

Road Infrastructure Development in Jambi Province During the New Order Period

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Abstract

This article examines the development of road infrastructure in Jambi Province during the New Order era and its impact on the socioeconomic aspects of the local community. The study employs a historical research methodology, encompassing heuristics, source criticism, interpretation, and historiography. The development initiatives of the New Order period were pivotal in the expansion of road infrastructure in Jambi Province. This infrastructure development, particularly road construction, was integrated into the Five-Year Development Plans (Repelita) and implemented in phases. For Jambi Province, the Repelita aimed to accelerate development and bridge the gap with other regions. This study analyzes the impact of infrastructure development, specifically focusing on its role in facilitating economic activity and the mobility of people and goods. The findings reveal that infrastructure development contributed significantly to social and economic life, including increased agricultural yields, diversification of professions, the emergence of new productive areas, changes in demographics and multi-ethnic diversity, and an overall improvement in the quality of life for the population.

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Introduction

The New Order era prioritized economic recovery in the agricultural and industrial sectors. However, road infrastructure development was also a key priority, recognizing that without adequate roads and transportation, all forms of socioeconomic activity would be hindered. Therefore, the New Order focused on the construction, rehabilitation, and maintenance of roads with significant socioeconomic value, aiming to promote equitable development across the nation (Bappenas, 2021). It was anticipated that road development and rehabilitation would enhance the quality of life for the population and transform regions into more productive areas.

Road development and rehabilitation efforts during the New Order period extended to various regions, aiming to reach all areas, including those outside Java. One such region was Jambi Province, located on the island of Sumatra. This province boasts diverse natural resources, both potential and actual, with an area of 53,433.72 km². Jambi also possesses vast agricultural land, diverse mineral resources, and valuable forest products. Furthermore, Jambi Province has natural resources that can

support Indonesia's economic development, such as the oil and gas industry, the timber industry, and plantation products. Geographically, Jambi Province occupies a strategic position, being close to the Singapore-Johor-Riau (SIJORI) growth triangle, which serves as a gateway for non-oil and gas commodities to East Asia and the Western Pacific ("Sumber," 1993).

Despite its strategic location, Jambi Province's economic potential remained underutilized. Compared to neighboring provinces in Sumatra, such as South Sumatra, West Sumatra, North Sumatra, and Riau, Jambi lagged behind in development. This lag was attributed, in part, to the lack of well-developed road connections and access, making it difficult to transport agricultural products from the hinterland to market centers (M. Taufiq, Interview, June 25, 2022). This disparity in infrastructure development had persisted since Jambi Province was part of the Central Sumatra Province from 1946 to 1956, ultimately leading to demands for Jambi to become an autonomous province (Purnomo & Indrayani, 2020, p. 5).

After gaining autonomy, Jambi Province began to improve its development and regional management. With the advent of the New Order, the government introduced the National Development policy, known as the Five-Year Development Plan (Repelita). One of the key programs under this plan was infrastructure development. The improvement of infrastructure, particularly roads, was crucial for the people of Jambi Province, given its geographical location and strategic position in the center of Sumatra. Jambi has open connections with major cities in its vicinity, including Riau, South Sumatra, West Sumatra, North Sumatra, and the Berhala Strait or South China Sea (Regional Development Planning Agency of Jambi Province Level I Region & Central Statistics Agency of Jambi Province, 1988). Due to this connectivity with surrounding areas, inter-regional roads were essential.

Based on the background presented, the importance of roads in supporting social activities, the economy, and equitable regional development in Jambi Province makes this topic worthy of investigation. The abundance of natural resources in Jambi's hinterland, which need to be transported to market centers to boost the regional economy, highlights the significance of government investment in road infrastructure. Therefore, this article formulates several research questions. First, how did road infrastructure develop in Jambi Province during the New Order period from 1969 to 1998? Second, what was the impact of this road infrastructure development on the socioeconomic life of the people of Jambi Province during the years 1969-1998?

