

## Determinants of Poverty in Provinces in the Eastern Region of Indonesia in 2017-2023 (Study 8 provinces in the Eastern Region of Indonesia)

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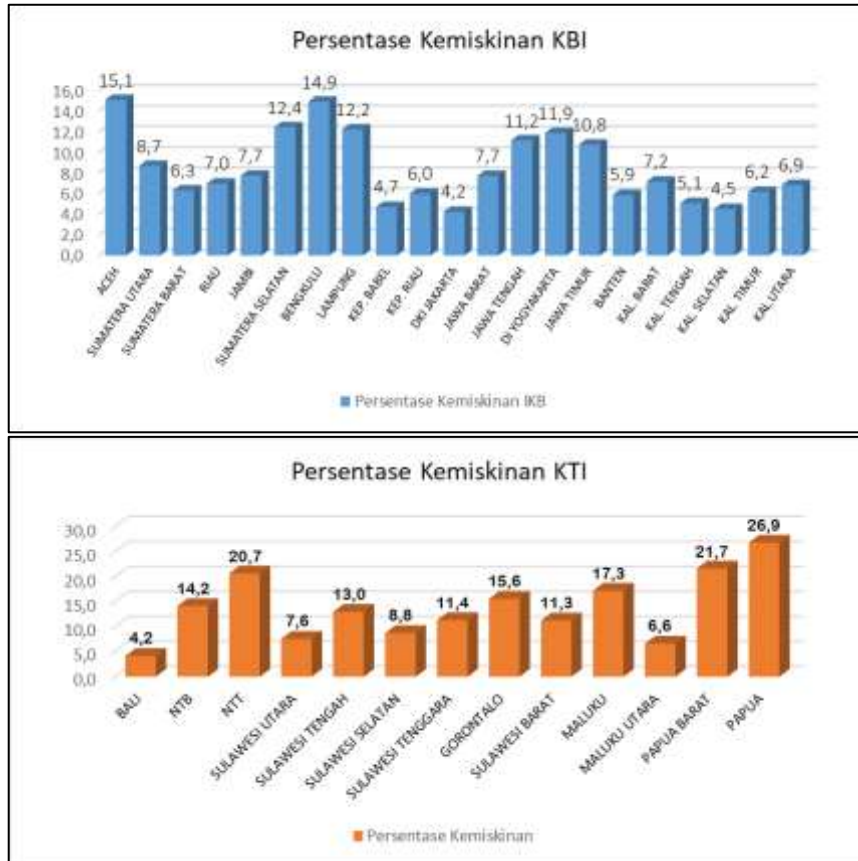
### ABSTRACT

The purpose of this study is to evaluate the influence of UMP, HDI, and road length on poverty rates in several provinces in KTI from 2017 to 2023. This study uses secondary data. The analysis method is panel data regression, and the model is FEM. The results of the study show that the UMP and HDI variables have a negative and significant impact on the poverty rate. On the other hand, the length of the road does not show a significant effect on the poverty rate. These findings imply that poverty alleviation policies in the Eastern Region of Indonesia need to be focused on improving human quality and minimum wage protection, as well as encouraging more inclusive and sustainable infrastructure development.

## **INTRODUCTION**

Poverty is a complex structural problem that has many dimensions. This phenomenon indicates the failure of an individual or a family unit to access fundamental needs, accompanied by a gap in the allocation of development products. Poverty is not only reflected in a lack of income, but also in limited access to education, health, decent work, and social and political participation (Todaro & Smith, 2020). In the context of development, poverty is often influenced by structural factors such as inequality in the distribution of resources, non-inclusive economic policies, and limited infrastructure and public services, especially in disadvantaged areas (Suryahadi et al., 2022). When development does not run evenly, poor groups tend to be increasingly marginalized, thus widening the gap in inequality. Multidimensional approaches such as those used in the Human Development Index (HDI) and Multidimensional Poverty Index (MPI) are important to understand the complexity of poverty as a whole. By integrating health, education, and living standards indicators, this approach allows for more targeted policy formulation (UNDP, 2023).

