



# The Effect of Economic Recession Threat and Increase in Fuel Oil on Lembar – Padangbai Crossing Transportation Tariff

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**Abstract.** The sheet - Padang Bai route is a sea crossing route in the Lombok region, West Nusa Tenggara Province. This track has a distance of 38 miles and is one of the links between the Bali Strait and Lombok. Ferry transportation that helps mobilize visitors and tourists generally on this route is sea transportation. As a public vehicle that operates, determining vehicle fares is one of the benchmarks for whether a public transportation service is good or not. Then news related to economic fluctuations also often influences people's purchasing power. The research uses quantitative methods with data analysis load factor and ship operational costs. The research instrument is a survey, the data sample is part of the population of operating economy class vessels owned by PT. ASDP Indonesia Ferry with a comparison of GT provisions (Gross Tonnage) and a certain amount. The research results show that the lower limit is IDR. 792 on load factor 70% and the upper limit is IDR. 1,109 on load factor 50%. The results of the tariff calculation are from Rp. 62,200 to Rp. 35,129,- Cost of Production. Then the threat of recession resulted in an increase in fuel prices, thus affecting ship operational prices which influenced the increase in transportation rates.

**Keywords:** Sheet Track - Padang Bai, Transportation, Freight Rates

## 1 Introduction

After the previous pandemic era which became a terrible scourge for the entire population in various parts of the world. Now the threat of recession has also become an important thing that needs to be of concern to all of us, because the impact of a recession itself is quite frightening for the people of the country.

Port operators have carried out various innovations to ensure that there is a surge in visitors every day, so that there are many changes that can be used as an evaluation for service providers and service users with a comparison of ports before and after the implementation of the new normal as an adjustment to the pandemic that has ended. The Ministry of Transportation also implemented new tariffs at the beginning of

October to provide innovation in ferry transportation. The new tariff was determined after the increase in fuel prices which occurred in the last few months.

The increase in fuel prices as of September 3 2022 causes various possibilities, the fear is a unilateral increase in tariffs, without any calculation regarding the capabilities of service users. This is because in 2023 it is very likely that the world will experience the threat of a recession which will result in large-scale layoffs and the resulting losses will have fatal consequences for both port operators and service users.

The author intends to raise the theme of tariff changes at ports and wishes to carry out an evaluation of tariff increases carried out by operators, guided by adjustments to new regulations that apply regarding tariffs and conditions at ports after the increase in fuel prices and the threat of recession that will occur in in 2023..

## 2 Research methodology

The author uses quantitative research methods because quantitative research is a research method based on positivistic (concrete data), this research data is in the form of numbers measured using statistics as a calculation test tool, related to the problem being studied to produce a conclusion (Sugiyono, 2018; 13). Basically, a quantitative approach is carried out in inferential research (hypothesis testing) and relies on the conclusion of the results on an error probability of rejecting the null (nil) hypothesis. With quantitative methods, the significance of group differences or relationships between the variables studied is obtained.

## 3 Results and Discussion

### 3.1 Analysis Load factors Boat

Calculations during the survey were based on transport productivity for one month carried out at the Field Work Practice (PKL) location on the Selamat – Padang Bai route against load factor boat.4.

**Table 1.** Available Capacity and Used Capacity of KMP. Roditha and KMP.Portlink II

Name Boat	Available Capacity (SUP)	Used Capacity	
	(Number of Trips x Capacity Vehicle)	Demolish	Load
KMP. Rodita	<b>Passenger</b>		
	2,795	2,163	1,141
	<b>Vehicle</b>		
	17,040	18,030.22	19,000.2
	<b>Passenger</b>		

<b>KMP. Portlink II</b>	3,289	189	317
	<b>Vehicle</b>		
	10.111	2,192.69	3,470.16

With the data above it can be calculated load factor on the two ships are as follows:

