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Effect of Implementation Ministerial Regulation Number 59 of 2021 on the Sustainability of Stevedoring Companies at Gresik Public Port

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Abstract

This research is motivated by existence of a new regulation in the form of Minister of Trasnportation Regulation Number 59 of 2021 which may significantly impact the operations and sustainability of Loading and Unloading Companies (PBM), particularly at Gresik Public Port. The study aims to examine the extent of the regulation's influence on PBM business continuity. A quantitative approach was used with a survey of 40 PBM respondents at Gresik Port. The research instrument was tested using SPSS, showing valid and reliable results with rcount > rtable (0.412) and Sig < 0.05. The Cronbach's Alpha value of 0.936 confirms high reliability. Data analysis using simple linear regression reveals a positive relationship between the regulation (independent variable) and business sustainability (dependent variable), with the regression equation Y = 28.867 + 0.777X. The regulation was found to significantly affect PBM sustainability, with a determination coefficient (R^2) of 33.3%, indicating that the remaining 66.7% is influenced by other factors. The paired sample t-test also supports the hypothesis that the regulation positively affects business sustainability.

Keywords: Business Sustainability, Gresik Port, PM 59 of 2021, Stevedoring Company

1. Introduction

Indonesia is an archipelagic country with two-thirds of the ocean area larger than the mainland, which makes Indonesia the world's maritime axis. In this case, the Port is one of the main gateways of connectivity that is directly related to trade traffic and sea transportation. According to Law Number 17 of 2008 concerning shipping, "A port is a place consisting of land and/or waters with certain boundaries as a place for ships to dock, board and unload passengers, and/or unload goods, in the form of terminals and ship's berths equipped with shipping safety and security facilities and port supporting activities as well as a place for intra and intermodal transportation transfers". The port as one of the important infrastructures in the national logistics system, plays a strategic role in supporting the smooth flow of goods and services in general, including at Gresik Port.

Gresik Port is one of the strategic ports on the island of Java, this certainly supports economic activities, especially in the logistics and freight transportation sectors which makes loading and unloading activities at Gresik Port experience a significant increase. Efficient operations and compliance with relevant regulations are essential for the sustainability of activities at the port as a trading gateway. One of the important regulations issued is the Regulation of the Minister of Transportation Number PM 59 of 2021 concerning the Implementation of Loading and Unloading of Goods at Ports.

The purpose of issuing this PM is to improve the competitiveness of ports, streamline loading and unloading operations, and ensure that port operations are carried out in accordance with relevant operational standards. The Government, Port Operators, and Loading and Unloading Companies are parties interested in maintaining this regulation. However, in practice, the implementation of this regulation has a significant impact and there are several challenges. Some PBMs must adjust to the provisions that govern business licenses, operational standards, and the governance of loading and unloading activities. This raises concerns about the impact of regulations on the sustainability of PBM businesses.

The obligation to meet operational, administrative, and technological improvement standards is a burden for Loading and Unloading Companies, especially small to medium-sized ones. This decision will have an impact on many complaints from Loading and Unloading Companies regarding the dominance of PT. Port of Indonesia (Persero) in loading and unloading activities, which is considered to threaten the sustainability of their business.

Some companies reported that they had difficulty competing due to policies requiring the use of Pelindo's facilities and loading equipment, as well as alleged monopolistic practices that were detrimental to private Loading and Unloading Companies (PBM) (Tiurdina et al., 2022).

This study follows on from a previous study conducted by Sprita Tiurina, Sufirman Rahman & Sri Lestari Poernomo at Makassar Port in 2022. The study examines the challenges faced by private PBMs in loading and unloading activities after PM 59 of 2021. There are several gaps in this research with the author's research, namely the difference in the location of the research where the research focuses on the Port of Makassar and focuses on PM 59 of 2021, but the impact of its application on PBM in public ports such as Gresik Port has not been extensively researched comprehensively.

The implementation of PM 59 of 2021 in the port environment also provides benefits, such as increasing operational efficiency, transparency, and business competitiveness that is able to adapt. Therefore, it is important to evaluate how this regulation affects the sustainability of PBM businesses at Gresik Port. Based on the above background, the researcher wants to study and analyze more deeply and pour it in the form of a thesis with the title "**Effect of Implementation Ministerial Regulation Number 59 of 2021 on the Sustainability of Stevedoring Companies at Gresik Public Port**"

2. Research Methods

The type of research used in this study is a quantitative method, which is used to obtain data that occurred in the past or present, about beliefs, opinions, characteristics, behaviors, relationships of variables and to test some hypotheses about the relationship between sociological and psychological variables from a sample taken from a particular population, This method was chosen because it corresponds to the variables of the study, which focuses on problems and phenomena that occur, as well as presenting research results in the form of meaningful numerical data. This study uses simple liner regression analysis to test the influence of free variables (the effect of the implementation of PM 59 of 2021) on bound variables (business continuity of loading and unloading companies). (Scott, 2019) The researcher used a simple linear regression analysis because this technique allows the researcher to test how much the implementation of PM 59 of 2021 affects the business continuity of loading and unloading companies at Gresik Public Port.

