

SEA TOLL AS A MEANS TO INCREASE THE EFFECTIVENESS OF GOODS AND SERVICES TO THE EASTERN OF INDONESIA

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Received 18 Feb 2019 • Revised 6 March 2019 • Accepted 12 Apr 2019

Abstract

The large price difference between the western, central and eastern regions of Indonesia is a problem that must be solved is the ineffective and inefficient distribution of the goods and services resulting contribution in high transportation costs and the impact on the price of goods. Sea Toll is a concept of sea transportation about the marine logistics system that aims to connect one large port to other major ports in Indonesia, supported by sea transportation to operate non-stop from Sabang to Merauke so that the economy move efficiently and evenly, the sea toll has great benefits to support Indonesia's economy as a maritime nation. What is the role of the sea toll as an alternative to support the smooth transportation of goods and services to eastern Indonesia? And what are the benefits obtained after the implementation of the sea toll in Indonesia for eastern Indonesia? Those are the main problems in this research. The purpose of this study is to describe the role of the sea toll as an alternative to support the smooth transport of goods and services in Indonesia and the benefits of the sea toll as a driver of the Indonesian economy and the results of sea toll activities in the Eastern Indonesia region in particular. Normative research, supported by primary and secondary data and then analyzed descriptively through a qualitative approach is an understanding of an issue using questionnaires and respondents. The role of the sea toll as an alternative to support the smooth transportation of goods and services to drive the Indonesian economy so that it is evenly distributed throughout Indonesia, especially in the eastern region, therefore needs to be supported by good regulations and the impact of the implementation of sea toll for eastern Indonesia, although the results have not been too maximal, but the regional community eastern Indonesia has felt a rapid decline in prices even nearly equaling market prices in other regions of Indonesia, thus the Government's goal of prospering its people is achieved.

Keywords: *effectiveness of Sea Toll, Smoothness, Goods and Services, Eastern Region*

INTRODUCTION

1. Background

As a developing country, development is the main capital for the welfare of its people, in Indonesia, infrastructure development is one of the important and basic things, because it will have an impact on the national economy. Infrastructure that must be managed properly by the state and must receive full attention, one of them is the Port. In the port there are many activities that encourage the economic growth of a country if managed properly. There are many important activities in it such as transportation of goods, export-import and the process of loading - unloading of goods, all of which require good and correct performance in order to be smooth and fast in its distribution.

If a port is not well managed in terms of implementing activities in the field, facilities and infrastructure are good and complete, human resources as actors and implementers of regulations, it will have an impact on the state's economy. Economic growth of a country is influenced, by the results of capital investment, foreign exchange and export-import, various activities carried out in the area or the area at the port. So it is very clear, the activities of a port spur revenue from state investment through state foreign exchange, therefore it needs to be well managed by the state, how to maximize all activities that exist in Indonesian ports.

Indonesia is part of the ASEAN country, so it must reform its ports supported by performance supporting facilities and infrastructure in the field to provide services for ships entering Indonesia. For example, in December 2015 in ASEAN an economic policy for ASEAN countries was applied to the AEC (Asian Economic Community), which aims to increase the economic competitiveness of ASEAN countries and make it a country that produces something, not just becoming markets for developed countries, such as America, European countries and countries from East Asia. In addition it aims to attract investors to be able to invest their capital in ASEAN countries and increase trade between their members, so that they can improve the economy of ASEAN countries and pursue competition in order to compete in facing global challenges and furthermore is to reduce poverty and social inequalities between member countries through a number of mutually beneficial economic cooperation.

Indonesia cannot avoid competition with foreign countries, both at the same level as ASEAN and Europe, instead this becomes an opportunity as well as a challenge to the Indonesian economy. There are many things that can be offered by Indonesia and have the opportunity to advance in competition, because Indonesia has the greatest natural resource potential so it has the opportunity to become the base of the processing industry for ASEAN, including manufacturing, food agriculture and fisheries. To support the extraordinary natural potentials and realize them, Indonesia needs to be supported by human resources, facilities and infrastructure needed as well as other supports.

