



ACEH EAST COAST COMMUNITY ECONOMIC DEVELOPMENT (HISTORICAL STUDY AND EXISTENCE OF KUALA LANGSA PORT AND ITS CONTRIBUTION TO THE GOVERNMENT OF 1900-2018)

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Abstract

The aims of this study were (1) to examine the pioneering of Kuala Langsa port as a maritime port on the east coast of Aceh; (2) the educational passification policy and Kuala Langsa port; (3) to find out the study of Kuala Langsa port facilities and infrastructure and its development in the east coast area; (4) to examine the role of the Kuala Langsa port in the export-import trade sector; and (5) to examine the impact of the Kuala Langsa port as the center of the government's economic area based on the people's economic interests. This study uses a critical historical method, the substance of which excludes inauthentic material and concludes that testimony that can be trusted from original material. The critical historical method consists of four steps in the research process: collecting sources (heuristics); primary, secondary, and tertiary; criticizing sources, both internal and external; interpreting facts obtained from these sources; historiography; reconstructing existing facts and interpreting them in the form of historical writings; and critically synthesizing facts. The results of research on the Kuala Langsa port since the days of the Dutch, Japanese, and Indonesian governments were made as an international and transit port until it received international status in 2019. The conclusion is that the Kuala Langsa port has succeeded in contributing to the community and the government in the export sector of community and private government-owned plantation products. The Port of Kuala Langsa in 1920 had a great opportunity for economic development during the Social Pacificization period, in addition to the interests of the Netherlands and the people of the east coast. trade routes: Asia and Europe. This port is supported by land transportation. Atjeh Tram Langsa supplies goods from the north coast straight to the port of Kuala. Atjeh Tram Tamiang took part in supplying rubber and palm oil commodities to the port of Kuala during the Dutch era for export-import trade abroad.

Key Words: Kuala Langsa, Sea-ports, East Coast Aceh

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INTRODUCTION

Panton Labu (Lhokseumawe) is the western part of the north coast of Aceh and faces the Makala Strait, Singapore, and Malaysia. The southern part is bordered by Beunar Meriah, Takengon/Gayo Lues, and Southeast Aceh. The western part of the most extreme region of the island of Sumatra is the gateway area to the Malacca Strait. East coast position, very strategic, can connect besides Deli, East Sumatra, Singapore, and Asia to Europe; its prospects were very fruitful in the field of community economic development since the time of the Aceh sultanate, the Dutch government, as the region for the largest income from the Dutch Government starting from the Tamiang, Langsa, Peureulak, Idi, and Simpang Ulim regions at that time.

The Dutch East Indies government prioritized the east coast of Aceh to open a zone for rubber and oil palm plantations at the same time as ethical politics and a number of large-scale foreign companies or private plantations in this area. As a people's economic zone area, the Dutch government forced the Uleebalang Kenegerian Langsa, Teuku Chik Bentara Blang, to sign the statement "Korte Verklaring". Under Assistant Resident De Schemaker's new program, The Politics of Fasification, during the Civil/Military Governor, van Heutsz's tenure in 1903, the east coast region was the first to receive a liberal economic system with foreign private investment in the rubber plantation sector, oil palm, and the drilling of oil fields starting from Berandan to Simpang Ulim in 1901 (Usman Abdullah, 2014: 285).

Considering that at that time there were no ports on the east coast of Aceh, the Dutch government encouraged the community to turn on the activities of de Langsa Bay (Pulo Rawa/Kuala Langsa port) as trade and agricultural infrastructure for people's traditional crop products to be exported abroad, through Kuala port, which played a major role in loading and unloading of merchandise. To support the port of Kuala, the Dutch Government adopted a policy of opening large and modern companies in 1908 (Soengay Liput Cultuur Maatschappij) (Rusdi Sufi, 1985: 10). In 1911, the French and Belgian Societe Financiere des Caoutchoucs opened, covering an area of 5,751 ha (Edi Mulyana, 2008: 48). Plantation products were transported through the ports of Kuala and Aru in 1922–1942 and exported from Singapore to Western Europe (the Netherlands): coffee, latex, and palm oil. Traditional plant products, such as pepper and

copra, from the interior of Aceh, Simpang Ulim, Idi, and Langsa to the Tamiang area, are also exported abroad. Between 1942 and 1945, Dutch assets were transferred to the Japanese Occupation, but economic growth declined drastically in the agricultural and forestry sectors until 1949.

