resources that could developed the border's economically (Hadiwijoyo, 2009).

In the Republic Indonesia Presidential Regulation Number 5 of 2010, concerning the national medium term development plan for 2010-2014, it is stated that "border area development program aims to maintain the integrity of the RI region through the establishment of RI sovereignty guaranteed by international law, and improve the welfare of local communities by digging economic, social and cultural potential and the advantage of a very strategic geographical location to connect with neighboring countries. "

Although the development of border areas has become a commitment and priority of the Government as stated in the development policy set forth in the 1993 of Outlines of the Country's Direction and 6th Five-year Development Plan, but until now it has not shown tangible results. The Government commitment in developing border areas is still consistent, as stated in the 1999-2004 of Outlines of the Country's Direction in Chapter IV (Policy Direction), point G (Regional Development), point 1h, namely: "increasing development in all regions, especially in eastern Indonesia, border areas and other disadvantaged areas based on the principles of decentralization and regional autonomy ".

In the National Development Program 2000-2004, it was stated that the border area development program was aimed to:

- a) Improve the standard of living and welfare of the community
- b) Increasing potential management capacity of border areas
- c) Strengthening order and security of areas bordering other countries

Targets of the border area development program are:

- a) Realization of an increase in socio-economic life and social security of the community
- b) Management of the region's potential
- c) Order and security of border areas.

Some priority development programs for the border areas are:

- a) Development of potential settlement centers including transmigration settlements in the border area
- b) Improvement of transportation and communication infrastructure services to open up regional isolation and production marketing
- c) Improvement of basic social services, especially education and health; structuring administrative areas and boundaries
- d) Development of private participation in the utilization of regional potential, especially mining and forestry
- e) Increased cooperation and agreement with neighboring countries in the fields of security, economy, and management of natural resources and the environment of border areas.

Referring to several views regarding the potential, problems and conditions around the border region, so the development of transportation in the border area should pay attention to several aspects, are:

- a) State boundary aspects, namely to prevent negative impacts of transportation, border incidents and violations of sovereignty areas.
- b) Economic aspects and people's welfare, that transportation must support the economic development of communities around the border, alleviate poverty and improve people's welfare.
- c) Regional isolation aspects, that transportation must be able to overcome the low accessibility of border areas.
- d) National and State sovereignty aspects
- e) Protection aspects of the interests of border communities
- f) Environmental aspects, that the existence of transportation in the border region must support environmental preservation and connect with environmental conservation programs.
- g) The socio-cultural aspect, that the existence of transportation is able to maintain the social preservation of the local culture so that it is not eroded by the external culture which is negative in nature.

3. Previous Research

Sutami Silondae, Abd. Azis Muthalib and Ernawati, 2016, in their research, *The Linkage of Transportation Lines and Economic Interaction of North Konawe Regency with Surrounding Districts / Cities*, stated that physical infrastructure, especially road networks as forming national space structures has a strong connection with economic growth in a region and social culture of life society. In the context of the road, economy as a social capital of the community is a place to rely on economic development, so that high economic growth is difficult to achieve without the availability of adequate roads. Some things that are concluded are:

- 1) The condition of the transportation route that connects North Konawe with the surrounding District in 2013 was partly severely damaged. As a result, people who mobilize prefer to Kendari City to meet the needs of goods and services such as health services.
- 2) The impact of transportation on the economy in North Konawe District has a positive effect on Gross Regional Domestic Product (GRDP).

Arman Rahman Nampira, Jainuri and Gonda Yumitro, in their research, *Government Policy in Transportation Development*

in Border Areas (Study of Port Development and Operation in Northwest Alor Subdistrict, Alor-East Nusa Tenggara District), stated that the presence of adequate ports played a major role in supporting the mobility of goods and people in this country. No exception is the conditions in the Alor Regency area. From the topographic aspect of the region, Alor Regency is an archipelagic regency with an area of ocean greater than the land area, which is 15 islands, 9 islands have a population and an administrative area of 17 subdistricts. In order to create integrated development between sectors, regions and communities, it is necessary to organize effective and participatory spatial planning as a direction for the location of development investments carried out by local governments, communities, and the business world to create a safe, comfortable, productive and sustainable space. The purpose of Alor Regency's infrastructure development is to increase the potential economy, for example marine tourism potential, agricultural yields potential, and sea income potential from fishermen. The inhibiting factor in port development and operation is the lack of a budget that greatly influences the completion of port construction and indirectly hampers the port operation process. In addition to the lack of a budget, the lack of infrastructure also greatly affects the operation of the port.

Ade Irna T. Pangalasan, 2013, in her research, *the Study on Economic Development in the Region of the International Border Area in the Talaud Islands Regency*, stated that Talaud has various potentials such as the agriculture sector with the plantation and fisheries sub-sectors which are the largest sector and contributors to Regency GRDP. Miangas as the border between Indonesia and the Philippines felt a great deal of isolation, so the interaction between Indonesia-Philippines cross-border trade in Miangas as an entry exit point needs to be increased to become an international classification.

