

The Development of Klidang Lor Port Batang, 1975-2014

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Abstract

Administratively speaking, Klidang Lor port was established in 1975 upon its separation from Pekalongan Port. Applying the Historical method, this article aims at analyzing the development of Batang Port since the New Order era through the Reform era. During 1975-1988 period, the fish production increased thanks to the increased ownership of motor fishing boats by those fishermen who used to use traditional fishing boats. Later in 1988-1998, the port authority built the port pier and lighthouses to make it easier for boats to moor. The port facilities continued to be built until the 1998-2007 period. The research result showed that the development of these various facilities went hand-in-hand with the fishermen's productivity. One facility in the port that had a significant impact was the gas station (SPBU). In 2008, the Fishery Port of Batang had its status changed into Coastal Fishery Port (PPP) of Klidang Lor, Batang. The port facilities built at that time included breakwater, port office, fish auction center (TPI), ice house, gas station for bunker, mosque, toilets, security post, lighthouse, and so forth. This change in status managed to improve the services provided in the port, ranging from its policies to the recording and this had a positive effect on the port's surrounding community.

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Introduction

Indonesia is a country whose territory includes 6.4 million km² sea waters, covering 17,504 islands and made up of 108,000 km coastline. Thanks to such a geographical condition, Indonesia is well-known as a country with its considerable marine wealth and with a mega-marine biodiversity. Java Island is one of those islands in the country capable of providing a good model in managing tropical islands to achieve the ideal conditions. Java Island makes a good use of its geographical condition. This geographical condition is highly beneficial since it is located between Asia and Australia, close to the Malacca Strait, on a great trading route to the East, and it has a well-regulated, temperate climate, with a high rainfall and its dry season does not last too long. In addition, the soil in Java is fertile since it is from volcanoes. These are what contributed to the vital position that Java Island holds and its reputation that is far greater than expected (Valkenberg, 1925, p. 563).

Batang Regency is a part of Java Island located in the Northern Central Java with its 788,642 km² wide area and directly facing the Java Sea. Its coastline stretches to

38.75 km and its sea ranges to 4 miles as measured from its coastline. This allows the regency government to reserve the authority to explore, exploit, conserve, and process the natural resources extracted from its 38.75 km x 4 miles sea territory or equal to 287.060 km². This means the region has fairly decent potentials for capture fishery business development, for both large, small and demersal fish species (Rahardjo, 2008, p. 58). In addition, human activities' involving sea transportation have also increased and the sea utilization can improve the potential global trading carried out through the sea, voyage, and port. In turn, this will enable a greater access to the international market.

One of fishery ports people can find in Batang Regency is the Coastal Fishery Port (PPP) Klidang Lor located in Karangasem Utara Sub-district, Batang District, Batang Regency. Ecologically, the PPP Klidang Lor site is a coastal area where the water flowing through Sambong River ends. It was piloted in 1975. Later in 2008, its status was elevated to be Coastal Fishery Port (PPP). Based on this background, this article discusses the development of PPP Klidang Lor during the New Order era through the reform era, focusing on the years when changes, including both the addition and subtraction of the port's functions, occurred.

Studies on the development of ports have been conducted by some researchers. Mago, Rochwulaningsih, and Sulistiyono (2020), for example, investigated the mobility of goods and people in Murhum Port, Baubau, Southeast Sulawesi from 1988 through 2012. They found that the port played an important role in both goods and people mobility in Sulawesi. They also revealed that Murhum Post had served as a place where people and goods come from and to various regions. The Murhum Port was also the entrance of sea transportation, goods loading and unloading, and transit place for passengers from many regions of Indonesia, be it from the west and east parts. This was because the Southeast Sulawesi was geographically strategic, in which it connected the west and east parts of the country. Furthermore, it was supported by the emergence of new ports that facilitated the shipping and trading activities between islands in the Southeast Sulawesi islands (Mago, Rochwulaningsih, & Sulistiyono, 2020, p. 105).

