



The Impact of Railroad Construction on Community Social Behavior in Marusu District, Maros Regency

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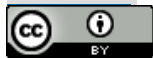
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ABSTRACT

The goal of this research is to understand more about how railroad construction affects the social marginalization of individuals in Marusu District, Maros Regency. It used descriptive qualitative research and a case study approach to gather and analyze data on the engagement of all stakeholders in railroad development in Maros Regency. The results showed that the construction of railroads had a good impact on the social behavior of the community, as shown by a shift toward better development and support for government policies. Furthermore, the local population anticipates that the railroad will make their area significantly more advanced, as well as have a favorable impact on social conduct. The transition of the local community from an agrarian to a modernist social existence

INTRODUCTION

The mode of transportation is a tool that Indonesians frequently use to undertake activities such as going from one location to another, whether it is a little distance or a very long distance, and also by land, sea, and air routes. Of all, transportation is one of society's fundamental necessities as a function of economic, social, political, and other activity. When individuals go to other locations, one of the stages of cultural socialization is undoubtedly the necessity for transportation. Within the context of Indonesia's diversity, people will experience cultural variances. In general, the growth of modes of transportation in Indonesia, of course, continues to evolve as a result of the emergence of an increasingly mobile population. Dynamic and complicated age affected by Modernization of supporting facilities and infrastructure to ensure the long-term development of transportation modes. This is also intrinsically tied to the advancement of the train line, which runs through Marusu District in Maros Regency.

With the construction of a railroad track that crosses Marusu District, Maros Regency, it will certainly have an impact on local communities. The Makassar Parepare railway line, which is approximately 145 kilometers long, is the first stage of the construction of the Trans-Sulawesi railway line from Makassar City to Parepare City. The construction of this railroad line will have an impact on the influence of the local community's social conduct. This effect can elicit a variety of behavioral responses from local residents people in Marusu District, Maros Regency. This response can be seen from the behavior of the community, namely, some accept it with pleasure, and those accept it because it is a policy from the government. The materials for the construction of the railroads are sourced from the land for the railroad embankments obtained from the land of the local community and from outside the area.

The actions of those who sell their land have garnered great feedback. Furthermore, road users in areas where trucks moving soil cross residential roads have resulted in damaged and slippery roads, accidents, and prolonged floods due to road damage, scattered soil debris, and the rainy season. The community is concerned about this. Behavior is a response action and reaction of an organism to its environment. This means that behavior can be

tangible if there is something that is needed. Furthermore, it is tangible if there is something that is needed to cause a response, which is called a stimulus. Thus, a stimulus will certainly lead to certain behaviors as well. The process of forming and changing behavior is influenced by several factors originating from the individual himself, including the central nervous system, perception, motivation, emotion, and learning.

The railroad development in Maros Regency has also harmed the livelihoods of residents who used to farm. They are now looking for side jobs because their rice fields have been converted to the construction of a railroad line. Geographically, there are contestation, negotiation, consensus, and conflict occurrences in the region, which can be seen as power interactions between spatial planning entities such as government, society, and markets.

The interaction of these three actors influences spatial planning strategies. The social formation approach sees the government's contact with investors and their political interests as a way to stimulate growth while simultaneously acting as a change agent for development. The growth The expansion of capitalist influence and New social forms cannot exist apart from regional development modernization. Both of these impacts are possible in the extension of regional development, which was originally intended to improve regional economic growth. On the other hand, it has resulted in societal marginalization due to polarization and inequality. Anthony Giddens gave a warning. Modernization is likened to a big machine (juggernaut) that goes so rapidly that it is out of control., causing people to be sidelined and alienated to oblivion as a result of societal change currents (Adi Sumandiyar, 2020). As a result, the research topic is, "How is the social behavior of the community toward railroad construction in Marusu District, Maros Regency?"

LITERATURE REVIEW

Some experts distinguish forms of behavior into three domains, there are; (1) knowledge; (2) attitude; and (3) action or often referred to as knowledge, attitude, and practice. Things that can influence human behavior are; (1) genetics; (2)

attitude, which is a measure of a person's level of preference for certain behaviors; (3) social norms, namely the influence of social pressure and (4) control of personal behavior, namely one's belief about the difficulty of not responding to a behavior (Sarwono, 2004).

