



Siber Nusantara
Research

☎+62 812 1046 7572 🌐 <https://research.e-siber.org> ✉ research.siber.info@gmail.com 📍 Jalan Marina Indah Raya No. 1 Pantai Indah Kapuk, Kramat Muara, Penjaringan, Jakarta Utara, Indonesia.

DOI: <https://doi.org/10.38035/sjtl.v2i1>

Received: May 13rd, 2024, Revised: May 20th, 2024, Publish: May 27th, 2024

<https://creativecommons.org/licenses/by/4.0/>

Impact Innovation Logistics, Collaboration Between Mode and Government Regulation on The Competitiveness of Freight Forwarding Companies

Mohammed Tohir¹, Andri Primadi², Indra Adhitya Kurniawan³

¹Institute Transportation and Logistics Trisakti, Jakarta, Indonesia

²Institute Transportation and Logistics Trisakti, Jakarta, Indonesia

³Institute Transportation and Logistics Trisakti, Program Studies Management Logistics, Jakarta, Indonesia, indraadhitya0309@gmail.com

Corresponding Author: indraadhitya0309@gmail.com¹

Abstract: Multimoda transportation (MTO) can be interpreted as a method of transporting cargo from one location to another using at least two or more different modes of transportation. The main principle of multimodal transportation is that there is only one bill of lading even though it involves several modes of transportation such as air, rail, land or sea. Multimodal transportation activities, in accordance with Ministerial Regulation No. 8 of 2012, can only be held by multimodal transport business entities, both national and foreign business entities. In carrying out multimodal transportation activities, the MTO business entity is responsible for supporting multimodal transportation activities which include managing transportation, warehousing, cargo consolidation, provision of cargo space, and customs for multimodal transportation to and from abroad. For a business entity, a business license or legality is a form of obedience to the law. The legality referred to here is a legally valid permit for all business activities carried out. All national MTO business entities must be able to provide multimodal transportation services that meet applicable safety and security standards. In order to guarantee the realization of effectiveness and efficiency in the implementation of the national logistics system, it is necessary to ensure that every MTO organizing business entity has fulfilled the legality aspect in accordance with the applicable regulations. This study aims to review the legality of operating multimodal transport operators in realizing the effectiveness of the national logistics system in order to determine the legality of operating multimodal transport in the Denpasar area. The data collection technique in this study is by means of literature studies and surveys (questionnaires and interviews) which will then be analyzed using a qualitative descriptive analysis method.

Keywords: multimoda transportation; multimodal transport business entities; legality

INTRODUCTION

The growth of goods transportation in recent years has experienced significant development, where this condition has had an impact on national economic growth. According to (Sezer & Abasiz, 2017), the logistics sector makes a significant macro contribution to the national economy by creating jobs, increasing the value of national income, and increasing the influx of foreign investors. On a micro scale, the logistics sector is a key industry in increasing corporate competitiveness. This is in line with the opinion of Speranza (2018), who states that the quality and accessibility of the services offered by the logistics sector are very important for economic growth, employment potential, and the country's ecological situation. This condition indicates that the presence of multimodal transport operators (MTO) or multimodal transportation is important.

Multimodal transportation based on Government Regulation no. 8 of 2011 concerning Multimodal Transportation is the transportation of goods using a minimum of 2 different modes of transportation, be it land, sea and/or air transportation on the basis of 1 transportation contract, either in written or electronic form, as a multimodal transportation document, from one place receipt of goods by a multimodal transport business entity to a place determined for delivery of goods to the recipient of multimodal transport goods. In simple terms, multimodal transportation (MTO) can be defined as a method of transporting cargo from one location to another using at least two or more different modes of transportation. The main principle of multimodal transportation (MTO) is that there is only one bill of lading even though it involves several modes of transportation such as air, train, land or sea. A bill of lading is a document relating to transportation by sea (Farida & Witasari, 2019) and is important to make, especially in international trade (Ayu et al., 2020). MTO is different from intermodal transportation, where users require different contracts with several operators. This means, in the MTO system, only 1 operator contract is required, so that the operator is the only one who is fully responsible for the completeness of the delivery.

Multimodal transportation activities, in accordance with Ministerial Regulation no. 8 of 2012 concerning the Implementation and Operation of Multimodal Transport, can only be organized by multimodal transport business entities, both national business entities and foreign business entities. In carrying out multimodal transportation activities, the MTO business entity is responsible for supporting multimodal transportation activities which include managing transportation, warehousing, cargo consolidation, providing cargo space, and customs for multimodal transportation abroad and within the country. Multimodal transportation business in Ministerial Regulation no. 8 of 2012 includes requirements for business permits or legality of multimodal transportation, human resources, procedures for submitting applications for multimodal transportation business permits, obligations, rights and responsibilities, administrative sanctions, guidance, transition provisions and closing provisions.