Method

In essence, this research aims at producing a historical article. History is the accountability of the past and in this accountability process, humans reserve the rights and are obliged to give a meaning to the history to make it possible to turn it into a writing (Kartodirjo, 1982, p.5). A historic research method is a process of testing and analyzing critically the records and legacy from the past (Gottschalk, 1983:32). The historic method consists of four stages, namely heuristic, review of sources, interpretation, and historiography. The data collection or heuristic activities involved finding and gathering sources of history, be it written or printed, and other sources (Gottschalk, 1983, p. 18). This research used various sources, both primary and secondary ones, within 1975-2014 timeframe. The primary sources the writer obtained were the archives maintained in the Archive and Library Department of Batang

Regency, Coastal Fishery Port Office of Klidang Lor Batang, Regional Development Planning Agency of Batang Regency, and Regional Secretariate of Batang Regency. Also, the writer used secondary sources such as books, journals, articles, and other relevant works.

The second stage was reviewing critically these sources. In this stage, the author either assessed or tested the obtained sources. External criticism was also performed through three main questions. The first was the sources were the ones that we desired, where the researcher would like to know and convince themselves whether or not the sources were authentic. The second one was the sources was consistent with the original or imitation which related to the highlight of the position of those making the testimony. The third one was whether or not the sources changed. The third stage was interpreting. This stage included the arrangement of historical facts and their presentation within the objective truth boundaries. The researcher used historiography to present the research results in the form of historical story. This was the final stage of a historical research. In this research, the writer would present the results in the form of historical story prepared chronologically as per the sequence of events.

From Pekalongan Port to Batang Port (1975-1988)

Klidang Lor Port, Batang began to record boats and ships independently upon its transfer of management from Pekalongan Port. Thus, this port had a commercial port. As a result of this transfer, Klidang Lor Port began to serve to receive commercial ships previously moored in Pekalongan Port. The transfer, however, made the recording poor. This was indicated by the missing records and numbers written unclearly in certain years. This resulted in the decreasing number of commercial ships mooring in its pier. Nevertheless, as a commercial port, Klidang Lor could then be used as a place to moor for fishing boats. The mooring of fish caught by fishermen was more effective since the location was closer to the fish auction center (TPI), allowing them to be transported more quickly. It was no longer necessary for fishing boats to queue or get in too deep to merely unload their catches. The Klidang Lor commercial and fishery ports now have the same pool, i.e. Sambong River estuary. Each of them could benefit from this shared pool. The high number of fishing boats returning from the sea makes both the fishery and commercial piers full of those ships and boats unloading their commodities (Widodo, 2005).

The fishery mooring base of Klidang Lor Port that had been established since 1975 with a fish auction center (TPI) was highly needed by the fishermen mooring their ships in Klidang Lor as a place to sell their catches. These fishermen used to use motorless traditional boats to catch the fish. The number of such boats was four times greater than the motor fishing boats. At that time, motor fishing boats did not attract too many fishermen for they were considered too expensive and these fishermen sufficed themselves with them despite the motorization instruction from the Fishery General Director since 3 October 1971 through the Regulation for Ship Motorization Instruction No.H.I/4/3/15/7. The instruction was followed and formulated by the

Fishery General Director, Regional Marine Fishery Agency, research institutes, and I.K.P.I. The instruction sets forth (1) the motorization of fishery in Indonesia and (2) the motorization in state-owned enterprises (Widodo, 2005, p. 142). This regulation encouraged the port to promote the boat motorization by instructing the motorless traditional fishing boats to be motorized. The dissemination to use motor fishing boats led to the increase in the number of motor fishing boats use among fisherment until 1979 (Ismail, 2012).

Since the motorization instruction was issued, the existence of motor fishing boats continued to grow in the region. However, this growth began to halt in 1979 when detachable motor fishing boats were increasingly popular among fishermen in Klidang Lor. Keberadaan kapal motor tempel telah memberikan pilihan yang lebih baik kepada nelayan. Mereka tidak perlu membeli kapal motor yang mahal karena kapal motor tempel memiliki jarak jangkauan lebih baik dibandingkan kapal layar tradisional. This detachable motor fishing boats matched the conditions of most fishermen in Klidang Lor who sailed only a day. In addition, fishermen in Klidang Lor did not really need large-sized fishing boats. This made them think that detachable motor fishing boats fitted them better thanks to their adequate capacity to store their catches (Subagyo, 2014).

