



Regulation reconstruction supporting sea transportation connectivity in the sea-toll program based on Pancasila justice value

Hartanto¹, Gunarto², Anis Mashdurohatun³

¹ Doctorate Student of Faculty of Law Sultan Agung Islamic University Semarang, Indonesia.

^{2,3} Faculty of Law Sultan Agung Islamic University Semarang, Indonesia

Abstract

The objectives of the study on the preparation of a fixed and regular route network for domestic sea transportation are: To evaluate the current domestic sea transportation network route system and to prepare a plan for a fixed and regular route network for domestic sea transportation that supports national connectivity. For this reason, Government policies must be carried out in accordance with implementation guidelines supported by loyalty, which of course will encourage the desired results both by the Government itself as a regulator and for the safety of passengers and goods. Seeing from the paradigm above, the writer wants to write an article with the main problem being studied, namely as follows: What are the Weaknesses Affecting the Regulation Supporting Sea Transportation Connectivity in the Sea Toll Program in Indonesia Today and How to Reconstruct the Supporting Regulation of Sea Transportation Connectivity in Sea-Toll Program based on Pancasila justice value. The main problem are studied using Socio-Legal research approach and hermeneutics, which is based on legal norms and the theory of the existing legal enforceability. Thus in the writing of this article researchers used the approach of Socio-Legal by reviewing the juridical law from the standpoint of sociology and Hermeneutics.

Research shows that the Weaknesses that Affect the Regulation that support the Sea Transportation connectivity in sea-toll program in Indonesia are 1) Monitoring Safety Sailing Still Weak Especially LLASDP (And Trails Transport River Lake and Crossing), 2) Problems of Transport Maritime In Indonesia That Covers Issues Investment Transport Maritime, Barriers In Funding Boats, Weak Management of Ports and Shipping, Climate Investment And Finance that is still Not conducive, lack of Vice Syahbandar, Position as Functional Supervision of Safety of Shipping and Figures Credit Not Too Look, 3) weaknesses in the safety condition for the ASDP, 4) Weak implementation Regulation The support Connectivity Transportation Marine On Toll Program Sea The Cause a Still much number of accidents, 5) Realization of Development Toll Sea For Connectivity Inter-land In Indonesia In Facing the Era of Globalized Economy and 6) Weakness in Protection Law of the sailor. To overcome this, a legal reconstruction is needed in the case of granting permission to operate ships by the Regent / Mayor, Governor, and Minister, in addition to the seizure of authority between the Director General of the Sea and Director General of Land regarding the management of the Port that deals with the crossings, is reconstructed into granting permits and the management is handed over to the Directorate General; and / or Syahbandar and / or Land Transportation Management Office (BPTD).

Keywords: reconstruction, human rights, victim, Indonesia

1. Introduction

Sailing is everything related to transportation in waters, ports and security and safety. It is part of the means of sea transportation as mandated by Law No.17 of 2008 to be very strategic for national insight and to be a vital means of supporting national unity and a common goals ^[1].

Transportation / transportation in waters (Maritime Transportation) is the activity of transporting passengers, and / or goods, and / or animals, through an area of water (sea, river and lake, crossing) and certain territories (domestic or foreign), by ship, for special and general services. The territorial waters are divided into ^[2]:

1. Sea Water: sea water area

2. River and Lake Waters: Inland waters, namely rivers, lakes, reservoirs, swamps, floods, canals and waterway.
3. Crossing waters: territorial waters that break the road network or railroad. The crossing transport functions as a moving bridge, connecting lines.

Then in regard to the Shipping Territory, it is divided into^[3]:

1. Domestic: for domestic transportation, from one port to another in the territory of Indonesia;
2. Overseas: for international transportation (export / import), from Indonesian ports (which are open for foreign trade) to foreign ports, and vice versa.

And then, Domestic transportation organized by Indonesian-flagged vessels is divided into forms seen below ^[4]:

1. Special Transportation, which is held only to serve their own interests as a support for the main business and

¹ Prihartono, Bambang.(2015). *Pengembangan Tol Laut dalam RPJMN 2015-2019 dan Implementasi 2015*. Badan Perencanaan Pembangunan Nasional Republik Indonesia.

