



From River City to Sustainable Sea Port City: East Coast Port City Development Planning Jambi, Indonesia

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ABSTRACT

The development of the port city in Jambi was initially concentrated on the river bank, but over time, activities in the port city of Jambi river faced shrinkage. This research examines the geographical change in this area, especially in the context of planning the development of a sea port city on the eastern coast of Jambi, Indonesia. This research uses historical procedures with steps: heuristics, source criticism, interpretation, and historiography. The findings in this research are factors that affect the planning of sustainable sea port city development in Jambi, such as the formation of administrative areas as well as the development of land transportation roads to increase access to the Jambi sea port city, the development of plantation, fisheries, and mining areas, as well as contributions and support from two ports, namely Tungkal and Sabak. These two ports are very strategic, directly facing the Strait of Malacca and the South China Sea. This research explains the description of the dynamics of factors in planning the development of the river port city to the sea port city, especially in the east coast area of Jambi, an area that is now one of the planning areas for sustainable port city development in Indonesia.

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1. Introduction.

In the context of sustainable regional development, the study of regions and the dynamics of port city development is very important. There has been a lot of research has been done about port cities in many countries such as Europe[1], America[2], and Asia[3], including Indonesia[4], especially research conducted about Jambi. In other words, research on the development of port cities in Indonesia, especially in Jambi, requires greater attention. This is because the east coast of the Jambi sea has unique characteristics that distinguish it from other regions in Indonesia. The port city is usually on the waterfront, but the port city of Jambi is in the river area[5].

The river has a very important role in shaping local civilization in Jambi[6]. During the time of the Jambi Sultanate, river port cities had a significant role in maritime trade in the Malacca Strait until the 17th century[7]. At that time, gold, spices, and

forest products became the main focus of trade[8]. The location of the settlement in Jambi is very strategic because it is located at the confluence of the tributary with the main Batanghari River[9]. Changes in the government system from the sultanate to the residency also have an impact on the dynamics of trade and shipping in Jambi. Under the Dutch colonial government, the river port city of Jambi grew rapidly, especially after the region became part of Dutch colonial rule in the 20th century[10].

The Netherlands is actively advancing the development of the river port city of Jambi by supporting rubber plantations and the oil mining industry. The construction of the Jambi river port city involves the construction of supporting infrastructure such as government offices, hospitals, schools, and organized ports[11]. However, over time, the development of river port cities has experienced a significant decline due to environmental factors, especially the increase in river sedimentation which hinders trade and shipping activities along the river channel. Economic factors also play an important role, especially the rapid growth of the plantation sector in Jambi which requires wider land to support export and import activities. Therefore,

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the construction of the sea port city in Jambi began. In addition, the construction of land transportation networks in Jambi is an important focus to facilitate the transportation of natural products and plantation products[12].

After Indonesia's independence, there was the construction of a sea port city in Indonesia, one of which was the port city of Jambi which was formed in 1965[13]. In addition, the administrative area of Tanjung Jabung Regency was also formed. This development aims to strengthen the east coast of Jambi as a port city with a city structure that supports various activities for the formation of a port city. This research was carried out to describe the historical background and problems faced by river port cities that experienced decline, then replaced by sea port city areas that are experiencing rapid development. This development is supported by geographical conditions that are directly facing the international trade routes of the Strait of Malacca and the South China Sea[14].

Graph theory is used to evaluate the impact of the growth of the east coast port city of Jambi on socio-economic dynamics. K.J. Perspective Kansky refers to the use of road network structures as the main transportation infrastructure to measure the strength of interaction between regions[15]. This evaluation involves the use of connectivity indexes that see that increased value indicate growth in connecting road networks between different regions. The main focus is the importance of infrastructure and transportation facilities as supporting factors for the strength and intensity of regional interactions. Factors such as road conditions, sea routes, and air transportation are considered in the assessment of the quantity and quality of transportation infrastructure[16]. With the increasing number and quality of infrastructure such as roads, sea lanes, and air transportation, it is expected that the efficiency and mobility of people, the distribution of goods and services between regions can increase. The complexity of the transportation network that connects various regions can be seen as an indicator of strong interactions, seen in the port city of Jambi and the port development area. The region has two main ports, namely Sabak and Tungkal which are located along the east coast and serve as an integral part connecting the declining river port city of Jambi.

Since the period after independence, this region has undergone significant changes by becoming a port city that supports its status as a new district on the east coast of Jambi. This transformation not only affects the status of the region, but also involves changes in an increasingly wide network of highways built to replace dependence on previous river networks. This region has developed from its initial role as a hub to a major growth center for the port city, replacing the role of the Jambi river port city which is experiencing a decline in activity.

