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E ?ect of Freight Transportation for Regional Development in the North Zone of Aceh Herman Fithra Doctoral Program of Regional Planning, University of Sumatera Utara, Medan, Indonesia, and Department of Civil Engineering, Universitas Malikussaleh, Aceh, Indonesia Sirojuzilam Doctoral Program of Regional Planning,

University of Sumatera Utara, Medan, Indonesia Sofyan M. Saleh Department of Civil Engineering, University of Malikussaleh, Aceh, Indonesia Erlina Doctoral Program of Regional Planning, University of Sumatera Utara, Medan, Indonesia Abstract Purpose ◆ This st udy a ims t o ana lyze and ass ess the rela tio n o f f reight trans po rta tio n f or regiona l d ev el o pm en t i n th e n o r th zon e o f Ace h.

T h e i m p a ct o f fr ei g h t tr an sp o r tat i on t o a ccel er a te t he d el i v er y o f g oo d s as o bs erve d t hro ugh severa l indica to rs including re gula tio n, retributio n, f re ight entrepreneur, trucker, s ize of t ruck bin, punct ualit y, lo ading a nd unlo ading syst ems on regio na l planning support ing ha s been f oc us of this study. Design/Methodology/Approach ◆ The freight transportation in north zone of Aceh, covering Lhokseumawe, Aceh Utara, Bireuen, BenerMeriah and Aceh Tengah regencies will be examined.

In several indicators including regulation, retribution, freight entrepreneur, trucker, size of truck bin, punctuality, loading and unloading systems the freight transportation will be surveyed for the analysis. The factors which contribute in the development of the area through freight transportation are the economic growth, human resources improvement, management of land use and environmental harmonization. This regional development approach aims to determine a connection between the two variables.

Findings ◆ The results of the study show that variables of freight transportation in several indicators including regulation, retribution, freight entrepreneur, trucker, size of truck bin, punctuality, loading and unloading systems have a signi ? cant impact on regional development. It is indicated by the value of 0.214 in the regression weight result. Research Limitations/Implications ◆ T h i s r esea r ch ha s i m pl i c at i on s o n t h e r el at i on o f fr ei g h t tra nsporta tio n wit h regard t o several indic at ors including regulat ion, ret ribut ion, freight entrepreneur, trucker, size of t ruck bin, punc tualit y, loa ding and unlo ading syst em s o n t he regiona l develo pment base d on the aspec t of eco nom ic growt h, hum an res ources im provem ent, m anagem ent of land use and environm enta l harm oniza tio n.

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35 ◆ 42 E me ral d P ubli shi ng Li mi t ed 2516-2853 DOI 10.1108/ 978-1-78756-793- 1- 00092 Practical Implications ◆ The result of this study will be an important input to the Aceh government, county and city governments in the north zone in Aceh to encourage the establishment of a road network to accelerate freight transportation in that region for the development of new economic zones. Originality/Value ◆ This study suggests that freight transportation has the strongest links to signi?cantly in?uence the activities of regional development, so it can be recommended for the Aceh government, county and city governments in the north zone of Aceh to orient road network policy towards the development of the new economic area and support the implementation of the special economic zones of Arun, Lhokseumawe.

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Keywords Freight transportation, regional development, north zone of Aceh All papers within this proceedings volume have been peer reviewed by the scienti ? c committee of the Malikussaleh International Conference on Multidisciplinary Studies (MICoMS 2017). 1. Introduction Aceh is one of the provinces in Indonesia which has the status of special autonomy in 2001 according to regulation No. 18 on Special Autonomy for the Province of Nanggroe Aceh Darussalam (Indonesia Government Regulation No. 18 of 2001).

Currently, Aceh is highly dependent on the province of North Sumatra, not only in the aspects of road transportation through the highway network, but also in almost of all aspects of Aceh's economy. The central government and the government of Aceh have made an effort to improve the road network linking the northern coast corridor which includes the city of Lhokseumawe, Aceh Utara and Bireuen regencies with central corridor consists of four districts in the highlands ◆ the Central Aceh, Bener Meriah, Gayo Lues, and Southeast Aceh. Construction of this road network is to facilitate transport in the central part of the corridor North Aceh and open inland.

Lhokseumawe is a National Centre of Activities (NCA) in the Aceh region that provides the ?ow of people, goods and services from exterior region into the city of Lhokseumawe or vice versa, domestically and internationally (Fithra et al.). NCA is centered in Lhokseumawe City and part of Aceh Utara Regency which serves as a national, regional and international service center supported by Lhokseumawe Industrial Estate, Lhokseumawe Port and Malikussaleh Airport (located in Aceh Utara District area which is a support area of Lhokseumawe NCA) (Department of Transportation, Communications, Information and Telemanika GoA, 2011; Fithra, Sirojuzilam, and Erlina, 2017).