Method

This article utilizes data collection techniques aligned with the historical research method, consisting of four main stages: heuristics, source criticism, interpretation, and historiography (Gottschalk, 1983, p. 32). The first stage is heuristics, which involves the collection of historical sources, both written and oral, that are primary or secondary in nature (Saebani, 1994, p. 45). The primary sources used in this article include articles from contemporary newspapers, such as *Jambi Independent*, obtained from the Archives Depot of the Jambi Provincial Library and Archives Service, as well as annual

reports from the archives of the Public Works Department (DPU) related to road infrastructure development in Jambi Province during the New Order era. In addition, to complement the primary sources, oral history methods in the form of interviews were also conducted with several informants relevant to the topic of this article.

Secondary sources were obtained through literature research related to the topic of this article, such as books related to the Five-Year Development Plans during the New Order period in Jambi Province. These sources were obtained from the Jambi Provincial Library and Archives Service. Additionally, several monographs, such as "Jambi in Figures" and publications from the Jambi Province Central Bureau of Statistics, were obtained from the Jambi Provincial Library, along with numerous other books that the author acquired from various locations, including the Jambi City Library, the University of Jambi Library, the Jambi Provincial Public Works Department, and the Jambi Provincial Development Planning Agency (Bappeda). Searches for secondary sources via the internet, such as iPusnas, scholar.google.com, harzing.com, ejournal.undip.ac.id, and emeraldinsight.com, were also utilized to supplement the data. Subsequently, the data was processed through internal and external criticism, interpreted, and analyzed to form a cohesive whole in a historiographical work.

Road Development in Jambi Province at the Beginning of Repelita

Before the implementation of national development in the sector of road infrastructure construction and rehabilitation, which was packaged through the Repelita program, Jambi Province had a road length of approximately 2,493.6 km and bridges totaling 9,131 meters. At the beginning of Repelita, these roads and bridges were in a state of severe disrepair, largely paralyzing the regional economy (Jambi Province Government, 1979, p. 2). In 1969, the government began drafting documents for road construction and rehabilitation in Jambi Province, and by 1974, significant progress had been achieved in land transportation development, as shown in Table 1.

Table 1. Achievements in road construction and rehabilitation in Jambi Province, 1972-1973

No.	Rencana +)	Realisasi ++)
1.	Rehabilitation and upgrading	
	- Roads 4,016 Km	604.5 Km
	- Bridges 8,861 M	4,226 M
2.	Maintenance	
	- Roads 2,493.6 Km	2,493.6 Km
	- Bridges 9,131 M	9,131 M
3.	New construction	
	- Roads 56 Km	56 Km
	- Bridges -	-

Source: +) Jambi Province Repelita 1969-1974 ++) Jambi Province Public Works Department Report 1974

Table 1 demonstrates that during 1969-1974, Repelita I, which included road and bridge construction and rehabilitation, extended its reach to Jambi Province. The government's efforts to improve road quality to facilitate socioeconomic activities for the people of Jambi Province were budgeted at 20.6 billion, encompassing funding sources from the National Budget (APBN), Regional Budget (APBD), and the private sector (Jambi Province Government, 1979, p. 2).

In the early stages, the implementation of road construction and rehabilitation in Jambi Province through the Repelita I program was not very significant. Many roads remained in a state of disrepair. Some remote areas were still classified as isolated. Additionally, many road users reported significant difficulties in utilizing road infrastructure for transportation (Hayatullisna, Interview, April 1, 2022). In some areas separated by rivers, people had to rely on ferry services available in various locations such as Ma. Tembesi, Ma. Tebo, Ma. Bungo, Senamat, Rantau Panjang, Bangko, and Sarolangun. Sometimes, people even had to wait in long queues (Jambi Level I Regional Government, 1988, p. 31).

Such conditions could lead to lengthy travel times and high costs. Economic activities like transporting agricultural and plantation products from the hinterland to market centers became inefficient. Remote areas far from urban centers remained underdeveloped and isolated due to the difficulties people faced in administrative matters (Haris, Interview, April 1, 2022).

