The lost pedestrian: Identifying determinant factors of no-pedestrian phenomenon in the area of Baiturrahman Grand Mosque, Banda Aceh, Indonesia

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Abstract. The area of Baiturrahman Grand Mosque in Banda Aceh has a deep meaning for people of Aceh because it is a historical site, which has many historical heritages. Recently, it is rarely seen people walk along the corridor of the town. People always drive to move along the road and stop right on their destination. Some are still walking, but only for 20-30 meter. On the other hand, a number of the vehicle significantly increase followed by the needs of parking space. The intensity of the traffic is high in day time; in the morning, at noon, and in the late afternoon. The research will be conducted using qualitative and quantitative methods; investigating the change of the environment caused by development, disaster, and conflict, interviewing government as the decision maker and public figure, questionnaires, and finding information from official documents and literature. It is necessary to identify the determinant factors of no-pedestrian phenomenon in the area of Banda Aceh because it is expected to create atmosphere, which encourage people to walk along the city center, revive walking habits to urban community, and strengthen the role of city center as a center of activities; praying, shopping, and engaging in recreation and leisure.

1. Introduction
Banda Aceh is a capital of Aceh province located in the most western of Republic of Indonesia. The city’s area is 61.357 km² areas with population density 3,654 per km². [1] According to Rencana Tata Ruang Wilayah Banda Aceh 2009-2029, [2] before Tsunami, the structure of urban space of Banda Aceh shows a type of symmetry radial pattern. It indicates city center at the point of activity which extends linearly following primary roads and relatively radial with the Baiturrahman grand Mosque sector as the focus of activities. This main center was supported by sub-centers functioning as education, commercial, tourism, etc. The interaction between the center and sub-centers stimulate the development of traffic in the city.

Tsunami in December 2004 had killed more than 100,000 people in Banda Aceh and destroyed most of buildings and infrastructures. The coastal area as part of the city had the worst impact in which houses, socio-economic facilities, city utilities, as well as bridges and road networks were destroyed.

After Tsunami, Banda Aceh started to re-develop itself especially in the sector of infrastructure. Along the process of rehabilitation and reconstruction, Aceh becomes open to the world; in particular, after the signing a signature of Memorandum of Understanding (Peace Agreement) between GAM (Free
Aceh Movement) and Indonesian Government, which shows the end of the conflict in Aceh since the 1970s.

In this post-tsunami and post-conflict period, development of Banda Aceh focus on four urban regions; (1) old city center region, (2) new city center region, (3) Ketapang region, and (4) Ulee Kareng Region. The two centers have equivalence functions for development as commercial and service, as well as the center of governance and office. However, the new city center also functions as development for settlement. It constructed on a new site as an extension of the city.

By these reasons, function of Banda Aceh as the capital of Aceh Province significantly grows, in which the flow of people, commodities, and service are getting higher. Banda Aceh becomes a center of activities in its region and begins to be crowded. The annual increasing number of vehicles is potential to disturb people’s mobility and pollute the city’s environment. According to Buku Data Statistik Banda Aceh 2013, the increasing number of vehicles in Banda Aceh from 2010 to 2011 is 6.23%, while from 2011 to 2012 is 13.72%. The growing number of vehicles could happen because the current public transportation is not well organized. It leads people like to use their own automobile better than public transport. [4]

2. Literature Review

Human naturally moves in his life. Moving is essential not only as physical attributes such as strength and endurance but it also plays a main role in emotions, learning, and relationship. The body is intimately involved in all human’s thought processes, understanding, emotion, and decision-making. It means that individual health much determined by his movement or mobility.

A kind of mobility to get healthiness is walking. Nowadays, walking is part of lifestyle and needs. People walk to work, sport, recreation, enjoy the atmosphere the city life, and to have socialization. It makes pedestrian lines become a “compulsory subject” must there. These lines connect a place to places from origin to certain destinations.

The authority or planner of a city cannot easily discuss the pedestrian circulation in specific terms because of the huge differences in purpose between various types of the system. It much depends on some considerations such as location, climate, built environment, sunshine, wind, distance, and so on. For that reason, it is crucial to determine the definition of pedestrian before discuss it further. According to early observation, pedestrian considered in this research is people who only move by walking more than 30 meters in the city center area. It means, people walking less than 30 meters are not considered as pedestrian.