In Indonesia, although the national poverty rate is decreasing, inequality between regions is still a major problem, especially between the western and eastern regions. The regulation that regulates the codification and data of government administrative areas, namely Permendagri No. 56 of 2015, stipulates that 34 provinces in Indonesia are classified into two regions. The administrative region of Indonesia is divided into the Western Region of Indonesia KBI and the Eastern Region of Indonesia KTI. Research Sumargo & Simanjuntak (2019) shows that various provisions in KBI generally experience more rapid economic development compared to provinces in KTI. KTI, which consists of various provinces such as Papua, West Papua, Maluku, North Maluku, NTT, and NTB, has different social, economic, and geographical conditions from KTI. This can be seen from the better infrastructure, transportation, and education and health facilities at KBI compared to KTI. Geographical isolation, low access to infrastructure, and limited quality of human resources are factors that strengthen the region's vulnerability to poverty (Hastuti, 2016). In KBI, some areas tend to be more advanced in terms of development and lower poverty rates than KTI. To analyze the percentage of poor people, the following data is presented on the percentage of poor people in KBI and KTI:



Source: Indonesian Central Statistics Agency, Data processed, Year 2025

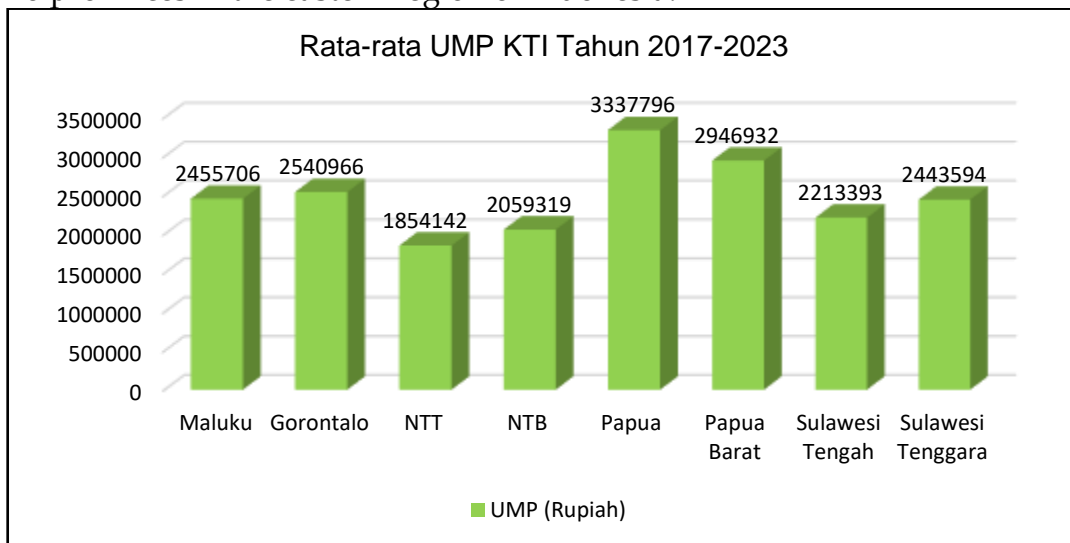
**Figure 1. Average percentage of poverty rate in western Indonesia and eastern Indonesia in 2017-2023**

The comparison of the western and eastern regions is concluded that the Western Region of Indonesia, when accumulated all islands, tends to have the lowest percentage of poor people at least 4% while the highest maximum figure is 15%. The Eastern Indonesia region, when accumulated as a whole, tends to have the lowest percentage of poor people at least 4% while the highest maximum figure is 27%. The comparison of the poverty percentage between the KBI and KTI areas is a consideration in determining the observation area, the total accumulated percentage of poor people throughout Indonesia is the highest in the eastern region. The overall percentage of both KBI and KTI took the 8 highest provinces in IKT on average throughout 2017-2023 which tended to be poverty above 11%. KTI consistently occupies the highest position in the percentage of poor people in Indonesia even though KTI has rich natural resource potential, but has not succeeded in significantly reducing poverty levels. This shows that there are structural problems that are interesting to analyze from various development factors.

Although previous studies have explored the relationship between variables such as UMP, HDI, and infrastructure to poverty, there are gaps in the scope of the area and the resulting findings. Many studies are more focused on the western part of Indonesia or the national region in general, while specific research on the Eastern Region of Indonesia (KTI) is still relatively limited. In

addition, the results of existing studies often show inconsistencies, especially in infrastructure variables such as road length, which in some studies were found to be insignificant, while in others it showed a positive relationship to poverty reduction (Andrianus & Alfatih, 2023; Nurmala & Hutagaol, 2022). This shows the need for a more in-depth and contextual study of the KTI area, which has different geographical, economic, and social characteristics than other regions in Indonesia.

