

The Effect of the Existence of Krueng Geukuh Port on Regional Development in Dewantara District North Aceh Regency

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Abstract

The existence of the Krueng Geukueh port in North Aceh Regency has made the local community experience changes. The immediate positive impact is the development of the economic sector. The area that was once deserted has now turned into a bustling area with community activities taking advantage of the existence of the port. The objectives of this study are to: 1) analyze the effect of the existence of Krueng Geukueh Port on the growth of community economic activities in Dewantara District, North Aceh Regency, and 2) Analyze the influence of the existence of Krueng Geukueh Port which includes road accessibility, road physical conditions, improvement of land use, and protection. Environment for regional development in Dewantara District, North Aceh Regency. The research was conducted in North Aceh Regency on the Effect of the Existence of Krueng Geukuh Port on Regional Development of Dewantara Subdistrict, North Aceh Regency. The analytical method used in this research is the different t test and multiple regression analysis with the number of respondents as many as 99 people. The results showed that the existence of Krueng Geukueh Port in Dewantara District, North Aceh Regency had a positive impact on job opportunities and business opportunities for the community around Krueng Geukueh Port in Dewantara District, North Aceh Regency and showed a significant difference before and after doing business in locations around Krueng Geukueh Port. in Dewantara District, North Aceh Regency. Simultaneously and partially the existence of Krueng Geukueh Port in Dewantara District, North Aceh Regency which includes accessibility, physical condition of the road, improvement of land use and environmental protection has a positive and significant influence on development.

Keywords

Krueng Geukueh Port; regional development; community welfare



I. Introduction

One of the ports in NAD Province is Krueng-Geukueh Port which was built in 1986. Krueng-Geukueh Port is located in Lhokseumawe located next to the PT. Asean Aceh Fertilizer and PT. Iskandar Muda Fertilizer. The two PTs share a giant pool for the entry of ships that carry out loading and unloading of goods, shipboards, and for other shipping purposes. Krueng Geukueh Port is located on the edge of the sea with the reason to facilitate transportation, so that the wheels of the community's economy will develop.

The economic condition of the population is a condition that describes human life that has economic score (Shah et al, 2020). Economic growth is still an important goal in a country's economy, especially for developing countries like Indonesia (Magdalena and Suhatman, 2020).

Krueng-Geukueh Port is located in Dewantara district, North Aceh Regency, NAD Province. There are 15 villages in Dewantara District. Dewantara sub-district is a sub-district whose economy is growing very rapidly, due to the existence of industries in North Aceh Regency. Krueng-Geukueh Port is under the auspices of PT. Pelindo 1 (Persero), the

port itself is called a class II sea port that serves domestic and international shipping (Export-Import). The Krueng-Geukueh port is also used as a supply base for oil mining companies conducting exploration off the coast of Lhokseumawe. This port also includes a maritime connection port.

Changes that occur in society with the existence of the Krueng Geukueh Port have an impact on regional development, such as the development of the community's economy in Dewantara District, North Aceh Regency which is the location of the Krueng Geukueh Port.

Table 1. Development of the Number of Markets, Kiosks/Shops and Food/Beverage Shops in Dewantara District in 2005-2018

Year	Market with Buildings		Shop	Food & Drink Shop
	Permanent	Not Permanent		
2005	0	0	158	24
2010	0	0	216	36
2015	70	11	480	122
2018	90	11	480	122

Source: BPS North Aceh Regency

Table 1 shows the economy of Dewantara District from the number of markets, kiosks/shops and food/beverage stalls in Dewantara District. The years 2005-2018 showed an increase. Mulyanto (2008) explained regional development as every government action that will be carried out together with the actors with the aim of achieve a goal that is beneficial for the territory itself as well as for the administrative unit of which the territory is a part, in this case the Unitary State of the Republic of Indonesia.

According to Nachrowi and Suhandoyo (2001) in regional development there are three important factors that must be considered, namely natural resources, human resources and technology, which are known as the three pillars of regional development. Furthermore, Budiharsono (2005) explains that regional development needs to be supported by at least 6 pillars/aspects, namely: 1) biogeophysical aspects; 2) economic aspects; 3) socio-cultural aspects; 4) institutional aspects; 5) location aspect and 6) environmental aspect.