The population used in this study has a focal point for respondents who are loading and unloading companies operating at Gresik Public Port, namely 40 loading and unloading companies, 2 representatives of BUP (PT. Port of Indonesia), and 3 representatives of the Gresik Port Authority.

In this study, the author used the Slovin Formula to determine the size of the analyzed sample. The purpose of using this formula is to avoid sampling errors that occur if the sample size is too small or too many.

3. Results and Discussions

3.1. Validity Test

Based on the validity test in SPSS 27, a decision can be made based on the sig table:

According to Sugiyono (2017) in statistical analysis, validity is tested by Pearson's correlation between the item score and the total score. Valid criteria according to Sugiyono:

If the value of Sig. (2-tailed) < 0.05, then the item is declared valid.

If the value of Sig. (2-tailed) > 0.05, then the item is declared invalid

According to Ghozali (2016) in the validity test using Pearson Product Moment correlation, the validity decision was made by comparing the Sig. value with a significance level of 5% (0.05). Valid criteria according to Ghozali:

The Sig. value < 0.05, then the item is declared valid

A Sig. value > 0.05, then the item is declared invalid

Based on f table, this study with a sample (n) of 40 so that it has a table r of 0.312 so that the validity test can be known as follows:.

Table 1. SPSS Data Processing Results for Validity of Variables X and Y

Statement	Result	R Table	Information
Variable X : Implementation of Ministerial Regulation			
X1	0,454	0,312	*VALID*

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X2	0,541		*VALID*
X3	0,550		*VALID*
X4	0,491		*VALID*
X5	0,662		*VALID*
X6	0,494		*VALID*
X7	0,714		*VALID*
X8	0,409		*VALID*
X9	0,460		*VALID*
X10	0,537		*VALID*
X11	0,1000		*VALID*
X12	0,393		*VALID*
Variable Y: Business Continuity			
Y1	0,426		*VALID*
Y2	0,520		*VALID*
Y3	0,454		*VALID*
Y4	0,537		*VALID*
Y5	0,430		*VALID*
Y6	0,536		*VALID*
Y7	0,1000	0,312	*VALID*
Y8	0,430		*VALID*
Y9	0,537		*VALID*
Y10	0,412		*VALID*
Y11	0,494		*VALID*
Y12	0,421		*VALID*
Y13	0,426		*VALID*

The results of the validity test of this research questionnaire show that each statement in the questionnaire has a value of $r_{calculated} > r_{table,}$ which is 0.413. From the previous statement, it can be concluded that the data obtained from the questionnaire is valid because it tests these criteria.

3.2. Realibility Test

To ensure that the questionnaire instrument used in this study has a good level of reliability, it is necessary to conduct a feasibility test. A reality test is a test that is carried out before the regression test is implemented. In addition, a reality test is a test to find out the extent to which the measuring tool (questionnaire) provides consistent and stable results if used repeatedly under the same conditions. The results of the reliability test on the questionnaire instrument of this study are presented as follows:

Table 2. Variable X Reliability Test Results

Reliability Statistics

Cronbach's Alpha	N of Items
.936	25

Based on the results of the realism test shown in the *Reality Statistics* table, Cronbach's Alpha value was 0.936 with a total of 25 items. According to Ghozali (2016), an instrument can be said to have good realism if the value of Cornbach's Alpha is greater than 0.70. This is also in line with the opinion of Sugiyono (2017) who stated that an instrument is declared reliable if the value of the reality coefficient is more than 0.60. Because the Cornbach's Alpha value in this study is 0.936 (greater than 0.70), it can be concluded that this research instrument has a very good level of reliability and can be trusted to be used in data collection.

3.3 Classic Assumption Test

This study uses a classical assumption test to ensure that the data obtained by the researcher has assumptions that are in accordance with the processing of a simple liner regression test that the researcher will use. In this study, a

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classical assumption test was carried out which included a normality test and a linearity test. The results of the test are presented as follows.