One of the things that must be prepared is the means of transportation for the distribution of goods so that they can reach the destination smoothly and quickly. Why? Because the distribution of goods from one place to another if not smooth then it will affect a country's economic growth activities. So the guarantee of the smooth delivery of goods and services is very important in the distribution of goods from one region to another, and requires proper thinking and solutions. Indonesia is an archipelagic country where two-thirds of its territory is water and it is appropriate to say that in addition to the archipelagic state, Indonesia is a maritime country where the distribution of goods and services is carried out by sea. The ship is a media that is anchored and sailed carrying passengers, goods and services with large capacity. However, there are many problems faced by Indonesia in terms of transportation of goods and services during distribution. This is due to the mentality of workers, human resources, facilities and infrastructure to support these activities, most of which are implemented at the Port.

The Indonesian economy is largely supported by activities at ports such as the transportation of goods and services to be distributed to Indonesian regions which are expected to be balanced and equitable, the smooth flow of goods and services must be ensured to run well. Based on this, President Jokowi made an agenda on the sea toll program, because it was expected to be able to support the smooth distribution of the transportation of goods and services not only in the western and central regions of Indonesia, but also throughout the regions of Indonesia, especially in the eastern region, which often felt an imbalance in price needs primary and secondary, clothing, food and housing. On the basis of the above problems the authors conducted an in-depth study of the Effectiveness of Transporting Goods via Sea Tolls for the Welfare of the Eastern Region

2. Main Issues

The main issues in writing this paper are:

- a. What is the role of the sea toll as an alternative to support the smooth transportation of goods and services to eastern Indonesia?
- b. What are the benefits obtained after the implementation of the sea toll for eastern Indonesia?

3. Research Context

There are 5 (five) development agendas emphasized by President Jokowi in realizing Indonesia as the world's maritime axis country:

- a. First, by rebuilding Indonesia's maritime culture, to be strong, by looking back at Indonesia's history as a great nation surrounded by islands and oceans, and that is the main capital of Indonesia's natural resources is a symbol of prosperity;
- b. Second, by preserving all existing potential, managing marine resources and developing them through the sovereignty of sea food, the fishing industry, the way is to activate Indonesian fishermen as the main force, and the results are used as much as possible for the prosperity of the people of Indonesia;
- c. Third, focus on developing facilities and infrastructure that support Indonesia's maritime region, with the development of Indonesian ports, prioritizing infrastructure development and maritime connectivity, through the construction of sea tolls, deep seaport, logistics, shipping industry and maritime tourism. Thoughts that support the development of maritime areas so that the implementation of the goods and services distribution to be effective and efficient. The maritime area which is integrated with the land must continue to be carried out as a supporting development, thus this becomes a guarantee that maritime development will ultimately help increase efficiency and effectiveness in developing economic activities in the land area;
- d. Fourth, the Government must maintain the maritime axis strategy through maritime diplomacy, by inviting Indonesian colleagues or partners to work together in the maritime sector both at local and abroad, including eliminating sources of frequent conflict at sea, such as fish theft, violation of sovereignty, disputes territories, piracy and sea pollution;
- e. Fifth, the Indonesian government's obligation to build maritime defense forces, as part of maintaining sovereignty and responsibility for shipping safety and maritime security;
- f. Sixth, Indonesia has the opportunity to build regional and international cooperation, all of which aim at the prosperity of the Indonesian people;

Point number 3 (three) is the discussion in this paper, with the sea toll discourse which is a system for distributing marine-based goods and services by connecting the major ports in Indonesia. Sea toll operation is expected to create goods and service distribution traffic that can guarantee the smooth and efficient flow of ships moving between ports, thereby creating equal distribution and balance of goods distribution throughout Indonesia.

The result that was the equal prices distribution in all regions of Indonesia and the main objective was the prices of goods supporting daily necessities in eastern Indonesia did not differ greatly from prices in the Western and Central regions of Indonesia. The government continues to make efforts to support equality and balance in all parts of Indonesia.

4. Literature Review Results

a. Indonesia, Maritime and Ports

Indonesia is the largest maritime country in the world. Based on data obtained by sources from the maritime sector, it can produce a quarter of the APBN and equal to five hundred trillion. The problem is the marine sector has not been managed well and optimally, because there are still many facilities and infrastructures that need to be built, such as support fleets supported with skills and centers of marine community-based manufacturing and trading industries.