Walkability and pedestrian friendly: a definition

Walkability comes from word “walk” and “ability”. Walk is a verb means moving at regular pace lifting and setting down each foot in turn, never having both feet off the ground at once. In larger meaning, walk is going on foot for recreation, exercise, travel, etc. On the other hand, ability is possession of the means or skill to do something. Refers to these meaning, walkability can be explained as a grade of situation/facility of space in accommodating people to go on foot.

Pedestrian friendly consist of pedestrian that means a person walking, especially in a town or city, rather than traveling in a vehicle, and, friendly means behaving in a pleasant, kind way, and not in conflict. Pedestrian friendly in the urban context defined as an environment or space that provides people comfortable and secure walking.

Social benefits: health issues, human interaction, and lower number of crime

The walkable environment could be a significant way to answer the challenges of health problem because it brings a lot of advantage on human and urban life. Some of the benefits that walking can slow down the aging process, decrease the risk of heart attack, cancer, osteoporosis, etc. Besides that, many studies show that people who frequently walk can keep their body fit, improve the respiratory system, maintain the stability of blood pressure, prevent dementia, and enhance the immune system and sleeping quality.
Walkable neighborhood have much lower rates of traffic deaths compared with car-oriented areas, improve physical activity and encourage healthier everyday life, can promote increased use of sustainable modes of transportation (e.g., walking, cycling, and transit) that are correlated to environmental benefits related to pollution, stormwater runoff, and water quality.\[^8\]

Walkable neighborhood encourages interaction between people. The direct and indirect interaction will create a safe atmosphere where people trust and possibly support each other. Superior level of interaction between people signifies a higher degree of implicit trust, which often leads to breaking down the barriers within different demographic groups.\[^9\]

It empirically proved that walkable environment could reduce crime in the big cities.\[^9\] A city with its high mobile-intensity potentially has areas where not many people are passing by. These spaces are potential as places of offence that threats safety. The walkable environment will decrease those spaces and evenly make people to flow all part of the city.

**Economic benefits: free of charge, trade, and tourism**

In pedestrian friendly surroundings, people are facilitated to move conveniently and safely from one point to others. Besides for the health reason, it is also free of charge. Some economic benefits can be obtained by creating walkable community\[^10\] as happened in Silicon Valley, San Fransisco, US.

Housing values are higher where it is walkable, as shown in a 1999 Study by the Urban Land Institute. It determined that buyers were consenting to pay more to own houses in walkable areas compared to similar ones in surrounding areas. The New urbanism communities enjoy considerably higher housing values than traditional suburban developments. Walkable communities attract “new economy” workers. They offer a mix of restaurants, offices, and housing that promote interaction. This interaction is answer since the new economy thrives on accessibility, network and creativity, based on 1998 report of a Silicon Valley think tank which studied connection between the physical design of communities and the new knowledge-driven, service oriented economy.

Walkable environment is becoming a business relocation alternative because booming business centers are showing how an overdependence on the car can gridlock economic development as happened in Atlanta and Silicon Valley. As a result, some major firms around the country are advocating for pedestrian and transit friendly environment according to a 1999 report by the National Association of Local Government Environmental Professionals. Besides that, walkable environment reduces commuting costs because the construction of walkable community provides the most affordable transport system any society can plan, design, build and maintain.

Since low-density, discontinues, and automobile-dependent land use patterns can cause higher direct business costs and taxes, walkable communities can be an answer that cost the taxpayer less.

The federal office of technology assessment estimates that single house which built on urban periphery requires $10,000 more in public service than the one built in the urban nucleus. In tourism sector walkable neighborhood attracts tourist because communities and their environment that are walkable capture a bigger share of tourist money as visitors are interested in experiencing community life. Places, where visitors and communities alike feel community pride and activity, are increasingly likely to be strong economically. It also can capture an emerging “lifestyle” retail market. Nowadays, developers have known well that walkable shopping centers offer a “sense of place.” The lifestyle centers, which are developed to replicate many of community or neighborhood shopping experiences presented by downtowns, is to recreate downtown’s sense of place with small building footprints, multi-story buildings and an open-air environment. The economic potential of increased sales from the lifestyle sector can be actualized in walkable downtowns business development and recruitment to create a suitable mix of retails, entertainment and service businesses.