3.4 Normality Test

The normality test aims to test whether the distribution of data on the research variables is normally distributed or not. The statistically used test is *the Kolomogorov-Smirnov.* The normality of data distribution can be found by looking at *the Asymp value. Sig (2-tailed)* is produced, when *Asymp. Sig(2-tailed)* is greater than 0.05 then the residual data has been distributed normally, but if the result is from *Asymp. Sig (2-tailed)* is less than 0.05 then the data is not distributed normally. The following are the results of the normality test that has been carried out:

Table 3. Normality Test Kolomogorov_Smirnov Test

One-Sample Kolmogorov-Smirnov Test

		Unstandardized Residual
N		40
Normal Parameters[a,b]	Mean	.0000000
	Std. Deviation	4.87866568
Most Extreme Differences	Absolute	.139
	Positive	.139
	Negative	-.098
Test Statistic		.139
Asymp. Sig. (2-tailed)		.051[c]

a. Test distribution is Normal.
b. Calculated from data.
c. Lilliefors Significance Correction.

Based on the SPSS 27 output table, it is known that the significance value *of Asymp. Sig (2-tailed)* is 0.051 which in the normality test requirements can be said to be normal when *asymp. Significance (2-tailed)* > 0.05. So it can be concluded that the data used is normally distributed data, assuming or the requirements of normality in the regression model have been met.

And here is a normality test with a histogram graph that aims to see the distribution of research data. In addition, to support the normality test, it can be seen on the p plot graph where the data is distributed along the line so that it can be said that the data is distributed normally.

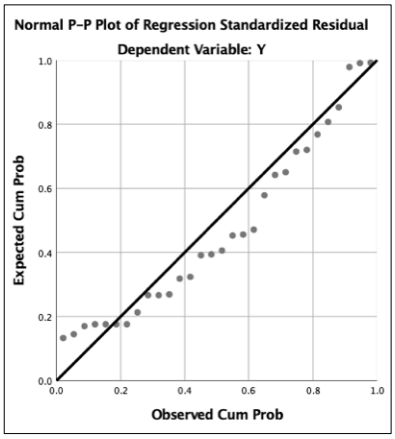

Figure 1. Histogram Graph

3.5 Linearity Test

Linearity test according to Sugiyono (2016) "The linearity test is used to find out whether two variables have a linear hustle or not. If the relationship is non-linear, then linear regression analysis cannot be used validly". Meanwhile, according to Ghozali (2018), if the significance value *of Deviation from Linear is* > 0.05, then the regression model meets the assumption of linearity. In this study, a linearity test was carried out to ensure that the independent variables representing the implementation of the Minister of Transportation Regulation Number 59

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of 2021 have a linear relationship to the dependent variable, namely the business continuity of loading and unloading companies at Gresik Public Port. Thus, the results of the analysis obtained can later be more valid and statistically accountable.

Table 4. Linearity Test Results

ANOVA Table

		Sum of Squares	df	Mean Square	F	Sig.
Between Groups	(Combined)	1431.648	4	357.912	16.424	.000
	Linearity	1266.121	1	1266.121	58.100	.000
	Deviation from Linearity	165.527	3	55.176	2.532	.073
Within Groups		762.727	35	21.792		
Total		2194.375	39			

Based on the Annova Table, the *Deviation from Linearity value* in this data is 0.073. In the linearity test, the decision is made based on the significance value, where if the value is greater than 0.05 then it can be concluded that there is a linear relationship between variable X and variable Y, so based on the explanation above it can be concluded that the linear relationship in the significance of variable X to variable Y is said to have a significant relationship because the value of the variable 0.152 > 0.05 so that the data can be said to be linear.

3.6 Heteroscedasticity test

This study applied a heteroscedasticity test to determine whether there are differences or similarities in residual variandy between observations in the regression model. In the test, the method used was a Scatterplot graph test that allowed the researcher to visually see the distribution pattern of the data points, which could provide an indication of the presence or absence *of heteroscedasticity.*

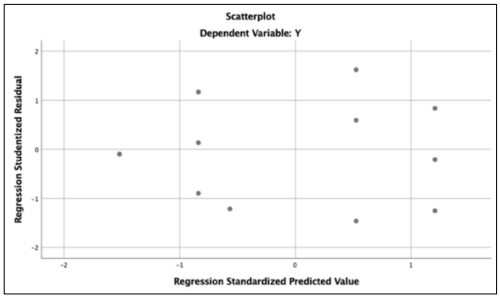

Figure 2. Scatterplot Graphics

Based on the results of the *Scatterplot output* above, it can be seen that the dots spread out and do not form a wave pattern, widen and then narrow. So it can be concluded that the data in this study does not have a heterosdasticity problem.