For a business entity, business permits or legality are a form of compliance with the law. According to the KBBI, legality means a state of legality or legality. Legality referred to here is a legally valid permit for all business activities carried out (Indrawati & Rachmawati, 2021). Legality is interpreted as a form of dispensation from prohibition, or simply, a business entity is said to be illegal and prohibited from operating if it does not have a permit. As with other business entities, logistics business entities such as multimodal transportation services also require legality. Multimodal business entities engaged in transportation services are responsible for the complete delivery of goods/cargo from the pick-up point to the delivery point, they are also responsible for all types of communication and coordination involved in the process. For this reason, all national MTO business entities must be able to provide multimodal transportation services that meet applicable safety and security standards. Judging from this, legality acts as an important legal umbrella for MTO business. In order to

ensure the realization of effectiveness and efficiency in the implementation of the national logistics system, it is necessary to ensure that each business entity administering the MTO has fulfilled the legality aspects in accordance with applicable regulations.

METHOD

This research is a qualitative descriptive study using literature study methods and surveys (questionnaires and interviews) which aims to determine the legality of multimodal transportation among multimodal transportation entrepreneurs in Denpasar. The data collection technique in this research is literature study and surveys (Questionnaires and Interviews). Data processing in this research uses several methods, including testing the validity and reliability of the research questionnaire. A questionnaire is declared valid if the questions in the questionnaire are able to reveal what will be revealed. Valid if the calculated R value is greater than the Table R (Yusup, 2018). A questionnaire is declared reliable if it can show stability/consistency of observation results even though it has been used many times to test the same case (Adamson & Prion, 2013).

RESULT AND DISCUSSION

Results test validity to instrument Which used in study This served on tablefollowing.

Table 1. Results Test Validity (n=50)

	f	%
Cases	Valid	50
	Excluded ^a	0

Source: Research Data

Table 2. Results Test Reliability

Cronbah's Alpha	N of Items
,716	12

Source: Research Data

Based on the results of the validity test, it was stated that all research instruments were 100% valid. It means, R count more big from R table And every instrument study form item the questions in the questionnaire can be said to be valid. Conclusion from the results of the validity test are questionnaire items that have been distributed to research samples, namely employees and MTO entrepreneurs can be said to be valid and reliable as a data collection tool in study. Based on results test reliability can known that mark Cronbach's alpha as big as 0.716 Which where mark the more from 0.6 And can withdrawn conclusion that every The questions in the questionnaire are reliable, which means there is similarity in the data time different And data the result is accurate.

Table 3. Test Regression Performance to effectiveness

Model	R	R square	Adjusts r square	Std. error of the estimate
1	,797 ^a	,636	,628	3.12561

a. Predictors: (Constant), Performance

Source: Research Data

The data from the analysis above shows the magnitude of the correlation (R), namely 0.797 where explains the magnitude of the influence of performance variables with the application of legality to effectiveness system logistics in Denpasar. There is Also mark R square or coefficient determination as big as 0.636 Which It means influence performance to

variable effectiveness is as big as 63.6%, while the rest 36.4% influenced by p other.

Table 4. Coefficient Performance to effectiveness

Model		Unstandardized B	Coefficients Std. Error	Standardized Coefficients Beta	t	Sig
1	(Constant)	11,333	3,502		3,237	,002
	Performance	,867	,095	,797	9,157	,000

a. Dependent Variable: Effectiveness

Source: Research Data

Based on the data in the figure, it is known that column B constant (a) shows value is 11.333 and the performance variable value is 0.867, then the regression equation can be written as follows: $Y = 11.333 + 0.867X$ Coefficient B is the regression direction coefficient and states the change in Y for every change in variable X. The change is increase when B positive or on the contrary. Results analysis data coefficient performance on effectiveness can translated as following. Coefficient regression X as big as 0.867 statethat for every additional unit of performance value, the effectiveness value will increase as big as 0.867+11.333. In conclusion is with see big mark X own small influence of Y. The constant value of Y can be said to be greater than X, so even though without There is influence though from variable performance, effectiveness own mark Which big.

The legality of multimodal transportation operators is regulated in PP No. 8 2011. Based on research data, it is shown that the implementation of PP No. 8 years 2011 in business performance had an influence of around 82% on the effectiveness of the logistics system national specifically in Denpasar. Data the obtained through spread questionnaire to para respondents from party employee nor businessman company multimodal in Denpasar.