**Table 2.** Load Factor on KMP. Roditha and KMP. Portlink II

Ship name	Arrival		Departure	
	Passenger	Vehicle	Passenger	Vehicle
KMP. Roditha	77.38%	105.80%	40.82%	111.5%
KMP. Portlink II	5.74%	21.68%	9.63%5	34.31%

Source: Data Analysis Results (2023)

### 3.2 Data Analysis

As for the results of the BOK calculation using the formulation in Ministerial Regulation Number 66, the final results of annual operating costs for the two different ships are as follows:

**Table 3.** Annual Ship Operational Costs

Annual Operating Costs	
KMP. Roditha	40,171,708,910
KMP. Portlink II	44,474,841,176

Source: Data Analysis Results (2023)

### 3.3 Analysis of Crossing Transport Tariff Calculations

The results of the calculation of Ship Operational Costs (BOK) which are accumulated with costs per unit per mile, shipping income tax, and basic costs per unit of production (SUP) per mile at the level load factor 60% results in the planned rates for passengers and vehicles as follows:

**Table 4.** Analysis of Planned Passenger and Vehicle Tariffs

No	Loadfactor	Cost per mile Roditha	Cost per mile PL II	Distance Trajectory	SOUP	Rates Roditha	Rates PL II
1	100%	555	555	38	1	21,078	21,078
2	90%	616	616	38	1	23,420	23,420
3	80%	693	693	38	1	26,347	26,347
4	70%	792	792	38	1	30.111	30.111

5	60%	924	924	38	1	35,129	35,129
6	50%	1,109	1,109	38	1	42,155	42,155
7	40%	1,387	1,387	38	1	52,694	52,694
8	30%	1,849	1,849	38	1	70,259	70,259
9	20%	2,773	2,773	38	1	105,388	105,388
10	10%	5,547	5,547	38	1	210,776	210,776

Source: Data Analysis Results (2023)

### 3.4 Literature Study Analysis

From the analysis of studies and articles, the author finds that the Indonesian economy has now reached a stable condition and is able to get through the economic crisis due to the decline of the pandemic.

Apart from that, the inflation rate is one of the triggers for the threat of recession. In the report World Economic Outlook October 2022 edition, The International Monetary Fund (IMF) projects that the global inflation rate will reach 8.8% in 2022 and will decrease in 2023, namely to 6.5%.

In 2022 there will be an increase in inflation which will influence the increase in fuel prices in the form of diesel which is fuel for ships and is one of the components in calculating ship operational costs (BOK).

## 4 Conclusion

### 4.1 Conclusion

After conducting research and looking at data from survey results and analysis carried out by researchers, it can be concluded that:

1. The rates that have been set are not in accordance with the results obtained by the author based on the calculation of ship operational costs (BOK) which refers to the Minister of Transportation Regulation Number PM.66 of 2019 concerning Mechanism for Determining and Formulating the Calculation of Crossing Transport Tariffs due to changes in the amount of the current calculated tariff from existing conditions.
2. Inflation can have an impact on increasing fuel prices, which results in the government needing to pay attention to increasing tariffs for ferry transportation so that, if a recession occurs, there is a high possibility of an increase in transportation tariffs.

## 4.2 Suggestion

Based on the results of the analysis carried out by researchers, there are recommendations and suggestions that can be taken into consideration by related parties, such as:

1. The government can carry out a review regarding tariff determination if it is possible for future adjustments to be made because the existing tariff calculations are not in accordance with Minister of Transportation Regulation No. PM. 66 of 2019 concerning Mechanisms for Determining and Formulating Ferry Transport Tariff Calculations.
2. For PT. ASDP Indonesia Ferry can coordinate tariff adjustments, if the current tariffs are not suitable to meet existing tariff calculations and so that there are no imbalances and misunderstandings for service users, so as not to give rise to biased perceptions regarding changes to existing tariffs and service users must understand there will be changes in tariffs, therefore there needs to be cooperation between ferry port operators, the government and service users so that there is an agreement on prices (tariffs) and they are accepted by all parties.

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