To realize a better Indonesian economy in the maritime field, many thoughts must be realized to make Indonesia a strong region in its maritime sector, and President Jokowi's government comes up with an idea is the Indonesian Sea toll, which is highly expected to be part of realizing the State Indonesia as the world's maritime axis and an idea to guarantee relations or connectivity between islands, the development of the shipping and fishing industry, improvement of sea transportation and focus on maritime security. Toll or the extension of the Tax on Location will be applied in the sea lane which will become a hub for shipping, trade, goods and human outflows in the Asian region, especially ASEAN.

There are a number of deep sea ports developed as export and import gates, including those currently being built through the concept of the Indonesian pendulum in Medan, Batam, Jakarta, Surabaya, Makassar, Sorong, equipped with warehousing, loading and unloading areas and modern IT-based domestic distribution centers management - single gateway - for customs and immigration. Each port is supported by ten other ports around it and the marine industry center. The system is planned in its implementation to replace the national logistics distribution system which has been referring to the draft Master Plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI).

Sea toll can be an effective solution because by using this system trade that uses sea lanes both export and import can be more efficient and smooth, because before this concept there were many ships that when they arrived at the port still needed a long time to do loading, unloading and distribution because of the bureaucracy that takes a long time.

The Indonesian port is the main node of the distribution of goods and services in the Asia Pacific region, and the existence of sea tolls can be an extraordinary attraction, as Singapore has become a trade, transportation and telecommunications relationship, Indonesia also has a great opportunity for it, by building power a port that is supported by the strength of adequate facilities and infrastructure, so that Indonesia becomes the Lord or King in his own country in managing the distribution of goods in the local and outside Indonesia.

b. Legal Basis for Sea Toll

The Government has established several legal bases for the Sea Toll Program:

1. Presidential Regulation No. 106/2015 concerning the Implementation of Public Service Obligations for the Transport of Goods at Sea;
2. Transportation Minister Regulation No. PM. 4 of 2016 concerning Amendments to the Minister of Transportation Regulation No. PM 161 of 2015 concerning the Implementation of Public Service Obligations for the Transport of Goods at Sea
3. Government Regulation Number 78 Year 2014 Regarding the Acceleration of Development of Underdeveloped Regions;
4. Government Regulation Number 17 Year 2015 Regarding Food Security and Nutrition;
5. Presidential Regulation of the Republic of Indonesia Number. 70 of 2017 concerning the Implementation of Public Service Obligations for the Transport of Goods to and from the Disadvantaged, Remote, Outermost and Border Regions;
6. Presidential Regulation Number 16 Year 2018 concerning Procurement of Government Goods and Services;
7. The Government has established six first-stage sea toll routes by Decree AL.108 / 7/8 / DJPL-15 concerning the 2016 Sea Toll Route Shipping Route Network and Implementation Provisions;
8. Transportation Minister's Regulation No. 10 of 2016 concerning Tariffs for Transporting Goods at Sea in the Context of Implementing Public Service Obligations.

c. Sea Toll and Its Challenges for Indonesia

Indonesia is continuing to build economic resilience from various sectors, because it is a national force to face and overcome all challenges and economic dynamics both coming from within and from outside the State, both directly and indirectly guaranteeing the continuity and improvement of the nation's and State's economy. Indonesia's economic resilience is reflected in the economic life itself, where the Indonesian nation is able to maintain a healthy and dynamic economic stability of its country as to create national economic independence that is highly competitive, the result is to realize the prosperity of the people fairly and evenly.

By maintaining the economy of the country through the stability of economic development, economic resilience is directed towards a healthy business climate and the use of science and technology, the availability of goods and services, the preservation of environmental functions and increased competitiveness within the scope of the global economy. The above is done by Indonesia, which at present is continuing to race with the resilience and economic growth, by continuing to improve all business sectors, so that it can make a major contribution to the stability of the Indonesian economy to be able to compete among ASEAN countries.

Indonesia as a supporter of the economic progress in the ASEAN region can take advantage of the condition of the maritime region, through port performance that continues to advance. Indonesia must be able to serve all needs between countries quickly, smoothly and low economy, so that inviting other countries to use Indonesia's services in terms of transporting goods and services using port facilities as a support, because at this time Indonesia is part of the ASEAN countries that have participated in signing an agreement about cooperation in the economic field, is the ASEAN Economic Community.