Road Development in Jambi Province, 1980-1998

The development of road infrastructure in Jambi Province consistently progressed throughout the period from 1969 to 1998. However, a significant acceleration occurred during the administration of Governor H. Masjchun Sofwan, S.H. (1979-1989), and continued under the leadership of Governor Drs. Abdurrahman Sayoeti (1989-1999) ("Evaluasi Pelita kita," 1998). During this time, regional development priorities were directed towards encouraging investment, supporting agricultural programs, supporting transmigration programs, facilitating the flow of goods and services, and enhancing the mobility of people, especially to rural and urban areas, both within the province and between provinces in Sumatra, as well as opening up isolated areas for regional development (Jambi Level I Regional Government, 1988, p. 31).

By 1980, during Repelita III, the construction and rehabilitation of infrastructure, including roads and bridges, began to be handled in a planned and programmed manner (Jambi Level I Regional Government, 1988, p. 31). Development priorities were implemented in accordance with the principles of the development trilogy, the Guidelines of State Policy (GBHN) of 1983, and the basic pattern of regional development, with implementation and problem-solving supported by the Five Priorities (Panca Krida) of the Development Cabinet (Jambi Province Government, 1989, p. 141). Reports from the Regional Office of the Ministry of Public Works in Jambi Province and decrees related to road development in Jambi Province indicate the existence of new road construction programs, particularly in the late 1970s and

peaking in the 1980s, as presented in Table 2. The construction of roads and bridges was intensified and continued to increase each year.

Table 2. Collection of Activity Reports and Decrees from the Jambi Provincial Public Works Department (DPU) Regional Office

No.	Work Order Number	Description	Year
1	No. B03/52/BM/BA5/78-79	Addressing road damage caused by natural disasters on the Muaro Tembesi-Sarolangun route	1979
2	No. 620/860/1979	Road repair work on the Bangko route bordering Ma Bungo	1979
3	No. B.30/01.A/Spn/BA/78-79	Road repairs due to natural disasters on the Temiai-Penetai route	1979
4	No. 620/5171/BA/86	Repairs and installation of gabions on the Bangko-Sanggaran Agung road	1986
5	No. 362.04/227/PUK/1986	Road and bridge repairs on the Bangko-Penetai and Simpang Pulau Rengas-Dusun Tuo routes	1986
6	No. 09/620/PEMDA/80-81	Road improvement in Jambi City, Simpang Bata-Pal Merah route	1980
7	No. OR.01.01/05.05/788	Establishment of organizational structure and work procedures for the road and bridge improvement project in Jambi Province	1987
8	No. 24/KPTS/W-05/1986	Appointment and assignment of employees to the Batanghari road and bridge rehabilitation & maintenance project	1986
9	No. OR-01-01/05-05/404.B	Organizational structure and work procedures for the road and bridge improvement project in Jambi Province	1987
10	No. AP0101/W.05-JMPS/376	Batanghari River Bridge construction program for the 1988/1989 fiscal year	1988
11	No. ML01.05/01-05/1099	Report on the funding program for the construction of the Batanghari River Bridge for the 1988/1998 fiscal year	1988
12	No. P10.02/05.05/100	Supervision results of road improvements on Jambi-Bayung	1989

13	No. P0102/05-05/102	Lincir, Jambi-Merlung, Jambi-Tempino (South Sumatra border) Supervision results report on the 1990 replacement of the Dati II Sarolangun Bangko bridge
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Source: Static Archives of the Jambi Provincial Public Works Department Regional Office

Based on activity reports on road infrastructure development and rehabilitation from the Jambi Provincial Public Works Department (DPU) Regional Office, it is evident that most road facilities and infrastructure had reached all sub-district capitals, with some even extending to rural areas. This demonstrates the continuity of development throughout Jambi Province. Since then, the Jambi-Ma Tembesi-Ma Tebo-Ma Bungo-Bangko-Sarolangun-Ma Tembesi road, which serves as a ring road in Jambi Province, has been freed from ferry dependence as bridges have been constructed to connect areas previously separated by rivers, further smoothing traffic flow (Jambi Level I Regional Government, 1988, p. 33).