Only in 1950–1969 did the port of Kuala Langsa resume loading and unloading operations for Singapore and Malaysia's "Barter Trade". After three decades (1970–1993), Kuala Port was designated as a public port and became a rapidly developing area distributing goods and services nationally, managed by the NAD Province, and operating across the world. In 2005, the flow of loading and unloading reached 83,761,153 tons, compared to the previous year's 88,488,107 tons. In 2013, the port of Kuala Langsa opened international shipping lanes, and ferry crossings began operating from Langsa City to Penang and Malaysia. Around 2015, the port of Kuala Langsa officially became the destination port for importing certain products in Aceh Province. 2019 became an international shipping and trade route, especially for the export of palm shells to Japan. So that Kuala Langsa has a big influence on the development of cultivation areas between regions and abroad from foreign tourist visits.

METHODOLOGY

This research design uses historical and critical methodology. According to Gottschalk (1975: 18), his research, apart from historical analysis, document and field studies, or direct observation, also studies historical and sociological research. This is "the research of critical historical methods and their substance to get rid of inaccurate materials in order to be able to trust the authenticity of authentic materials in research studies" (Gottschalk, 1975: 18). The above research design, historical, and critical methods have four stages of the process: (1) collecting sources (heuristics) both written and unwritten, consisting of primary, secondary, and tertiary sources; (2) source criticism, which consists of external criticism ensuring that the document is fake or genuine, while internal criticism examines its contents and interprets facts from reliable sources; (3) interpret facts that can be accounted for, and (4) perform hisphoriography in the form of writing as part of the process of critically synthesizing facts. In addition to historical and critical approaches, it is necessary to use

research observation techniques and integrate information from books and figures in the research locations. In Moleong's study (2010), it was explained that "informants are people who assist in providing information about the situation and background conditions of the research". In order for data and facts to be more accurate, data sources from research objects must be perfect. There were three stages of data analysis: First, data reduction was obtained from field notes during the implementation of the research. The second presentation of data in the form of stories is systematic and easy to understand. Third, drawing conclusions from the analysis according to the formulation of the problem from the research results in a consistent and coherent manner. In the stages of the research mentioned above, the initial step of the pre-field stage is to design and carry out the research, determine the research field, determine the schedule, and check the correctness of the data. The second stage requires researchers' data collection tools. In Surakhmad's study (1982: 162) "where the investigator will make direct observations (without tools) of the symptoms of the subject under investigation, both observations in real situations and in specially made artificial situations". The third stage is the selection of research locations, which is based on the field conditions themselves so that research activities can be carried out according to the research theme with consideration of geographical factors, time constraints, costs, and manpower.

RESULT AND DISCUSSION

1. Pioneering The Port Of Kuala Langsa As A Maritime Port On The East Coast Of Aceh

As stated above, before the opening of the Kuala Langsa port in 1907, shipping and trade export transactions had several strategic river mouths on the east coast of Aceh; Kuala Idi, Peureulak, Bayeun, Langsa, Aron Meubajee/Kuala Peunaga, and Aru/Kampai Island (bordering the Aceh-East Sumatra region) continued to develop until the early 19th century AD. As stated by Dewi Setyawati (2016: 108): "Because the five estuaries have a surplus base of trading commodities from their rural areas, in addition to having other sources of income from trading activities of commodity production in their city/empire port cities".

When the Dutch Government had not yet controlled the Simpang Ulim and Idi areas, the Kuala Idi port was closed as long as the uleebalang had not been subdued, but after Teuku Chik Ben Guci received "Korte Verklaring", the port was only reopened for general trading as before, while the Bayeun port would be diverted to the port of Kuala Langsa (Dewi Setyawati, 2016: 111).

