



## **Conflict of Traditional and Modern Transportation at the Pier (Study on Karang Baru Village, Sumber Marga Telang District, Banyuasin Regency)**

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### **ABSTRACT**

This study analyzes the conflict between traditional transportation and modern transportation operating at the Karang Baru Village Pier, Sumber Marga Telang District, Banyuasin Regency. The emergence of modern transportation with a more structured and efficient service system creates tension for traditional transportation actors who feel that there is a threat to the sustainability of their livelihoods. The conflicts that arise are not only related to aspects of operating space competition and tariff differences, but also concern changes in social interaction patterns and local economic structures. This study aims to identify the forms of conflict that occur and analyze the factors behind the emergence of these conflicts in the context of transportation service transformation. This study uses a descriptive qualitative method with data collection techniques through in-depth interviews with traditional and modern transportation drivers, service users, village officials, and parties who have an interest in transportation management in the area. The results of the study show that the conflicts that occur can be explained through the Theory of Functional Conflict, where conflict is seen as a social mechanism that arises due to an imbalance of interests resulting in unequal access to passengers, changes in service structure, and the absence of regulations that are able to accommodate the interests of both parties. In addition, the economic condition of the community and dependence on the transportation sector reinforce the intensity of the prolonged conflict.

## **INTRODUCTION**

The transportation that exists at the Karang Pier is a means of connecting or connecting between one sub-district and another. The role of transportation is very important, namely as a means of connecting, bringing closer, and bridging between parties who need each other. The goal of transportation development is to realize smooth, safe, cheap, comfortable, fast, efficient, comprehensive, and sustainable transportation and support the conception of social and economic development (Adisasmita, 2011).

Traditional and modern transportation are two modes that often intersect in the context of community mobility in coastal areas or piers. The traditional mode includes a machined ketek, while the modern mode can include a large ship called the leanpuri ship. The interaction between the two often gives rise to conflicts in the aspects of tariffs, safety, dock access, and economic aspects for traditional actors. In Karang Baru Village, Sumber Marga Telang District, the pier plays an important role as a point for the mobility of people and goods, especially for people who depend on river access for their livelihoods.

The government, through the Public Works and Spatial Planning Office (PUPR), provides assistance in the form of modern large-body ships as a form of effort to improve transportation efficiency, inter-village connectivity is criticized by the Telang clan source, The provision of this ship is based on the reason that larger and safer water transportation can accelerate the distribution of goods and community mobility, as well as strengthen the integration of areas that have been hampered by limited access.

The community of ketek owners and drivers feel excluded, because modern ships are considered more prioritized and more in demand by the wider community because traditional and modern transportation fares have the same tariffs. As a result, their income has decreased drastically, even threatening the survival of their livelihoods. This condition then triggered a conflict between traditional transportation actors and modern ship

operators, which even led to the closure of road access to the pier by some residents.

On March 12, 2025, as reported by Tiktok @Sriwijaya Post, one of the people ordered to close the road access at the Karang Baru pier where the pier is a place of transportation as a connection between Karang Baru Village, Sumber Marga Telang District to Sri Menanti Village, Tanjung Lago District, Banyuasin Regency. This action is a form of protest as well as an effort to maintain their economic existence in the midst of changes that are considered unfair. Residents hope that the government will stop or at least evaluate the operation of modern ships that are considered detrimental to certain groups of people. This problem shows that transportation modernization does not always provide equal benefits to all levels of society.

The local government plays an important role in managing and resolving these conflicts in order to create harmony and smooth transportation services at the pier. Various efforts and policies have been implemented, ranging from regulations, coaching, to mediation between transportation actors. However, the effectiveness of these efforts is still a question, considering that conflicts still often occur and give rise to various social and economic problems. Therefore, it is important to examine in depth how the local government's efforts are in handling the conflict between traditional and modern transportation on the pier, its supporting and inhibiting factors, and its impact on the community and the smooth running of activities at the pier.

This research is expected to provide a comprehensive overview as well as appropriate policy recommendations for local governments in managing these conflicts for the sake of creating a harmonious and sustainable transportation environment. The pier in Karang Baru Village, Sumber Marga Telang District, is one of the centers of water transportation activities that are very important for the local community. This wharf is not only the main route of population mobility, but also a means of connecting trade and distribution of goods.

Local governments have an important role in managing and resolving these conflicts in order to create a harmonious and sustainable transportation environment. Various policies and efforts have been made, ranging from making regulations to mediation between transportation actors. However, there are still various challenges and obstacles that affect the effectiveness of handling these conflicts. Therefore, this study aims to analyze the efforts of the local government in handling traditional and modern transportation conflicts at the Karang Baru Village pier, Sumber Marga Telang District. The results of the research are expected to provide an overview of the steps that have been taken, the obstacles faced, and policy recommendations that are more effective in resolving this conflict.

## RESEARCH METHODS

This study uses Descriptive Qualitative Approach. This approach was chosen because the research aims to understand in depth the role of local governments in dealing with conflicts between traditional and modern transportation. Qualitative research aims to understand social phenomena holistically by describing them in terms of words and language in a given context (Pearl, 2020).

## RESULTS AND DISCUSSION

### Forms of conflict between traditional and modern transportation in the Pier

Based on the explanation of the ketek drivers, it can be understood that the transportation conflict that occurred at the Karang Baru Village Pier is a clear example of a conflict of interest between traditional and modern modes of transportation that is not accompanied by clear and fair regulations. This conflict arises due to a position imbalance between traditional transportation that is bound by local rules such as queuing systems, standard fares, and operational restrictions and modern transportation that has gained more space to attract passengers since its inauguration in 2025.

