

The Urgency of Toll Road Development in Increasing Economic Growth in Indonesia

Restu Widyo Sasongko*¹ Esty Pudyastuti² Heppi Syofya³

Arifhan Ady Dj⁴ Smita Catur Sudyantara⁵

¹Institut Pemerintahan Dalam Negeri, Indonesia

²Universitas IBBI, Indonesia

³Sekolah Tinggi Ilmu Ekonomi Sakti Alam Kerinci, Indonesia

⁴Universitas Sulawesi Barat, Indonesia

⁵Universitas Merdeka Malang, Indonesia

restu_widyo@ipdn.ac.id¹

ABSTRACT

This study is a qualitative study with a descriptive approach, namely an approach that explores the main topics in this study using descriptive texts. The data used in this study is secondary data that the researcher obtained indirectly from scientific articles, books, scientific journals, and various other sources commonly used in research. The data used was analyzed using smart PLS 4.0 analysis tools. The result in this article show that toll road infrastructure development has several positive impacts, including accelerating the distribution of goods and services, strengthening the industrial and manufacturing sectors, improving the tourism sector, encouraging the growth of MSMEs and the regional economy, and so on. In addition to its positive impacts on economic growth, toll road infrastructure development also has several negative impacts, one of which is environmental pollution. To address this issue, every toll road infrastructure development should also protect the environment and adhere to a sustainable development system.

Keywords: *Toll Road, Development, Economic Growth.*

INTRODUCTION

According to (Tiffani, 2023) defines economic growth as the process of increasing output per capita over the long term. This definition encompasses three main aspects: the process itself, output per capita, and the long-term period. Economic growth is a "process," not simply an economic condition at a specific point in time. Economic growth is related to an increase in "output per capita," which encompasses two aspects: total output (GDP) and population. The third aspect shows that economic growth cannot be measured solely by the increase in output per capita in one or two years, but rather viewed over a longer period, such as 10, 20, or even 50 years.

There are several theories that discuss economic growth, namely: 1) Classical Theory (Dianah, 2020): Classical economists, Adam Smith, David Ricardo, JS Mill, and Malthus believe that the rate of economic growth is influenced by four factors: (1) the total amount of goods, (2) the total population, (3) land and large resources, and (4) technology. If a country's economic activity (GDP) is greater than the previous year, such an economy is said to be growing (Suparmoko, 2020). 2) Solow's Neo-Classical Theory: Solow's growth theory is the basis of this research. This model assumes that changes in production components, such as capital (savings and investment) and labor affect economic growth.

Meanwhile, technology, which reflects labor efficiency in the production process, is considered an exogenous variable and is treated as a residual. In this case, technology means knowledge, such as skill development or innovation, which results in increased productivity (Labola, 2018). The Cobb-Douglas production function is the basis for the Solow growth model, in this model the production function is assumed to follow the principle of constant returns to scale. 3) Endogenous Growth Theory: The theory developed by Roamer (1986) argues that economic growth is influenced by the production system itself, not by external factors. In this theory, capital accumulation is considered the main driver of the economy. This theory expands the role of capital, which includes not only income components, but also knowledge capital and human capital. The rate of growth or production can continue to develop based on the country's ability to increase its stock of knowledge. Technological change is not considered an external (exogenous) factor in this model, but rather an integral (implicit) part of the economic growth process. Technological development occurs in line with the support of a competent workforce, so it can contribute significantly to development (Arina et al., 2019).

Based on this theory, several factors can increase economic growth, including the development of toll road infrastructure. Toll roads are public roads that are part of the road network system and are national roads, where users are required to pay a toll. A toll is a certain amount of money paid for the use of a toll road. The toll funds are used to return investment, maintain, and develop the toll road. Toll road construction is carried out to facilitate traffic in developed areas, increase the efficiency and effectiveness of goods and services distribution services to support increased economic growth, reduce the burden on the government, and improve the distribution of development results and justice (Primandari, 2019).

The implementation of toll roads is intended to realize equitable distribution of development and its results as well as balance in regional development with attention to justice, which can be achieved by developing a road network funded by road users. The implementation of toll roads aims to increase the efficiency of distribution services to support increased economic growth, especially in areas with a high level of development. The scope of this Government Regulation includes the regulation of toll road implementation, BPJT, as well as the rights and obligations of business entities and toll road users (Siti, 2023).

The development of transportation networks is carried out using the following basic principles (Agustina, 2019): a. The basic functional principle, namely the grouping of networks in various arrangements has different characteristics. b. The basic structural principle, namely each arrangement is formulated in an interrelated structure but is differentiated according to its intensity. c. The basic principle of the superiority of the characteristics of the mode (the means of transportation used to move) and guidance which emphasizes the role of each mode while its weaknesses are anticipated by combining it with other modes of transportation. d. The basic principle of optimization, which pays attention to the limitations of available resources and preserves the environment in an effort to obtain maximum benefits with maximum cost sacrifice.

