

The Causes of Markdown Practices of Fishing Vessels in Nusantara Fishery Port of Kejawanan Cirebon

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Abstract

Due to the phenomenon of the marking down practice of fishing vessels in the Nusantara Fisheries Port Kejawanan, it is necessary to do more in-depth studies to find out how this may take place. The research was conducted at the Nusantara Fisheries Port of Kejawanan Cirebon, West Java Province, precisely at the latitude 06 ° 44 '14 " south – and the longitude 108 ° 34' 54" east. This study aims at identifying the problems leading to the practice of marking down the fishing vessels at Nusantara Fisheries Port of Kejawanan Cirebon, and to calculate the potential loss of Non-Tax State Revenues from fishing businesses as a result of marking down the fishing vessels at the port. Going further into the research, to get the description of the problems, and to find out the factors triggering the practices of marking down the fishing vessels at the port, the research employed cause and effect analysis using fishbone diagrams or Ishikawa diagrams. While the calculated potentials of Non-Tax State Revenues presented here are *Pungutan Pengusahaan Perikanan* (PPP) or Fishery Exploitation Tax, and *Pungutan Hasil Perikanan* (PHP) or Duty Fishery Products. PPP is calculated on the basis of the Gross Tonnage (GT) unit, with the rate adadjusted to the types of the fishing gear. While PHP is calculated by multiplying the fishery scale, the vessel productivity, the benchmark of the fish price, and the Gross Tonnage (GT) of the fishing vessel. The results showed that fishing vessels at the Nusantara

Fisheries Port of Kejawanan Cirebon had a mark down with an average of 43% of the actual vessel size. The practice of marking down the fishing vessels taking place at the port was due to fishermen's mindset and low awareness, fraudulent officers and shipowners, measurement errors, weak supervision and law enforcement, lack of socialization, complicated regulations, and economic demands to avoid levies and the eagerness to obtain fuel subsidies. The Potential Non-Tax State Revenues from PPP and PHP if the fishing vessels is precisely measured at the Nusantara Fisheries Port is Rp. 5,748,764,175, -. As a result of the mark down, the country suffered a large loss of Rp. 3,091,208,100, -. While the potential of anchoring services is Rp. 248,681,668, -. So that the total potential loss of Non-Tax State Revenues from the fishing sector due to the mark down of fishing vessels at the Nusantara Fisheries Port of which is. 3,339,889,768, -

Keyword: Mark Down, Fishing Vessels, The Nusantara Fishery Port Kejawanan, Non-Tax Revenue

INTRODUCTION

The results of the Indonesian Corruption Eradication Commission's observation of ship measurement procedures indicates a change in the vessel size data or a data manipulation by lowering the size of the vessel in the document (mark down). Mark down is a condition of manipulating the size of the ship to be lower than it should be. The effort to mark down the fishing vessels is included in IUU Fishing, because ships that do not have similarities between physical size and permit documents are a violation of the provisions. Some researchers stated that mark down is one of the modus operandi of IUU Fishing. Mark down is a type of violation that occurs a lot in Indonesia. Among other things occurred in Maluku [1], Tegal and Pati - Central Java [2], Belawan and Sibolga - North Sumatra [3], Rembang Regency - Central Java [4], and also occurred in East Java [5].

After the repeated measurements, it is finally revealed that fishermen at the Nusantara Fisheries Port did the mark down practices. Because of such phenomenon, a more in-depth study needs to be done to find out why this can happen. In line with the description above, the purpose of this study is to identify the problems triggering the mark down practices of fishing vessels at the nusantara fisheries port, and calculate the potential loss of Non-Tax State Revenues from fishing businesses due to the mark down of fishing vessels in Nusantara Fisheries Port.

STUDY AREA

The study was carried out at the Nusantara Fisheries Port Kejawanan Cirebon, West Java Province, which is precisely at the latitude 06 ° 44 '14 "LS and the longitude 108 ° 34' 54" BT. This location was chosen because at the Nusantara Fisheries Port Kejawanan Cirebon, the city was dominated by large-scale fishing vessels, a fishing vessels with the size above 30 GT. Fishing vessels are part of fishing units that have

an important role to support the success of fishing operations [6]. The vessels is one of the structures of floating objects on the sea that move on the surface of the sea water [7]. Measurements of the vessels are to obtain the physical identity of the vessels, in the form of length, width, height, gross tonnage (GT), and net tonnage (NT). Measurements of ships are carried out to fulfill the requirements for registration and issuance of ship's nationality letter, as well as establishing safety requirements that must be fulfilled by all ships [8].