² Bambang.Chandra Irawan.Bastian dan Wayan Deddy Wedha Setyanto.(2015).*Konsep Tol Laut dan Implementasi 2015-2019*. Jakarta: Badan Perencanaan Pembangunan Nasional.Republik Indonesia

³ <http://www.itb.ac.id/news/4682.xhtml>, accessed 23 January 2019

⁴ Direktorat Jenderal Perhubungan Laut dan INSA (Asosiasi Pengusaha Pelayaran Seluruh Indonesia) (2005).

does not serve the public interest, in the territorial waters of the sea, and rivers and lakes, by companies that obtain operating licenses for this matter.

- Public Transportation, which is organized to serve the public interest, through: People's shipping, by individuals or legal entities that are specifically established for shipping businesses, and who have at least one traditional Indonesian-flagged ship (sailing ship, or traditional motorized sailing boat or ship motorcycles with a minimum size of 7GT), operating in the territorial waters of the sea, and rivers and lakes, in the country.

The Above Nevertheless, shows that certain ship management arrangements are important factors that must be considered and as a basis and benchmark for decision making in determining eligibility in shipping both in terms of facilities such as ships and infrastructure such as navigation systems and human resources involved in inside of it. There are many examples of cases of misappropriation of policies and actions that have resulted in marine accidents caused by violation of regulatory regulations and safety standards on board.

In Indonesia there are two large groups of maritime transportation providers, namely by the Government (including SOEs) and the private sector. Each group is divided into two. On the part of the Government, it is divided into a shipping SOE that organizes public transportation and a non-shipping SOE that only organizes special shipping to serve its own interests. The private sector is divided into large companies and small companies (including public shipping). The various mechanisms for channeling investment funds for ship procurement are in line with this distribution. Each party in each group has its own financing mechanism^[5].

The objectives of the study on the preparation of a fixed and regular route network for domestic sea transportation are: Evaluating the current domestic sea transportation network route system and preparing a plan for a fixed and regular route network for domestic sea transportation that supports national connectivity. For this reason, Government policies must be carried out in accordance with implementation guidelines supported by loyalty, which of course will encourage the desired results both by the Government itself as a regulator and for the safety of passengers and goods.

Seeing from the problem presented above, the writer discussed the problem in this article with the main problems studied, as follows:

- What are the Weaknesses Affecting the Regulation that Support Sea Transportation Connectivity in the Current Sea Toll Program in Indonesia?
- What are the Reconstruction of Regulation that Support Sea Transportation Connectivity in Sea-Toll Program Based on Pancasila Justice Value?

Method of Research

The paradigm used in this research is the paradigm of constructivism. Constructivism is a paradigm that is almost the antithesis of understanding that lays observation and objectivity in finding a reality or science. This paradigm of looking at social science as a systematic analysis of the

socially meaningful action through direct observation and detailed on the relevant social actors create and maintain or manage their social world. The method of Research approach used in writing this article is a qualitative research. Writing aims to provide a snapshot of a society or a particular group of people or a picture of a symptom or between two or more symptoms. Further, this research seeks to explain postulates fully investigated in accordance with the findings in the field^[6].

The approach in this study using the Socio-Legal approach and hermeneutics, which is based on legal norms and the theory of the existing legal enforceability. Thus in the writing of this article, researchers used the approach of Socio-Legal^[7] reviewing the juridical law from the standpoint of sociology and Hermeneutics (in everyday terms is defined as the "Interpretation Understanding").

Research Result and Discussion

1. Weaknesses Affecting the Regulation that Support Sea Transportation Connectivity in the Current Sea Toll Program in Indonesia

To start with, the author presented a Data from 2018 that shows that Indonesia's national fleet shipping is getting worse in the domestic cargo market. The share of its share shrank by 19% to only 50% (2017: 69%). While for international cargo it remains in the range of 5%. From the financial side, Indonesia lost the opportunity to earn foreign exchange of US \$ 10.4 billion, only from sea transportation for export / import cargo only. Instead of obtaining the benefits of the application of the principle of *cabotage* (which is not tight) industrial shipping nationwide Indonesia actually very dependent on ship lease foreigners. Indonesia's national shipping fleet faces many problems, such as: many ships, especially conventional types, are unemployed due to prolonged cargo waiting times; the case of excess capacity, which sometimes lead to war prices are not healthy; there are quite a lot of ships, but only a few are able to provide satisfying service; *dry cargo* fleet productivity level is very low, only 7,649 tons-miles / DWT or around 39.7% compared to similar fleets in Japan which are 19,230 tons-miles / DWT^[8].