The concept of development is usually embedded in the context of studying change.

Development here is defined as a planned form of change. Every individual or group of people expects change to be better, even more perfect, than the previous state. Realizing this expectation requires planning. Planned development is perceived as a more rational and orderly endeavor for developing underdeveloped or newly developed societies. According to several experts, development, according to Rogers, is a beneficial change toward a social and economic system determined by the will of a nation. Furthermore, according to Rostow, development is a process that moves in a straight line, namely from an underdeveloped society to a developed nation. Development was originally used in the sense of economic growth. A society is considered successful in implementing development if its economic growth is sufficiently high. Thus, what is measured is the productivity of the community or the country each year. Based on this, this study aims to analyze the impact of toll road infrastructure development on increasing Indonesia's economic growth (Wibowo, 2008).

RESEARCH METHODS

Based on the explanation above, it can be concluded that this study aims to analyze the impact of toll road construction on increasing economic growth in Indonesia (Nartin et al., 2024). The explanation above indicates that this study is a qualitative study with a descriptive approach, namely an approach that explores the main topics in this study using descriptive texts (Amane et al., 2023). The data used in this study is secondary data that the researcher obtained indirectly from scientific articles, books, scientific journals, and various other sources commonly used in research (Lexy J. Moleong, 2014). The data used was analyzed using smart PLS 4.0 analysis tools, with a more complete explanation below (Cosmas, 2020).

RESULT AND DISCUSSION

Economic Growth And Toll Road Development

According to (Tiffani, 2023) defines economic growth as the process of increasing output per capita over the long term. This definition encompasses three main aspects: the process itself, output per capita, and the long-term period. Economic growth is a "process," not simply an economic condition at a specific point in time. Economic growth is related to an increase in "output per capita," which encompasses two aspects: total output (GDP) and population. The third aspect shows that economic growth cannot be measured solely by the increase in output per capita in one or two years, but rather viewed over a longer period, such as 10, 20, or even 50 years.

There are several theories that discuss economic growth, namely: 1) Classical Theory (Dianah, 2020): Classical economists, Adam Smith, David Ricardo, JS Mill, and Malthus believe that the rate of economic growth is influenced by four factors: (1) the total amount of goods, (2) the total population, (3) land and large resources, and (4) technology. If a country's economic activity (GDP) is greater than the previous year, such an economy is said to be growing (Suparmoko, 2020). 2) Solow's Neo-Classical Theory: Solow's growth theory is the basis of this research. This model assumes that changes in production components, such as capital (savings and investment) and labor affect economic growth.

Meanwhile, technology, which reflects labor efficiency in the production process, is considered an exogenous variable and is treated as a residual. In this case, technology means knowledge, such as skill development or innovation, which results in increased productivity (Labola, 2018). The Cobb-Douglas production function is the basis for the Solow growth model, in this model the production function is assumed to follow the principle of constant returns to scale. 3) Endogenous Growth Theory: The theory developed by Roamer (1986) argues that economic growth is influenced by the production system itself, not by external factors. In this theory, capital accumulation is considered the main driver of the economy. This theory expands the role of capital, which includes not only income components, but also knowledge capital and human capital. The rate of growth or production can continue to develop based on the country's ability to increase its stock of knowledge. Technological change is not considered an external (exogenous) factor in this model, but rather an integral (implicit) part of the economic growth process. Technological development occurs in line with the support of a competent workforce, so it can contribute significantly to development (Arina et al., 2019).

Based on this theory, several factors can increase economic growth, including the development of toll road infrastructure. Toll roads are public roads that are part of the road network system and are national roads, where users are required to pay a toll. A toll is a certain amount of money paid for the use of a toll road. The toll funds are used to return investment, maintain, and develop the toll road. Toll road construction is carried out to facilitate traffic in developed areas, increase the efficiency and effectiveness of goods and services distribution services to support increased economic growth, reduce the burden on the government, and improve the distribution of development results and justice (Primandari, 2019).

The implementation of toll roads is intended to realize equitable distribution of development and its results as well as balance in regional development with attention to justice, which can be achieved by developing a road network funded by road users. The implementation of toll roads aims to increase the efficiency of distribution services to support increased economic growth, especially in areas with a high level of development. The scope of this Government Regulation includes the regulation of toll road implementation, BPJT, as well as the rights and obligations of business entities and toll road users (Siti, 2023).