Understanding the various factors that affect the poverty level in KTI requires a study of the economic and social determinants that play a role. One of the important indicators is the Provincial Minimum Wage (UMP), which reflects the minimum wage standard set by the local government. Research conducted by Squirting (2024) revealed that UMP plays an important role in reducing the poverty rate in Southeast Sulawesi Province, with an increase in UMP which is able to increase people's purchasing power and reduce poverty. Research Sulistiawan (2023) located on the island of Java obtained similar findings. The study concluded that UMP has a significant negative influence on poverty, which implies that the increase in UMP has the potential to reduce the poverty rate. A variety of factors, including economic supply and demand, can affect poverty rates in a region (Sugiharti et al., 2022). The following is the minimum wage data for 8 provinces in the eastern region of Indonesia:



Source: Indonesian Central Statistics Agency, Data processed, Year 2025

**Figure 2. Average Regional Minimum Wage of 5 Provinces in the Eastern Region of Indonesia in 2017-2023**

The above data reflects that the Eastern Indonesia Region tends to have a fairly large regional minimum wage compared to the average minimum wage in the Western Indonesia Region.

HDI is an important indicator that affects poverty levels. HDI measures the success of human development in three basic dimensions: education, decent standard of living and health (Febriani Sagala et al., 2024). A better quality of life is indicated by a high HDI. Increasing public production and consumption can be achieved if people have access to good health and education, which can ultimately reduce poverty levels (Zanzibar et al., 2024). Research conducted by

Manuhuttu & Property (2022) in Merauke Regency shows a negative and significant influence between HDI and poverty, which indicates that increasing HDI can reduce poverty levels.

In addition, road length as an indicator of physical infrastructure plays an important role in driving regional economic growth, increasing mobility, and expanding access to education, health services, and the job market. Road infrastructure is a physical infrastructure, which connects the centers of activity and acts as a driver for the growth of regional economic activities (Camilla, 2022). Areas with adequate road infrastructure generally get out of isolation more easily, so they have greater potential to reduce poverty. Although research on the effect of road length on poverty in KTI is still limited. Research results Andrianus & Alfatih (2023) indicates a significant correlation between infrastructure and poverty in Indonesia, so that the emphasis on its development becomes a crucial element in poverty reduction strategies.

This study examines UMP, HDI, and road length as various factors that are suspected to affect poverty levels. The object of the research is several provinces in KTI during the 2017-2023 period. Using a panel data approach, this study seeks to uncover the pattern of relationships and the strength of influence of each variable on the interprovincial poverty level in the region. This research offers empirical contributions as a reference for policymakers in making data-based decisions. This is crucial, especially in designing development strategies that prioritize inclusivity, justice, and conformity with the characteristics of KTI.

## **THEORETICAL REVIEW**

### ***Poverty Rate***

Poverty is when a person or group is unable to meet their basic needs such as food, medical care, education, and decent housing. According to BPS (2023), poverty is measured based on the ability to meet the minimum needs determined by the poverty line. Meanwhile, (Todaro & Smith, 2015) states that poverty is a limitation in income, opportunity, and access to public services, as well as an inability to achieve a decent quality of life. HDI is an important indicator to describe the quality of human resources, which includes education levels, life expectancy, and adequate living standards. HDI also plays a role in poverty reduction efforts. In addition, the Provincial Minimum Wage (UMP) also affects poverty with the aim of ensuring the minimum living needs of workers and their families, so that they can improve welfare. Infrastructure such as road length also supports poverty alleviation by increasing accessibility and economic activity in a region, including areas in Eastern Indonesia.

In a multidimensional approach, poverty is influenced by many structural factors such as infrastructure, educational conditions, and human development efforts. This is in line with the theory of the Basic Needs Approach from the ILO (1976), which states that the fulfillment of basic needs is the main measure of the success of economic and social development.

### ***Provincial Minimum Wage***

UMP is the government's policy in setting the lowest wage standard that must be paid by employers to workers. UMP has a crucial role in increasing people's purchasing power and reducing poverty, especially for workers in the formal sector. UMP is expected to increase purchasing power, welfare and reduce poverty (Saputri & Sitorus, 2025). The income earned from wages has an important role in welfare. If income decreases or stagnates, then welfare will also be affected, either reduced or fixed, which in turn can affect the poverty level (Balqis et al., 2025).