The Indonesia's Nationwide Fleet shipping are less able to increase the power of competitiveness and grow because of several factors, namely the owner of the ship is not able to strengthen its fleet with the financing of its own; the level of interest that is high in the system banking national; no subsidy; is not there a policy that siding (such as the application of the principle of *cabotage*); remnants of policies that do not support, for example, scrapping old ship (though it technically and economically still operable) and must buy the ship of production in the country (though the capacity of the supply is still relatively limited) limited facilities and infrastructure of ports nationwide (more on the charge export / import); unavailability of adequate network

⁶ Altherton & Klemmack dalam Irawan Soehartono, (1999), *Metode Penelitian Social Suatu Teknik Penelitian Bidang Kesejahteraan Social Lainnya*, Bandung, Remaja Rosda Karya, p. 63.

⁷ Alimuddin, (2018), *Aplikasi Pembaharuan Hukum dalam Teori Socio Legal Studies*, Dirjen Badan Peradilan., www.badilag.net, Accessed December 26, 2018. (IUM Malaysia)

⁸ *Kamus Besar Bahasa Indonesia, edisi kedua*, (Jakarta: Balai Pustaka, 1991) Yan Pramadya Puspa, *Kamus Hukum*, (Jakarta: Penerbit Aneka Ilmu, 1977), p. 320

⁵ Frans E. Likadja, (1985), *Hukum Laut Dan Undang-Undang Perikanan*, Jurnal Hukum & Pembangunan, Vol.15 No.3 (1985).

information^[9].

The national shipping situation also depends on foreign charter vessels occurring together with the excess capacity of the domestic fleet. Situations like the circle was tipped it caused environmental investment of shipping which is not conducive. Many shipping companies want to rejuvenate their fleet, but it is difficult to get loans from the domestic money market. And on the other hand it is easier to obtain loans from foreign sources. Some companies large tend to register his boat in outside the country (*flagged-out*). But the company's small and medium-sized not able to do so, means that there is no alternative except to use the boat that are valuably cheap, but old and *scrappy*. Consequently making a dependency that increasingly large on the boat rental foreign and degeneration productivity of the fleet.

After independence, the supervision of the safety of shipping is governed in particular in Act No. 21 Year 1992 on Shipping Article 40 which reads: " *Every ship that enters the port and for being in port shall comply with the regulations to maintain order and the smooth and cross-ship in port, the supervision carried out by the harbor master* ", then last amended by Law No. 17 Year 2008 concerning voyage.

According to the Joint Minister of Transportation Regulation with the Head of the State Civil Service Agency Number KM. 61 of 2005 and Number 20 of 2005 concerning Guidelines for the Implementation of the Functional Position of the Sailing Safety Supervisor and its Credit Score. In Article 1 stated that^[10]:

- a. Sailing Safety Supervisor, is a Civil Servant who is given the duties, responsibilities, authority and full rights by the authorized official to carry out the duties / activities of shipping safety supervision and the smoothness of sea transportation traffic;
- b. Credit Score, is the value of each activity item and / or the accumulated value of activity items that must be achieved by the Sailing Safety Supervisor and is used as one of the conditions for appointment and promotion / rank;

The current condition of Syahbandar at the River, Lake and Crossing Ports has not yet optimally performed its functions of monitoring ship viability, safety, security and order at the port, so that in the future it needs to be improved in terms of both human and institutional aspects. Accidents in the modes of transportation of rivers, lakes and crossings that occur in a row in the last one of concern include:

Table 1: River, Lake and Crossing Accident Transportation Events in Indonesia on 2018

No.	Accident incident	The cause of the accident
1	On May 18, 2018, the Ro-Ro Dharma Kencana Ship from Semarang bound for Sampit caught fire. Approximately at 12.00 pm aboard the fatefull have burned. The location of the ship that caught fire about 20 miles from the port of Sampit. Evacuation of passengers are done by the Sailor (ABK).	electrical short circuit on the car deck
2	On the date of 18 June 2018, the case of accidents KM Sinar Bangun sank in Lake Toba, North Sumatra, A total of 21 passengers successfully rescued, but 164 passengers declared missing and is expected to be in a ship that ran aground at a depth of 450 meters.	excess charge
3	On the date of 3 July 2018 happened an accident that stranded Boat Motor (KM) Lestari Maju in waters Selayar, South Sulawesi, the number of casualties as much as 34 passengers died world and 155 others survived.	Ships experiencing leaks and the condition of the weather was bad

From events in the table at the top shows that they lack the conditions of safety sailing mainly modes ASDP are weak. That's not including ships small at under 7 GT or between 7-35 GT drowned / shipwrecked / missing and has not been recorded.

