

## INTISARI

Penelitian ini mengevaluasi dampak kausal pembangunan Pelabuhan Internasional Kijing terhadap pertumbuhan ekonomi kabupaten/kota di Provinsi Kalimantan Barat selama periode 2015–2024. Pendekatan kuasi eksperimental diterapkan melalui metode *Difference in Difference* (DiD) dan diperkuat dengan estimasi *Synthetic Control Method* (SCM), dengan pertumbuhan ekonomi sebagai variabel dependen. Perlakuan diukur sebagai interaksi antara kehadiran pelabuhan dan tahun peresmian pada 2022, serta dikontrol oleh variabel Tingkat Pengangguran Terbuka, Indeks Pembangunan Manusia, Pendapatan Asli Daerah, Belanja Pemerintah Daerah, Penyertaan Modal Dalam Negeri, Penyertaan Modal Asing, PDRB riil dan *dummy* Covid-19.

Hasil estimasi DiD menunjukkan pengaruh positif dan signifikan terhadap pertumbuhan ekonomi, dengan koefisien sebesar 0,714 poin persentase (tanpa kontrol) dan 0,751 poin persentase (dengan kontrol). Variabel Tingkat Pengangguran Terbuka menunjukkan pengaruh negatif dan signifikan sedangkan dari variabel lainnya tidak ditemukan bukti kuat secara statistik berpengaruh terhadap pertumbuhan ekonomi. Estimasi SCM mengonfirmasi bahwa Kabupaten Mempawah mengalami dampak paling konsisten, sementara efek di Kota Pontianak dan Singkawang relatif lebih lemah dan bervariasi. Temuan ini mencerminkan heterogenitas dampak infrastruktur antarwilayah dan menekankan pentingnya integrasi konektivitas *hinterland* dan kesiapan ekonomi lokal dalam mengoptimalkan manfaat pembangunan pelabuhan secara berkelanjutan.

**Kata kunci:** pertumbuhan ekonomi, pelabuhan internasional, *difference in difference*, *synthetic control method*

## ABSTRACT

This study evaluates the causal impact of the development of the Kijing International Port on the economic growth of regencies/cities in West Kalimantan Province during the period 2015–2024. A quasi-experimental approach was applied using the Difference in Differences (DiD) method and reinforced with the Synthetic Control Method (SCM) estimation, with economic growth as the dependent variable. The treatment is measured as the interaction between the presence of the port and the year of its inauguration in 2022, and controlled by the variables of Open Unemployment Rate, Human Development Index, Local Government Revenue, Local Government Expenditure, Domestic Investment, Foreign Direct Investment, real GRDP and dummy covid-19.

The DiD estimation results indicate a positive and significant effect on economic growth, with a coefficient of 0.714 percentage points (uncontrolled) and 0.751 percentage points (controlled). The Open Unemployment Rate variable shows a negative and significant effect, while the other variables do not show strong statistical evidence of influencing economic growth. SCM estimates confirm that Mempawah Regency experienced the most consistent impact, while effects in Pontianak City and Singkawang were relatively weaker and more varied. These findings reflect the heterogeneity of infrastructure impacts across regions and emphasize the importance of integrating hinterland connectivity and local economic readiness in optimizing the sustainable benefits of port development.

**Keywords:** economic growth, international port, difference in difference, synthetic control method