**Environmental benefits: Reduction of energy consumption and pollution**

Walking and bicycling displace up to 15 percent of passenger vehicle emissions. In the US, the vision of walkable communities has discussed since decades. Unfortunately, unlike driving, which is measured and analyzed, walking and bicycling have been neglected by most energy experts,
economists, statisticians, and transport planners. Most of the planners are concentrating on cars, highways, and large-scale transit system. In fact, there are numerous of the personal and societal benefits of bicycling and walking, ranging from thrift and individual health to community building and personal empowerment.\cite{11} Walking and bicycling protect roadway and residential space; prevent the need to build, service, and expel of automobiles; and save users of public space the noise, speed, and intimidation that often characterize the usage of the motor vehicle. It also requires less physical road (or sidewalk) space per traveler than a car. It is due to differences in both “vehicle” size and speed. Furthermore, bicycling and walking add little or nothing to congestion.

In term of land use, bicycling and walking help solving problems of the urban mobility, where motor vehicles have been both catalyst and creature of dispersed, resources-intensive, nonurban settlement. These buttress the economic and social vitality of cities; in conjunction with public transport, they enable travel to occur without motor vehicles, bicycling and walking in effect make possible the density that defines urban life and commerce.

Moving by bicycling and walking will create less noise than roadway traffic that produce noise through a various mechanical physical processes, including tires moving over pavement, engine exhaust, operation of engines and related equipment, friction of brake shoes on drum or discs, operation of airbrakes, and transmission and drive train friction, as well as horns and alarms.

3. Research Methodology
The research is conducted using the model of case study research, which uses qualitative and quantitative methods.\cite{12,13} Through this mixed methodology, it digs the truthfulness of the hypotheses. Since the research is still ongoing, this paper only presents the result of part of the qualitative method.

Furthermore, on site observation in both of Banda Aceh and Kaiserslautern city center is done to know the current situation, how people utilize urban space, how the pattern of built environment is, and what already there and what still missing are. It includes examining the existing physical aspects in the both of city centers, which are spatial standards, outdoor accessibility, site furniture and features, and outdoor lighting.

The questionnaires will express needs, hope, and vision of the urban walker in Banda Aceh. It is performed on site and online, where the respondents are chosen randomly with the number of 140 respondents.

Interviews are carried out to get subjective information from government, official planning agency, and experts in both cities. Moreover, interviewing local people who live in or close to the research area, elder, and the walker is to get additional information about the changes and occurrences happened on the site from time to time.

As literature study, planning documents of both cities will be examined to know the policy of area development, the growth management system, and the consideration and tendency in developing the city center. The examination is included analyzing the vision of the policy for future development. Besides that, collecting informal documents such as old maps, photos, and scripts are considered in shaping the visual image of past situation. it is useful to understand the transformation and to predict what comes subsequently.

4. Location of Research
Old city center region is the heart of Banda Aceh. In this site stands the Grand Mosque of Baiturrahman which established on 1614 by the king of Aceh, Sultan Iskandar Muda.\cite{14} This Mosque is the biggest Mosque in the city and the center of Islamic activity of Muslims in Banda Aceh. Muslims around the mosque and from outside of area always come five times a day to fulfill the calling of prayer. This tradition makes the surroundings lively from dawn to midnight.

In addition to worship, people come to this area for sightseeing as well as for shopping daily needs and souvenir as well as gastronomy tour. Traders in the traditional market sell vegetable, fruits, aand other daily needs with affordable price. Merchants of fashions and electronics device offer products
with reasonable price and comparable quality. Coffee shop and restaurant are mostly open until midnight. In spite of its lively and safety, many young and elder people sit in the coffee shops from the evening to midnight.

In this old-town center, there are two large fields called Blang Padang and Taman Sari. They are two places where urban community spends leisure time with family and friends. Blang Padang is green open-space, to where the public visit in the morning and late afternoon, mainly on Saturday and Sunday. People come to do sport-jogging-exercise, sit under the trees, play with children, or meet friends while enjoying local food and drink. It is also utilized for national and local official ceremonies as well as for cultural exhibitions. Moreover, there are 53 monuments of countries helped Aceh after Tsunami which is called “Aceh Thanks to the World.” On each monument spread out around the field, people can see a printed picture of a flag and a writing “peace and thanks” in each country language.