Accidents in transport sea is already a lot going on. Incidents that occur usually are sinking due to excess load, burn or explode, or sunk as a result of the factors of nature. But based on the data from the Court Sailing factors mistake humans are the cause of major of accident transport sea were there. As many as 88% of events caused by *human error* than those existing in the system of transport sea. And only a few only are caused by factors of natural or weather.

Human error that occurred in the accident transport sea can be caused by various factors in the system of transport sea were there. For example, the lack of understanding of the crew of the ship will be the signs that exist on the route of travel, port staff negligence in carrying out supervision of the ships that sailed. Or negligence of the crew of the ship in doing maintenance of the machines that exist on the ship.

Various ways and means to avoid accidents and minimize the risk of accident at sea. Such as that carried out in the administrative ports of Adpel Gresik in 2018, the agency which is located in the complex of the port is held socialization safety of shipping. They held a socialization in front of the passengers of the ship that was going to Bawean. In addition through the exposure, the passengers, the captain and crew of the vessel is shown visualization image video in ways that should that should be done when the situation precarious at sea. In addition, before going on a cruise, the condition of the ship must be a major factor so that when there is no accident during sailing^[11].

It is none other than the objective of balanced legal protection between sailors and Indonesian Ship entrepreneurs, are there to realize the welfare of sailors, the harmonization of sailors' welfare and the productivity of Indonesian Shipping Companies based on justice. But in reality there are still some issues regarding the legal

⁹ A.S Hornby,(1995), *Oxford Advanced Learner's Dictionary*, Oxford: Oxford University Press, p. 109

¹⁰ Amir Santoso,(1992), *Analisa Kebijakan Publik: Suatu Pengantar*, Jurnal Ilmu Politik No. 3, Gramedia, Jakarta.p.4.

¹¹ http://kpu.go.id/koleksigambar/VISI_MISI_Jokowi-JK.pdf Accessed 5 December 2018

protection of sailors on Indonesian ships, among others, as follows ^[12];

- a. Weaknesses of Legal Substance.
- b. The setting is the welfare of the salaries and allowances they are common yet there is a standard that is standard on the amount of salary / wage minimum and allowances employment sailors.
- c. The Maritime Labor Convention (MLC) has not yet been ratified by the Indonesian government.
- d. Weaknesses in the Structure of Law, among which:

1) Settlement of seafaring industrial relations disputes in the Industrial Relations Court has not been able to resolve the problems that occur. In the Treaty Working Seafood has been set on a place to work that is at the top of the vessel with a location that is always moving. If for duty at the top of the vessel to a place that has always moved the certainty where the dispute also become a problem in itself.

2) Law enforcement officers who are still in the positivism paradigm in making decisions in justice institutions. Because since the beginning of educated by methods so that at the time later the enforcement of law falls in the field of work also still bring a paradigm which he learned during this that the law it is a rule that is written, so in solving the case he was also guided by the provisions that exist.

e. Weakness of Legal Culture. Among others

1) Lack of awareness and understanding of Indonesian Sailors concerning Law Number 17 Year 2008 Regarding Shipping. One of the factors important in the implementation of Law No. 17 Year 2008 concerning voyage to realize the things that the sailors must be aware and convinced that the function of laws on cruising, one of which is provide protection law for the sailors it. Lack of awareness and understanding of the sailors of the laws or regulations are related to be a factor inhibiting implementation in the field.

2) Lack of sailor's formal education competency. Ability which is owned energy sailor Indonesia to penetrate global markets threatened would be gone because of the work ethos of employed sailors in Indonesia outside of the the country has been declined.

3) Low discipline of sailors to manage income from working at sea. The amount of revenue is not going to no meaning without managing finances are good. Lack of discipline in the management of revenues is essential to ensure the life in the days of old.

2. Reconstruction of Regulation that Support Sea Transportation Connectivity in Sea-Toll Program Based on Pancasila Justice Value

In Indonesia, rules about maritime world, one of which is contained in Law No. 17 of 2008 concerning Shipping regulates the management and regulation of maritime, shipping, port, harbor, ship crew etc.

It is also regulated in Government Regulation No. 22 of 2011 jo. Government Regulation No. 20 of 2010 concerning Transportation in Water. In the case of ports there is also Government Regulation No. 64 of 2015 jo. Government

Regulation No. 61 of 2009 concerning Ports not yet including other laws and regulations. But in reality there are still many levels of accidents due to negligence of crew members and the pattern of arrangements that have not been right.