3.7 Coefficient Determination Test

The test was carried out to test the relationship of independent variables, namely the implementation of the implementation of the Minister of Transportation No. 59 of 2021 on the sustainability of PBM businesses at Gresik Public Port. This regression model was developed to test the hypotheses formulated in the study.

Table 5. Coefficient of determination

Model Summary[b]

Model	R	R Square	Adjusted R Square	Std. Error of the Estimate
1	.760[a]	.577	.566	4.94244

a. Predictors: (Constant), X
b. Dependent Variable: Y

(KD)= $(r)^2$ x 100% (1)
= $(0.577)^2$ x 100% (2)
= 0.333329 x 100% (3)

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= 33.3329 % (4)
= 33.33% (5)

The R coefficient describes the degree of linkage between two variables in the study. The results of the correlation analysis in this study showed a value of 0.577 which found a strong relationship between the variables analyzed. In addition, the analysis also yields R2 or Rsquare (Coefficient of Determination), which serves as a measure of the extent to which the regression model is able to explain variations in dependent variables. Based on the calculation, the value of the Determination Coefficient obtained was 33.33% which means that the regression model was able to explain 33.33% of the variation in the dependent variable, while the remaining 66.67% was influenced by other factors outside the research model. Therefore, it can be concluded that the independent variable (X) has a contribution effect of 33.33% on the dependent variable (Y).

3.8 Simple Linear Regression Test

Simple linear regression is a method used to predict the relationship between a single independent variable (X) and a single bound variable (Y), as well as determine the direction of the relationship. Simple linear regression analysis aims to find out if there is a causal relationship between independent variables and bound variables. The following is a simple regression calculation tested in SPSS 27:

Table 6. Simple Linear Regression Test

Coefficients[a]

Model		Unstandardized Coefficients B	Unstandardized Coefficients Std. Error	Standardized Coefficients Beta	t	Sig.
1	(Constant)	28.867	7.715		3.742	.001
	X	.777	.108	.760	7.199	.000

a. Dependent Variable: Y

Y = α + bX (1)
Y = 28.867 + 0.777X1 (2)

Based on the calculation results, it shows that the value of the constant in the regression equation is 28.867 and produces a regression coefficient of 0.777. Thus, the form of influence between the variable of policy implementation and business continuity has a regression equation of Y = 28.867 + 0.777X. The regression equation shows that every increase in variable X will cause an increase in variable Y by 0.777 with a constant value of 28.867. So it can be concluded that the influence of X on Y has a positive effect and has a significant effect.

3.9 Hypothesis Test (T)
The T sample paired test is a test conducted to determine the influence between the variable of policy implementation (X) on business continuity (Y) partially. The results of the T test can be seen in the following:

Table 7. Hypothesis Test (T)

Coefficients[a]

Model		Unstandardized Coefficients B	Unstandardized Coefficients Std. Error	Standardized Coefficients Beta	t	Sig.
1	(Constant)	28.867	7.715		3.742	.001
	X	.777	.108	.760	7.199	.000

a. Dependent Variable: Y

Based on Sig:
Based on the SPSS 27 output table in the T Test, it is known that the significance value (Sig) of the variable (X) is 0.000. Because the value of Sig (0.000 < 0.05) can be concluded that there is a significant influence between variable X on variable Y.
Based on T Table:
T table = (α/2 ; n – k – 1) (1)
T table = (0.05/2; 40 -1 -1) (2)
T table = 0.025; 38 (3)

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T table = 2.024 (4)

Based on the output of SPSS 27 above, it is known that the variable of distance to the variable of distribution costs is 7.199 > t table 2.024 so that it can be said that there is an influence of the free variable on the bound variable.

3.10 Discussion

This research was carried out to find out and test the effect of the implementation of PM No. 59 of 2021 policy (Ministerial Regulation) on business continuity at the Gresik public port using the SPSS 27 application. Of the 25 valid and reliable statements, the majority of respondents stated that the implementation of the regulation had a direct impact on their operations, strategies, and business sustainability. This reflects that government regulations in the port sector have real consequences at the executive level.