The ASEAN Economic Community is an agreement made by Southeast Asian countries that have goals for more solid and stronger cooperation. With the existence of solid and strong cooperation, it is expected to increase economic stability in the ASEAN region. So that it can prosper the people in all of Southeast Asia. ASEAN Economic Community is a form of Free Trade Area or FTA, which is integrated through regional economic cooperation is expected to be able to provide easier access, including trade. by looking at the fact that Indonesia is a fairly large market for producers of a product offering its goods. Many foreign producers consider Indonesia to be one of the most profitable marketing targets compared to other developing countries.

Indonesia has many opportunities and great opportunities to enter and take advantage of economic integration in opening a wider market for the ASEAN region because Indonesia has a lot of human resources and extraordinary natural potential, so that many become destination countries for investors. The function of the government is very important in managing policies for investors who will invest their capital in Indonesia so that they are not only looking for profit but also able to increase the level of the Indonesian economy.

Indonesia has many opportunities and challenges to enter the market when importing basic raw materials into neighboring countries with a fixed tariff of nearly 80% using zero percent, bearing in mind that not all raw materials exist in Indonesia. This situation will trigger more competitive competition both domestically and internationally. Then the challenges for ASEAN countries which are known as the largest natural resource-based export commodities in Asia also make the challenges of production market competition with a surplus in the transaction balance. And when tariffs will no longer be applied, it will be a challenge as well as an opportunity for the people of Indonesia, where Indonesia will compete with imported products.

d. The Thought Concept of the Sea Toll

The definition of sea toll is an effective relationship or connection with a ship that sails continuously or regularly and is scheduled from West to East Indonesia. The existence of sea tolls is expected to be able to reduce the high inter-island transport prices in Indonesia, even based on observations of several cases, the prices are very higher in domestic shipments when compared to sending goods abroad, this is due to the availability of facilities and infrastructure that is still so limited that the results are low. It is an irony if exporters on the island of Java can send goods to Singapore every day, while sending something to Papua must wait a long time, and the Sea Toll is expected to answer this problem. The purpose and objectives of the Sea Toll Road are in order to guarantee the availability of goods and to reduce price disparities for the community and ensure the continuity of the service of carrying out goods to disadvantaged, remote, outer border areas.

Sea Toll is a concept of ocean logistics transportation which is a thought that was initiated by the President of the Republic of Indonesia, Joko Widodo, which aims to connect the major ports in the archipelago. With the relationship between these sea ports, it can create a smooth distribution of goods to remote areas. Sea Toll cannot be equated in understanding and cannot be linked to toll roads on land, but rather a road or sea corridor that is free of obstacles that can make inter-island transportation much cheaper and easily accessible. If paired with a term is a Freeway Free Bridge, it might be more suitable to use compared to sea tolls that are already known by the community.

There are many differences in meaning between the Sea Toll and Road Toll, if interpreted. There are fundamental differences, including making sea transport infrastructure much more difficult and complex to do compared to building road infrastructure that depends only on the width, strength and geometric structure of the road. In principle, after the road is completed, the road can be used by all types of vehicles, whether motorcycles, cars or large trucks, but compared to sea transportation, it requires 2 (two) basic infrastructures, namely ports and ships, which cannot be simplified as the mode of land transportation.

To support the performance of the sea toll, must be prepared by the Government, including building a modern port, meaning that it is filled with all supporting facilities, and must be adapted to the designation or use of the port. Examples are as follows, that the designation of a port for transporting people is clearly very different from the port for transporting coal, liquid or solid goods, there are technical specifications that must be owned by the port depending on the type and type of goods to be transported.

Another example is the container port. Of course, the supporting facilities at the container port are almost certainly not able to be used for the operation of tankers carrying liquid goods. Similarly, coal ships, iron ore, nickel and the like must be transported using dry bulk vessels which are not possible to be used to transport fuel oil. Similarly, tankers owned by Pertamina, which of course cannot and should not be used to transport containers; then Pelni's passenger ship, technically does not have supporting facilities to transport livestock from Nusa Tenggara to Jakarta.

In supporting and developing the national economy, the Government has built ports. An example is the development of the Tanjung Priok port, which began in 2012. The Tanjung Priok port must be built because it is a priority in supporting the Sea Toll program, considering that the Tanjung Priok port is a distribution center for goods, both domestic and international in Indonesia. Singapore which has one of the best ports in the world, with the progress and many advantages anchored at the Port of Singapore, International ships owned by other countries prefer Ports in Singapore because it has sufficient depth and a wide berth when compared to the Tanjung Priok port in Jakarta. Much of the Government's plan for developing the Tanjung Priok port is to have a new container dock with a depth of up to 19 meters that is able to accommodate larger ships. The capacity of this new port is equivalent to the Port of Singapore.