Keynesian theory states that increases in income, such as those resulting from an increase in UMP, can drive people's consumption. This, in turn, has the potential to support economic growth and reduce poverty rates. UMP as an instrument of income redistribution can be an important tool to reduce economic inequality. However, this effect is more pronounced in formal sector workers. In areas with predominance of the informal sector or high unemployment, UMP policies have a limited impact on overall poverty (Pasaribu et al., 2019).

### ***Human Development Index***

HDI, according to BPS (2022), is used as an indicator to measure the success rate of human quality of life. HDI serves to assess human development achievements based on several components of basic quality of life. In Indonesia, HDI calculations are carried out at the national and regional levels. Higher HDI values indicate social and economic improvement (Setyadi et al., 2020). HDI at the provincial level reflects the pace of human resource development in the region (Bustang et al., 2018).

Economic Development Theory According to Todaro & Smith (2015), the key to overcoming poverty is to improve the quality of human resources. By increasing access to education and health services. The Human Development Index (HDI) is used as a measure of the success of these efforts. The higher the HDI value, the greater the chance of getting a decent job and getting out of the poverty cycle, because HDI reflects the overall quality of life, including the ability to meet basic needs and participate in a better economic life.

### ***Provincial Road Length***

Road length is an indicator of the availability of land transportation infrastructure which is important in supporting economic activities, especially for logistics distribution, access to education, health services, and labor mobility. Adequate road infrastructure will improve regional connectivity, reduce transportation costs, and accelerate equitable development (Handayani & Wibowo, 2017). (Lestari & Sari, 2020), good and decent road lengths are directly related to poverty reduction efforts because roads open up regional isolation, increase access to job markets, and support productive economic activities in disadvantaged areas. Easy and cheap road access causes people to carry out various economic ventures with the main goal of increasing family income, which in turn has an effect on reducing poverty rates (Son, 2022).

In the neoclassical growth model, infrastructure is considered to be a part of public capital that increases the total productivity of the factor. Adequate road

construction can lower transportation costs, expand access to markets, and encourage investment, ultimately boosting economic growth and reducing poverty. A report from the Asian Infrastructure Investment Bank (AIIB) emphasizes that domestic transportation infrastructure plays a positive role in economic growth and poverty reduction. Improving connectivity directly reduces transportation costs and expands market access, thereby increasing incomes and reducing poverty levels.

This research develops a link between the concepts of human development, income distribution, and infrastructure development with poverty. The UMP is linked to Keynesian Theory and Wage Efficiency which emphasizes the importance of increasing income to drive consumption and economic growth. HDI is associated with the Endogenous Growth Model which places the quality of human resources as the main engine of economic growth and poverty reduction. Road length as an indicator of infrastructure is associated with the Neoclassical Growth Theory which considers infrastructure as part of public capital that increases productivity and well-being. Thus, UMP, HDI, and road length are used as independent variables that are suspected to have an influence on the dependent variable, namely poverty level. The panel data regression model allows for more accurate analysis of the causal relationships between these variables both across regions and time, as well as generating empirical findings that can be the basis for formulating effective and contextual development policies.

## METHODOLOGY

This research is a type of quantitative research with an explanatory research approach that aims to explain the causal relationship between independent variables and dependent variables. To achieve this goal, a panel data analysis methodology is used that processes secondary data from BPS. This method is basically a combination of cross-section and time series data analysis. This method is used to gain more observations and more freedom. Data analysis was carried out using E Views 10. The data used in this study includes UMP, provincial road length, and poverty data in 8 provinces. This study uses the period from 2017 - 2023. The data used came from BPS reports as well as various relevant previous journals.

This study applied the panel data regression analysis method.

$$Y_t = \beta_0 + \beta_1 X_{1it} + \beta_2 X_{2it} + \beta_3 X_{3it} + \epsilon$$

Information:

Y	:Poverty
X1	: Provincial Minimum Wage
X2	: Human Development Index
X3	: Provincial Road Length
$\beta_0$	:Constant
$\beta_1, \beta_2, \beta_3$	:Regression Coefficient
i	: 8 Provinces in the Eastern Region of Indonesia
t	: Period 2017 - 2023
e	: Error Term

Table 1. Table of Research Variable Indicators

Variable	Variable Type	Indicators	Data Source
Poverty Rate	Dependent	Percentage of poor population	BPS
Provincial Minimum Wage (UMP)	Independent	Provincial minimum wage (Rp) per year	BPS
Human Development Index (HDI)	Independent	A combination of education, health, and income indicators	BPS
Length of the Road	Independent	The total length of roads (km) per province per year	BPS

**RESULTS**

*Chow Test Results*

The Chow test serves to identify significant differences between two or more groups in the regression model, so that it can help in decision-making and data analysis, whether to use the CEM or FEM model.