Meanwhile, Taman Sari is a park located 200 meters in the south of Baiturrahman Grand Mosque. It becomes an alternative for “cheap tourism destination” for families in the city. This park equipped with a playground for children and free internet wireless connection for the visitor. It encourages university’s students to visit, to do their tasks in a provided space, or enjoying access to social media.

Additionally, the site contains historical heritages, such as Governor and Mayor's Residence, official residences, Colonial building complex, Chinatown, Tsunami museum, government office, etc. This area has the Islamic typical urban pattern, where the heart is a Grand Mosque surrounded by market.[15]

Mobility on site
Recently, it is rarely seen people walk along the corridor of the town. Some are still walking, but only for 20-30 meter. Most people drive when coming to a commercial area; move along the road and stop right on their destination. The driver can park his vehicle at the roadside. The intensity of the traffic is

![Figure 1. Research location – Old City Center of Banda Aceh.](image-url)
high in the certain daytime; in the morning, at noon, and in the late afternoon, which triggers moderate traffic jam after office hour.

The same behavior happened to the area of Blang Padang and Taman Sari. People come, park their car and motorcycle, enjoy time in the field, then leave. If they need to buy something nearby the parks, they will use their vehicle instead of walking for 100 meters. The driver can easily say to the parking attendant that he will be back, so that, he does not have to pay parking fee twice.

In fact, the government provides the pedestrian way. It is built at the side of roads, with 2 – 2.5 meters width. It covered by concrete in some parts and the rest covered by tile. Due to poor maintenance, there are holes in some parts, it is not continuously flat, and there is break every some meter with 15-40 cm different elevation.

In April 2016, city government officially announced the operation of city bus called Transkutaraja.\textsuperscript{[16]} For the early phase, the bus serves 2 city corridors, from city center to Syiah Kuala University area and from city center to Sultan Iskandar Muda International airport. Interestingly, it is free of charge for the first year of service. However, after a month of operation, passengers especially students complain about its operating time. There is no time schedule makes students spending a lot of time at the bus stop with uncertainty. Moreover, the service time does not end at 18:00.\textsuperscript{[17]} The buses often stop operating on 16:30 and it makes passengers fed up and re-thinks to use this transportation.

5. Statement of Problem, an Early Hypotheses
The phenomenon of no-pedestrian in the old city center of Banda Aceh is seen as a primary problem for the near future. This trouble does not only affect local people and environment but also in larger scale, the city in overall. As an early observation, there are some conjectures, which could be basic points in investigating the root of the problem.

\textit{Space and climate}

Nowadays, the tendency of driving rather than walking in Banda Aceh is potential to create a traffic jam, pollution, and might be obesity shortly. It will raise problem in healthy and environment in a larger scale.

Banda Aceh is situated in tropical area which has average annual temperature 27.3\degree Celsius\textsuperscript{[18]} and humidity 81\%.\textsuperscript{[19]} Daily average temperature from 10 to 18 o’clock is 28 – 33 degree Celsius. It makes people always utilize air conditioner while driving, to get comfortable with the temperature and to
avoid air pollution during the trip in the city. As time goes by, this behavior becomes habits of which people do this not only during the day but also when driving in the evening and night. The heat from the machines of car contributes in heating up temperature of the area.

There is not enough vegetation in the area. Trees are only visible in Blang Padang and Taman Sari area. In the commercial area, there is no place for plants to grow because the land covered by concrete and asphalt. In the afternoon, the temperature on the site can reach 35 degree Celsius.

The territory problem happened on the pedestrian line. Some traders put their product on the pedestrian way in front of shops to invite more visitors. In many ways, it succeeds to attract the buyer, but it also disturbs the flow of walker. Walking passerby must go down from the path to the road when traveling across these points.

Tsunami in December 2004 changed the setting of the city. With the new setting for the period of post-Tsunami reconstruction and rehabilitation, there are some things lost in the community; memories, color, aroma, certain shapes, scale, functions, etc.