The ports that have been inaugurated by the Government have adequate facilities including being equipped with a large collection place. The fishermen can further increase sea products, because they have a shelter for their catch. In addition, the port area is also adequate, making business people enthusiastic about using these ports in the loading and unloading activities of goods. Adequate infrastructure development will make people in the regions more interested in building businesses so that they can absorb a lot of regional workforce. The products of production will not only be commodities between regions in Indonesia, it is also expected to become export commodities.

With the sea toll, besides being able to be competitive in the international world, it can also lead to economic competitiveness that can reduce economic inequality between the Western and Eastern regions of Indonesia. The meaning of Sea Toll is the network and routes of ships that move routinely from Aceh to Papua. The main Sea Toll road will pass through the major port cities in Indonesia. Then, from the hub port it is connected with other islands or cities with smaller vessels and the Sea Toll Road is also able to encourage quality economic growth as long as it is supported by a logistics network because the poor transportation network will cause high logistics costs, and Indonesia is one of one country with the highest logistics costs.

Therefore to reduce the logistics costs, it is also necessary to develop an integrated transportation network, where sea transportation is efficiently connected to the road and rail network. Many plans will soon be realized in supporting this sea toll, including the need for acceleration of connectivity between islands, because the connectivity is a reflection of the Sea Toll program. For example, currently, of the 5 ships planned to connect Jabodetabek to NTT, a fleet of special livestock carrier ships called Camara Nusantara I. has been operated. This ship can transport 500 cows at a time from NTT and NTB breeders to be distributed to several regions like Surabaya, Cirebon and Jakarta. In addition to reducing the distribution of imported cows, the connectivity created by the Sea Toll program will reduce the price of beef on the market. On the other hand it also increases the desire of the local community to be more productive in the livestock business so as to increase the regional economic wheel rotation.

In addition to livestock carriers, there are also two pioneer ships to support the Sea Toll that transport goods and people, namely KM Sabuk Nusantara 55 and KM Sabuk Nusantara 56. KM Sabuk Nusantara 55 operates in the area of Kota Baru, South Kalimantan and KM Sabuk Nusantara 56 is placed in Tanjung Perak, Surabaya. The two passenger ships and the cargo can accommodate 265

passengers each with a cargo of 400 tons. The running of the Toll Sea fleet transporting goods can create many positive impacts. One of them is to reduce the gap in commodity prices between regions and encourage the development of various sectors supporting community independence due to the acceleration of connectivity between islands.

Inter-island connectivity is very important in facilitating human activities in regions or provinces which must use sea transportation modes as their support. Previously, the mode of transportation only used small motorboats where the level of safety was inadequate and the price was quite high. The activities of small traders have become easier with the presence of pioneer ships that have been operating. Besides being faster in crossings, ticket prices are also cheaper, so traders can further increase sales profits from this impact.

Sea tolls will be built starting from Belawan, Surabaya, Makassar, and Sorong to strengthen connectivity and logistics systems with an investment value of 6.8 billion US dollars to 7 billion US dollars. Sea toll construction requires the support of new port infrastructure and the expansion of more than 20 ports. From these 5 big ports or major (giant) ports will be prepared as part of the sea toll network are Medan, Surabaya, Jakarta, Makassar and Sorong. To strengthen the 5 ports, large ships will be easily mobilized, so that they will facilitate connectivity and strengthen the logistics network between countries and between islands. In addition to enlarging the 5 main ports, Indroyono also said that the Government plans to build 23 feeder ports in Indonesia, and is targeting 50 million shipping lines through Indonesia in 2017 which are intended to streamline the movement of goods from one island to another to the main port.

To support the Sea Toll, the Government will prepare all infrastructures that support the development of sea tolls, such as electricity and container transportation, but to date the process is still in the negotiation stage with investors. The achievement of President Jokowi's vision and mission by realizing the development of the sea toll as an effort, among others to facilitate connectivity and strengthen the logistics network, is a concrete step in line with one of the main strategies of the Master Plan for the Acceleration and Expansion of Indonesia's Economic Development (MP3EI) 2011-2025. In Presidential Regulation Number 48 of 2014 concerning Amendment to Presidential Regulation Number 32 of 2011 concerning MP3EI contains provisions that one of the conditions for the success of sustainable development is by accelerating connectivity between regions in Indonesia (Industry, SME, Trade and Labor, Deputy for Economic Affairs).