Table 2. CHOW test results

Redundant Fixed Effects Tests Equation: Untitled				
Effects Test	Statistics		D.F.	Prob.
Cross-section F	170.258.638	7,45	-	0.0000
Cross-section Chi-square	185.563.205		7	0.0000

Source: Data processed, 2024

Based on the chow test that has been carried out, a cross-section probability value of F 0.0000 is obtained. The acquisition of a value smaller than 0.05 is the basis for determining FEM as the selected model.

**Hausman Test Results**

To find the best model for panel data regression using the REM or FEM method, a thurst test is used.

Table 3. Hausman test results

Correlated Random Effects - Hausman Test Equation: Untitled Test cross- section random effects			
Test Summary	Chi-Sq. Statistics	Chi- Sq. D.F.	Prob.
Cross- section random	28.836.439	3	0.0000

Source: Data processed, 2024

The results of the thurst test indicated that FEM was the selected model. This decision is based on a random cross-section probability value obtained of 0.0000, which is lower than the significance level of  $\alpha = 0.05$ .

**Classic Assumption Testing  
 Multicollinearity Test**

This test assumes that there is no perfect linear influence between two or more independent variables in the study. Based on the results of the data processing in the table, the correlation coefficient between X1 and X2 is  $-0.285540 < 0.85$ , the correlation coefficient between X1 and X3 is  $-0.084374 < 0.85$ , and the correlation coefficient between X2 and X3 is  $-0.490422 < 0.85$ . So it can be concluded that the data is free from multicollinearity or passes the multicol test.

**Heteroscedasticity Test**

Based on the processed data, the residual graph did not pass (500 and -500), this indicates that the residual variant remained consistent. Therefore, there are no symptoms of heteroscedasticity or passing the heteroscedasticity test.

**Hypothesis Test**

Hypothesis testing is used to test a statement related to statistical parameters, to find out whether independent variables have an influence on dependent variables. In this study, the significance level used was  $\alpha = 0.05$ ."

**Test Results t**

The T test is used to measure the contribution of each independent variable in explaining the variation in the bound variable. In the results of the FEM regression, it is known that the probability of each independent variable is:

Table 4. T test results

Variable.	Coefficient	Std. Error	t-Statistic	Prob.
C	30.67364	4.241229	7.232254	0.0000
UMP	-1.18E-06	4.16E-07	-2.840388	0.0067
IPM	-0.153403	0.076005	-2.018327	0.0495
PJLN	3.09E-05	3.13E-05	0.989457	0.3277
Gorontalo	-1.375075			
Maluku	0.139451			
NTB	-3.545789			
NTT	1.747903			
Papua	9.035388			
West Papua	4.382605			
Central Sulawesi	-4.624874			
Southeast Sulawesi	-5.759610			
R-square.d				
F-statistics	0.995313			
Prob. (F-statistic)	955.6728			
	0.000000			

Source: Data processed, 2024

Based on the regression results using the Pooled Least Squares method, it was obtained that the Provincial Minimum Wage (UMP) variable had a t-statistical value of  $-2.840388$  with a probability value (p-value) of  $0.0067$  which was smaller than the significance level of  $0.05$ . This shows that the UMP variable has a negative and significant effect on the poverty rate, which means that the increase in UMP tends to reduce the poverty rate. Furthermore, the Human Development Index (HDI) variable also showed a negative and significant influence on poverty, with a t-statistical value of  $-2.018327$  and a p-value of  $0.0495$  ( $< 0.05$ ). This indicates that an increase in HDI correlates with a decrease in poverty rates. Meanwhile, the variable Provincial Road Length (PJLN) has a t-statistic of  $0.989457$  and a p-value of  $0.3277$  ( $> 0.05$ ), which means that this variable does not have a significant effect on the poverty rate. Thus, only UMP and HDI are statistically proven to play a role in reducing poverty, while road length does not have a significant influence in this model.