Kuala Langsa Port, the transitional port of Kuala Bayeun, is located in a deep bay (lhoek), so KPM's ships can safely stop by without having to wait for the tide to rise. It is very strategic on the east coast. The pioneering of "De Langsa Bay" (Langsa port), after Teuku Chik Bentara Blang Kenegerian Langsa received Korte Verklaring, acknowledged Dutch sovereignty over its area" (Ismail Jacob, 1979: 12). In 1901, the Dutch Government introduced the Pacific Social Politics program on the east coast to empower the economy with various infrastructure needed for the benefit of society: Simpang Ulim, Tanjung Sementoh, Idi, Peureulak, Langsa, Tamiang, all the way to Pangkala Susu for Dutch Colonial interests. In 1907, De Schemaker, as Assistant Resident of Onder afdeeling Langsa, was the first step to spark a community economic program and was inseparable from efforts to conquer the Dutch East Indies colonial political mission. He opened the widest possible investment program for European private investors, clearing land for rubber plantations, oil palm, and oil mining, as well as building roads and land transportation facilities, including the Atjeh Tram, which connects the Kuala port route, the east coast of Aceh, and Sumatra (Usman Abdullah, 2014: 180).

In addition to opening opportunities for foreign private investment, the Dutch government was inseparable from Pax Nerlandica's politics, which had to be in line with the politics of the Dutch East Indies government based in Batavia, linking foreign countries such as Singapore (the British Commonwealth) and Indo-China (the French colony). Even the Atjeh Tram Langsa operates the transportation of plantation products via the west coast route. The port and Atjeh Tram Kuala are intended to connect the Tamiang railway on the east coast of Aceh-Deli, East Sumatra. Both the North and East Coast ports of Aceh and Kuala Port are on a parallel line, facing directly the Malacca Strait, and are closely related to Western European countries

(the Netherlands) (Usman, 2018: 130 and 131). To revive the activities of the Kuala port in the trade and agriculture sectors, the people's traditional crops are exported abroad as a port for loading and unloading trade goods at that time.

The Dutch government opened a large and relatively modern company in 1908, Soengay Liput Cultuur Maatschappij (Sufi, 1985: 10). The results were transported via the Atjeh Tram, then loaded via the Kuala Langsa port, and Pangkala Susu was exported abroad in 1922–1942. But during the Japanese era, from 1942–1945, the port was prioritized as the base for the deployment of military personnel on the east coast, consisting of Heiho troops (auxiliary soldiers) and Gyu-gun (voluntary soldiers). Gyu-gun military units on the east coast and other areas of Aceh have the same two types of tasks. First, the Gyu-gun unit guarded the coastal port of Kuala Langsa and the interior of Aceh (Tamiang, Lokop, and Gayo Lues) (Ibrahim Alfian, 1982: 16). The two Gyu-gun units to guard the airfield will be based in Sei Yu and Lhokseumawe. Kuala Port was used as the forefront of defense on the coast of the Malacca Straits for the entry of war logistics, while loading and unloading activities decreased drastically and the visits of freight ships were greatly reduced until 1945.

After the Japanese occupation (1945–1981) for more than four decades, the port of Kuala was again pioneered by shipping and trade routes that were widened and dredged 3,000 meters long and 80 meters wide with a depth of about 7 meters Low Water Spring (LWS), previously 1.5–2 meters LWS, but after being dredged, large ships of 6,000 deadweight tons (DWT) can enter the Port. In November 1993, a Check Sounding Survey (SCS) was carried out for port shipping lanes by the Survey Team of PT. Pelindo-I found cruise lines with an average depth of between 6.5 m and 7.5 m LWS (Zulfan, 2008: 22). After three years, Kuala Port became commercial on the east coast. In 2008, Kuala Port was included in the international category.

2. Study of Kuala Langsa Port Facilities and Infrastructure and Their Development in the East Coast Region

Based on the master plan for building port facilities and infrastructure, the Dutch Colonial Government had previously conducted a review of the selected port

location in a very strategic bay, "Pulo Rawa," on the east coast, 10 miles from the first buoy (birup) to the mainland location of the Kuala port lighthouse tower. Location of the boundary (line) of ships, buoy (buoy-1) first boundary of the high seas; the east-west route passed international shipping and traders in the Malacca Strait area in the early 20th century AD, after the opening of the port of Singapore in 1819. To maintain the stability of ships going back and forth, the Netherlands provided infrastructure for ship and fleet navigation services from the Malacca Strait to the port of Kuala as a guide to avoid accidents while going through the route in and out of Kuala port.