In developing ports, the Government must do a mapping by knowing the trade routes or sea transportation routes that will be traversed, what is currently happening and what is expected to happen in the short, medium and long term in the future. In addition this map must contain complete data, including types of goods, volumes, frequencies along with the infrastructure that has been available both the port and the vessels used. With the existing map, a work plan for the development of a Freeway Freight Bridge was made. With the mapping, the construction of large ports will become more efficient and not in vain, because the classification of types and volumes of goods loaded and unloaded at the port is known. In addition, through mapping, it can be known the type of operation of large vessels, for example ultra large container carriers, can easily find out where these types of ships can be propped up and how to arrange the transportation of large cargo in once transport.

5. Research objectives

The purposes of this research on sea tolls are:

- a. the role of the sea toll as an alternative to support the smooth transportation of goods and services;
- b. the benefits of the sea highway as a driver of the Indonesian economy as well as in supporting the AEC program

METHODS

This research is normative, using secondary data as supporting and primary data using interview techniques at the Ministry of Transportation of the Directorate General of Sea Transportation, in this case represented by Ms. Magdalena Laily as the implementer in the Sea Toll section. Then analyzed descriptively. This study aims to illustrate the role of the Sea Toll to stabilize the economy in order to optimize the distribution of goods and services that are equitable and balanced in the territory

of Indonesia and the benefits of the Sea Toll as supporting the Indonesian economy while supporting the AEC program.

DISCUSSION

1. The role of the sea highway as an alternative to support the smooth transportation of goods and services

Indonesia as a maritime country is increasingly maximizing its contribution to economic growth and development, this is confirmed through the existence of the Sea Toll Road, supported by Government efforts that continue to increase development in all forms of sea transportation needs such as accelerating the construction of each port and its facilities as well as the procurement of pioneer ships with tickets subsidized by the Government. It is expected that in the fast time can meet the basic needs of the community with a stable and affordable price by the local community equally and balanced.

Sea Toll has a role to assist in the distribution of goods throughout Indonesia. For example Eastern Indonesia, such as Papua, Maluku, Ambon and others, so far the level of welfare of the people is low, identified because of the difficulty of distributing goods to the Eastern Indonesia. The existence of the Sea Toll is intended to have large ships capable of carrying around 100,000 DWT (the maximum cargo that can be transported is 100,000 tons) that will sail from Belawan to Sorong so that it is expected that the distribution of goods to eastern Indonesia can be smoother.

The role of the sea toll is to be a link or connectivity between the islands in Indonesia. The goal of the Sea Toll is to balance and make every areas equally that are difficult to reach, thus causing high costs to have an impact on high prices of goods as well. Here is the role of the Sea Toll to be able to reach these areas so as to reduce unnecessary costs.

The role of the sea toll as an alternative to support the smooth transportation of goods and services to drive the Indonesian economy, therefore it needs to be supported by good regulations with the establishment of a sea toll supervisory agency, so that the optimization of the Sea Toll can support the strength of the Indonesian economy equally and as a strength of the relationship of the Indonesian economy between countries in ASEAN.

2. The benefits of the sea toll as a driver of the Indonesian economy

With the Sea Toll, it is hoped that Indonesia will be able to compete with other ASEAN countries which are currently promoting the Free Trade Area, which aims to drive the economy efficiently and evenly in ASEAN, therefore the ASEAN Economic Community (AEC) was formed which aims to create ASEAN as a stable, prosperous and competitive economic region. In addition, the goal of the Government of Indonesia is that the welfare of its people can be achieved, because with an equitable service system, welfare in the Indonesian region will be evenly distributed, in the Western, Central and Eastern regions of Indonesia.

The Sea Toll Program is both an opportunity and a challenge for the Indonesian economy. Strong economic resilience is needed so that Indonesia is able to equalize the welfare of all parts of Indonesia. This is where the role of the Sea Toll Road has great benefits in supporting the economy considering that Indonesia is a vast maritime area which aims to facilitate the distribution of goods and services through sea transportation activities facilitated by reliable Indonesian ports and supported by human resources, facilities and infrastructure that are adequate.