The measurement of the main size of the ship includes Length Over All (LoA), which is the length of the entire ship measured from the very end of the stern to the very end of the bow. Breadth Molded (BM) is the width of the ship measured from one side to the other. And Depth (D) is the depth or height of the ship measured from the lowest deck to the lower part of the ship body. Then the Length Water Line (Lwl), which is the length of the water line, and Draft (d), which is in the laden vessel measured from Lwl when the condition of the ship is empty to the bottom of the bottom vessel or upper keel [9].

Mark down GT fishing boats is a type of fisheries violation in addition to the use of foreign nationwide crew and illegal transshipment. In addition, other types of violations are manipulation of fish catch reports, use of fishing gear that does not comply with provisions, violation of fishing lane, document forgery, double flagging, and deactivating VMS [10].

Non-Tax State Revenues are all central government revenues that do not originate from tax revenues. The duty fishery products are imposed on fishery companies in the field of fishing / or fish transportation. The fishing vessels and/or fishing vessels here are those measured more than 30 (thirty) Gross Tonnage (GT) operating in the territory of the Republic of Indonesia fisheries management and / or the high seas.

Fishbone diagram is a visual tool that is used to identify, explore, and describe in detail all causes related to a problem. It is called fish bone because the diagram is shaped like a skeleton of a fish bone whose parts include the head, fins and thorns [11].

MATERIAL AND METHODS

The primary data collected here is a factor influencing the differences in GT size, both technical and non-technical. Secondary data collected in this study includes data on ships with port bases at the Nusantara Fisheries Port, anchoring data, and laws and regulations related to fishing vessel measurements.

Whereas to find out the description of the problems and the causes of the occurrence of the mark down of fishing vessels in the Port of Nusantara Fisheries, furthermore, it was analyzed by using cause and effect analysis using a fishbone diagram or Ishikawa diagram. This diagram is used to identify possible causes of a problem.

The potential loss of Non-Tax State Revenues from fishery businesses resulted from mark down practices is analyzed and calculated based on Government Regulation of

the Republic of Indonesia Number 75 of 2015 concerning Types and Tariffs for Types of Non-Tax State Revenues in the Ministry of Maritime Affairs and Fisheries. Types of Non-Tax State Revenues that are calculated here are PPP, PHP and anchoring services. PPP is calculated by multiplying the GT unit of the vessel with the tariff according to its fishing gear type. While PHP is calculated by multiplying the fishery scale and vessel productivity, the benchmark of the fish prices, and the Gross Tonnage of fishing vessel. Both types of levies apply the vessel GT as part of the calculation.

RESULT AND DISCUSSIONS

In this research, the socio-economic characteristics of fishermen were assessed because they were suspected of having links with mark-downs carried out by fishermen. The socio-economic characteristics of the fishermen studied included age (AG), sex (SX), marital status (MS), education (ED), experience of being a fisherman (EX), socialization that had been followed (SO), monthly income (MI), and the number of family members who were borne by respondents (FM).

This tendency arises as a result of social interactions carried out by fishermen and is not asosiaitf. This is because the decision-making process carried out by fishermen in fishing activities is quite complicated. Many factors are taken into consideration, such as the ability to make arrests, economic demands, and the socio-cultural conditions of the community [12].

To find out how the relationship between the behavior of mark down by fishermen and the variables that influence it is used logistic regression. The initial model is obtained for binary logistic regression as follows:

$$E(y|x) = \frac{e^{(\beta_0 + \beta_1x_1 + \beta_2x_2 + \dots + \beta_px_p)}}{1 + e^{(\beta_0 + \beta_1x_1 + \beta_2x_2 + \dots + \beta_px_p)}}$$

β_0 = constant coefficients

β_1 = variable coefficient x_1

β_p = variable coefficient x_p

Based on the results of multivariate testing using SPSS software, the results of logistic regression analysis were obtained as follows on Table 1. Table 1 explains :

H0: $\beta = 0$ (no significant variable affects the variable y)

H1: $\beta \neq 0$ (significant variable influences y variable)

Where to reject H0 if sig < 0.05.