In the case of the welfare of Indonesian sailor regulated in Article 151 of Law Number 17 Year 2008 concerning Shipping, it is stated that ^[13]: Sailors' welfare includes salaries, rest hours, guarantees of departure to their destination and repatriation to their place of origin, compensation if the ship is unable to operate due to an accident, career development opportunities, provision of accommodation, recreational facilities, food or drink, maintenance and health care and provision of insurance work accident. Everything related to the welfare of the crew is listed in the Sea Work Agreement which only involves two parties, namely the crew concerned and the company where it works.

Speaking of these problems, Pancasila has a character or nature that is flexible and able to provide the demands of the times in following the globalization of changing times. In discussing issues of justice that arise in the community, Pancasila is able to provide answers to those problems. Pancasila is able to provide the values of justice as a legal reform in Indonesia. Legal reform in Indonesia is needed because there are still many new problems that cannot be reached by law. These problems should be solved with a vision, mission, goals and perception of Pancasila in carrying out legal reform in Indonesia. In addition to new unresolved issues, old problems also become problems that are also considered urgent to be immediately resolved, bearing in mind the law is always present in people's lives to provide certainty, justice and benefits, especially in the case of sea transportation.

In the substance of the Pancasila contained positive values that can provide change for this nation. These positive values are able to provide a foundation for the creation of justice for the Indonesian people. Relevance to justice, the value of justice contained in Pancasila can be the basic foundation for the formation of humanitarian law that is just and civilized and social justice for all Indonesian people.

Fair and civilized humanity is the basis for the protection of human rights, namely humanizing humanity in a civilized manner without reducing their rights in the slightest. While social justice is justice that is used to distinguish social justice from the concept of justice in law. Social justice is also one of the precepts in Pancasila, the fifth principle of Pancasila which is formulated in the Preamble of the 1945 Constitution, fourth paragraph.

In the second precepts and fifth precepts set out the values of the State's goal to create justice in the context of shared life. The meaning of the second precept and the fifth precept contain the meaning of justice in the form of values, of course, must be realized in a life together. Justice is based on and imbued with the essence of social justice, namely justice in human relations with himself, human relations with others, human relations with the nation and country, and finally the last is the human relationship with his Lord in the first principle.

The value of humanity that is fair and civilized reflects an attitude of respect, respect and mutual respect between fellow human beings. It is this attitude of mutual respect that

¹²

<https://radarsurabaya.jawapos.com/read/2019/09/25/157607/peng-usaha-alfi-keluhkan-disparitas-tarif-tol-laut> accessed 10 October 2019

¹³ Undang-Undang Nomor 17 Tahun 2008 Tentang Pelayaran

is expected for the Indonesian nation in achieving its social life goals in accordance with Pancasila. This attitude is a just attitude that is humanizing human beings as creatures of the same degree and position in obtaining justice especially in matters of maritime affairs and sea transportation. Pancasila is the philosophy and ideology of the Indonesian people. Pancasila contains fundamental values and is a basic characteristic of the Indonesian nation. The characteristic of Pancasila justice is to humanize people fairly and civilized according to their human rights. Human Rights have been embedded since humans in the womb. Human rights must always be protected because the law exists for the community. Human rights are equal treatment rights before the law. In addition to discussing humans, the characteristics of Pancasila justice also provide social justice for all Indonesian people in accordance with its fifth precepts.

Judging by the problems above, it reflects that the Regulation of Supporting Sea Transportation Connectivity in the Sea Toll Program Not Based on Pancasila Justice, therefore the Reconstruction of Supporting Regulation for Sea Transportation Connectivity in the Sea Toll Road Program Based on Pancasila Justice is as follows:

- a. Article 28 paragraph (6) in the case of the granting of a permit to operate a ship by the Regent / Mayor, the Governor, and the Minister other than that, the seizure of authority between the Director General of the Sea and the Director General of Land regarding the management of the Port in charge of the crossings is reconstructed into the granting of a permit and the management shall be submitted to the Directorate General; and / or Syahbandar and / or Land Transportation Management Office (BPTD).
- b. Article 59 is reconstructed by increasing the revocation of the authority of a person to become a crew member.
- c. Article 61, paragraph (3) is reconstructed by adding ship requirements and specifications.
- d. Article 151 (1) is reconstructed by adding a paragraph regulating the welfare of sailor.
- e. Article 169 (1) is reconstructed by giving criminal sanctions