2. Research Method.

This research uses a descriptive-qualitative approach that integrates geographic[17] and historical[18] perspectives to examine spatial facts about urban growth and the reasons behind it. The goal is to understand in depth the urban process in a particular political economic context that sees that the rise and fall of cities are perceived as a continuous process triggered

by the flow of political-economic ideas in the dimensions of space and time[19]. This situation reflects the manifestation of the dynamic relationship between humans and the environment[20]. Data is collected through the study of literature consisting of statements, views, and descriptions expressed by historians and geographers through various sources, such as academic research, scientific articles, books, conference papers, work papers, project reports, and government reports. One of the data sources used is the Binnenlandsch Bestuur K.70a Archive, No. 1223 which contains the Jambi region's domestic report in 1933 and the Staatsblad Van Nederlandsch- Indië in 1906 No. 261 and No. 324 which discussed the establishment of the Jambi Residency in 1906[21].

After independence, there is the Archives of the Secretary of State of the Republic of Indonesia which is a series of legal products in 1949-2005. One of the existing laws is the Emergency Law No. 19 of 1957 which regulated the formation of level I regions in West Sumatra, Jambi, and Riau[22]. Furthermore, there is Law No. 7 of 1965 which regulated the formation of level II Sarolangun-Bangko and level II areas of Tanjung Jabung[13]. Then, there is the Law of the Republic of Indonesia No. 54 of 1999 that regulates the formation of Sarolangun Regency, Tebo Regency, Muaro Jambi Regency, and East Tanjung Jabung Regency[23]. These sources have a high level of validity in the context of scientific work seen from conceptual, theoretical, and methodological aspects.

This research uses statistical data and thematic maps obtained from government reports as a source of information. This data source is used to verify and authenticity the data that has been obtained. To increase data validity, this research applies triangulation techniques, namely by using cross-test methods to identify data alignment or information from various sources. In its analysis, this study adopts an interpretive geographical reasoning approach[17]. This research explores various aspects of urban growth through spatial interpretation on the basis of spatial political-economic logic[24]. In this framework, data is considered as random and scattered pieces that need to be reorganized to understand the growth of the city from a river port to a sea port on the east coast of Jambi sustainably.

3. Port City Development in Jambi.

3.1. Jambi River Port City.

The port city of Jambi River is located inland about 79.8 miles from the east coast of Jambi, located in the southeastern region of Sumatra Island which overlooks the Strait of Malacca and the South China Sea. Batanghari River, as the longest river on Sumatra Island, can be navigated for approximately 800 km[25]. The source of the river comes from the Bukit Barisan Mountains in the western part of the Jambi region, Central Sumatra, and empties into the east coast of Jambi. Since the time of the Malay Kingdom, Jambi has shown its strategic position in international trade and shipping[26].

With an ideal geographical location, Jambi became the main shipping route to enter the territory of the Malay Kingdom in 644 AD[27]. Its important role as an international port has a

significant impact on economic, political, and cultural development. Economically, Port Melayu acts as a transit port to China or India. The Jambi Malay Kingdom itself is known as a producer of pepper and gold[28]. In the field of culture, the Malay Port is the entrance to foreign cultural influences, including from Arabia, India, Persia, and China. Indian culture, in particular, had a significant influence in the Malay Kingdom. The people of Jambi Malay at that time adhered to Mahayana Buddhism[29]. In a political context, the Port of Melayu is one of the important gateways in maritime trade in the archipelago.

After the Malay Kingdom of Jambi collapsed, the Sultanate of Jambi appeared and continued to make pepper and gold the main commodities of the region[30]. After the collapse of the Malay Kingdom in the 14th century AD and the acceptance of Islamic teachings, Jambi developed into an sultanate. The first king, *Orangkayo Hitam*[31], declared the Kingdom of Jambi as an Islamic entity[32]. This Sultanate chose Jambi Port as the center of exchange of goods, including the export of gold, pepper, and other forest resources[33]. Merchants from Arabia, China, and Persia participated in trade activities, bringing trade goods such as cloth and ceramics. After Malacca fell to the Portuguese in 1511 AD, Muslim traders, including pepper traders from Jambi, changed the direction of their marketing to Jepara. Jambi traders brought pepper and forest products to Jepara, and on the way home, they brought rice, salt, and cloth. Trade relations with Java play an important role in shaping culture, language, and government structures that follow the pattern of Kraton Mataram[34].

In 1615, the VOC merchant ship known as "Wapen van Amsterdam" arrived in Jambi with the aim of buying pepper and forest products. In 1616, the rulers of the Jambi river port city region gave them permission. Sultan Abdul Kahar also gave permission to the Dutch to establish a Loji (trade office) in Muara Kumpeh[35]. However, in reality, the granting of permission to the VOC to open a trading office in Jambi did not go as expected[36]. Jambi traders prefer to transact and trade directly to the Jepara area and other ports. In this interaction, Chinese traders often act as intermediaries. This condition actually makes VOC traders less successful in trading in Jambi. Despite having opened a trading office for seven years in Jambi, the Netherlands is unable to compete with Chinese traders who have ties to the Jambi elite. As a result, in 1624, the Dutch decided to close their trading office in Jambi[37].