### ***F Test Results***

The F-statistical value is  $955.6728$  with a prob value of  $0.000000 < 0.05$ , so that statistically it shows that the Minimum Wage, Human Development Index (HDI) and Road Length together have a significant effect on the Poverty Level in the Eastern Region of Indonesia Province in 2017 – 2023.

### ***Coefficient of Determination Test (R<sup>2</sup>)***

Based on the regression results, the R-Squared is  $0.995313$  or  $99\%$ . The results showed that the variables UMP (X1), HDI (X2) and Road Length (X3)

affected the Poverty Level in KTI simultaneously by 0.995313 or 99%. Various other factors outside the model studied have an influence on the remaining 1% of the value.

## DISCUSSION

$$Y = 30.67364 - 1.18E-061 - 0.153403X_2 + 3.09E-05X_3$$

The analysis of the value of the regression coefficient with a variable size of 30.67364, assuming that the variables UMP, HDI and Road Length are considered to be non-existent or equal to 0. If viewed from each region, then the coefficient is added to the intercept value in the table above. For example, Maluku Province has a large coefficient of 0.139451, then 0.139451 (Maluku Province Coefficient) will be added to 30.67364 ( $\beta_0$  value) the result is Maluku Province Poverty if UMP, HDI and Road Length are considered fixed or unchanged and the meaning of -1.18E-06 is that if the UMP variable increases by 1 percent then Poverty will decrease by -1.18E-06%, assuming the variable is considered constant or constant. -0.15340 means that if the HDI variable increases by 1 percent, then Poverty will also decrease by -0.15340%, assuming that other variables are considered fixed or there is no change. 3.09E-05 means that if the road length variable increases by 1 percent, poverty will also increase by 3.09E-05%, assuming other variables are considered fixed or there is no change, the provincial road length has not been statistically proven to affect the poverty rate in 8 KTI provinces during the 2017–2023 period.

### *The Effect of the Minimum Wage on Poverty*

The results of the regression analysis showed that the UMP variable had a significant negative influence on the poverty rate. The significance of this influence is evidenced by the acquisition of a coefficient value of -1.18E-06 (-0.00000118) and a probability value of 0.0067. This means that every increase in UMP of IDR 1 million will reduce the poverty rate by 1.18%. Increasing wages can increase people's consumption and purchasing power. Strengthening public purchasing power, accelerating local economic growth, and expanding job opportunities in the formal and informal realms are the impacts arising from the increase in UMP. Ultimately, this helps reduce the number of poor people. The theory of labor economics put forward by Todaro & Smith (2015) proved to be relevant to the findings of this study. The theory explains that the increase in the minimum wage is able to encourage an increase in the welfare of workers and people's purchasing power, which is positively correlated with a reduction in poverty rates.

The results of this study are in line with (Permana & Pasaribu, 2022), (Wahyuningsih, 2024), (Fadillah, 2019) stated that UMP has a negative and significant effect on poverty. When the UMP increases, it will affect the reduction of the poverty rate. Both stated that the UMP policy can play a role as a tool for more equitable income distribution in the context of regional economic development. The findings of this study are not in line with studies by Later et al. (2023). The study concluded that the UMP variable has a positive and significant influence on the poverty rate.

### *The Effect of the Human Development Index on Poverty*

The HDI variable shows a negative and significant influence on the poverty rate. This is evidenced by the acquisition of a coefficient value of -0.153403 and a probability level of 0.0495 which is lower than the significance limit ( $<0.05$ ). This shows that the higher the HDI of a province, the lower the poverty rate there. HDI is a composite indicator of three important aspects of development: health, education, and decent living standards that together play a key role in reducing poverty rates. Access to good health services increases productivity and reduces the risk of loss of income due to illness, allowing individuals to be more economically stable. Education expands employment opportunities and upskilling people, enabling people to obtain higher-paying jobs and break out of the shackles of vulnerable informal employment. Meanwhile, a decent standard of living reflected in per capita expenditure shows the ability of people to meet basic needs and invest in the future, such as education and business. The results of this study are in accordance with the Endogenous Growth Model which in this model states that human capital is the main engine of long-term economic growth. Increased HDI means that people have better skills and health to generate income, which in turn lowers poverty rates.