Table 1. Navigation Facilities for Kuala Langsa Harbor Ship Routes in 1910–1942

No	Navitigasi	Lokasi	Warna Lampu	Jarak Tempuh	Keterangan Jam
1	Towar Menara Suar	Daratan Pelabuhan	Merah	Nol Menit	10.00 Berangkat
2	Bak Menara Suar	Pulo Tikoih/P.Rawa Cut	Hijau	23 menit	10.00-10.23 menit
3	Bak Menara Suar	Depan Pusong	Merah	03 menit	10.23-10.26 menit
4	Bak Menara Suar	Belakang Pusong	Merah	05 menit	10.26-10.31 menit
5	Bouy Lampung Kedua	Laut 7 mil	Merah	04 menit	10.31-10.35 menit
6	Buoy Lampung Pertama	Laut Lepas 10 mil	Putih	20 menit	10.35-10.55 menit

Source: Researcher Observation Results, September 21st, 2021

In support of the smoothness, security, and safety of sea shipping, routes, and schemes to the Kuala Langsa Bay port, The Dutch government, from 1910 to 1942, equipped a number of Navigation Assistance Facilities (SBN) in the form of beacon towers, navigation lights, and guide buoys, which were placed at certain points according to the needs and conditions installed from the first buoy on the high seas using lights. putih as the entrance gate to the port of Kuala on the east coast (observation results, September 21, 2021). The Marcu Suar Tower, inherited from the Dutch Government, is still used by various ports in Indonesia, including the Kuala Port on the east coast of Aceh, to maintain the safety and security of shipping ships in and out of Kuala Langsa Port.

The Pulo Rawa Cut lighthouse pole, which has been renovated after the 2004 Aceh Tsunami, consists of three concrete pillars. But the former upper part of the Dutch heritage is still used, the famous "biroep lamp green". Menara Pulo Rawa Cut/Pulo Tikoih to Kuala port, the incoming shipping route reaches a depth of 7.5 m Low Water Spring (LWS) after being dredged in 1981–1984, starting from behind the pusong to Kuala port. Even though in today's modern era shipping navigation tools have developed to keep up with the times, the existence of beacon towers in Indonesia as a means of Shipping Navigation Assistance (SBNP) remains irreplaceable (Zulfan, 2008: 22).

Figure. 1 Kuala Pulo Lighthouse Navigation Facility Rawat Cutdan Buoy Buoy-I High Seas 10 Miles



Data Source: Research Collection Results and Observations, September 21st, 2021

Navigation Aid Facility in the form of buoy-I or day/night signs can assist navigators in the presence of navigational hazards or obstacles, including corals, shallow water, sandbars, former ship hulls, indicating safe waters, and channel separators, which can only be used during the day or at night to determine the position and bow of the ship and to be used as a boundary marker for the Malacca-Kuala Langsa East Coast Strait crossing. Apart from being a green lighthouse on the Pulo Rawa Cut bend route, there is also a more strategic means of navigation, namely buoys (a lighthouse floating on the surface of the sea). According to Said Muthallib Alatas (28 September 2021), "a lighthouse to the open sea is 10 miles from the port of Kuala; it is moored to the seabed with anchors or allowed to float on the sea surface. The buoy function keeps people safe from the strong currents of the sea. The buoy-1 lighthouse tower is at the entrance to Kuala port as a safety and security guide on the east coast. Operational techniques and navigation practices have a very strategic role, so reliable

management of the Navigation Assistance Facility (SBNP) is required to enter Kuala Langsa Bay. In addition to the operational management facilities for sea navigation equipment, the Kuala port also has a pier on Pulo Rawa/Kuala for shelter or stopover for ships and barges that arrived from various countries during the Dutch Government period (1910–1922). The pier is 150 meters wide and 12 meters wide, or 1,800 meters wide.

Figure 2. Kuala Langsa Pier Facilities and Infrastructure Dutch Government Period (1907–1922)



Data Source: Research Collection Results and Observations, September 21st, 2021

The infrastructure for the construction of the basic wharf infrastructure consists of a number of poles, steel scaffolding, and four layers of floors. The first and third sections were installed with steamed or cooked teak wood, similar to the cancellation of the ordered railroad from Malacca via England to Singapore. In Usman's dissertation (2018: 128) "Dutch buildings are sturdy and durable, made of teak wood, originating from the Malay Peninsula". The second and fourth floors are strengthened with an asphalt layer. Workers and carpenters as laborers were brought in, originally from China. They are not only dock workers but also road workers, railroad routes, or highways throughout Aceh (A. Rani Usman, 2009: 146). But in 2005, post-tsunami, the port's steel poles were completely replaced. According to Ruslan and M. Hasan (22 September 2021), "when the Kuala port infrastructure was demolished, some of the residents took the wooden floor decking to pay compensation, and it was used for the bridge in front of the house, the pillars of the residents' houses, the poles for the fish sheds, and the wood is 5 meters long, 2 inches thick, and the width of a plank of wood is twenty-five inches".