### Conflict of Perception Regarding Transportation Operating Spaces

Based on the findings of the study, the conflict of perception between traditional and modern transportation in Karang Baru Pier reflects the conflict between government policies oriented towards efficiency and modernization and the social reality of the local community. For traditional transportation actors, the legitimacy to operate at the dock is based on customary practices as well as long-standing historical existence. Meanwhile, for modern transport operators, such legitimacy is determined by the possession of formal permits issued by the relevant authorities. This basic difference in legitimacy triggers tensions that then develop into open conflicts, such as competition in attracting passengers, jealousy of fare differences, and the emergence of intimidating actions.

### Economic Conflict and Uncertainty of Access to Income

The statement makes it clear that the main problem lies not in the tariff structure, but in the perception of service quality. The difference in facilities creates a potential shift in passenger preferences, thus causing economic anxiety for traditional actors who live on water transportation.

Thus, the economic conflict that arises is a form of threat to the economic security of traditional actors who feel that their position is weakened and cannot compete with more complete modern services. The lack of clarity of government support for the sustainability of traditional transportation further strengthens their resistance.

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## **Local government efforts in dealing with traditional and modern transportation conflicts.**

### **Conciliation**

The statement illustrates that conciliation is becoming an important space for traditional drivers to express the economic threats they perceive. Meanwhile, the modern ship manager was also given the opportunity to convey the reason for using the new ship as part of the modernization of river transportation services. From the government's perspective, this conciliation forum aims to avoid negative assumptions and ensure that both sides understand that the purpose of modernization is not to eliminate traditional transportation, but to improve passenger safety and comfort.

Nevertheless, the conciliation results have not completely erased the traditional driver's concerns. Although the government has made it clear that modern ship tariffs are not subsidized and do not aim to dominate the market, most ketek drivers still reject the existence of modern ships because they feel that their position is no longer profitable. This shows that conciliation has only succeeded in easing tensions on the surface, but has not been able to provide substantive solutions to economic problems and differences in service facilities.

### **Reconciliation**

This reconciliation step includes an explanation of the position of local governments that do not intend to abolish traditional transportation. Instead, the government is trying to develop a fairer pattern of route distribution and operating hours. Community leaders play a role in convincing ketek drivers that the existence of modern ships can be managed together without having to lose their livelihoods.

However, this reconciliation still faces obstacles. Although social relations between drivers are starting to improve, anxiety remains high because there is no written guarantee regarding the sustainability of traditional transportation. Ketek drivers argue that over time more comfortable modern ships will dominate the passenger market. This has resulted in reconciliation only succeeding in easing social tensions, but it has not resolved the root of the economic problems that are at the heart of the conflict.

### **Mediation**

It can be understood from the results of the interview with representatives of the Banyuasin Regency Transportation Office, it is known that the local government has received information related to the conflict between traditional ketek drivers and modern transportation managers from local village officials. Following up on the report, the Transportation Department then went directly to the field to mediate between the two parties. This effort was carried out because the conflict that occurred was considered to have related to the stability of transportation services for the community, so it required serious and immediate handling.

However, mediation has not resulted in a binding final decision. The government still needs to prepare technical regulations so that traditional and modern transportation can coexist fairly. Thus, mediation serves as a conflict deterrent, but it has not touched a stronger administrative settlement.

### **Arbitration**

The absence of arbitration shows that neither the ketek driver nor the modern ship manager wants to take the conflict to a formal legal level. There are concerns that the arbitration process will take a long time, cost money, and have the potential to present a decision that is detrimental to one of the parties. The local government also considers that this conflict can still be resolved through a dialogical and administrative approach, so arbitration is considered irrelevant in the context of resolving this conflict.

### **Referees**

Refereeing is a conflict resolution mechanism similar to arbitration, but the referee's decision is only recommendative, not legally binding. In the transportation conflict in Karang Baru Village, referees are also not carried out formally. However, there is a form of informal refereeing through the role of community leaders and village officials who provide recommendations on the pattern of regulating traditional and modern transportation operations.

The village government also conducts informal refereeing by providing recommendations regarding separate operating hours so that there is no direct competition for passengers at the pier. This referee does not have binding power, but it is enough to reduce tension temporarily.

## **CONCLUSION**

Based on the results of the study, the conflict between traditional and modern transportation at Karang Baru Pier is triggered by differences in perceptions regarding operating space and income uncertainty. The presence of modern transportation with a more organized system creates disagreements about operational boundaries and wharf use rights, while traditional transportation actors feel that their income is threatened. These two factors form a socio-economic conflict that has an impact on the stability of local communities' businesses.

Furthermore, the local government's efforts in handling conflicts between traditional and modern transportation at Karang Baru Pier are carried out through five mechanisms, namely conciliation, reconciliation, mediation, arbitration, and refereeing, with mediation as the most dominant and effective form of handling. Conciliation and reconciliation play a role in easing tensions and restoring social relations, while mediation results in temporary operational agreements. Arbitration is only considered because it has the potential to cause rejection, while refereeing is done situationally to prevent escalating conflicts. In general, local governments have made efforts to manage conflicts systematically, although more comprehensive and sustainable regulations are still needed.

#### ADVICE

Local governments need to develop clear and detailed regulations regarding the regulation of traditional and modern transportation operating spaces so that there is no overlap in services. In addition, comprehensive policy socialization is needed so that all transportation actors understand their respective rights, obligations, and operational limits.

The Transportation Department is expected to strengthen the monitoring and evaluation mechanism for transportation operations at the pier, including consistent enforcement of rules. It is also necessary to carry out regular coaching for traditional and modern transportation drivers to increase understanding of service and safety standards.

Village governments and community leaders need to play an active role as mediators in emerging conflicts, as well as develop periodic communication forums between traditional and modern transportation actors so that potential conflicts can be prevented from now on.

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