Furthermore, to provide an alternative for enhancing the flow of goods and passengers between regions and promoting the development of Sumatra, the government planned the construction of the Trans-Sumatra Highway, which traverses the east coast of Sumatra, encompassing Banda Aceh-Medan-Pekanbaru-Jambi-Palembang-Bandar Lampung. The construction of the Trans-Sumatra Highway, which touches Jambi's regions such as Merlung, Sengeti, Jambi City, and Tempino, became visible in 1990 (Jambi Province Government, 1994, p. 8). Prior to 1990, this road segment already existed, but its condition was not suitable for vehicular traffic.

This policy, in addition to aiming to increase the flow of goods and passengers between regions and promote the development of Sumatra, also sought to anticipate and address the emergence of disparities among communities whose areas lacked development. The policy began to be implemented with the construction of the ring road to the east coast of Jambi Province. The road segments included Jambi-Sengeti-Merlung (bordering Riau), Jambi-Tempino (bordering South Sumatra), followed by Kenali-Simpang Rimbo, and Jambi-Suak Kandis. Thus, these road segments constitute part of the Trans-Sumatra Highway within Jambi Province (Jambi Province Government, 1994, p. 8).

The construction of roads in Merlung, Sengeti, Jambi City, and Tempino has enabled public transportation to access previously unreachable areas, facilitating the mobility of people and goods with faster travel times. The prices of essential goods, which were once inflated due to difficult access, have become more stable with the reach of public transportation. Additionally, the economies of communities along these roads have become more developed than before (Nurohman, Interview, April 19, 2022).

Social Impact

The policies and activities related to road infrastructure development in Jambi

Province have had a significant impact on the social life of the community. This is because road infrastructure development is crucial not only for the smooth flow of human traffic, goods, and services but also for the smooth operation of government activities, promoting regional development, defense and security, as well as activities in other sectors (Jambi Province Government, 1994, p. 21).

Development of New Areas

The development and planning of a region can be realized through the construction of roads along productive agricultural and plantation areas. Development in such areas can support and facilitate the economic activities of the communities residing in those areas. Through the road network that has been built, the government can allocate new areas for transmigrants from various regions outside Sumatra Island (Junaidi, 1992).

The transmigration policy itself is aimed at achieving equitable regional development and is an important effort in increasing employment opportunities by utilizing agricultural land in sparsely populated areas. Towards Repelita I, transmigration activities were directed at increasing food production by expanding agriculture outside Java, Bali, and Lombok. The target for opening tidal agricultural areas was focused on Sumatra and Kalimantan (Department of Information R.I., 1974, p. 658).

To realize this program, in 1976, the Trans-Sumatra Highway was built in Jambi Province, covering Ma. Bungo-West Sumatra border to Bangko-Sarolangun-South Sumatra border. In accordance with the government's plan, the construction of the Trans-Sumatra Highway was also accompanied by the establishment of new settlements along the road. According to Suntoro, Director of Land Clearing at the Directorate General of Transmigration in Jakarta, several areas were opened for transmigration locations in Jambi Province along the Trans-Sumatra Highway, namely Rimbo Bujang, Air Hitam, Rantau Ikil, Singkut, Batin IX, Pamenang, Rantau Limau Manis, and Muara Jernih (Tempo Data and Analysis Center, 2022, pp. 26-30).

Thanks to the improvement in road infrastructure development, the implementation of the transmigration program in Jambi Province went smoothly and continued to be carried out throughout the New Order government. Table 3 presents data on transmigration placement in Jambi Province based on periodization, number of placements, and number of households.