4. Research Methods

This research was conducted in the area related to the road of the RI-PNG border in Skow, Muara Tami District, Jayapura City. Area to be reviewed is the area along the transboundary road along the Muara Tami District, which starts from West Koya-Skow-Skow ICBP, as shown in Figure 2.



Figure 2: The area related to the RI-PNG transboundary road Source: Google Earth, downloaded February 1st, 2019

This study uses primary data to be obtained directly in the field with observation, interviews and documentation. The main source is the real conditions in the field and the community related to the research topic. Secondary data is obtained from existing sources, such as press records or documentation, scientific publications and data from related agencies. The source can be newspapers, magazines, scientific journals and government statistical data. The obtained data were processed by qualitatively analyzed in the form of image presentation. The research flow chart is presented in Figure 3.

5. Discussion

The transboundary route that served the Muara Tami District are (1) The regulary route of Abepura-Skow, which passes through the Nafri-Koya Koso-West Koya-Skow-Skow ICBP and (2) the new route Hamadi-Holtekamp, which passes through Hamadi-Holtekamp Bridge-Holtekamp- West Koya-Skow ICBP, as shown in Figure 4.

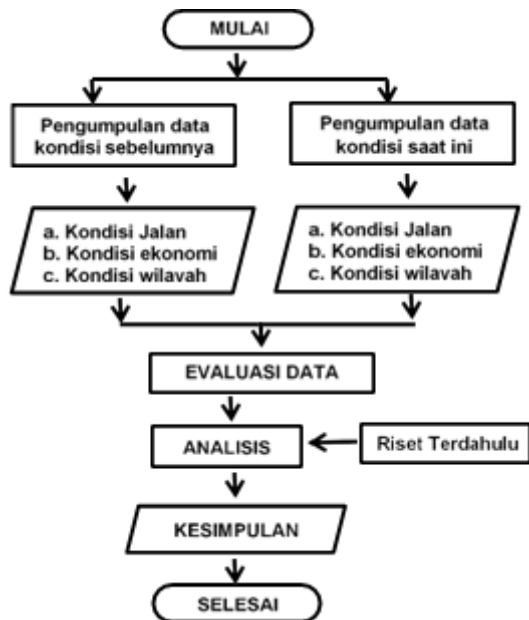


Figure 3: Research flow chart



Figure 4: Route of Trans-boundary Trans Papua towards Integrated National Budget of Skow

Development of Trans Papua Transboundary Infrastructure Roads

The connecting road between Jayapura City and Muara Tami District is a national road segment. This segment is important because it's just the only access to the Muara Tami District which famous with Skow ICBP and transmigration areas in West Koya and East Koya. Skow ICBP has grown to become one of the tourism centers and trade in Muara Tami District. Likewise with the Koya Transmigration area, this region has grown into one of the centers of agriculture, freshwater ponds and agrotourism. The development of the increasingly advanced Koya Barat and East Koya region has made this area become one of the favorite community settlement.



Compared to the road conditions in a few years ago, the current road conditions are very good. Currently the transboundary road has been widened, has been paved smoothly and at some points has been equipped with casted road shoulders on either side. Passing this road, vehicles can be driven quite quickly because the roads are smooth and not crowded with traffic. The traffic volume is only dominated by people who want to go to Skow ICBP for tours and daily activities of the Skow community. Along the way is still covered by forest areas with tall trees on either side, beautiful hills, even rivers to the coast, as shown in Figure 5.



Figure 5: The development of road conditions towards the Skow ICBP

Holtekamp Bridge

The Hamadi-Skow ICBP Skow route is under construction and nearly complete. This section is separated by the sea and must be connected with a bridge, namely the Holtekamp Bridge. It was built by the Ministry of Public Works and Housing of Republic Indonesia through the Directorate General of Highways which will connect Hamadi and Holtekamp. The position of the Holtekamp Bridge is as shown in Figure 5. Its construction began on 9 May 2015 and is still being worked on. The Government and the people of Papua Province are looking forward to the construction of the Holtekamp Bridge. This hope was followed up through cooperation between the Papua Provincial Government and the Ministry of Public Works.

The Holtekamp Bridge consists of several parts, including:

- Access road 1,322 meters
- The main bridge consists of 2 Steel Arches with a span of 400 meters plus a 332 meter approach bridge consisting of 33 approaching meters from the direction of Hamadi and 299 meters from the direction of Holtekamp so that the total bridge length is 732 meters.
- The width of the bridge is 21 meters consisting of 4 lane of 2-way direction with a median.
- The funding for the development comes from sharing between the Papua Provincial Government, Jayapura City Government and the National Government with a 30% of Regional Government and 70% National Government (APBN) distribution. The funding shearing of APBN financing used for the main bridge. The approach bridge of Hamadi and Holtekamp direction, financed by APBD of Papua Province and Hamadi's access road by the

Regional Budget of Jayapura City.