In order to accelerate economic growth in Lhokseumawe and Aceh Utara District areas as well as supporting the acceleration and expansion of national economic development, it is necessary to develop Lhokseumawe City and Aceh Utara District as a Special Economic Zone of Arun, Lhokseumawe (KEKAL). Decision of KEKAL Lhokseumawe is in accordance with Government Regulation No. 5 Year 2017, where the area of Arun Lhokseumawe has geoeconomic and geostrategic potential and advantages (Indonesian Government Regulation No.5 of 2017). 2.

Method This study will analyze the existing freight transportation connectivity in North Zone of Aceh, covering Lhokseumawe, Aceh Utara, Bireuen, Bener Meriah and Aceh Tengah regencies. The freight transportation will be examined in several aspects including regulation, retribution, freight entrepreneur, trucker, size of truck bin, punctuality, loading and unloading systems.

The factors which affect the development of the area with existing freight transportation connectivity are based on the economic growth, human resources improvement, Proceedings of MICoMS 2017 36 management of land use and environmental harmonization. This regional development approach aims at determining a connection between the two variables. Figure 1 is a conceptual framework of the research (Bagozzi, 1994). 2.1.

Research design This study is an explanatory research, which is conducted by explaining the symptoms caused by an object of the researcher that aims to explain the causality connection to seek a relationship between freight transportation and regional development in the north zone of Aceh (Chourmain, 2008). The

population of the north zone of Aceh was considered for the study which is as many as 1,547,832 inhabitants (2015). Table 1 shows the samples selected from each city and regency in the North Zone of Aceh (The Central Statistics Agency (BPS) of Aceh province, 2016; The Central Statistics Agency (BPS) Lhokseumawe, 2016; The Central Statistics Agency (BPS) Central Aceh District, 2016; The Central Statistics Agency (BPS) North Aceh district, 2016; The Central Statistics Agency (BPS) BenerMeriah, 2016; The Central Statistics Agency (BPS) Bireuen, 2016). Figure 1.

Conceptual Framework of Research Table 1. Population and Sample from Each Regency No. Regency Population Sample 1 Lhokseumawe 191,407 37 2 Aceh Utara 583,892 113 3 Bireuen 435,300 89 4 Bener Meriah 136,821 27 5 Aceh Tengah 200,412 39 Total 1,547,832 300 E? ect of Freight Transportation for Regional Development 37 2.2. Freight transportation variable (X 1) In a regional development process, the transportation system is one of the most important factors.

A well-managed transportation system allows for smooth ?ow of goods and services that are mandatory for the regional growth and development (Mishra and Welch, 2012). Moreover, transportation development will act as a catalyst in expanding the marketing and services to support the growth of various sectors of socio-economic activities, in every zone. In other words, the transportation system (infrastructure) plays a crucial role as an element that connects separate points in space with different mechanisms of activities which might be interdependent on one another (Behdani et al., 2016; Fithra, Saleh, and Erlina 2017). 2.3.

Regional development variables (Y 1) Regional development is de?ned operatively as an effort to spur socioeconomic development in association with spatial and regional arrangements to reduce inter-regional disparities and to preserve the environment of a region that emphasizes on strengthening endogenous factors (economic growth, human resources improvement, management of land use and environmental harmonization) as a drive of the region's competitiveness. 3. Results and discussion 3.1. Reliability test A reliability test is used to determine the consistency of measurement tools in order to gain con?dence.

Reliability means the consistency of the results when tested against different samples of the population. A common method used for reliability testing is the Cronbach alpha method which is available in the SPSS program. The questioner is considered reliable if the Cronbach alpha values are greater than 0.6. The reliability test results for the freight transportation variable (X) and the regional development variable (Y 1) are shown in Tables 2 and 3.