Table 3. Development of Transmigrant Placement in Jambi Province from the Pre-Pelita Period to 1999

No.	Period of placement (a)	UPT/ LPT (b)	Placement (b)		Average per year	
			KK	Jiwa	KK	Jiwa
1.	Pra Pelita (1950-1968)	1	249	1208	14	67
2.	Pelita I (1969/70-1973/74)	4	2450	11371	490	2274
3.	Pelita II (1974/75-1978/79)	33	13476	61161	2695	12232
4.	Pelita III (1979/80-1983/84)	47	22741	94485	4548	18897
5.	Pelita IV (1984/85-1988/89)	27	11141	47136	2228	9427

6. Pelita V (1989/90-1993/94)	43	17411	71676	3482	14335
7. Pelita VI (1994/95-1998/99)	27	9710	41871	1942	8374

Source: Social, Manpower and Transmigration Office, Jambi Province 2010; Ministry of Manpower and Transmigration 2012.

Note: a) Based on the initial year of placement b) Total number until the end of the placement period

With adequate road infrastructure, these new settlement areas developed further, as roads provided access to facilitate economic activities and the smooth flow of community mobility in marketing agricultural and plantation products outside the region (Sumarni, 2017, p. 37).

Demographic Changes and Ethnic Diversity

In Jambi Province, population growth continued to increase annually. This was due to the influx of transmigrants and immigrants from various regions and ethnic groups. They settled in sparsely populated areas of Jambi Province. In the 1970s, the attraction of Jambi Province lay in its vast plantation and agricultural lands. Entering the 1980s, a shift began from the agricultural sector to the non-agricultural sector (Karmela, 2014, p.29). During the 1970s and 1980s, transmigrant populations originating from Java Island still dominated in Jambi Province.

The interest of newcomers in settling in Jambi Province was also supported by improvements in the highway and transportation sectors. The construction of the Trans-Sumatra Highway in Jambi Province facilitated access between Jambi and major surrounding cities such as Medan, Padang, Palembang, and Pekanbaru. The flow of community mobility and goods transportation became smoother. The development of road access led to newcomers from various regions settling in areas within each district of Jambi Province. This undoubtedly had an impact on the demographic changes in Jambi Province, as shown in Table 4.

Table 4. Population of Jambi Province by District/City and Gender, 1991-1995

No.	Kecamatan/District	Male	Female	Number
1.	Kerinci	142,613	149,233	291,846
2.	Bungo Tebo	200,141	192,792	392,933
3.	Sarolangun Bangko	194,168	188,659	382,827
4.	Batanghari	191,442	184,528	375,970
5.	Tanjung Jabung	201,637	191,015	392,652
6.	Jambi City	174,317	168,755	343,072
Total				
	1995	1,104,318	1,074,982	2,179,300
	1994	1,084,380	1,058,129	2,142,509
	1993	1,066,135	1,033,354	2,099,489
	1992	1,052,130	1,018,982	2,071,112
	1991	1,039,912	1,005,573	2,045,485

Sumber: Jambi in Figures 1995.

The influx of newcomers, both transmigrants and immigrants, was driven by an awareness of economic needs for survival, prompting a portion of the population from outside Jambi Province to migrate to Jambi in search of employment opportunities. This migration was undoubtedly facilitated by the availability of interprovincial road access (Joni, Evi, & Marganti, Interview, June 1, 2022).

Improvement in Quality of Life

One of the reasons for road infrastructure development in Jambi Province was its vast area with a scattered and uneven population distribution. Therefore, efforts to develop and improve the road system in Jambi Province were included in national development priorities, as shown in Table 5 (Jambi Province Government, 1994, p. 113).

Table 5. Length of National and Provincial Roads in Jambi Province by Construction and Road Condition, 1983-1988

No.	Description	1983	1988
1.	Construction (Km)	1,797	1,797.050
	1. Asphalt	827	1,074.575
	2. Gravel	731	575.225
	3. Earth	239	147.250
2.	Condition (Km)	1,797	1,797.050
	1. Stable	502	741,625
	2. Unstable	1.056	840,625
	3. Critical	239	214,800

Source: Fifth Five-Year Development Plan 1989/1990-1993/1994, Book III: Regional Development and Development of Level II Regions.

The table above indicates that from 1983 to 1988, there was a significant increase in road development in Jambi Province. Roads with critical soil construction were fewer in number compared to asphalt and gravel roads, both in good and fair condition. This signifies that road development in Jambi Province from 1983 to 1998 experienced substantial improvement.