The successful fishing boat motorization could not be separated from the existence of shipyards in Batang which began its production in 1950. Until 1980, these shipyards in Batang only produced wooden fishing boats to fulfil the local fishermen (Subagyo, 2014, p. 45). At that time, the traditional fishing boats were mostly motorless prior to 1978. The ownership of motor fishing boats officially outnumbered the motorless traditional fishing boats in 1979.

The Growth of Klidang Lor Port, Batang (1988-2007)

The development of Klidang Lor Port, Batang included many aspects. Various facilities were built, including the pier and port lighthouse. The pier of Klidang Lor, Batang was built because the previous one was not permanent. The surrounding community were involved to be workers in its construction to make the costs more affordable. Furthermore, it was also meant to reduce any potential conflict with local builders should the pier was built using workers from other regions. The site where the pier was built was located closer to the sea. In this case, only commercial ships carrying the basic food items (sembako) as their main commodities could moor in the new pier other than fishing boats. Another commodity unloaded in the pier was meranti wood or locally known as Kalimantan wood. It was this wood that was then used as a material for making boats in Batang Shipyard (Rifianto, 1999, p. 10).

The lighthouse in Batang Port's pier was first built in 1992, funded by the government and independently from Rp250 contribution collected from boats at over 30 GT every time they moored. The first lighthouse built in the port area was the red one which still operated until 2014, older than the green one. This lighthouse served mainly to be a lookout tower and direction marker, as well as to manage the traffic of

water transportation. It could also used as a communication center for those fishermen both within the port area and in the sea (Syafiq & Purwoko, 2022).

One factor that determined the port's success was its ability in facilitating its fishermen. How good a port was managed could be seen from the number of fishermen staying at the port's piers. The number of fishermen mooring in the port would affect the number of catches in it. Eventually, the extent to which fish was caught served as an indicator of how big or small the port was. The results of fish catches and sales obtained by fishermen in Batang port significantly determined the port's success. This development in fish catches also determined the development the port itself (Syafiq & Purwoko, 2022).

Klidang Lor Fishery Port (2008-2014)

In 2008, the Coastal Fishery Port Klidang Lor was officially established and began to record both local boats and those from other regions. Those boats and ships visiting the port consisted of fishing boats, with most of them being *Cantrang* fishing boats. Those fishermen from other regions came from Pekalongan, Juwana, and *Arek* (East Javanese) fishermen. They moored at the Coastal Fishery Port Klidang Lor Batang to fill up their supply (logistic) and unload their catches (Manurung & Indraningsih, 2022).

The recording in 2008 was done in June, rather than January. This different recording from government institution was not without a reason. The Coastal Fishery Port Klidang Lor was just inaugurated and began to operate in June 2008. This made the recording beyond the budget year which typically began in January was done in June. December was still used as the end of recording year and the year the report was written. It was done supposedly to make it easier for the government institution in managing the finance in 2009 budget year.

While Indonesia has a vast sea, it does not necessarily mean that they will be able to utilize it easily since many requirements should be met. This was because of the gap in terms of how regions make good use of it. The fish capture activities mostly revolved in coastal areas with a highly-populated regional center. In certain waters area, such as Northern Java and Malacca Strait, the exploitation level had even exceeded the available potentials (Manurung & Indraningsih, 2020, p. 87). This was as written in the Annual Report of Coastal Fishery Port Klidang Lor Batang on the presence of *Arek* fishermen. The number of *Arek* fishermen amounted to even nearly half of the total ships and boats coming in and mooring to the port's piers. This statistic showed the many *Arek* fishermen willingly travelled afar, cruising the sea only to reach PPP Klidang Lor, Batang. The long distance they travelled could not be separated from the potential marine fishery resources around the regency's waters area (Fachrussyah, 2017).

Numerous facilities were built through investment, both from private parties and the government for utilization as the basic, functional, public, and commercial facilities. The Coastal Fishery Port Office of Klidang Lor was renovated in 2009, funded by the regional budget for 2009 budget year. The renovation was commenced in July

and completed in December of the same year by CV. GUSTAPA RAYA and supervised by CV. ARDYA CIPTA DWI MITRA. Likewise, the fish auction center was built through investment from the Provincial Government of Central Java, consisting of two units, namely TPI Klidang Lor 1 for local fishermen to have their catches auctioned and TPI Klidang Lor II for those from other regions (*Arek* fishermen) (Lumbantoning, et.al., 2002, p. 3).