When the government and PT. Pelindo-I built infrastructure for the protocol port-Lansa City road in 1980–1983, the railroad route (former Dutch heritage) switched to an alternative road, a public road. According to

Abdullah Tahir (20 September 2021), "the opening of the cross-port road is 30 meters wide and 10,000,000 meters (10 km) long, starting from the port location to Simpang IV Sei Pauh, Langsa City (Banda Aceh-Medan road)". The opening of the new road is the main infrastructure to support the smooth running of the trade routes for the economy of the East Coast community. According to Said Abdul Muthallih Alatas (28 September 2021), "the construction of the infrastructure for the Kuala port road to Langsa in 1980 was built by a contractor, a woman from Malaysia, and her labor force were Indians. In fact, two bridge units were built on the Kuala port road, namely Km-7 and Km-5, by an Australian contractor company."

3. The role of the Kuala Langsa port in the Export-Import trade sector

Kuala Langsa's important role in socio-economic existence and education has had a major influence on the trade and trade sector on the east coast. Operational activities in the field of general shipping at the port were visited by Chinese merchant ships and the Dutch Government's Koninklijke Paketvaart Maatschappij (KPM). According to Sufi (R. Broersma, 2008:23), "on average, 36 ships appear every month to unload cargo. The majority of the ships are from KPM. Every week there are ships from Penang and Chinese barges coming to pick up goods, carrying only a few goods." Nurdin (Nurlan Nainggolan, 1989: 49) said "there was a KPM ship carrying imports or exports during the Dutch East Indies era, namely the Lhee Seuringgit ship measuring 500 tons".

The more government and private ships dock at the port of Kuala, the more open the opportunities for export and import for economic growth and development. Trade in this area is visited by both Acehnese traders themselves and foreign exports of commodities from Aceh; pepper, copra, and areca nut are plantation products of the east coast community. Commodity exports through the Kuala Langsa port from the traditional trading center, including the largest pepper export from Aceh, had been warehoused during 1900–1913 to be exported through the Kuala port: 5,365,091 tons. In 1926, there were around 359,769 tons of rubber and 2,753 tons of petroleum (R. Broersma, 1926: 48).

Table 2. Export Commodities During the Dutch East Indies Government on the East Coast Through the Port of Kuala Langsa/Pangkalan Susu, Based on Tonnes, 1916–1937

Tahun	Komoditi Hasil Perkebunan Tradisional, Modern dan Minyak Bumi					
	Pinang	Kopra	Ladan Hitam	Produksi Karet	Minyak Sawit	Minyak Bumi
1916	942.597	24.310	0	0	0	14.843
1918	1.018.135	820	530.000	0	0	15.438
1919	1.992.379	2.492	2.218.848	0	0	13.450
1920	1.464.645	17.304	0	0	12,910	8.993
1921	1.497.588	41.778	0	0	0	8.235
1922	1.290.790	6.449	882.440	0	0	4.760
1923	0	0	0	0	1,550.930	4.557
1925	2.874.149	532.789	0	183.550	0	4.206
1926	3.161.474	412.711	0	359.769	0	2.753
1927	2.384.094	350.711	0	432.581	3.192.495	1.999
1928	3.640.330	989.419	0	330.282	0	1.573
1929	2.669.114	943.032	0	423.162	0	1.047
1930	950.532	789.175	8.300	351.016	0	8.300
1931	424.690	583.313	0	272.125	5.569.338	0
1932	559.667	713.497	0	81.568	0	0
1933	478.972	592.239	0	334.721	0	0
1934	151.765	25.458	0	519.019	0	0
1935	423.504	1.246	0	36.306	9.819.047	0
1936	507.305	0	0	129.253	0	0
1937	573.334	0	990	243.798	0	0
1938	25.000	12.150	0	1.300	13.025.009	0

Source: Gade Ismail, 2016. Pages 258–260 and Nazaruddin Sjamsuddin, 1999 Pages 21 and R. Broerma, 1926 Pages: 24. And Halimatussa'diah Simangunsong, 2018. Pages: 30