Social and political
The conflict between GAM and Indonesian Government happened from 1976 to 2005. During this period, the situation in Aceh is not secure because there were violence and armed clashes between Indonesian troops and separatist group. The most severe condition occurred from 1998. Win Wan Nur, an Acehnese independent writer whose writing about conflict released by the Globe Journal, told that 4th December is a special day for us living in Aceh because that day is the birthday of GAM. At the date, the atmosphere in Aceh that has been being strained became much more tense than usual because the security forces, which was assigned by the state to combat the separatist movement in Aceh, has always been more actively checking every person passing on the street. We prefer to dwell in the house while occasionally shocked to hear the sound of explosions or a barrage of gunfire. Additionally, another particular date is 17 August. As of 4 December, the date always becomes time for demonstration of power between the two armed forces in our country. [Translated from the Indonesian Language]

It forced people not to spend a lot of time out of the house. They even cannot go to worship when the callings of prayer heard from mosques in the neighborhood, especially in the evening. The people were avoiding of being interviewed by the armed soldier patrol; once someone was suspected, it will be a harsh interrogation. Luckily, this situation ended after the signing of signature of Memorandum of Understanding (MoU) between GAM and Indonesian government in Helsinki, Finland, on 15th August 2005.

On rehabilitation and reconstruction period after Tsunami as well as after the signature of MoU Helsinki, Aceh developed fast. Aceh, which was isolated from outsiders, is now open to any people and business. Many newcomers come to Aceh to work, study, trade, etc. The atmosphere, which was silent, is suddenly lively. People spend a lot of time outdoor; drive on the street, shop in the market, sit in the coffee shops, and there are no more soldiers seen in public space. Besides, the business of new vehicles is also progressive, where almost every family has 1 - 2 motorcycles. A staff of Income and Wealth Department in Aceh, Mr. Masri, said that the augmentation number of new vehicles in Aceh during 2015 reached 113,206 units. That number was higher than the preceding year, which was 109,064 units. The dominant growth was motorcycle reached 104,209 units, and the car was 4,964 units. One reason for the increase of motorbike demand might because there are amenities from leasing companies, where people can have a new motorcycle by paying down payment only IDR 2-3 million (±150€) and monthly installment IDR 500,000 – 700,000 (±45€) for three years.

Meanwhile, the local government earns benefit from the vehicle sales. Mr. Masri added that the augmentation of new vehicles could indeed increase tax revenue. He said that the tax for motorcycles in 2015 reached IDR 173.5 billion (±11.7 million €) and the total tax profits for vehicle tax was IDR 341 billion (±23 million €). It is quiet problematic for the government because in one side this fantastic increasing number profits them; however, on the other hand, it is also potential to lead the
chaos of traffic in the future. Therefore, it is crucial to have comprehensive regulation to limit the number vehicles sale and to develop public mass transportation system.

6. Conclusion
The no-pedestrian phenomenon in the area of Baiturrahman Grand Mosque potentially threatens the urban life of the city. Banda Aceh, after Tsunami and conflict for decades, is a prospective urban model for pedestrian friendly city’s development. The old city center, as a historical and critical space of the city, can be an initial step in campaigning, inviting, and educate citizen to revive walking culture.

So far, space and climate issue is still become the primary problem detain people to walk. As the high temperature and pedestrian line condition may stop people to walk, it is necessary to approach government and to recommend the concept of pedestrian friendly development to save the urban environment. Besides that, the walking lifestyle can also start to introduce in school level, so children and young people will have the willingness to walk in the city.

Local government as the conductor of urban management should be completely aware that the amenities given for people to own motor vehicles and its benefit to the government would have a time boom effect that can harm the urban life. Indeed, Win-win solution is needed to solve the challenge of urban mobility that can benefit all aspects, in particular social, economic, and environmental aspect.

This research will continue to the next step of questionnaire work. This phase aims to investigate the matter of pedestrian problem from the perspective of users, for instance, destination and origin, the existing transportation used, the average distance that people can reach, and the value of willingness people to walk as well as their perspective and their desired walking space. People – as the user and for them, the planning are made – will be a significant consideration in finding the solution in this research.

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