Ferdinand Tonnies that the view of social change analysis can be carried out with several extensions, as contained in the theory of evolution by considering aspects of change as an adaptation of a social system to its environment by the process of internal differentiation and increased structural complexity (Garna, 1992). The occurrence is a change in the form of society from simple to more complex, from uniform to diverse. Society develops from *gemeinschaft* to *gessellschaft* conditions. From social change, *gemeinschaft* includes close social interactions, close family ties, and close friendships, while *gessellschaft* social ties are voluntary, contractual, and based on self-interest. Furthermore, the Changes in behavior that occur in the individual environment, as well as individual conduct that occurs with causation, have a profound impact on societal development. As a result, conditioning the subsequent repercussions the future, Skinner in Ritzer, 2004. Social change can be divided into; (1) change in the sense of progress (progress) or benefit, and (2) change in the sense of regression (regress), namely those that bring unfavorable effects to society (Ritzer, 2004). If social change can lead to progress, society will evolve. Conversely, social transformation might result in setbacks in people's life (Soekanto, 2005). Furthermore, as a result of their interactions with nature, humans in society create a variety of products or commodities. Commodity fetishism is a process in which actors in a pre-capitalist society believe commodities and markets have an objective existence (Ritzer, 2008). Hegelian Marxism's beliefs and perspectives stemmed from the existence of a dialectical interaction between capitalism's structure (primarily its economy), the system of ideas (particularly class consciousness), individual thinking, and, finally, actions and individuals. Thus, these ideas lay in

between economic determinism and current Marxism (Ritzer, 2008).

Subjectively, the relationship can be viewed to be about developing regional potential, developing the economic sector, developing initiatives and programs, and creating a business climate (Sumandiyar, 2017). Furthermore, there are changes in urban spatial planning that have the characteristics of a modern industrial city and affect every citizen, as well as the presence of investors or developers who carry out the construction of buildings, public facilities, public spaces, and others as a form of investment related to global economic changes and demands (Adi Sumandiyar, 2019). Changes in social formations that result in representative spaces dominated by capitalists influence space capitalization. As a result, society is simple to categorize. This effect is also known as Separation that previously existed solely in one location (Adi Sumandiyar, 2020).

METHOD

This study utilized a qualitative descriptive technique with a multisystemic model (Cottrell et al., 2018). The research is a case study, and a qualitative descriptive research approach is used to thoroughly analyze the author's main ideas about the subject in the form of discourse and specific context (Tramonti et al., 2019). Document review, in-depth interviews, and observation were used to obtain data (Decker, Wilcox, Holliday, & Webster, 2018). Interpret this process as a systematic and uniform technique for data collection that includes documentation studies, in-depth interviews, and observations (Equatora & Rahayu, 2019). There exists a correlation between data. a collection of unanswered research issues, documentation, in-depth interviews, and observation a collection of unanswered research issues, documentation, in-depth interviews, and observation (Emma Bell, Nivedita 2017; Kothiyal). As a result, a qualitative descriptive method is developed to provide solutions to difficulties. Furthermore, this work employed a triangulation and interaction model method to data analysis (R. Gellatly, L. Brookman-Fraze, M. Barnett, J. C. Gonzalez, J. J. Kim, 2019).

This model proved effective in determining the accuracy of the data. As a result, it can provide comparisons between documentation and interview results. As a result, the approach used to review the outcomes of observations and interviews is to interview them by: (1) compiling various kinds of questioning instruments, (2) re-checking data sources, and (3) employing procedures that allow legitimate data to be checked (Weisz et al., 2019).

RESULTS AND DISCUSSION

A. Railroad Construction Toward Social Behavior

The railroad's construction elicited a variety of reactions, One of these was a good response from the local population that the railroad's construction will bring progress to the South Sulawesi region, notably in the Marusu District of the Maros Regency. According to study informant Haji Lewa (52 years), the railroad development is for the benefit of the entire town. For the time being, the town has not felt the direct impact, but the development of this railroad will benefit the entire community in the future (Interview, May 25, 2023). According to the interview results, there was a positive response and agreement with the railroad's construction. On the other hand, some people are opposed to railroad growth because of the results. According to interviews with study informants Dg, Nawang (57 years), railroad construction usually causes issues, notably in determining the selling price of land that does not match the agreement prior to the building of the train lines. Furthermore, the issue of compensation has not been resolved, and many heads of families have yet to receive payment from the railroad developer (Interview, May 25, 2023). Informant interviews revealed an unfavorable response, mainly in terms of unpaid land compensation by the railroad construction developer. This situation was also in response to the local Protests were held outside the railroad building site in Marusu District, Maros Regency, to express the community's opposition.