The data in the Tables 2 and 3 show that all indicators measuring or forming the freight transportation variable (X) and the regional development variable (Y 1) are reliable or trusted in measuring each representative indicator. Table 2. Reliability of Test Results of Freight Transportation (Y 1) Variables No. Indicator a (alpha) Requirement Information Freight Transportation (X 1) 1 Regulation 0.714 > 0.60 Valid 2 Retribution 0.725 > 0.60 Valid 3 Freight Entrepreneur 0.699 > 0.60 Valid 4 Trucker 0.720 > 0.60 Valid 5 Size of Truck Bin 0.711 > 0.60 Valid 6 Punctuality 0.722 > 0.60

Valid 7 Loading and Unloading Systems 0.720 > 0.60 Valid Table 3. Reliability of the Test Results Freight Transportation (Y 1) Variables No. Indicator a (alpha) Requirement Information Regional Development (Y 1) 1 Economic Growth 0.701 > 0.60 Valid 2 Human Resources Improvement 0.720 > 0.60 Valid 3 Management

of Land Use 0.728 > 0.60 Valid 4 Environmental Harmonization 0.713 > 0.60 Valid Proceedings of MICoMS
2017 38 3.2. Con? rmatory Factor Analysis (CFA) of freight transportation variables The con?rmatory factor
analysis of the latent variables of freight transportation was done to con?rm all the indicators forming the latent
constructs.

The data processing for CFA of freight transportation is shown in Figure 2 (Anderson and Gerbing, 1988;
Bagozzi, and Yi, 1989). Result analysis of CFA also con?rms that the CFA models for freight transportation ?t
well. All the indicators are con?rmed valid and reliable to measure freight transportation variables. The trucker
indicator has the highest loading factor while the freight transportation entrepreneur has the second highest
loading factor.

The CFA results of the freight transportation variables are shown in Table 4. 3.3. CFA of regional development
variables The analysis of the con?rmatory factor in the latent variables of area development is carried out to
con?rm all the indicators that constitute the latent construction of regional development. The results of CFA
can determine whether the CFA model for regional development is ?t or not. Figure 3 shows the results of
data processing and the con?rmatory analysis of regional development.

From the results of CFA known, the CFA model is considered ?t for the development of the region. All
indicators are declared valid and are believed to measure the variables of regional development. The
economic growth indicator is the greatest factor loading factor Figure 2. Con?rmatory Analysis of Freight
Transportation Table 4. Variable Output Analysis CFA for Freight Transportation Standardized Regression
Weights: (Group number 1 ◆ Default model) Estimate Y 1 = 1 Freight Transportation 0.809 Y 1 = 2 Freight
Transportation 0.494 Y 1 = 3 Freight Transportation 0.851 Y 1 = 4 Freight Transportation 0.858 Y 1 = 5 Freight
Transportation 0.418 Y 1 = 6 Freight Transportation 0.385 Y 1 = 7 Freight Transportation 0.341 Source :
Results of analysis.

E? ect of Freight Transportation for Regional Development 39 and subsequent environmental protection. The
output results of the CFA for the region development variables is shown in Table 5. All indicators suggested to
form freight transportation variables are declared valid and trusted because their loading factors are greater
than 0.60. The in?uence coef?cient is calculated using regression weight and will be used as a baseline to
answer the research hypothesis.

The results of the data processing are shown in Table 6. The regression weight result indicates the signi?cant
in?uence of each variable that impacts the freight transportation in the north zone of Aceh. Freight
transportation also signi?cantly affected the smooth ?ow of the regional planning in the north zone of Aceh.
Table 6 indicates that the obtained signi?cant value is p (0.008), which is within the standard p < 0.05.

It denotes that freight transportation has a strong relationship and signi?cantly affects the regional planning
activities and successfulness in the north zone of Aceh. Freight transportation has a signi?cant contribution on
the successfulness of regional planning activities and amounts to a value of 0.214. It can be concluded that
freight transportation has signi?cant impacts on regional planning based on economic growth, human
resources improvement, management of land use and environmental harmonization. Figure 3. Con?rmatory
Analysis Regional Development Table 5.

Variable Output Analysis of CFA of Regional Development Standardized Regression Weights : (Group number 1 - Default model) Estimate Y 1 =1 Regional Planning 0.882 Y 1 =2 Regional Planning 0.695 Y 1 =3 Regional Planning 0.712 Y 1 =4 Regional Planning 0.835 Source : Results of analysis. Table 6. Regression Weight Relationships between variables Estimate p Result Freight Transportation Regional Development 0.214 0.008 Signi ? cant Source : Data Processing. Proceedings of MICoMS 2017 40 4. Conclusion The effect of freight transportation for regional development in the north zone of Aceh was presented.

Freight transportation variable (X) is constructed from seven different indicators such as regulation, retribution, freight entrepreneur, trucker, size of truck bin, punctuality, loading, and unloading systems. The result analysis proved that these indicators are valid and reliable to measure the effect of freight transportation. The regional development variable (Y 1) is determined from the regulation of economic growth, human resources improvement, management of land use and environmental harmonization indicators. These indicators are also valid and reliable to measure the effect of regional development.

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