In the 17th century, there was a group of traders who actively traded in the port city of the Jambi river. This group consists of Minangkabau people, Chinese, British (EIC), and Dutch (VOC) traders. The Minangkabau people act as pepper farmers and gold miners in the upstream area of Jambi. Chinese traders not only bought pepper and gold in large quantities, but also sold various necessities such as silk fabrics, carpets, ceramics, and medicines[38]. Over time, there was a marriage between the Chinese and the locals in the sea port city of Jambi. This marriage strengthens the trade relationship and the position of Chinese traders in Jambi[39].

Figure 1: The painting of the scenery above is the trading atmosphere of the river port city of the Malay-Jambi Sultanate in the 17th Century.



Source: <https://www.maritiemdigitaal.nl/index.cfm?event=search.getdetail&id=100129370>.

The trade relationship between the people of Jambi and the VOC turned out to be experiencing significant obstacles. The people of Jambi showed resistance by refusing to sell their commodities because of the trade monopoly applied by the VOC[40]. In addition, the power competition in the sultanate is also a trigger for resistance, the VOC is involved in this dynamic. The war against the VOC began during the reign of Sultan Thaha in 1855 and the battle continued until 1904[41]. In the end, Sultan Thaha died as the last leader of the Jambi Sultanate[28].

In 1906, there was a significant change in Jambi with the establishment of the Jambi Residency. This indicates the collapse of the power of the Jambi Sultanate and the start of a new era of the Jambi government under Dutch rule. The Dutch East Indies government established a resident office, resident assistant, and controller to govern the government in the area. In addition, they also built official houses or elite housing for Dutch East Indies officials. The location of this official home was carefully selected on a slightly higher flat ground to ensure its safety, beauty and cleanliness[11].

The official house is equipped with luxury facilities and official vehicles. In addition, the Dutch East Indies government also established the former Jambi Sultanate as the economic center by establishing various economic infrastructures. They set up trade or representative offices, storage warehouses, government-owned bank offices, as well as markets and shops to meet residents' daily needs and secondary goods. With these steps, the Dutch East Indies government is trying to build and control the economy in Jambi[42].

The increase in shipping and trade activity, especially in the rubber plantation sector, has led to significant economic growth in the Jambi Residency center. This encourages the Jambi residency area to become a center of population growth

that produces progress and typical development of urban life. The Dutch East Indies government also plays an active role in building various facilities and facilities to support the development of the Jambi residency area, including the construction of city highways, settlements, schools, hospitals, post offices, and ports[43].

Since 1930, the Dutch East Indies government has also built other economic infrastructure in the central business district of the Jambi river port city, such as markets and shops lined up according to the existing lines. The market at that time consisted of los-los or simple stalls of boards and wood, which sold daily necessities products such as food, salt, vegetables and fish. Meanwhile, shops sell daily necessities and household furniture. Activities in the store are not limited by time and can be accessed every day depending on the seller's policy. In addition, the government also established trade representative offices, warehouses, and Djambi Schevolks Bank, a government-owned bank supervised directly by the Jambi resident. The function of this bank involves the storage of residents' money and the provision of additional capital for farmers with weak economies to develop their plantations through credit loans[44].

3.2. Residents of Jambi River Port City.

Residents in Jambi tend to live around the Batanghari River because of Jambi's geographical characteristics surrounded by rivers. The Jambi river port city area has a variety of population groups, including Europeans, Chinese, and other Foreign Easterners. Jambi noble families and residents outside the port city of Jambi live in areas, such as the XII Marosebo Nation, Jebus Awin, Pinokawan-tengah, Miji, Mestong, Kebalen, and Pemayung. The population of Jambi in the period 1870-1905 is estimated to reach 76,000 people, including Tungkal people in the Tungkal Hulu clan and several hamlets in Tungkal-Hilir[45].

The rapid development of the colonial economy, especially in rubber planting activities, involved immigrants from various regions such as Minangkabau, Palembang, Bengkulu, and China. They are not only owners of rubber plantations, but some also occupy administrative positions in the Netherlands, such as demang. On the other hand, a number of Chinese became agents and rubber traders, forming a capitalist group that could take advantage of changes in the economic system because they had large capital and the ease of obtaining facilities from the Dutch East Indies government. One example is The-Ghiok, a rubber trader who owns a vast rubber plantation in Onderafdeeling Jambi, especially in the capital area. In addition to being a rubber agent and trader, the Chinese community is also involved in the rubber processing industry through various factories such as Tjoa Hau Kiat, Rubber Factory Heng Hong & Co, Kongsj Tjo Ho Siang, and Tjioe Hie Liam[46].

The next group of immigrants consisted of rubber tapping people working in rubber plantations, especially people's rubber. This group consists of several categories: first, eavesdroppers from outside Jambi, such as Javanese, Padang/Kerinci, and Palembang; second, eavesdroppers who are native to Jambi but

come from villages around rubber plantations; third, eavesdroppers from local hamlets around rubber plantations; and fourth, eavesdroppers who are Chinese. In 1924, the number of rubber taps reached 12,000 people in the Jambi Residency[47].