According to Sufi (2001: 30), "After 1925, on the east coast of Aceh, through Kuala Harbor, the most important goods transported were firewood, 6,000 tons of areca nuts, 12,000 tons of rubber (sap/latek), and 4,000 tons of rubber." In Nazaruddi Syamsuddin's study (1998: 22), it was explained that "the value of east coast exports has increased continuously since 1904, not long after the Dutch government officially declared it had won the war, until the world depression occurred in the early 1930s. Around 1904, the export value of petroleum products (petroleum) rose above 3.5 million guilders, and this figure continued to increase quite sharply in 1913, with the export value reaching 5.5 million guilders. Likewise, exports with the results of modern plantation cultivation of oil palm are 3,192,495 tons and 5,406,432 tons of rubber (Gade Ismail, 1991: 257). Crude oil flows through the ports of Aru, Pangkalan, Susu, and Berandan. The export value of petroleum (petroleum) reached around 221,076 million guilders in 1929.

From 1929–1933, apart from Tamiang and Langsa, Kenegerian Peureulak worked on mining, and the results were channeled through a special port under the supervision of the port of Kuala Langsa. Kuala Beukah, off the

coast of Peureulak, exports through the Kuala Beukah port mining products in the Peureulak area and has supported income generation for the government and the people of the east coast. Oil through the port of Kuala Beukah is transported by the ship MT. Geubang with the Panama flag, Grt. 117. (Nurlan Nainggolan, 1989: 22). In 1939, the east coast beyond the port of Kuala was still exporting 25,000 tons of areca nuts, 1,300 tons of rubber, 115 tons of patchouli, and 12,150 tons of copra (Abdullah Ali, 1985: 31). It ranges from the export of these traditional products, but from the production of rubber, palm oil (CPO) is only exported through the port of Kuala, while the products of the petroleum/petroleum industry, from Peureulak and Tamiang, are flowed through the port of Aru/Pangkalan Susu using underground pipes and accommodated on KPM ships owned by foreign private companies.

However, at the time of Indonesia's independence, the Aceh government had a very abundant supply of rubber. Inheritance from the assets of the Japanese government, which stored the Aceh government's plantation products, could be sold immediately. In addition to selling plantation products, the Government of Aceh earns income from renting plantation land in the amount of f. 19,800,-. This trade is inseparable from the role of traders who play a very big influence: Muhammad Saman from P.T. Puspa, Nyak Neh Rica from Lhok Nga Co., Muhammad Hasan from Young Indonesian Trade (PIM), and Abdul Gani Mutyara from Mutiara Pidie. Large entrepreneurs on the east coast were able to export rubber products abroad between 1946 and 1959, totaling around 79,902 tons (Halimatussa'diah Simangunsong, 2018. Page: 58).

In the decade of 1953–1955, the price of plantation products declined again due to the DI/TII rebellion. However, the existence of the Kuala port has been used as a "barter trade", lasting for 20 years. A trading system is the activity of exchanging goods without involving money as a means of transaction. On October 16, 1963, the Port of Sabang was designated a Free Port. However, Kuala Port, in 1969, became a Public Port, and the purpose is still the same (result of interview, Said Abdul Muthallib Alatas, September 21, 2021).

After the New Order era came to power, the condition of the country returned to

stability, not only for plantations but also for the activities of shipping and trade centers, and the barter system was repealed in 1970. At that time, Kuala Langsa Port was the only port connecting Langsa City with abroad. There were several types of express passenger ships and export-import goods ships round-trip to Malaysia, Penang, Thailand, India, and Singapore. Production results from east coast commodities are exported abroad, originating from the industrial company PT. Plywood, until the charcoal wood business resumed operating through the port of Kuala (Nurlan Nainggolan, 1989: 56, 58, and 60).

The east coast during the New Order period exported goods in 1983: plywood (3,840,497 tons) to Singapore; Swan Timber (2,506,662 tons) to Europe (6,494 tons), Thailand (12,437 tons), and Malaysia (2,018 tons). Mangrove wood: 21,693,826 tons, just one country, Taiwan. After two years, 1986 east coast entrepreneurs exported industrial products, including plywood, of 30,919 tons to Europe alone. For wood charcoal, each exported to the Middle East (3,339 tons), Singapore (1,107 tons), and Malaysia (5,948 tons). Singapore and Malaysia Swan Timber: 20,948 to Europe, Thailand, Malaysia, and Taiwan. Grand Oil: 15,878 to Singapore only. Mangrove Wood, to Taiwan (12,226 tons). Then wood charcoal, 10454, each to the Middle East (3,399 metric tons), Singapore (1,107 metric tons), and Malaysia (5,948 metric tons).