Sirojuzilam and Mahalli, (2010) suggest that development can be interpreted as an activity to add, improve, improve or expand. Regional development in Dewantara District from the economic aspect can be seen from the presence of people who open businesses. In addition, the existence of the Krueng Geukueh Port can provide job opportunities for the community around the port. Employment opportunities have the meaning of job opportunities or opportunities available to work as a result of the existence of the port.

One of the criteria for assessing the welfare of a community related to the existence of a port is the existence of port activities operating in an area and the port brings progress to the surrounding residents. This thinking is based on the view of port companies that have been built in an area, and the establishment of port companies has an impact on better socio-economic changes around the port area (Prihono, et al, 2017).

The influence of ports on the economic development of a country according to Haris (2011) is that port infrastructure plays an important role in improving the quality of life and human welfare, including increasing consumption values, increasing labor productivity, and increasing the prosperity of the surrounding community. Zulkifli (2017) research results prove that the existence of the Bira Port greatly influences the socio-economic conditions of the surrounding community. From the results of data analysis, it is

known that the most influential on the socio-economic community is the level of income. Where the average community around the port has a relatively high income level, which generally earns above IDR 1,500,000 – 2,500,000 / month. The research of Diantoro and Mussadun (2015) also proves that the influence of ports on welfare is greatest in service activities with a score of 435. The study emphasizes that activities affect the level of income and the level of income is directly proportional to the level of welfare of workers.

The existence of the Krueng Geukueh Port can have a positive impact on the community, but on the other hand the existence of the port can have an impact on road damage, because the load loaded by trucks can damage the road. According to Saleh et al, (2008) trucks that dominate the transportation of goods so far have caused: 1) The traffic load increases and this disrupts the smooth flow of traffic. 2) The volume of goods transported tends to exceed the permit load, and 3). Damage to road construction occurs more quickly. Based on the explanation above, the researcher is interested in raising it in a study entitled "The Effect of the Existence of Krueng Geukueh Port on Regional Development of Dewantara District, North Aceh Regency".

II. Review of Literature

2.1 Harbor

Jinca (2011), argues that a seaport is an area of water that is protected against storms, waves and currents, so that ships can move, lean, dump, anchor in such a way that loading and unloading of goods and passenger movements can be carried out properly. The main function of the port is a function with the transfer of cargo and industrial functions from the point of view of port operators who are equipped with facilities for the needs of ship activities at the port, including shipping lanes for ships in and out of the port, slow equipment, loading and unloading dock activities, checking goods. , warehousing, provision of local transportation networks in the Port area.

According to Government Regulation No. 69 of 2001 article 1 paragraph 1, concerning ports, what is meant is that the port is a place consisting of land and waters around it with certain boundaries as a place for government activities and economic activities that are used as a place for ships to dock. , docking, boarding passengers or loading and unloading of goods equipped with shipping safety facilities and port support activities as well as a place for intra and inter-mode transportation.

2.2 Area Development

Development can be interpreted as an activity to add, improve, improve or expand. (Sirojuzilam and Mahalli, 2010). Territory is a collection of areas stretching as a geographical unit in shape and size. Regions have natural resources and human resources as well as geographical positions that can be processed and utilized efficiently and effectively through comprehensive planning (Miraza, 2005).

According to Winoto (2000) region is a geographical area that has certain characteristics and is a medium for everything to be located and interact. Based on this, the area is defined, delimited and described based on the characteristics or content of the geographical area. Furthermore, it is said that the characteristics and content of the geographical area used to define the region is still a matter of ongoing debate and consensus has not yet been reached. Therefore, economists and regional development experts agree that the characteristics and content of the geographical area used to define a region must reflect the purpose of the analysis or the purpose of formulating regional development policies. Based on the consensus above, in regional development it is

necessary to understand the meaning of regional planning so that the direction and purpose of development planning within a region or region can be better achieved and not cause inequality within the region itself or between regions.