The number of rubber tapping workers is caused by the dependence of people's rubber in Jambi on wage workers. Unlike the practice of planting rubber in other areas such as Palembang and Kalimantan, each rubber eavesdropper gets a different wage, especially Chinese eavesdroppers imported directly from Singapore. In addition to being wiretapping, some of the migrants also work as laborers in the Jambi river port capital area which has a collection location for rubber slabs. Rubber traders can easily get transport workers at this location to bring rubber to Jambi Port[48]. In the period 1926 to 1930, the population was increasingly concentrated in the port city of Jambi after the permanent construction of the Jambi port and other economic infrastructure such as markets and shops. The construction of these markets and shops increases local trade activity involving sellers and buyers. The sellers originally consisted of natives living in the Jambi area[49].

The dynamic development of this port city reflects economic growth and witnesses the arrival and establishment of new residents from various ethnic backgrounds. The people of Banjar, Minangkabau, Batak, China, India, Arabia, and Europe are also involved in trading activities in ports, markets, and shops. They then erected residential buildings that reflected the identity of their area of origin and ethnic background. This shows that the port city of Jambi, especially in market and port locations, remained the center of social activity of the population until the reign of the Dutch East Indies. The Dutch East Indies government also participated in building various infrastructure and facilities in this city to support the social life of residents, such as highways, land transportation routes, school buildings, hospitals, places of worship, post offices, inns, and entertainment centers[50].

Figure 2: The atmosphere of the jambi port city market activity in 1938.



Source: <http://hdl.handle.net/1887.1/item:893857>.

The Port city of the Jambi river is increasingly important in the economic sector because of the increasing number of export and import activities through the port. This period occurred from the 1920s until before the global economic depression in 1930. Based on the population census data in 1917, the number of residents of Jambi reached 138,539 people. This population increase occurs along with the development of rubber plantations which have a big impact on the economy of the port city of Jambi. Population growth is increasingly encouraging, especially in the 1930 population census, the number of residents living in the port city of Jambi river increased drastically to 234,533 people[51].

3.3. *Komodoti Jambi River Port City.*

The development of coconut plantations in the east coast of Jambi is supported by the topography and climate there. During the Dutch government, many plantations were developed and became the main driver of economic growth in the port city. Copra production in Jambi increased from 859 tons per year in 1925 to 2,853 tons per year in 1929. The South Sumatra and Lampung regions are competitors in terms of sales, but Jambi remains one of the regions with the highest level of sales. In addition to coconut plantations, rubber plantations are also the main contributors to the development of the port city of the Jambi region. In 1924, the area of rubber plantations reached 188,500 hectares and exports continued to increase throughout the 1920s to 1930s, peaking in 1929 with rubber exports of 20,000 tons, and in 1937 with rubber exports of more than 30,000 tons[44].

Apart from plantation products, other commodities also provide income through taxes. The dynamics of plantation yields are experiencing fluctuations in sales in the international market. In the 1930s, the Dutch East Indies government faced a financial crisis because demand for export of plantation products decreased from foreign markets[52]. In response, the Dutch East Indies government switched from plantation taxes to liquor and opium taxes because at that time liquor and opium were considered luxury goods that could only be accessed by certain circles. The habit of consuming liquor during the colonial period was originally introduced by European immigrants who settled in the Jambi area. The high demand for liquor, such as whiskey and wine, prompted the Dutch East Indies government to take advantage of these import activities[53]. The habit of consuming liquor by Europeans has become a trend followed by the people of Jambi so that demand continues to increase periodically. The tax applies to all people, both the Dutch and the people of Jambi, involving factories, storage places, warehouses providing raw materials, as well as the drinks themselves, both local and foreign brands[54].

In 1931, the Dutch East Indies introduced the Opium Regie system in Jambi. This system is a monopoly on the sale of opium by the Dutch government, starting from the import process to selling to buyers. This Opium Regie model was adopted from France in Indo-China. Initially, this opium sales counter was open to the public and was usually located around a market or estate. Some opium sales posts in Jambi include Jambi City,

Muara Sabak, Kuala Tungkal, and Muara Bungo. Opium became an important commodity in the Dutch government monopoly [55].

The majority of opium transaction actors in Jambi are Chinese traders and the Minangkabau community. Addicts who come from the Limun and Batang Asai areas are also known as gold hunters, they are also active as drug dealers. On the other hand, salt in Jambi is imported from Siam through Singapore at a price of three guilders per pikul. The importance of salt for the Dutch was comparable to opium as their source of income[56].

The Netherlands took advantage by implementing a customs contract system for salt. The rate charged is 200 percent per piece, which is equivalent to five guilders (f5) per piece. Salt monopolies have been imposed on the west coast of Sumatra since 1832. Most of the opium was consumed by the Chinese community, while some were used by the indigenous population, including the working class and nobility. Opium smoking is an expensive habit, and addiction is a factor that keeps the price of opium high[55].