Table 3. Export Commodities During the New Order Government of the East Coast Through Ports Kuala Langsa By Tonnes, 1983–1988

Tahun	Jenis Komoditi Barang				
	Plywood	Swan Timber	Grand Oil	Kayu Bakau	Kayu Aran
1983	3.840.497	28.506.662	-	21.693.826	-
1984	-	8.659.630	-	1.864.008	-
1985	-	437	-	-	102
1986	30.919	20.948	15.878	12.226	10.454
1987	46.354	26.415	47.156	17.907	6.587
1988	25.815	10.771	-	14.711	3.287

Source: Nurlina Nainggolan, 1989. Pages: 36, 56, 58, 60, 63, 65, and 67

In addition to exporting commodities to various countries in Asia and Europe, imported goods through the Port of Kuala Langsa come from neighboring countries such as Malaysia, Thailand, Singapore, China, and the Philippines,

consisting of various types of medicines and grocery goods imported through the port. Kuala Langsa. On the other hand, the port of Kuala, on the east coast of Aceh, received commodity imports from neighboring countries during the New Order era (1983–1988): methanol (2,799,400 from Malaysia, phenol (500,000 from Singapore, and General cargo (50,400 from Penang (Nurlina Nainggolan, 1989: 58).

Table 4. Commodity Imports Between Countries During the New Order and Reform Governments Through the Port of Kuala Langsa Based on Tonnes, 1983-2007

	Komoditi Jenis Barang					
	General Cargo	Methanol	Material	Phenol	PF. Glue	Sembako
1983	25.354	-	-	-	-	-
1984	50.400	2.799.400	-	500.000	-	-
1985	-	9.337	-	2.583	-	-
1986	-	9.337	-	2.583	-	-
1987	-	5.800	-	2.240	-	-
1988	-	500	-	1.677	-	-
2002	-	-	4.482	630	2.438	-
2003	-	596	-	1.365	3.343	4.175
2004	-	2.100	-	2.941	4.882	4.800
2005	-	11.424	3.019	-	6.468	3.224
2006	-	23.452	2.044	3.952	6.301	5.098
2007	-	9.206	6.384	3.016	7.594	9.396

Source: Nurlina Nainggolan, 1989. Pages: 36, 56, 58, 60, 63, 65, and 67

These items were then distributed to various regencies and cities throughout Aceh and received by the respective local Health Offices. However, the export and import of Kuala Langsa port completely stopped when the Central Government issued Decree of the Minister of Industry and Trade No. 57 of 2002 and Decree of the Minister of Agriculture No. 42 of 2012. Both regulations prohibited the Kuala Langsa port authority from importing goods produced for children's toys and agricultural products such as garlic, red onion, and granulated sugar (<https://www.pertanian.go.id>, September 20, 2021).

In 2020, the port of Kuala Langsa, Langsa City, Aceh Province, together with PT Sultana Biomas Indonesia, will gradually export the first palm shells, 7,060 tons, to the Bamboo Curtain country (Japan) as an initial

step to encourage export activities at the Kuala port. The palm shells are to meet the demand for briquette fuel to replace coal in Japan. Provisions for the Import of Certain Products, the Status of the East Coast Kuala Port is an import destination port for certain products in Aceh Province. Based on the Regulation of the Minister of Trade of the Republic of Indonesia Number 24 of 2019 concerning the Seventh Amendment to the Regulation of the Minister of Trade No. 87/M-Dag/Per/10/2015 Concerning Provisions for the Import of Certain Products, Kuala Langsa Port has officially become the port of import destination for certain products in Aceh Province. (<https://aceh.tribunnews.com/2019/04/03>).

4. The impact of the Kuala Langsa port as the center of the government's economic area based on the people's economic interests

In the initial period, Kuala port opened in 1908, simultaneously with the opening of two giant oil palm and rubber plantations "Soengay Liput Cultuur Maatschappij, in 1911 opened Societe Financiere des Caoutchoucs owned by France and Belgium (Edi Mulyana, 2008: 48), as well as one land transportation; Atjeh Tram on the east coast of Aceh, owned by the Dutch government and had a huge impact on the development of Kuala port as a center for shipping and trade for the economy of the east coast community in the field of export-import of plantation products, rubber/latex and palm oil abroad during the Dutch East Indies government (1908 -2018), two of which are oil palm and rubber plantations as the initial capital contribution to the growth and development of the economy of the Langsa City government, and Kuala Langsa Port are also targeting and donating to the empowerment of the Langsa Pemko tourism area now.