Based on the tests of validity, reliability, normality, it can be concluded that the research instrument is declared valid and reliable. All items have a calculation value of < rtable (0.312) and a Sig < 0.05 indicating that all items are worth using. In addition, the value of Cornbach's Alpha is 0.936 which proves that the instrument is very reliable. Based on the simple linear regression test that has been carried out, the result of the equation Y = 28.867 + 0.777X. The equation corresponds to a simple linear regression formula, namely Y = α + bX. This shows that any increase in the variable Effect of the Implementation of PM No. 59 of 2021 will cause an increase in the PBM Business Continuity variable at the Gresik public port of 0.777 with a constant value of 28,867.

So that it can be obtained that the influence of X on Y has a positive effect and has a significant effect. Based on the results of the paired T test that the researcher has carried out, it shows that the value of the calculation is 7,199 > table 2,024 and the significant value of the effect of the implementation of PM No. 59 of 2021 (X) on the business continuity (Y) of the Loading and Unloading Company at the Gresik public port is 0.000<0.05. So based on these results, H0 was rejected and H1 was accepted, which means that the effect of the implementation of PM No. 59 of 2021 has a significant effect on the business continuity of the Loading and Unloading Company at Gresik Public Port because the calculation is greater than the table with a significant level of less than 0.05. Thus, PM Number 59 of 2021 has proven to have a dignified and positive effect on the sustainability of PBM at Gresik Public Port.

The results of rsquare mean that the Effect of the Implementation of PM No. 59 of 2021 affects the sustainability of PBM businesses at Gresik Public Port has a level of relationship based on the correlation coefficient interval. Based on the results of the test, the Coefficient of Determination (R2) was obtained with a value of 33.3%. While the rest are other variables that are influenced by other factors that come from outside the variables being studied.

In general, indicators related to bureaucratic structure and resource availability obtained the scores that respondents complained about the most. Some companies said they had to adjust to new, more complex procedures, as well as face barriers in access to port facilities. This condition shows that the goal of PM 59 of 2021 to create efficiency and standardization has not been fully achieved in the field. The researcher views that the inequality of implementation in the field occurs due to the dominance of one party, in this case the Port Business Entity (BUP), which controls almost all loading and unloading facilities and infrastructure.

This is supported by research conducted by Sprita Tiurdina et.al. (2022) in the Port of Makassar, which shows that the dominant position of PT Pelabuhan Indonesia (Persero) causes private PBMs to lose competitiveness and access to infrastructure. Similar results were found in this study, where a loading and unloading company in Gresik said that the obligation to cooperate with BUP, as mentioned in Article 3 dayat (4) PM 59 of 2021, is not always implemented fairly. The principle of goodness as contained in Article 5 of the same regulation is still not felt by most PBMs, especially small-scale ones.

In previous research, researchers also noted that the implementation of PM 59 of 2021 not only had an impact on economic aspects, but also on the social sustainability of the company. Some PBMs have experienced a reduction in workforce due to a decrease in the volume of work, while operational costs have increased due to dependence on BUP's tariffs and facilities. In terms of business sustainability, this certainly threatens the stability of PBMs, especially those that do not have large capital strength or support from large business groups.

Based on the above, there needs to be follow-up from related parties, especially the Ministry of Transportation and KSOP Gresik, to develop a monitoring and evaluation mechanism for the implementation of PM 59 of 2021. Partnerships between private PBMs and BUP need to be designed with the principles of transparency and accountability, including the preparation of clear partnership SOPs. The government should also develop a small-scale PBM empowerment program, including human resource training, and access to financing.

The implementation of PM 59 of 2021 does have a noble goal in improving port efficiency, but in its implementation it still presents structural and social challenges for PBMs. If not anticipated immediately, this regulation has the potential to create business inequality and narrow the space for private PBMs, which are actually

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an important part of the national logistics ecosystem.mTherefore, it is necessary to review the implementation of this regulation at the operational level, so that the sustainability of PBM's business is maintained and national policy goals are achieved.

4. Conclusion

Based on the results of the research and data processing related to the research entitled "The Effect of the Implementation of the Regulation of the Minister of Transportation PM No. 59 of 2021 on the Business Sustainability of Loading and Unloading Companies at Gresik Public Port" resulted that the implementation of PM 59 of 2021 has a significant influence on the sustainability of PBM businesses at Gresik Public Port. Therefore, it can be concluded that the regulation affects the sustainability of PBM operations, especially in the aspects of economic, social, and business risk management. Based on the test results, the determination coefficient (R2) obtained through SPSS 27 has an effect of 33.3%. While the rest, 66.67% are other variables that are influenced by other factors that come from outside the variables studied. The existing hypothesis is evidenced by the results of the paired sample T test where there are positive and significant results between variable X and variable Y, so that variable X affects variable Y which means that H0 is rejected and H1 is accepted..

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