Since 1900, export and import activities in Jambi have experienced a significant increase. The export and import value of Jambi reached tens of millions of guilders, showing the government's success in mobilizing people's plantations for various types of commodities such as rubber, forest products, rattan, and copra. In 1928, the people's rubber plantation became the biggest contributor to Jambi's export value by reaching a quantity of 16.600,000 guilders, followed by rattan worth 500,000 guilders, copra worth 500,000 guilders, and grain worth 100,000 guilders[34].

Meanwhile, on the import side, commodities imported to Jambi involve food worth 4,700,000 guilders, production tools worth 1,100,000 guilders, chemical products such as fertilizers, perfumes, and paints worth 400,000 guilders, and metal materials worth 340,000 guilders. Other imports include machinery worth 230,000 guilders, wood for furniture and plant seeding materials worth 180,000 guilders, and imports of leather and fur materials worth 150,000 guilders. Animals and vegetables are also imported to Jambi with a value of 100,000 guilders. In 1928, basic goods imported from Java to Jambi included food and stimulants worth 850,000 guilders, production equipment worth 150,000 guilders, as well as cars and spare parts worth 100,000 guilders[49].

Imports of wood, iron and steel groups worth 100,000 guilders were each carried out. Although not all roads have been paved, imports of cars and bicycles increased especially after the 1920s, reaching their peak in 1929 with a total of car imports of 141. Import costs reached their peak in 1925, which was 182,863 guilders. In addition to being involved in inter-island trade in the Dutch East Indies, Jambi also carries out trade activities with foreign parties. The Chinese play a very important role in the Jambi trade. As an intermediary between the residents of the Dutch East Indies and foreign parties, the Chinese community has a very close trade relationship with Singapore. Therefore, export and import activities from and to Jambi tend to involve Singapore[46].

The trade relationship between Jambi and Singapore has been established for a long time before Java and other regions.

Although Penang is dominated by Malays who have ethnic similarities with the residents of Jambi, trade relations with Singapore remain strong. The active role of Chinese traders continues to strengthen export and import relations with Singapore.[50] Apart from its location close to the sea route, there is no reason for Jambi traders not to have a relationship with fellow traders in Singapore. The fact that 90% of the value of exports, especially rubber and copra commodities, is sent to Singapore as one of the trading centers in Southeast Asia, and vice versa, 67% of the value of imports shows how important Singapore's role in Jambi's export and import activities is. Easy access facilities and the important role of Chinese people make Singapore the main center of Jambi's export and import activities[40].

Figure 3: The condition of the port dock, the entrance and exit of the ships in the city of the Jambi river 1930.



Source: <http://hdl.handle.net/1887.1/item:890265>.

In 1929, oil drilling in Jambi absorbed as many as 2,400 workers, most of whom came from Java Island, Palembang, and Minangkabau. On the other hand, Jambi residents prefer to be employers in rubber plantations rather than working in the Dutch oil industry. In the late 1920s, Jambi river port activity began to decline as an international port. This can be seen from the decrease in the number of large ships docked, as well as the decrease in exports and imports through the Jambi River Port, both in terms of the number and type of commodities. Another factor that plays a role is the rapid construction of roads. The Dutch government implemented a policy to integrate land transportation on the west coast of Sumatra with river transportation on the east coast of Sumatra. In 1938, the asphalt road made by the Dutch East Indies succeeded in uniting Sumatra.[57]

This situation resulted in the people of Jambi, who were previously skilled in river transportation using boats and ships, having to learn and get to know the land route because of Dutch policy. The rapid development of road roads occurred along

with the discovery of oil fields in Jambi. The oil sector brought workers from outside Jambi, and this situation lasted until the 1940s. The number of immigrants from Minangkabau, Palembang, and Java continues to increase to work in oil companies. The Dutch government built roads in Jambi, especially in the Muarotembesi area. These roads connect Boom Batu port and Jambi Residency office with Muarotembesi district which is an area that collects spices, gold, and rubber from the Hulu Jambi area. The road network that connects the city of Jambi with the Dutch government center in the interior also aims to facilitate the trade network in the Jambi area. This road network will follow the pattern of the Batanghari river flow, connecting villages along the river[47].

Sedimentation in the Batanghari River is a natural factor that causes large tonnage ships to find it difficult to enter. This causes the cost of loading and unloading to be higher. To overcome this situation, the Indonesian Government took a policy to build a road network through the Sumatra East Cross Road project[58]. This project was started to overcome these obstacles, especially the Jambi-Pekanbaru route that crosses the Jambi east coast area. Along with the start of the project, the Jambi Provincial Government under the leadership of Governor Masjchun Sofwan and the Regent of Tanjung Jabung, Selamat Barus was inspired to build a road between Jambi and Kuala Tungkal. The construction of land routes to the east coast of Jambi is becoming more intensive. The rapid growth of road infrastructure within Jambi Province brought early consequences to the decline of the dominance of the Jambi river port city[59]. The development of this land route network, in the end, tried to end the golden era of the Jambi River by creating an alternative to "landing" the Jambi people from river to land.