Another educational impact is that the area around the Kuala port has many tourist attractions. Many community visitors from multiple regions come to the Kuala Langsa mangrove forest area; besides the Aceh region itself, there are also tourists from North Sumatra and between provinces in Indonesia. Tourists from outside Aceh, from Sumatra on working holidays, or students off from school go on excursions to the "Mangrove Forest Park" area, which is visited by foreign tourists.

Recently, the Government of Langsa

City received distinguished guests from neighboring countries, namely the Malaysian Consulate and their entourage accompanied by the Head of the Aceh Youth and Sport Agency, the Head of Langsa City Dr. Iqbal Ibrahim, M.Pd., who visited with the Head of Tourism Aulia, as well as the mangrove manager from CV Ayudia Management (Husni, 29/09/2021). So the consulate group visited the mangroves to see firsthand the natural beauty of the lush mangrove trees stretching wide and taking photos at the 45-meter high tower, one of the hallmarks and pride of the mangrove forest and very intriguing for foreign tourists. With the distance to the tower, it takes 30 minutes to walk from the first entrance and pass through 39 winding road arches to the superior tower, to enjoy the mangrove trees and the steadfast and full of natural charm in the mangrove harbor of Kuala Langsa.

CONCLUSION

Beginning with the opening of the Kuala Langsa port, during the Dutch East Indies Government, it was used as a military landing center to control the east coast, creating a European-style government system, onder afdeeling: Idi, Langsa, and Tamiang. Also introduced a dualistic economic system between traditional and modern systems in empowering Pacific economic and political programs, as well as a labor discipline management system in foreign private plantations for the benefit of the Netherlands. During the independence of Indonesia, the port of Kuala Langsa changed its status from barter trade to international trade, with a port route depth of 7.5 LWS. The Kuala Langsa port route, a distance of 10 miles using six navigation devices starting from the land port of the color of the red light, green to the white open sea buoy-I Warha with a distance of 10 miles aims to support the smooth, security and safety of sea shipping. The Marcu Suar Tower, inherited from the Dutch Government, is still used by various ports in Indonesia, including the Kuala Port on the east coast of Aceh, to maintain the safety and security of shipping ships in and out of Kuala Langsa Port. The existence of the Kuala Langsa port as a means of export-import with Asian countries; exports in (1925–1929), areca nuts (2,874,149 tons), copra (532,789 tons), and Europe; rubber (183,550 tons), palm oil (3,192,495 tons), and petroleum (1,047 tons). During the Indonesian period in 1988, exports

of plywood totaled 25,815 tons, while in 1984, imports of methanol from Malaysia to Aceh via the port of Kuala were 2,799,400 tons. In 2018, exports of palm kernels reached 7,060 tons to Japan. The impact of the Kuala Langsa port as a people's economic area was that the youth around the Kuala port received 300 laborers from the villages of Sei Pauh, Matang Seulimeng, and Blang Paseh. Another impact is the smooth running of the Kuala Langsa port and the birth of a mangrove tourism center and a location for inter-regional, Sumatran, and foreign tourists. Tourists enjoy a variety of beautiful natural charms, including curved or winding bridges with 39 arches and tall towers of mangroves, which are the leading infrastructure for the economy of the people and government of Langsa City.

The Langsa City Government should schedule, apart from the already existing maritime and sea fleet transportation, in the future to design two more facilities and infrastructure for air transportation between Indonesia and abroad and land transportation via the Aceh-Tran Sumatra railroad. The aim is to facilitate the arrival of domestic and foreign guests and visits to the east coast and Aceh. Apart from being around the port of Kuala Langsa, the mangrove forest has become a tourist attraction. Also, the city of Langsa is strategic and has large plantations of rubber and palm oil. If there are big businessmen visiting the east coast, both domestic and foreign officials make it easier to get through the airport from Jakarta, Asia, and Europe by airplane. Apart from Langsa, there are already five-star hotels, including Hotel Harmony.

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