Decision: accept H0 because sig > 0.05

Table 2. Non-Tax State Revenues from PPP and PHP at Mark Down Conditions

FISHING GEAR	AMOUNT (GT)	PPP	PHP	TOTAL
Bouke Ami	3.461	121.135.000	1.735.387.500	1.856.522.500
Cast Net	64	2.240.000	26.400.000	28.640.000
Gillnet	443	13.245.700	30.124.000	43.369.700
Squid Jigging	807	20.982.000	409.921.875	430.903.875
Purse Seine	325	14.560.000	283.560.000	298.120.000
TOTAL	5.100	172.162.700	2.485.393.375	2.657.556.075

Conclusion: With a confidence level of 95%, it can be concluded that the eight socio-economic variables did not significantly influence fishermen's decision in National Fishing Port of Cirebon volunteer to mark down fishing vessels. From the calculation of the summary model, the cox & snell R square value was obtained at 0.231 or 23.1% (<95%). This means that the influence of the eight socio-economic characteristics on the behavior of the marking of fishing vessels carried out by Cirebon fishermen is only 23.10%. Therefore, the analysis continued with Fish Bone Diagram using technical brainstorming.

The outcome of the problem brainstorming concerning the causes leading to the mark down practice, is illustrated through the fishbone diagram as shown in Figure 1. Figure 1 describes what factors cause mark down practices to occur from the aspects of man, material, method, machine, and environment.

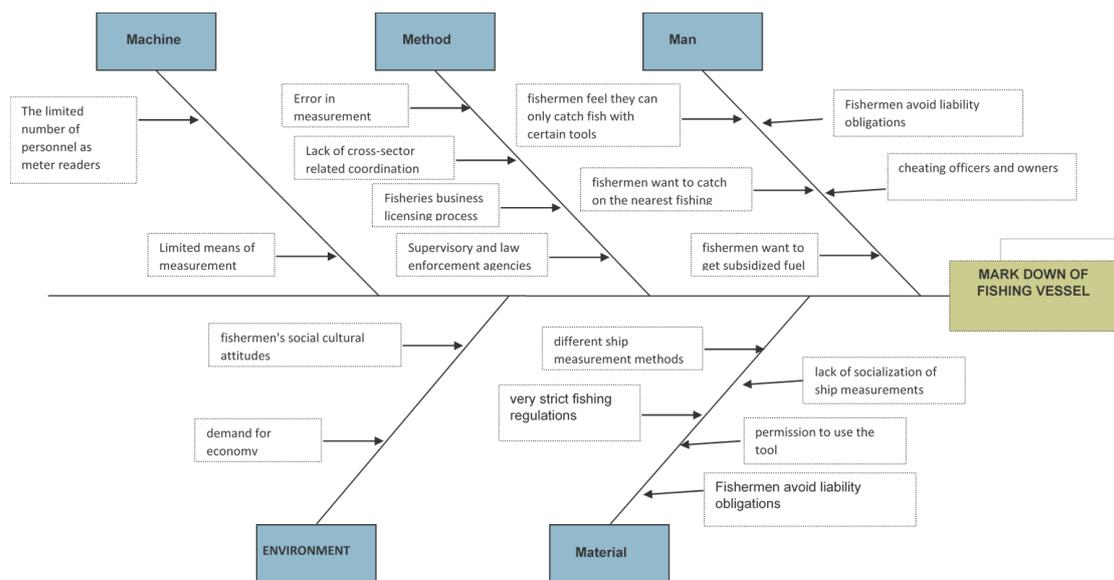


Figure 1. Fish Bone Diagram of Mark down of Fishing Vessel

Mark down creates the potential loss of Non-Tax State Revenues. The Non-Tax State Revenues produced from the fishery bussiness as mentioned in the Government Regulation of the Republic of Indonesia Number 75 of 2015 concerning Types and the top rate of Non-Tax State Revenues in the Ministry of Maritime Affairs and Fisheries include PPP, PHP and anchoring services. Based on the data from the results of the study by considering tariffs according to Government Regulation of the Republic of Indonesia Number 75 of 2015, data were obtained as listed in Table 2.

