



INDUSTRI PELAYARAN NASIONAL SETELAH IMPLEMENTASI ASAS *CABOTAGE*

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Penelitian ini bertujuan untuk mengetahui dan menganalisis konsistensi/keseriusan Pemerintah dalam memberdayakan industri pelayaran melalui implementasi asas *cabotage* sejak dicanangkan pada tahun 2005 silam. Setelah asas *cabotage*, Pemerintah seakan terlena dengan keberhasilan asas *cabotage* hingga akhirnya Pemerintah kembali menguatkan tekad dan menunjukkan keseriusannya untuk memajukan industri pelayaran bukan hanya mengandalkan asas *cabotage*. Selain itu, penelitian ini juga bertujuan untuk mengetahui dan menganalisis perkembangan/pertumbuhan industri pelayaran setelah penerapan asas *cabotage*. Industri pelayaran mengalami pertumbuhan sejak asas *cabotage* diterapkan, pertumbuhan armada nasional dan perusahaan pelayaran meningkat secara signifikan namun belum membuat industri pelayaran menjadi tuan rumah di negeri sendiri, galangan kapal juga belum mengalami kemajuan.

Penelitian ini dilakukan secara normatif empiris dengan mengkaji kebijakan-kebijakan yang dikeluarkan Pemerintah dalam rangka memajukan industri perkembangan industri galangan kapal, penggunaan kapal nasional, serta pengecualian asas *cabotage* pada sektor industri migas dan wisata kapal pesiar. Serta perkembangan asas *cabotage* yang dilihat dari pertumbuhan jumlah armada nasional dan pergeseran penguasaan pangsa pasar muatan serta peningkatan jumlah perusahaan pelayaran dan persaingan yang timbul dari pertumbuhan jumlah perusahaan pelayaran.

Dapat disimpulkan dari hasil penelitian yaitu, bahwa pemberdayaan industri pelayaran diperlukan kerja sama antara Kementerian/Lembaga/Instansi terkait sehingga kebijakan yang dikeluarkan terkesan tumpang tindih dan bertele-tele dan tidak memberikan dampak langsung bagi pelayaran sehingga diperlukan kebijakan satu maritim yang berisi rencana pengembangan maritim Indonesia yang disepakati oleh semua Kementerian/Lembaga sehingga dapat digunakan oleh setiap Kementerian/Lembaga. Asas *cabotage* masih dilaksanakan secara parsial, dikarenakan karena industri galangan kapal yang belum bisa memproduksi kapal untuk kegiatan minyak dan gas ataupun wisata kapal pesiar padahal asas *cabotage* telah menunjukkan dampak positif pada pertumbuhan armada dan perusahaan pelayaran nasional. Untuk memberdayakan industri pelayaran memang masih adanya dibutuhkan peranan asing namun diharapkan dapat dikurangi sehingga asas *cabotage* dapat diterapkan secara penuh.

Kata Kunci : perusahaan pelayaran, angkutan laut nasional, asas *cabotage*

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NATIONAL SHIPPING INDUSTRY AFTER IMPLEMENTATION OF CABOTAGE PRINCIPLE

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This study aims to find out and analyse the consistency/intention of the Government in empowering the shipping industry through the implementation of the cabotage principle since it was launched in 2005. After the cabotage principle, the Government seemed to be lulled by the success of the cabotage principle until finally the Government again strengthened its determination and showed its intention to advance the shipping industry not only to rely on the cabotage principle. In addition, this study also aims to identify and analyse the development and growth of the shipping industry after the implementation of cabotage principle. The shipping industry has grown since the cabotage principle was implemented, national fleets and shipping companies had increased significantly but had not made the shipping industry host in their own country, shipyards had not undergo development.

This study was conducted empirical-normatively by reviewing policies issued by the Government in order to advance the development of the shipbuilding industry, the use of national ships, and the exemption of cabotage principles in oil and gas industry and cruise ship tourism as well as the development of the cabotage principle as seen from the growth number of national fleets and the shifting of load market share and increasing number of shipping companies and competition arising from the growth number of shipping companies.

It can be concluded from results of the study, that the empowerment of the shipping industry requires cooperation among related Ministries and Institutions so that the policies issued seem overlapping and long-winded and do not have a direct impact on shipping so that maritime policy on Indonesian maritime development plans agreed by all Ministries or Institutions is needed as reference to others related Ministries or Institutions. The cabotage principle is still carried out partially, because the shipyard industry has not been able to build ships for oil and gas activities or cruise ship tourism even though the cabotage principle has shown a positive impact on the growth of national shipping companies and fleets. To empower the shipping industry there is still a need for a foreign role but it is expected to be reduced so that the cabotage principle can be fully implemented.

Keyword : shipping companies, national fleet, cabotage principle

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