The findings of this study are consistent with research conducted by Zahra et al. (2024), Ammaliah & Suherty (2024) and Ferayanti et al. (2023). These studies have concluded that HDI has a significant negative influence on poverty rates. Improving the quality of education and health contributes directly to increasing the productivity and economic capabilities of the community. Therefore, the increase in HDI reflects an improvement in quality of life, which ultimately leads to a reduction in poverty rates. Efforts to improve the quality of human resources through improving HDI can be an effective strategy in reducing poverty. The findings of this study are not in line with the studies conducted by Abubakar & Bato (2024) and Suherman et al. (2022). The two previous studies concluded that HDI has a positive and significant impact on poverty rates.

### *The Influence of Long Road on Poverty*

The road length variable differs from the other two variables, which show a positive coefficient although it is not statistically significant. The coefficient was recorded as  $3.09E-05$  (0.0000309), with a probability of 0.3277 ( $> 0.05$ ). The results of the study indicate that the improvement of road infrastructure in Tanjungpinang Regency during the study period has not had a significant impact on reducing poverty rates. According to the Regional Economic Development Theory (Todaro & Smith, 2015) Infrastructure such as roads is important for connecting isolated areas to economic centers. However, infrastructure built without integration with local economic development strategies, or whose quality and access are low, may not be effective in reducing poverty.

There are several possible causes why the length of the road has not had a significant impact on poverty reduction. First, although the number of roads is increasing, the quality of such infrastructure may be low or do not support the economic activities of the poor. Second, road construction tends to be focused on various specific areas and has not been evenly distributed, so there are still areas with high poverty levels that have not been reached. Third, access to roads has not

been followed by local economic development or strengthening of the production sector. These results are consistent with the findings (Nurmala & Hutagaol, 2022) and (Monoarfa et al., 2022) which shows that road infrastructure does not always have a direct effect on poverty if it is not accompanied by inclusive local economic development.

## CONCLUSIONS AND RECOMMENDATIONS

### *Conclusion*

The results of panel data analysis conducted in eight provinces in KTI from 2017 to 2023 show that the UMP and HDI variables have a negative and significant impact on the poverty rate. In contrast, the length of the road has no significant influence. In general, increasing the UMP can reduce the poverty rate. Similarly, HDI, which reflects the quality of human resources through the dimensions of education, health, and living standards, also shows a negative and significant influence on poverty. Despite its positive impact, the length of provincial roads has not had a significant effect on reducing poverty rates. This shows that road infrastructure development has not had a direct impact on poverty reduction.

However, this study has some limitations that need to be considered. First, the variables used are limited to three main indicators, even though poverty is multidimensional and is also influenced by other factors such as unemployment rates, economic growth, government spending, and access to technology. Second, an aggregate approach at the provincial level can cover inequality between smaller regions such as districts or villages. Third, the quantitative approach in this study has not been able to describe the social, cultural, and psychological aspects of poverty, such as social exclusion, gender inequality, and people's perceptions of welfare. Therefore, for future research, it is recommended to use more comprehensive indicators such as *the Multidimensional Poverty Index (MPI)*, include social and institutional variables, and conduct studies at a more micro regional level. The combination of quantitative and qualitative approaches is also recommended so that the phenomenon of poverty can be understood more fully, both in terms of statistical figures and the subjective experience of the poor themselves.

### *Suggestion*

In line with these results, the researcher recommends that local and central governments improve the quality and coverage of education and health services as part of efforts to strengthen HDI. In addition, UMP policies need to be designed in an adaptive and responsive manner to be able to increase people's purchasing power, especially in low-income groups. Road infrastructure development must also be evaluated not only in terms of its length quantity, but also in terms of accessibility, connectivity, and integration with local economic activities. The government is expected to encourage community involvement in the development planning and implementation process so that the benefits can be felt equally, especially by vulnerable and poor groups.

## **FURTHER STUDY**

This study was limited to eight provinces in the eastern region of Indonesia, focusing primarily on macroeconomic determinants of poverty between 2017 and 2023. Future research is encouraged to expand the scope by including all provinces across Indonesia to allow for comparative regional analysis between eastern and western regions. Additionally, incorporating micro-level data such as household characteristics, education level, employment type, and access to basic services would provide a more comprehensive understanding of poverty dynamics. A longitudinal or panel data approach could also be adopted to observe long-term poverty trends and assess the impact of regional development policies more accurately. Finally, integrating qualitative methods such as interviews or case studies could offer deeper insights into contextual factors affecting poverty in remote or underdeveloped areas.

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