The development of transportation networks is carried out using the following basic principles (Agustina, 2019): a. The basic functional principle, namely the grouping of networks in various arrangements has different characteristics. b. The basic structural principle, namely each arrangement is formulated in an interrelated structure but is differentiated according to its intensity. c. The basic principle of the superiority of the characteristics of the mode (the means of transportation used to move) and guidance which emphasizes the role of each mode while its weaknesses are anticipated by combining it with other modes of transportation. d. The basic principle of optimization, which pays attention to the limitations of available resources and preserves the environment in an effort to obtain maximum benefits with maximum cost sacrifice.

The concept of development is usually embedded in the context of studying change.

Development here is defined as a planned form of change. Every individual or group of people expects change to be better, even more perfect, than the previous state. Realizing this expectation requires planning. Planned development is perceived as a more rational and orderly endeavor for developing underdeveloped or newly developed societies. According to several experts, development, according to Rogers, is a beneficial change toward a social and economic system determined by the will of a nation. Furthermore, according to Rostow, development is a process that moves in a straight line, namely from an underdeveloped society to a developed nation. Development was originally used in the sense of economic growth. A society is considered successful in implementing development if its economic growth is sufficiently high. Thus, what is measured is the productivity of the community or the country each year. Based on this, this study aims to analyze the impact of toll road infrastructure development on increasing Indonesia's economic growth (Wibowo, 2008).

The Urgency Of Toll Road Development In Increasing Economic Growth In Indonesia

Toll road development in Indonesia plays a crucial role in supporting economic growth and improving the quality of life for the community. Toll roads are not only highways that facilitate mobility, but also a vital part of infrastructure that helps improve inter-regional connectivity, encourage the distribution of goods and services, and support the tourism sector. Toll road construction has a significant impact on the economy, primarily because it accelerates the distribution of goods and services. Shorter travel times reduce logistics costs, which ultimately lowers the price of goods in the market. This provides direct benefits to businesses and the general public. Furthermore, with adequate toll road infrastructure, previously remote areas are now more easily accessible, accelerating equitable economic development. Furthermore, toll road projects also create numerous jobs, from construction through operation and maintenance. This means toll road projects can have a positive ripple effect on the employment sector (Channel, 2024).

Another positive impact is on the industrial and manufacturing sectors. Many industrial areas are now more accessible thanks to toll roads. Areas such as Bekasi, Karawang, and Tangerang, Indonesia's largest industrial centers, have benefited significantly from this infrastructure. The delivery of raw materials to factories and the distribution of products to domestic and international markets have become smoother. Toll roads have also attracted foreign and local investors to build manufacturing facilities near the toll road network, creating new jobs and increasing national production capacity. In West Java, for example, the development of the Trans-Java toll road network has attracted several large manufacturing companies to invest in industrial areas along the route (Unews, 2024).

While the economic benefits of toll roads are significant, they also present several challenges, one of which is the environmental impact. Toll road construction often requires extensive land, which can lead to deforestation, loss of agricultural land, and ecosystem disruption. Furthermore, toll roads can lead to uncontrolled urbanization in some areas. However, the government has strived to balance development with environmental sustainability. Recent toll road projects are accompanied by environmental impact

management plans and mitigation efforts such as reforestation along the toll roads. Undoubtedly, toll roads have become a driving force for economic growth in Indonesia. From logistics to tourism, toll roads increase efficiency and open up new economic opportunities. While there are challenges to overcome, such as environmental impacts and urbanization, the overall benefits of toll road development are far greater (Cahaya, 2025).

CONCLUSION

Based on the above explanation, researchers conclude that toll road infrastructure development has several positive impacts, including accelerating the distribution of goods and services, strengthening the industrial and manufacturing sectors, improving the tourism sector, encouraging the growth of MSMEs and the regional economy, and so on. In addition to its positive impacts on economic growth, toll road infrastructure development also has several negative impacts, one of which is environmental pollution. To address this issue, every toll road infrastructure development should also protect the environment and adhere to a sustainable development system.