With its total area of 77,860 square meters, consisting of 65,500 square meters owned by Batang Regency governments and the remaining 12,360 square meters owned by the Provincial Government of Central Java, it has been prepared for the development of Coastal Fishery Port Area of Klidang Lor, Batang. Currently, they have provided such main facilities as port pool, piers, bollard, and fender. Meanwhile, the allocation has been plotted as per the master plan. Recently, their facilities have been utilized by the ice plant PT. Bintang Cemerlang. The facilities in the Coastal Fishery Port of Klidang Lor have actually been quite adequate as we can see a gas station for bunker (SPBB), an ice block producer, and cooperative that is ready to provide what fishermen need (Kramadibrata, 1986, p. 192).

In its development, the piers for commercial and fishery ports were separated as an attempt to increase the capacity of each port. The transportation agency used the state-owned enterprise budget to fund the construction project of new pier at the commercial port of Batang Regency. The fund allocated to build the port was IDR16 billion. It was expected that this construction of pier at the commercial port could increase the investment in Batang Regency.

The regency government also built the roads. The road connecting the North Coast Road to the port was expanded and repaired. The local government also reinforced the road to make it capable of being passed through by those trucks transporting heavy loads. The access to the port was constructed starting from Bong Cina area up to Sicepit estuary. Batang commercial port itself held a status of a regional port under KM. 53 Year 2012. The loading and unloading activities in this port was then halted temporarily because the port pier was under construction. From the data obtained from the unit managing the Class III Port Batang, the last loading and unloading were carried out in 2014 amounting to a total of 17,308 activities.

In terms of size, Klidang Lor commercial port has been large and deep enough, yet the pier was designed to only capable of receiving one large-sized or two medium-sized ships for loading and unloading activities. When the pier was being constructed, many project vehicles came and went through the port. This pier and road access constructions interrupted the traffic in front of the fish auction center 1 of Coastal Fishery Port. Moreover, clays were spilled on the road from the project trucks. As a result, when it rained, the road became highly slippery (Triatmodjo, 2009, p. 3).

The presence of Klidang Lor commercial and fishery ports had an effect on the surrounding community and environment. In 2012, 25 entrepreneurs ran their businesses in making traditional boats. Based on the skills they owned, shipyard entrepreneurs could be divided into two. The first one was those shipyard entrepreneurs who were skilled in making boats after spending some time as workers

in the industry. They established a shipyard after they thought they could make boats on their own, despite the small capital to start their business. The second one was those shipyard entrepreneurs who owned great capital and immediately became the boss. These capital owners were capable of bringing in experts in shipyard to teach other workers.

The relations between shipyards and the fishery port in Batang were quite visible. This could be seen from the fact that most boats and ships owned by fishermen in Batang were produced in these shipyards. The increased ownership of boats and ships by fishermen in Klidang Lor could encourage growth in fish catches in the fishery port. The very presence of shipyards also contributed to the feasibility of boats and ships for use. This was because these fishermen did not need to travel too far to maintain their boats and ships (Subagyo, 2014). The close distance for maintaining their boats and ships allowed these fishermen to save some money and, in turn, it helped improve their welfare.

Conclusion

The development of Klidang Lor Port, Batang from 1975 through 2014 were affected by some factors, such as geographical factors, facilities and infrastructures, transactions in the port, and the fishermen's lives. It began to develop in 1975 when Batang Port was separated administratively from Pekalongan Port. Also, fishermen began to turned to motor fishing boats as per the government's instruction. The port development became even more visible upon the construction of new pier for both commercial and fishing boats and ships, and lighthouse. Furthermore, the port was managed better and better as time went by.

Klidang Lor Port, Batang has shown an increase in shipping and sales of fish during the initial period of the reform era. Its status was changed from fish landing base into Coastal Fishery Port. The port facilities were also improved in terms of their quality and quantity. The construction and development of Klidang Lor Port benefitted not only the fishermen and the port administrators, but also had some effect on the surrounding community.

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