III. Research Method

This research according to the type of data and analysis can be grouped into quantitative. The research was conducted in Dewantara District, North Aceh Regency. Sampling is done by means of probability sampling, which is a sampling technique that provides equal opportunities for each element (member) of the population to be selected as a member of the sample (Sangadji and Sopiah, 2010). Data collection techniques used are literature study, observation, interviews, and questionnaires. To answer the research objectives and the first hypothesis, the existence of Krueng Geukueh Port has an influence on the growth of community economic activity in Dewantara District, North Aceh Regency using the Wilcoxon Match Pair Test method. The Wilcoxon test formula used if the sample is greater than 25 according to Riwidikdo (2007).

IV. Results and Discussion

4.1 The Effect of the Existence of Krueng Geukueh Harbor on Job Opportunities and Business Opportunities Surrounding Community Harbor

The results of the analysis show that there are differences in public responses regarding the impact of the existence of Krueng Geukueh Port on community employment opportunities before and after the existence of Krueng Geukueh Port, so it can be concluded that there is an increase in community responses regarding the impact of the existence of Krueng Geukueh Port on significant community employment opportunities between before and after the existence of the Krueng Geukueh Port. Krueng Geukueh Harbor. Based on BPS data for North Aceh Regency, after the Krueng Geukueh Port in 2018 out of 77,882 people in the workforce, 76,988 people (99.85%) are working and 834 people (0.15%) are not. Prior to the existence of Krueng Geukueh Port in 2004, out of 58,128 people in the workforce, 54,856 people (94.37%) were working and 3272 people (5.63%) were not. These results indicate an increase of 5.48% of working people.

The influence caused by the construction of ports in an area will have a dynamic influence on the development of the region. One of them is the creation of development interactions between regions that need each other and support each other's progress. The improvement in the economy of this region will also have a positive impact on the welfare of the community, which is supported by the creation of new jobs for the community, increasing people's income, and being able to realize healthy price stability. This will also help create a good and dynamic national distribution pattern, as well as support regional development in people's lives in the future (Adisasmita, 2012).

The results of the analysis show that there are differences in public responses regarding the impact of the existence of Krueng Geukueh Port on business opportunities before and after the existence of Krueng Geukueh Port, so it can be concluded that there is an increase in public responses regarding the impact of the existence of Krueng Geukueh Port on significant business opportunities between before and after the existence of Krueng Geukueh Port. Geukueh.

Based on BPS data for North Aceh Regency, after the Krueng Geukueh Port in 2018 the number of business units was 522 consisting of restaurants/food stalls, cellphone shops, internet cafes/computer rentals, photocopies/ATK and lodging. Prior to the existence of

Krueng Geukueh Port in 2004 the number of business units was 194 units, which indicates that there were 328 additional business units after the existence of Krueng Geukueh Port.

4.2 The Effect of the Existence of Krueng Geukueh Harbor on Regional Development of North Aceh Regency

The results showed that accessibility, physical condition of the road, improvement of land use and environmental protection had a positive effect on the development of the North Aceh Regency area. Accessibility and physical condition of the road with the existence of Krueng Geukueh Port, namely: 1) helping the community around Krueng Geukueh Harbor to develop economic activities, 2) can cause the surrounding community to get jobs, 3) can provide business opportunities for the community, 4) can absorb energy work in managed business activities, and 5) can increase income.

Improvements in land use and protection with the existence of Krueng Geukueh Port, namely: 1) have an impact on the spatial pattern of North Aceh Regency, 2) have a negative impact on noise, 3) have an impact on the emergence of street vendors, 4) have an impact on the system North Aceh District transportation, and 5) have an impact on traffic congestion.

V. Conclusion

1. The existence of Krueng Geukueh Port in Dewantara District, North Aceh Regency has a positive influence on job opportunities and business opportunities for the community around Krueng Geukueh Port in Dewantara District, North Aceh Regency and shows a significant difference before and after doing business in the location around Krueng Geukueh Harbor in the District North Aceh District Council.
2. Simultaneously and partially the existence of Krueng Geukueh Port in Dewantara District, North Aceh Regency which includes accessibility, road physical condition, land use improvement and environmental protection has a positive and significant impact on regional development (community welfare) Dewantara District, North Aceh Regency.

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