With the sea toll, it is very supportive of the economy because of this program, the distribution of goods between regions can be carried out evenly to remote areas of Indonesia, especially in the eastern region, so that economic development between regions will be evenly distributed and not centered on an area. At present the economic base is still concentrated in Java. With the ease of distribution of goods or services, economic actors throughout the Indonesian territory will certainly more easily develop their potential. For example, a producer in Eastern Indonesia needs raw materials on the island of Sumatra, with this sea toll, it will be easier for producers to obtain raw materials with low prices so that producers will be more enthusiastic and able to innovate without any reason. Which says that getting raw materials is difficult because the raw materials are outside the area.

Based on the results of an interview with Ms. Magdalena Laily, it was said that the benefits of the Sea Toll contributed enormous results to Indonesia's economic growth. This is reflected in the more equitable and balanced economy in the Indonesian region, which can be seen from the condition of eastern Indonesia which has been complaining about the high prices of goods, such as clothing, food

and housing. However, since the existence of the sea highway, although the implementation has not been very optimal, it can already be felt that there have been major changes in the areas that usually consume high costs, which are caused by facilities, infrastructure and human resources that are not optimal.

In addition, the sea toll is an effective and relevant media in the distribution of goods considering that Indonesia is an archipelago with two-thirds of its territory in the form of water so that the right means of transportation is by boat. If the distribution by aircraft is very ineffective because it requires a large cost, Indonesia has not been able to make aircraft so that Indonesia must buy from other countries. As for ships, Indonesia has been able to make itself whose quality has also been recognized by the world.

That is why the sea toll can be used as an effective media when viewed from the cost and shape of Indonesia's own territory, because this sea toll has a great influence on economic equality, then this can boost the Indonesian economy so that it can increase the resilience of the economy, if the domestic economy has advanced then this will affect the development of an area, starting from the people's welfare to increase, the quality of competent human resources more because the quality of education has been evenly distributed throughout Indonesia, the acquisition of raw materials is easy and affordable, the quality of facilities and infrastructure is also developing then there is no doubt again Indonesia through this sea toll can evenly distribute the economy in all regions of Indonesia.

3. Results of Sea Toll Implementation for Equity and Price Balance in Eastern Indonesia

The Sea Toll Program launched by the Government is motivated by the high price disparity between the western and eastern regions of Indonesia. Centralized economic growth on the island of Java has resulted in ineffective and inefficient sea transportation in Indonesia due to unbalanced returns from regions with low economic growth, particularly in Eastern Indonesia.

The government is also evaluating the implementation of the Sea Toll Program which is considered not optimal. The implementation of the Sea Toll Program is different from the initial concept of the Sea Toll which was planned in the form of shipping from west to east Indonesia and vice versa by using large capacity ships on a scheduled basis. The government needs to immediately design and establish a Sea Toll master plan. The master plan is needed as a reference for the ministries / agencies involved in implementing the Sea Toll. This reference is also needed for other actors and stakeholders to be involved in the Sea Toll Program, including shipping companies. The master plan mainly includes route planning, actors, mechanisms, port development plans and other infrastructure, and supporting industries, including shipyards.

Route planning must consider the flow and volume of goods between regions, including the potential of each region. This plan is medium and long term so it must be integrated with the plans of the relevant ministries, such as the 2015-2035 National Industrial Development Master Plan (RIPIN) and the National Fish Logistics System (SLIN) from the Ministry of Maritime Affairs and Fisheries. The Planning of the Sea Toll Road Program must be integrated and synergize with regional development plans, both related to the leading commodity development plan and the respective Regional Spatial Planning (RTRW). The characteristics of regional commodities will determine the physical infrastructure and port superstructure. Sea Toll Road should involve national shipping, both BUMN and private companies. Sea Toll operational activities need to be integrated with existing shipping, including with People's Shipping. Sea Toll Development must also be integrated with each region's hinterland transportation system. Integration includes the support of transportation infrastructure (roads and railroads) and the actors (transportation service companies as feeders).

Sea Toll is one of the important strategies in developing sea transportation for Indonesia which is an archipelagic or maritime country. The sea highway concept needs to be developed and implemented so that sea transportation becomes an integrated Indonesian multimodal transportation system. Sea Toll is expected to encourage a balance of regional growth, both economic and industrial by increasing connectivity and the flow of goods, both to and from Eastern Indonesia. Furthermore, with the growth of KTI, the volume of goods shipments will increase and will encourage the implementation of the Sea Toll Concept.