Some of the benefits expected from the construction of the Holtekamp Bridge are:

- To be an Icon or Landmark of Papua which has been left behind in the field of infrastructure, especially roads and bridges, compared to other regions in Indonesia.
- Being proof of the seriousness of the Indonesian Government towards the acceleration of development in Papua.
- Being the glue between Indonesia and Papua New Guinea
- The Papua Province is at the Gate of the Regions of the Pacific countries, so that the existence of this bridge can support activities in order to establish relations with Pacific Countries.
- The regular road is inherited from the Netherlands era and at present the condition is prone to congestion, especially in the city of Jayapura. The existence of this section can be an alternative road capable of breaking traffic congestion at once and accelerating economic development in Papua.
- The Holtekamp Bridge will be connected to the Jayapura-Sentani Road section, and the Jayapura Ring Road, so that people from Muara Tami District and Keerom District will be faster if they want to go to Sentani.
- Shortening the travel time of users from Jayapura City to Muara Tami District then to the Skouw ICBP which previously took 2.5 hours become 60 minutes.

The construction of the Holtekamp Bridge on the existing Trans Papua Transboundary Road is very appropriate. Some of its functions are:

- a) This bridge makes the Hamadi-Holtekamp alternative road functional and this shortens the distance and shortens the travel time from Jayapura to Muara Tami.
- b) This alternative segment avoids heavy trucks, from some extreme inclines if you want to go to Muara Tami or Keerom district.
- c) This alternative segment can be a solution if there is a disruption of travel on the old lane (passing through Kampung Nafri and Koya Koso), for example trucks back on slopes, landslides or roadblocks.

The Influence of Trans Papua Transboundary Road Infrastructure on Community Socio- economic in Muara Tami District

With the functioning of the Hamadi-Skow route, its influence on the Muara Tami District area is very good. The existence of the Holtekamp Bridge will provide economic added value for residents around the bridge. It is well known that the Holtekamp Bridge was built on the sea and is the grandest bridge in the city of Jayapura, even Papua. The view of the sea will be very attractive and offers beauty to be enjoyed.

The existence of the Holtekamp Bridge will also have an impact on the surrounding area and the areas it has access to. With the Holtekamp Bridge which is one of the transportation infrastructure to and from Muara Tami-Jayapura. The Holtekamp Bridge will make the Hamadi-Holtekamp Route an alternative route that shortens the distance and travel time to and from Muara Tami District. The existence of the Hamadi-Holtekamp route will provide several benefits, including:

- a) Opening of alternative routes that shorten distances and reduce travel time, which affects:
 - 1) Family economy
 - 2) Reduced consumption of fuel oil (BBM)
 - 3) Increased environmental sustainability due to reduced CO-carbon monoxide gas
 - 4) Reduced fatigue due to travel
 - 5) Increased efficiency of travel time
 - 6) Increasing interaction and family relationship
 - 7) Ease of marketing agricultural products
- b) Heavy duty vehicles avoid some extreme inclines and decline that have an impact on:
 - 8) Reduced traffic accidents
 - 9) Reduced transportation operational costs
 - 10) Reduced vehicle maintenance costs
 - 11) Reduced transportation costs
 - 12) Lower prices of goods at Muara Tami and Keerom
- c) Encouraging regional development in Muara Tami District and controlling the rate of development of Jayapura City towards to the western part of the mountains which high risk of damaging forests as the Jayapura catchment area.
- d) Offering solutions to the problems of population density, settlements and economic activities in the city of Jayapura.
- e) The Holtekamp Bridge is become a Landmark of Jayapura City that can increase tourism in the city of

- Jayapura.
- f) Increasing the number of tourists who want to visit the Skouw ICBP
- g) Increasing connectivity from Jayapura City to Muara Tami District and Skouw ICBP
- h) Encouraging the development of a new economic center in the Muara Tami District
- i) Growing business in the field of services such as food stalls, relaxing places for rest and souvenirs to take home.
- j) Opening the employment opportunities in the field of road infrastructure for those who have the appropriate competencies.
- k) Launching the flow of goods towards Skow ICBP
- l) Speed up travel time to the economic center
- m) Opening the bilateral trade channels and other aspects such as mutually beneficial culture, education, agriculture
- n) Opening the isolation of remote areas and open areas around the border and Holtekamp and support the defense and security sector
- o) Increasing the traditional relations of kinship between the peoples of the two countries
- p) Increased volume of economic transactions

6. Conclusion

Based on the analysis and discussion that has been done, the conclusion is taken:

- 1) The development of transboundary infrastructure roads to the Skow ICBP has increased in line with the government's commitment to develop of the Skow ICBP.
- 2) The infrastructure of transboundary road has a positive influence on the economic development of the community in Muara Tami District.

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