Furthermore, research informant Muhammad Ilyas (52 years old) claimed that the community supports and encourages government development plans, particularly railroad building in Marusu District, Maros Regency. The community expects

the development of our railroad will have a far greater beneficial influence, particularly on people's income, which has increased in comparison to the negative impact (Interview, 26 May 2023).

According to the findings of informant interviews, additional locals believe that the construction of the railroad is It is projected that the neighborhood will undergo improvements, specifically that the community's economic quality will improve. Furthermore, the local community's social behavior toward the railroad's construction initially received a positive response; it was thought that it would bring changes in a better direction, particularly in terms of advancing the South Sulawesi region. However, the majority of persons whose land is used as a train crossing face rejection. This is owing to the cost of property acquisition, which has not been agreed upon by the two parties, and as a result, some locals have declined to continue work on the railroad. Another reason for the refusal was that the freeway had destroyed the local people's land. Construction workers were overwhelmed by the new scenario because it was unable to obtain substitute land. This circumstance created the perception that there was a group of residents who felt marginalized by the railroad's expansion. those community landowners who support the train's development, as well as those people who oppose it since the land that was formerly used as a source of livelihood has now become a railroad crossing, affect social behavior.

B. Changes in social behavior in the Railway Construction Area

Local community social dynamics are examined inextricably linked to railroad building. There is a shift in the social behavior of those who anticipate significant changes in the social structure of people's lives. Human behavior is a depiction of the outcomes of all types of experiences and interactions between humans and their surroundings, which appear as knowledge, attitudes, and actions. In other words, behavior is a response to an individual's reaction to external or internal stimuli. This response is therefore either passive (without action: thinking, opinion, and attitude) or active (doing action) in accordance with the constraints imposed on him.

Behavior can thus be defined as a type of individual experience and contact with their surroundings, specifically connected to knowledge and attitudes regarding one's activities. This can be demonstrated in active action, but not in passive behavior, such as knowledge, opinion, or motivation. The following factors influence human behavior: (a) genetic factors; (b) attitude factors, which are measures of a person's level of liking for certain behaviors; (c) social norms, which are influenced by social pressure; and (d) personal behavior control, which is a person's belief about whether or not it is difficult to carry out an activity.

With the development of the railroad, it is projected that transportation modes in South Sulawesi will advance. This also follows the reaction of research informants Drs. Supriadi (55 years) that The local community With the development of our railroad, we expect technological breakthroughs, particularly in terms of land transportation modes, in Marusu District, Maros Regency, having in mind that this is the first time the Province of South Sulawesi has a train, therefore we have great aspirations (Interview, 27 May 2023).

According to the findings of interviews with locals, it is predicted that the construction of a railroad will provide locals with jobs. Given the rise of the transportation business, particularly railroads, a large number of people are needed in many fields such as administration, machinists, and other officials associated to rail transit modes. Aside from that, the local community wishes that people recruited are local. (57 years old), the railroad's construction might be considered a watershed moment in the evolution of land transportation options in South Sulawesi. The residents of South Sulawesi have eagerly anticipated its arrival. However, its existence should ideally be accompanied by the progress of human resources owned by local communities, so that what is planned meets the intended expectations. Of course, it can be seen that the railroad construction has a special position for most people in South Sulawesi, particularly for the people of Maros Regency, and that it is projected to revolutionize land transportation modes.

CONCLUSION

The social behavior of the community towards the construction of the railroad in Marusu District, Maros Regency is the construction of the railroad towards the social behavior of the community. They give a positive response from the local community as evidenced by a change in the direction of better development and support for government policies. Hence, with The local community anticipates that with the construction of the railroad, their area will be significantly more advanced in terms of public facilities and social facilities, as well as have a favorable impact on the local community's social behavior, transitioning from an agrarian social life to a modernist social life.

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