Tabel 3. Potential Non-Tax State Revenues from PPP and PHP Supposedly

FISHING GEAR	AMOUNT (GT)	PPP	PHP	TOTAL
Bouke Ami	5.865	205.275.000	3.535.537.500	3.740.812.500
Cast Net	124	4.340.000	51.150.000	55.490.000
Gillnet	990	29.601.000	122.400.000	152.001.000
Squid Jigging	1.179	30.654.000	647.521.875	678.175.875
Purse Seine	826	37.004.800	1.085.280.000	1.122.284.800
TOTAL	8.984	306.874.800	5.441.889.375	5.748.764.175

Tables 2 and 3 show that fishing vessels in Nusantara Fisheries Port have a markdown in the average of 43% of the actual vessel size, such as the fishing vessels in Figures 2 and 3. Tables 2 and Table 3 are comparisons of Non-Tax State revenue from PPP and PHP, in which is in mark down treatment, and the other is in the condition that it should be. The results of the study show that if the measurement of the vessel if precisely carried out, there is a potential for Non-Tax State Revenues of Rp. 5,748,764,175, -. But if it is treated in markdown way, , the country will suffer a large loss of Rp. 3,091,208,100, -.



Figure 2. KM. Pelopor (from 14 GT to 37 GT)



Figure 3. KM. Pelopor (has a difference of 23 GT after repeated measurements)

Tabel 4. Non-Tax State Revenues from Anchor Services

MONTH	MARK DOWN	NORMAL	DIFFERENT
JANUARY	40.085.784	50.669.784	10.584.000
FEBRUARY	171.419.204	196.991.204	25.572.000
MARCH	209.393.452	240.369.452	30.976.000
APRIL	47.124.106	51.224.106	4.100.000
MAY	11.280.408	13.938.654	2.658.246
JUNE	40.018.180	45.566.180	5.548.000
JULY	108.096.795	110.888.795	2.792.000
AUGUST	275.049.537	392.217.537	117.168.000
SEPTEMBER	62.168.824	74.540.824	12.372.000
OCTOBER	34.612.204	42.796.204	8.184.000
NOVEMBER	21.929.704	21.929.704	26.435.806
DECEMBER	1.844.904	1.844.904	2.291.616
TOTAL	1.023.023.102	1.242.977.348	248.681.668

Table 4 explains the calculation of the potential of Non-Tax State Revenues from the anchoring services at the Nusantara Fisheries Port. As a result of the practice of mark down, the state suffered a loss of Rp. 248,681,668, -. So that a large total potential loss of Non-Tax State Revenues from the fishing sector due to the practice of marking

down fishing vessels in the Nusantara Fisheries Port is Rp. 3,339,889,768, -. A large number for one fishing port. Obviously, this has caused the Ministry of Maritime Affairs and Fisheries' Low Non-Tax State Revenues. As mentioned by [13] that the high volume and value of fisheries and aquaculture production is not accompanied by the value of Non-Tax State Revenues that tend to not change since 2009. The Ministry of Maritime Affairs and Fisheries Ministry of Non-Tax Revenue is suspected because the determination of PHP formulations is not in accordance with the facts in the field.

The policy of re-measuring fishing vessels has an impact to the increase in Non-Tax State Revenues of the Ministry of Maritime Affairs and Fisheries. As stated in the Performance Report of the Ministry of Maritime Affairs and Fisheries in 2017, that the percentage increase in Non-Tax State Revenues from the KP sector in 2016 rose by 2.871%. The realization of Non-Tax State Revenues in 2016 increased sharply compared to the previous year. This increase was mainly obtained from PPP and PHP. In 2017, the Non-Tax State Revenues derived from fisheries resources increased from Rp 214.44 billion in 2014 to Rp 490.23 billion or an increase of 129% (the highest in the past five years).

CONCLUSION

Mark down practices of fishing vessels, taking place in Nusantara Fisheries Port, is all because of the mindset and low awareness of the fishermen, dishonest officers and ship owners, errors in measurement, weak supervision and law enforcement, lack of socialization, regulations that complicated, as well as economic demands to avoid levies, and the desire to obtain fuel subsidies. Potential Non-Tax State Revenues from PPP and PHP if precise measurement of fishing vessel is applied at Nusantara Fisheries Port is Rp. 5,748,764,175, -. By the mark down practices, the country suffered a large loss of Rp. 3,091,208,100, -. While the potential revenue from anchoring services is Rp. 248,681,668, -. So that the total potential loss of Non-Tax State Revenues from the fishing sector due to the mark down of fishing vessels in the Port is Rp. 3,339,889,768, -.

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