The increasing development of road infrastructure in Jambi Province has made access between regions easier, thus bridging the distance between communities, facilitating government affairs, and enhancing national defense. Road construction and rehabilitation have also made it easier for communities to develop economic activities and daily affairs (Ammituh, 2016, p. 185).

The conveniences resulting from increased road development in Jambi Province, particularly for rural communities, include easier fulfillment of needs and necessities such as administrative matters, access to health services, and education. Similarly, roads facilitate daily activities for the community, such as easier access to workplaces, visiting family in their hometowns, and traveling to recreational centers (Iwan,

Interview, April 19, 2022).

The impact of improved roads has led to an increasing number of people owning private vehicles. The reach of public transportation has also expanded to several important areas, making it easier for people who initially lacked adequate road access to reach their desired destinations, including easier access to health and education facilities.

Impact of Road Development in Jambi Province on Economic Aspects

Increased Community Plantation Yields

With an area of 53,435.72 km², the majority of the population in Jambi Province derives their income from the plantation sector (Regional Development Planning Agency of Jambi Province Level I Region & Central Statistics Agency of Jambi Province, 1988, p. 5). Rubber plantations are the dominant commodity throughout Jambi Province. The increase in rubber plantation yields in Jambi Province has consistently improved alongside the enhancement of road infrastructure.

The year 1980 marked a peak in road infrastructure development in Jambi Province. This development experienced a significant increase, particularly in the plantation sector. The improvement of roads has had an impact on increasing various aspects of the community's economic life. This is because road access has become easier in connecting production source areas to marketing centers outside the region (Table 6) (Jambi Level I Regional Government, 1988, p. 35).

Table 6. Report on the Results of Pelita IV and V in the Plantation Sector (Dominant Commodities) (Production in Thousand Tons)

No.	Production in Thousand Tons		
	Commodities	End of Pelita IV	End of Pelita V
1.	Rubber	169.6	192.4
2.	Coconut	102.2	97.5
3.	Cinnamon	11.6	10
4.	Palm oil	23.6	267.9
5.	Coffee	6	1,2

	Size in thousand hectares		
	Commodities	End of Pelita IV	End Pelita V
1.	Rubber	450.4	489.3
2.	Coconut	114	115.6
3.	Cinnamon	42,4	48,3
4.	Pal oil	20,4	84,6
5.	Coffee	31,2	31,8

Source: Jambi during Pelita V Year of 1994

In addition to the increase in rubber production and plantation area, a new commodity emerged: oil palm. Oil palm cultivation in Jambi Province began in 1984. Initially, the oil palm plantation area covered 1,645 hectares, consisting of 500 hectares of smallholder plantations and 1,145 hectares of private plantation companies (Jambi

Province Government, 1994, p. 31). From 1989 to 1999, oil palm production increased drastically, from an initial 23.6 tons to a significant 267.9 tons by the end of Pelita V. This increase was partly due to the expansion of cultivated land from 20.4 hectares to 84.6 hectares.

The increase in various plantation sectors led to an increase in the value of Jambi Province's exports to ASEAN countries in 1992, both in terms of volume and value. Based on information gathered from the Regional Office of the Department of Trade of Jambi Province, it is known that the export volume of various Jambi products in 1991 was recorded at 65,354 tons, while in 1992 it was recorded at 78,436 tons, an increase of 13,082 tons or about 20% ("Ekspor produk daerah Jambi ke Asean tahun 1992 naik," 1993). This proves that the yield of smallholder plantations in Jambi Province continued to increase every year until the monetary crisis. The monetary crisis impacted people's income due to the fall in plantation product prices (Mursiduddin, Interview, April 19, 2022).

Shift in Community Professions

Jambi Province is known for its plantation products, as seen from the collected data. The community's plantation products in Jambi Province are dominated by rubber, coconut/copra, and cassiavera/cinnamon. In the 1980s, plantation products were dominated by oil palm. However, since the development and improvement of road infrastructure in Jambi Province, people began to try new professions.