4. East Coast Port City Construction Of Jambi.

4.1. Jambi Sea Port City.

After Indonesia's independence, the east coast of Jambi experienced rapid development as a significant trade center when a trade blockade was implemented in the port city of Jambi. The Dutch government closed the entry and exit of goods in the river port city of Jambi, so traders from upstream were forced to find alternative routes to access Jambi. As a result, a number of small ports grew along the east coast area of Jambi in response to the blockade policy. This blockade occurred during the military aggression in Jambi in 1949[60].

After the local political dynamics of post-Jambi became a province in 1957, the role of the Jambi coastal region further strengthened itself as a sea port city. Leaders from the east coast region of Jambi, who have been fighting for Jambi to become a province, want economic equity[61]. This equalization effort was realized by the formation of a new district government called Tanjung Jabung Regency in 1965. This step is taken to accommodate the development of the east coast area with all its potential[62].

Infrastructure development such as offices, ports, markets, educational institutions, hospitals, and land transportation facilities have an important role in the growth of the east coast sea

port city of Jambi. The transmigration program also contributed to the increase in the population starting with the placement of Javanese transmigration in the Rantau Rasau area in 1967[63]. In addition to the Javanese tribe, there are also Malay people who are native tribes in this region. Other migrations brought various ethnicities, ethnicities, and religions, including Banjar, Bugis, Ambon, Balinese, and Chinese. Various religions such as Christianity, Catholicism, Confucianism, and Buddhism are also present and develop in the Jambi sea port city area[64].

The majority of residents who live in the sea port city of Jambi adhere to Islam. In Kuala Tungkal, there is the Nibung River which is a harmonious place of residence for residents with various beliefs. In this area, mosques, churches, and temples stand side by side, reflecting harmony and tolerance between religious people. The spirit of "synchronous rowing to the destination" reflects unity in advancing the eastern coastal port city of Jambi. This slogan symbolizes the collaboration of people with different ethnic backgrounds and beliefs in an effort to improve the welfare of the city[65].

As a port city, the east coast area of Jambi also functions as the departure point for Hajj pilgrims for the Jambi area. Hajj pilgrims from the eastern coastal port city of Jambi boarded a ship to the embarkation of Batam on Batam Island. In the span of 1996 to 2008, as many as 1,152 pilgrims have been dispatched from the sea port city of Jambi[66].

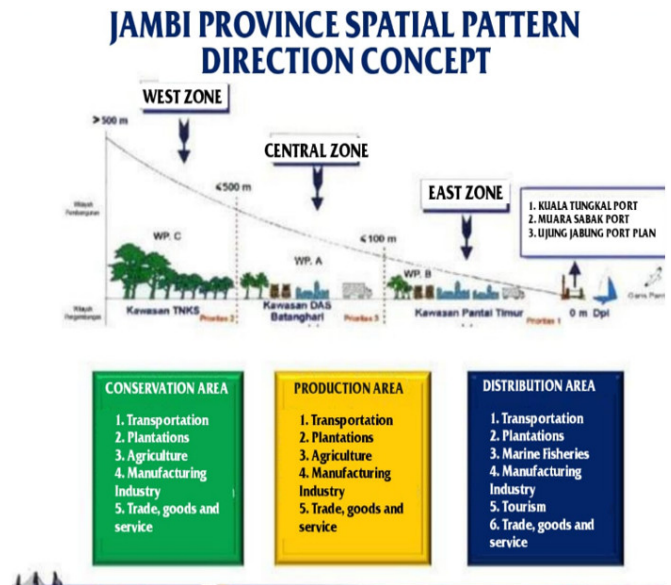
4.2. Main Distribution Port City Development in Jambi Region.

With the existence of decentralization in Indonesia, the region is given the authority and freedom to take care of itself. As a port city that continues to develop, in 1999 there was an expansion of the administrative area of Tanjung Jabung Regency. Administratively, the sea port city of Jambi is divided into two parts: the administrative area of West Tanjung Jabung Regency as the parent district, and East Tanjung Jabung Regency as the result of expansion. The Jambi Provincial Government focuses more on development on the land transportation sector by building three land transportation routes from Jambi City to the east coast of Jambi. The East Line through the Jambi road to the Suak Kandis area with a distance of about 134 km, the West Line through the Jambi-Sengeti-Simpang Tuan Road (122 km), and the Middle Line through the Jambi-Jambi Kecil-Rantau Karya Road (37 km)[67].