REFERENCES

- Agustina, N. Laras. (2019). Analisis Dampak Pembangunan Jalan Tol Trans Sumatera Terhadap Alih Fungsi Lahan Permukiman Dan Persawahan Masyarakat Ditinjau Dalam Perspektif Ekonomi Islam (Studi Di Desa Jatimulyo Kecamatan Jati Agung Kabupaten Lampung Selatan). In *Universitas Islam Negeri Raden Intan Lampung*. Universitas Islam Negeri Raden Intan Lampung.
- Aman, A. P. O., Kertati, I., Hastuti, D., Purwanto, R., Shodiq, L. J., & Ridho'i, M. (2023). Metode Penelitian Kualitatif: Perspektif Bidang Ilmu Sosial. In *Sonpedia: Publishing Indonesia*.
- Arina, M. M., Koleangan, R. A. M., & Engka, D. S. M. (2019). Pengaruh Pendapatan Asli Daerah, Dana Bagi Hasil, Dana Alokasi Umum, Dan Dana Alokasi Khusus Terhadap Pertumbuhan Ekonomi Kota Manado. *Jurnal Pembangunan Ekonomi Dan Keuangan Daerah*, 20(01), 26–35. <https://doi.org/10.35794/jpekd.23451.20.01.2019>
- Cahaya, H. (2025). *Jalan Tol Baru: Mendorong Pertumbuhan Ekonomi Dan Memangkas Waktu Tempuh*. Society.Co.Id. <https://society.co.id/jalan-tol-baru-mendorong-pertumbuhan-ekonomi-dan-memangkas-waktu-tempuh/>
- Channel, B. D. (2024). *Dampak Positif Jalan Tol Bagi Pertumbuhan Ekonomi Di Indonesia*. Dealchannel.Com. <https://deal-channel.com/2024/09/14/dampak-positif-jalan-tol-bagi-pertumbuhan-ekonomi-di-indonesia/>
- Cosmas, H. G. (2020). *Ragam Metode Penelitian Kualitatif Komunikasi (R. E. Dewi (Ed.))*. Cv. Jejak.
- Dianah, D. (2020). Pengaruh Laba Bersih Dan Arus Kas Operasi Terhadap Kebijakan Dividen (Studi Kasus Pada Perusahaan Perdagangan Yang Terdaftar Di Indonesia Stock Exchange) [Fakultas Ekonomi Dan Bisnis]. In *Jurnal Manajemen Strategik Dan Simulasi Bisnis* (Vol. 1, Issue 1). <https://doi.org/10.25077/mssb.1.1.1-20.2020>
- Labola, Y. A. (2018). Konflik Sosial : Dipahami, Identifikasi Sumbernya Dan Dikelola-Kajian Literature. *Jurnal Universitas Kristen Satya Wacana*, 3(1), 1–8.

Al-Kharaj: Jurnal Ekonomi, Keuangan & Bisnis Syariah

Vol 7 No 10 (2025) 4469 – 4475 P-ISSN 2656-2871 E-ISSN 2656-4351

DOI: 10.47467/alkharaj.v7i10.10145

https://www.researchgate.net/publication/322628213_konflik_sosial_dipahami_identifikasi_sumbernya_dan_dikelola-kajian-literature

- Lexy J. Moleong. (2014). *Metode Penelitian Kualitatif*. Remaja Rosdakarya.
- Nartin, N., Faturrahman, F., Deni, A., Santoso, Y. H., Utama, E. I.-F. Y., & Tarigan, W. J. (2024). Metode Penelitian Kualitatif. In *Yayasan Cendikia Mulia Mandiri*.
- Primandari. (2019). Pengaruh Pertumbuhan Ekonomi Dan Pengangguran Terhadap Indeks Pembangunan Manusia Di Provinsi Sumatera Selatan Periode Tahun 2004-2018. *Jurnal Ekonomi Dan Kebijakan Publik*, 2(2), 14.
- Siti, F. (2023). *Dampak Pembangunan Jalan Tol Pasuruan Probolinggo Terhadap Masyarakat Petani Yang Terkena Pembebasan Lahan Di Desa Muneng Kidul Kec.Sumberasih Kab.Probolinggo* [Universitas Islam Negeri Kiai Haji Achmad Siddiq Jember]. http://digilib.uinkhas.ac.id/24500/0ahttp://digilib.uinkhas.ac.id/24500/1/Siti_Fatima_E20192256.pdf
- Suparmoko, M. (2020). Pembangunan Nasional Dan Regional. *Jurnal Ekonomika Dan Manajemen*, 9(1), 39–50.
- Tiffani, I. (2023). Pengaruh Literasi Keuangan Dan Literasi Digital Terhadap Preferensi Bank Digital. *Mbia*, 22(1), 152–167. <https://doi.org/10.33557/mbia.v22i1.2039>
- Unews, S. (2024). *Pembangunan Jalan Tol Sebagai Salah Satu Solusi Meningkatkan Pertumbuhan Ekonomi Indonesia*. Unews.Id. <https://www.unews.id/nasional/28813928410/pembangunan-jalan-tol-sebagai-salah-satu-solusi-meningkatkan-pertumbuhan-ekonomi-indonesia>
- Wibowo, E. (2008). Perencanaan Dan Strategi Pembangunan Di Indonesia. *Jurnal Ekonomi Dan Kewirausahaan*, 8(1), 16–24.