The results of the implementation of the Sea Toll Road until 2019, especially for eastern Indonesia, were pioneering ship routes by 2018 of which 113 were built, followed by sea toll routes by 18 and livestock boat routes by 6 routes. Meanwhile, data from the Directorate General of Sea Transportation at the Ministry of Transportation obtained by JawaPos.com shows that the government

has carried out port development in 104 locations. Then provide 60 pioneer ships, 15 container ships, 20 Reed ships and 5 livestock vessels. Unfortunately, it is not listed how many port developments that have been built until 2018.

Until now, sea highway development has not been maximized. This is reflected in the data of the Ministry of Transportation in 2017, the realization of sea toll cargo in 2017 reached 212,865 tons, or 41.2 percent of the target of 517,200 tons. While the realization of the new payload is 20,274 tons. Not only that, the current sea highway ship occupancy data is also still not large, especially when shipping back. The level of occupancy is very stark compared to the time of departure. Pelni, for example. During the current year, the average Pelni ship occupancy in the sea toll route has reached around 60 percent. Meanwhile, occupancy chargebacks only exceeded 6 percent. Even so, Pelni's occupancy is somewhat better than when it started pioneering the sea toll route. In 2015, Pelni ship occupancy was around 20-25 percent. The following years, slowly increasing, until finally reaching 90 percent in 2017. Therefore, the development of the sea toll route must be accompanied by the development in the eastern region to support the optimization of the Sea Toll.

However, there is an undeniable price development in the eastern region based on the National Strategic Food Price Information Center data showing that the price of chicken meat in North Kalimantan, Papua and Maluku is Rp 43,250, East Nusa Tenggara (NTT) Rp 49,350 per kilogram (kg). Meanwhile, DKI Jakarta recorded a price of Rp. 38,500 per kg and West Java at Rp. 35,400 per kg. Not only that, the price of cooking oil is also still expensive in a number of regions. As in Papua, the price of oil reaches Rp 15,050 per liter, East Kalimantan Rp 16,400 per liter and Maluku reaches Rp 15,800 per liter. Whereas in West Java, oil prices were recorded at Rp. 12,350 per liter and DKI Jakarta at Rp. 12,950 per liter, but it is not like it used to be far adrift, now it is seen through data, prices between the western, central versus eastern regions of Indonesia are no longer adrift far before the existence of sea toll.

The results from the sea toll road are indeed not yet optimal, and it happens because the construction of the Sea Toll infrastructure has not been completed entirely. The author is optimistic that the price of food and other basic needs can be cheaper if the construction of the Sea Toll Road has been completed and run, because it takes time to build a reliable infrastructure.

CONCLUSIONS

1. The role of the Sea Toll is to minimize high costs in the operation of transporting goods and services, so that the Sea Toll serves as a liaison or connectivity between islands in distributing goods and services throughout Indonesia internally. Optimizing the role of the Sea Toll must be balanced with regulations that support the activities of the Sea Toll Road, and it is necessary to immediately establish a Sea Toll Supervisory Agency, so that the optimization of this Sea Toll can support the strength of the Indonesian economy equally and as the strength of Indonesia's economic relations between countries in ASEAN. The benefit of the sea toll is that it can be used as an effective medium when viewed from the cost and shape of Indonesia's own territory, because this sea toll has a great influence on economic equality, this can boost the Indonesian economy so that it can increase economic resilience, if the domestic economy has then this will affect the development of an area starting from improving people's welfare, competent quality of human resources because the quality of education has been evenly distributed throughout Indonesia, the acquisition of raw materials is easy and affordable, the quality of facilities and infrastructure.

2. The implementation of the Sea Toll although not too optimal, has so far been felt to be able to provide a good change for remote areas, especially eastern Indonesia. Centralized economic growth in Java has been at least already effective and efficient in the field of sea transportation because it is supported by the Sea Toll Road despite the imbalance of chargebacks from regions with low economic growth, particularly in Eastern Indonesia. The Government's evaluation of the implementation of the Sea Toll Road Program is considered not optimal. However, at least, prices to meet basic needs, clothing, food and housing are almost in line with the western and central regions of Indonesia.

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