In 2011, the growth of the port city area became very important when the connecting bridge between Muara Sabak and Tanjung Jabung Timur City was inaugurated and put into use. This bridge has helped encourage the construction of port towns on the east coast of Jambi[68]. The existence of these port cities further accelerates sustainable development planning in the east coast area of Jambi. This area acts as a distribution center in the Jambi Province development spatial plan. Sustainable development planning in Jambi is directed from the highland area as a source of raw materials, the central region as a production area, and the east coast area of Jambi as the main distribution area of Jambi Province[69].

The growth potential of the Jambi sea port city is also supported by the agricultural sector, especially in rice production. The area around the east coast of Jambi has used a tidal farming

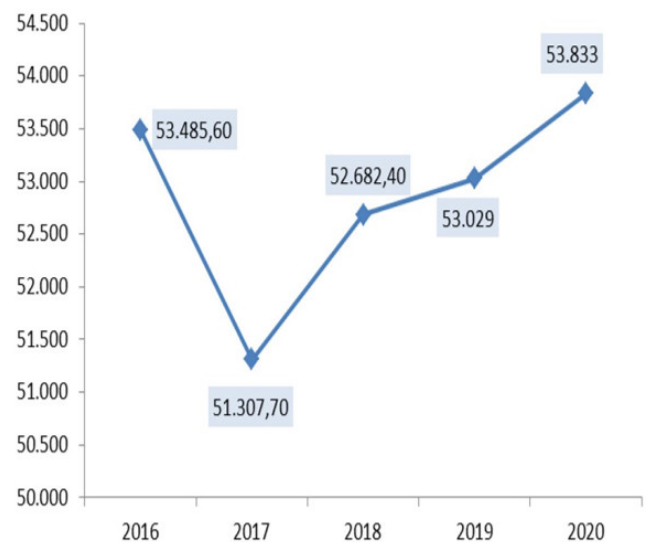
Figure 4: Distribution of spatial planning based on Jambi area.



Source: Jambi in 2021.

system. If we consider the area of rice fields, the two areas that are the focus of the development of the Jambi sea port city are East Tanjung Jabung Regency, which dominates with 39.90% of the total rice field area in Jambi Province, followed by West Tanjung Jabung Regency which covers 18.23% of the total rice field area, which reaches 250,212 hectares. In addition, various plantation commodities such as rubber, coconut, palm oil, betel nut, and marine fisheries are also developed in the east coast of Jambi. Marine fishery commodities on the east coast of Jambi have an important role as the main provider of food for the Jambi area and its surroundings[70].

Figure 5: Graph of the development of catch fisheries production in Jambi Province (ton).



Source: DKP Jambi Province, 2021.

In the Port City area on the east coast of Jambi, there are other sectors that also have paper companies and wood processing companies. The forestry industry here has a competitive and comparative advantage in the world market, especially in superior products such as pulp and tissue exported to foreign countries. In 2015, the area of production forest reached 184,246.70 Ha with the production of acacia trees as much as 1,568,457.03 M3, pulp as 895,607,18 tons, and tissue as much as 96,206,06 tons. With the Roro port, forestry products from two districts within the Jambi sea port city area can develop nationally and internationally[71]. In addition, another sector owned is the petroleum field in the Jabung block area. Currently, Petro China oil mining company operates in North Geragai. Muara Sabak Port and Tungkal Port are also strategic areas in the development of results from the Jambi area. When viewed from the contribution of districts/cities to the income of Jambi Province, West Tanjung Jabung Regency and East Tanjung Jabung Regency are the biggest contributors in the sea port city of Jambi. The contribution mainly comes from the mining sector, especially the oil and gas mining subcategory which is featured in the east coast port city of Jambi[70].

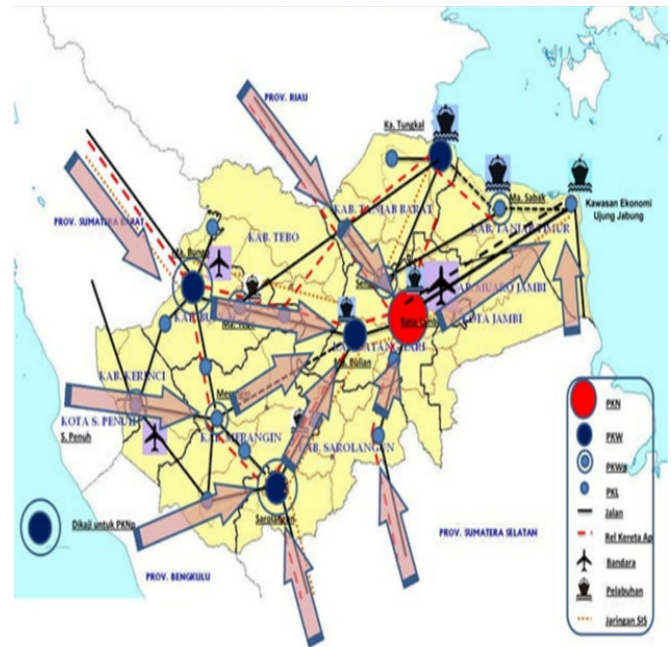
Table 1: Jambi Port City's Contribution to Jambi Province.