Conclusion

1. Weaknesses that Affect Regulation that support the Sea Transportation connectivity in sea-toll program in Indonesia are 1) Monitoring Safety Sailing Still Weak Especially LLASDP (And Trails Transport River Lake and Crossing), 2) Problems of Transport Maritime In Indonesia That Covers Issues Investment Transport Maritime, Barriers In Funding Boats, Weak Management of Ports and Shipping, Climate Investment And Finance that is still Not conducive, lack of Vice Syahbandar, a Position Function as Supervision of Safety of Shipping and Figures to prevent accident, 3) weaknesses in the safety condition for the ASDP, 4) Weak implementation Regulation The support Connectivity Transportation Marine On Toll Program Sea The Cause Still a number of accidents, 5) Realization of Development Toll Sea For Connectivity Inter-land In Indonesia In Facing the Era of Globalized Economy and 6) Weakness in Protection Law of the sailor.
2. Reconstruction of Supporting Sea Transportation Connectivity Regulations on the Pancasila Justice Based Sea Toll Program in Indonesia is as follows:

- a) Article 28 paragraph (6) in the case of the granting of a permit to operate a ship by the Regent / Mayor, the Governor, and the Minister other than that, the seizure of authority between the Director General of the Sea and the Director General of Land regarding the management of the Port in charge of the crossings is reconstructed into the granting of a permit and the management shall be submitted to the Directorate General; and / or the harbor master and / or Hall business Transportation Land (BPTD).
- b) Article 59 is reconstructed by increasing the revocation of the authority of a person to become a crew member.
- c) Article 61, paragraph (3) is reconstructed by adding ship requirements and specifications.
- d) Article 151 (1) reconstructed with the addition of paragraphs that regulate the welfare of sailors.
- e) Article 169 (1) is reconstructed by giving criminal sanctions.

References

1. AS Hornby, Oxford Advanced Learner's Dictionary, Oxford: Oxford University Press, 1995, 109.
2. Alimuddin. Aplikasi Pembaharuan Hukum dalam Teori Socio Legal Studies, Dirjen Badan Peradilan, 2018. www.badilag.net, Accessed December 26, 2018. (IIUM Malaysia)
3. Altherton, Klemmack dalam Irawan Soehartono. Metode Penelitian Social Suatu Teknik Penelitian Bidang Kesejahteraan Social Lainnya, Bandung, Remaja Rosda Karya, 1999, 63.
4. Amir Santoso, Analisa Kebijakan Publik: Suatu Pengantar, Jurnal Ilmu Politik, Gramedia, Jakarta, 1992, 4:3.
5. Bambang. Chandra Irawan. Bastian dan Wayan Deddy Wedha Setyanto. Konsep Tol Laut dan Implementasi 2015-2019. Jakarta: Badan Perencanaan Pembangunan Nasional. Republik Indonesia, 2015.
6. Direktorat Jenderal Perhubungan Laut dan INSA (Asosiasi Pengusaha Pelayaran Seluruh Indonesia), 2005.
7. Frans E. Likadja, Hukum Laut Dan Undang-Undang Perikanan, Jurnal Hukum & Pembangunan, 1985, 15:3.
8. Kamus Besar Bahasa Indonesia, edisi kedua, (Jakarta: Balai Pustaka, 1991) Yan Pramadya Puspa, Kamus Hukum, (Jakarta: Penerbit Aneka Ilmu, 1977, 320.
9. Prihartono, Bambang. Pengembangan Tol Laut dalam RPJMN 2015-2019 dan Implementasi 2015. Badan Perencanaan Pembangunan Nasional Republik Indonesia, 2015.
10. Shanti Dwi Kartika, Keamanan Maritim Dari Aspek Regulasi Dan Penegakan Hukum (Maritime Security From The Aspects Of Regulation And Law Enforcement), Negara Hukum: Membangun Hukum untuk Keadilan dan Kesejahteraan, 2014; 5:2.
11. Undang-Undang Nomor 17 Tahun Tentang Pelayaran, 2008.
12. http://kpu.go.id/koleksigambar/VISI_MISI_Jokowi-JK.pdf Accessed 5 December 2018
13. <http://www.itb.ac.id/news/4682.xhtml>, accessed 23 January 2019
14. <https://radarsurabaya.jawapos.com/read/2019/09/25/157607/pengusaha-alfi-keluhkan-disparitas-tarif-tol-laut> accessed 10 October 2019