Based on the 1980 census data, the population of Jambi Province was 1,444,476, and the number of job seekers registering at the Regional Office of the Department of Manpower of Jambi Province continued to increase, with an average increase of 9.13% during the period 1986-1990 (Regional Development Planning Agency of Jambi Province Level I Region & Central Statistics Agency of Jambi Province, 1992, p. 38). Based on this increase in the number of job seekers, it can be concluded that entering the 1980s, the interest of job seekers began to increase due to the improvement of existing infrastructure, especially in the road infrastructure sector.

The industrial sector in Jambi Province also experienced growth, both in terms of production output and the number of workers employed. In 1988, there were approximately 19,232 workers, as shown in Table 7. This number increased by 15.17% from the previous year, which was recorded at 16,620 people (Regional Development Planning Agency of Jambi Province Level I Region & Central Statistics Agency of Jambi Province, 1992, p. 43). The number of trading companies in Jambi Province also continued to increase annually (1980-1990). In 1980, there were 3,535 trading companies recorded in Jambi, which then increased to 10,605 within 10 years. However, during that period, there were no foreign trading companies recorded in Jambi Province.

The increase in the number of companies also indicates an expansion of the economic sectors available to the community. The people of Jambi automatically tried various jobs offered by these trading companies. They no longer solely depended on the plantation sector, even though Jambi Province is indeed renowned for its

plantation products (Central Bureau of Statistics of Jambi Province, 1994).

Table 7. Number of Domestic and Foreign Trading Companies in Jambi Province, 1980-1990

No.	Year	Domestic	Foreign	Total
1.	1980	3,535	-	3,535
2.	1981	4,668	-	4,668
3.	1982	4,859	-	4,859
4.	1983	5,926	-	5,926
5.	1984	6,649	-	6,649
6.	1985	7,356	-	7,356
7.	1986	8,620	-	8,620
8.	1987	9,374	-	9,374
9.	1988	9,705	-	9,705
10.	1989	10,778	-	10,778
11.	1990	10,605	-	10,605

Source: Jambi in Figures 1990.

The development of the economy in Jambi Province can also be seen from the increasing mobility of the community. Mobility became easier with the development of companies providing transportation services for the people of Jambi, serving intercity routes as shown in Table 8.

Table 8. Public Transportation Companies Serving Intercity Routes in Jambi Province, 1986-1990

Regency/City	Companies	Buses	Total Capacity	Average Bus Capacity
Kerinci	5	14	1,054	23
Bungo Tebo	4	35	613	17
Sarolangun Bangko	2	13	240	18
Batanghari	4	55	1,140	21
Tanjung Jabung	4	31	328	10
Kotamadya Jambi	19	276	7,714	27
Total 1990	38	454	11,089	24
1989	23	276	5,187	19
1988	37	440	12,262	28
1987	34	414	11,105	27
1986	30	301	8,536	28

Source: Jambi in Figures, 1990.

Based on the table, it can be concluded that infrastructure (road) improvements have indirectly influenced the increase in community mobility and driven the economic wheels of the people of Jambi Province, contributing to increased regional income. The ease of accessing public transportation due to adequate infrastructure has also made it easier for people to commute between their homes and workplaces.

Conclusion

The importance of road infrastructure development in Jambi Province lies in its role as a means to facilitate economic activity, the mobility of people and goods, and equitable development. This aligns with the conditions and characteristics of Jambi Province, which has a relatively large area but a small population and is a region that produces various types of agricultural and plantation commodities.

Various types of natural resources in Jambi Province have been well-managed when infrastructure development is programmed according to plan. The success of road infrastructure development in increasing the production and productivity of agriculture and plantations in Jambi Province continues to improve. Inter-regional connections, both within Jambi Province and between provinces in Sumatra, have developed very well, making people's access to daily activities easier along with the development of road infrastructure during the New Order period. In addition, the government's program in equitable development efforts went quite well with the transmigration program filling the void in several areas in Jambi Province so that the utilization and processing of agricultural and plantation products can be optimized.

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Informans

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