KABUPATEN/KOTA	KONTRIBUSI PDRB KAB/KOTA THD PDRB PROVINSI JAMBI				
	2016	2017	2018	2019	2020
Kerinci	4,7	4,67	4,49	4,52	5,03
Merangin	7,08	7,11	6,9	6,97	7,55
Sarolangun	7,15	7,07	6,92	6,92	6,98
Batanghari	7,8	7,72	7,48	7,49	7,91
Muaro Jambi	11,18	11,21	10,96	11,08	11,8
Tanjung Jabung Timur	10,93	11,06	11,51	11,24	9,39
Tanjung Jabung Barat	18,36	18,75	19,79	19,61	17,88
Tebo	6,79	6,82	6,61	6,65	7,1
Bungo	8,39	8,42	8,26	8,16	8,36
Kota Jambi	14,25	13,82	13,75	13,96	14,35
Kota Sungai Penuh	3,35	3,35	3,32	3,41	3,64

Source: Jambi in 2021.

In the Jambi sea port city area, sustainable development planning is supported by two ports that have a very active role. Tungkal Port and Sabak Port are the two ports. Tungkal Port functions as a port area for passengers and loading and unloading activities and Sabak Port serves loading and unloading activities from the regional regions of Sumatra, national, to international. The sea port city on the east coast of Jambi has a strategic position located directly in front of the economic growth area, namely the Growth Triangle of Indonesia, Malaysia, and Singapore (IMS), and adjacent to the cross-trade areas of Singapore, Batam, and Johor (SIBAJO)[72].

Figure 6: The multimodal trading route which central point is in the sea port city of Jambi.



Source: Bappeda Jambi Province in 2015.

From the Picture, the multimodal transportation system for the transportation of goods in Jambi leads to the sea port city area on the east coast of Jambi, with two main ports, namely Kuala Tungkal Port and Muara Sabak Port. Ujung Jabung Port, as part of the integration of Ujung Jabung Industrial Estate, serves as a regional and international industrial link in Jambi Province and surrounding provinces. In addition to the official ports registered by the government, there are several other small ports in the east coast of Sumatra that are also active in loading and unloading activities for goods and passengers, both in the Jambi area and across islands, generally transporting garden produce and daily necessities[14].

The development of industrial areas in Jambi Province includes large, medium, and small industrial areas. The focus of developing large industrial areas is located in West Tanjung Jabung Regency and East Tanjung Jabung Regency. The planning of the development of the east coast sea port city of Jambi is also considered as the main strategic area in Jambi Province. Spatial planning in this strategic area is a priority because it has a significant impact on economic, social, cultural aspects, as well as the use of natural resources and high technology[12].

The determination of strategic areas in Jambi Province is based on the economic growth of the east coast strategic area of Jambi province. The development of industrial zones involves spatial planning for large industrial areas around the sea port city, including Kuala Tungkal Port, Ujung Jabung, and Muara Sabak. Two main ports, namely Tungkal and Sabak, have high export value in Jambi Province[73]. In 2022, the export value reached US\$2.614.853.331. Muara Sabak Port recorded the largest number of exports in Jambi Province, which was 6,913.94 thousand tons. This export transaction goes to various countries

Figure 7: Strategic Area of Jambi Sea Port City.



Source: Bappeda of Jambi province.

such as Singapore, Germany, England, Japan, and Australia. The number of imports in 2022 is 105,71 thousand tons with an import value of US\$38,018,053. Kuala Tungkal Port is the largest entrance for imports, with a total of 81.6 thousand tons and an import value of US\$14,104,136[69].

Conclusions.

The Jambi area has played an active role in the growth of the port city since its establishment until it became a government. The river as the main trade route has a big impact on the development of the Jambi Malay community. However, over time, there was a shift in the direction of trade from river to land. This resulted in the construction of the port city of Jambi moving to the eastern coastal area of Jambi. The construction of land lines has improved the smoothness of transportation and significantly affected mobility and trade in Jambi Beach Port City. Trade is experiencing rapid progress thanks to the clearing of plantation land, mining, and the growth of new settlements from various ethnicities in the east coast region of Jambi.

As a distribution center on the trade route, the sea port city on the east coast of Jambi has a big role in its development process when the Jambi port area was built. This role has a significant impact on the economy, business growth, and regional progress, especially after the opening of direct relations with Singapore as an international transit port. Traditional roads are repaired and expanded, providing an easier opportunity for people to carry out various activities, especially economic activities towards urban centers which are generally also centers of trade. The role of various ethnicities living in the port city area on the east coast of Jambi has a positive impact on the progress of the

area in the Jambi beach area. Until this research was carried out, the role of the east coast port city of Jambi continued to develop as a trade center for the Sumatra region, Indonesia, and with involvement in the international regional network.

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