It means, as much 82% respondents agree that implementation legality business multimodal influences the effectiveness of the logistics system or the effectiveness of the work they are in the field. Discipline in implementing legality creates prosperity for employees and entrepreneurs themselves. This is because of its legality This form of legal certainty is created to protect the interests of society in matters This is an employee of arbitrary actions that disturb the welfare of societyitself (Wisnumurti, 2022). The government has realized that the national logistics system requires rules or guidelines or legal certainty in its implementation realizing an effective and efficient logistics system. Some of these are legal contained in the Regulation of the Minister of Transportation of the Republic of Indonesia (Permenhub) No. KM. 49 2005 concerning the National Transportation System (SITRANAS); Government Regulation (PP) Republic Indonesia No. 8 Year 2011 about Transport Multimodal; Regulation Minister Relations Republic Indonesia (Permenhub) No. PM. 8 Year 2012 about Organizing and Operating Multimodal Transportation; and Regulation of the Minister of Law and Human Rights No. 20 of 2013 concerning Minimum Terms and Conditions for Services (Standard Trading Conditions-STC) in Field Transport Multimodal. STC is reference And guidelines in preparing transport documents multimodal.

Review of the legality of multimodal transport operator operations which was carried out in study This through spread questionnaire Which produce data covers bullet points including those related to PP no. 8 of 2011, Route Determination, Sea Highway, Customs, STC Documents, Multimodal Permits, HR, Monitoring to Destination, Train Rules, Regulations Sea, Air Rules, and Land Rules. Based on the research results obtained, it is known that multimodal business permits only reached around 58%, which means as much as This is also a multimodal transport business that does not yet have a business license. Additionally, performance based on legalization on route determination, train rules, sea rules, air rules and regulationsland also needs to be improved. Meanwhile, other aspects such as the

implementation of PP no. 8 of 2011, customs And fulfillment document STC Already is at in on 80%. Licensing business multimodal in Denpasar need improved Because matter the is a obligation Whichalso stated in PP no. 8 of 2011, where multimodal transport business entities are required fulfill the requirements for a business permit based on administrative requirements and technical requirements. Beside That, process management permission business multimodal in Indonesia assessed Already Good And fast so that can reduce costs logistics (Wibowo & Chairuddin, 2017).

CONCLUSION

Multimodal transportation is an important component of the logistics system, because transportation goods in activity logistics on generally use more from One mode transportation. For sustainability operation transport multimodal, government through exists legality, one of which is in PP no. 8 of 2011. Based on the results of a review through distribution questionnaire to employees and multimodal transportation entrepreneurs, work implementation or the performance of these parties in implementing legality related to multimodal transportation a number of aspect like PP No. 8 year 2011 Already implemented as big as 80%, determination route by 64%, sea toll 86%, customs 83%, STC documents 82%, multimodal permits 58%, HR 78%, monitoring to goal 83%. There needs to be efforts to improve performance in aspects permission business, train rules, sea rules, air rules, and land rules.

REFERENCE

- Adamson, K. A., & Prion, S. (2013). Reliability: measuring internal consistency using cronbach's α . *Clinical Simulation in Nursing*, 9, 179–180.
- Ayu, F. D., Widiati, I. A. P., & Arthanaya, I. W. (2020). Prosedur Penerapan Dokumen Bill Of Lading Dalam Aktivitas Ekspor-Impor. *Jurnal Analogi Hukum*, 2(1), 22–26. <https://doi.org/10.22225/2.1.1612.22-26>
- Farida, R., & Witasari, A. (2019). Tinjauan Hukum terhadap Penggunaan Letter if Indemnity tanpa Penyerahan Bill of Lading atau Konosemen dalam Pengangkutan Laut. *Prosiding Konferensi Ilmiah Mahasiswa Unissula (KIMU)* 2, 622–643.
- Indrawati, S., & Rachmawati, A. F. (2021). Edukasi Legalitas Usaha sebagai Upaya Perlindungan Hukum bagi Pemilik UMKM. *Jurnal Pengabdian Hukum Kepada Masyarakat*, 1(3), 231–241.
- Peraturan Menteri Hukum dan HAM No. 20 Tahun 2013 tentang Syarat dan Ketentuan Minimum Jasa Layanan (Standard Trading Conditions-STC) di Bidang Angkutan Multimoda.
- Peraturan Menteri Perhubungan Nomor 8 Tahun 2012, tentang Penyelenggaraan dan Pengusahaan angkutan Multimoda.
- Presiden Republik Indonesia. 2011. Peraturan Pemerintah Republik Indonesia Nomor 8 Tahun 2011 tentang Angkutan Multimoda. Jakarta, Tambahan Lembaran Negara Republik Indonesia Nomor 5199
- Sezer, S., & Abasiz, T. (2017). The Impact of Logistic Industry on Economic Growth : An Application in OECD Countries. *Eurasian Journal of Social Sciences*, 5(1), 11–23.
- Speranza, M. G. (2018). Trends in transportation and logistics. *European Journal of Operation Research*.
- Wibowo, W., & Chairuddin, I. (2017). Sistem Angkutan Multimoda dalam Mendukung Efisiensi Biaya Logistik di Indonesia. *Jurnal Manajemen Transportasi & Logistik*, 04(01), 25–38.
- Wisnumurti, A. A. G. O. (2022). Efektifitas Pelaksanaan Kebijakan Pendaftaran Izin Usaha UMKM Secara Digital melalui Online Single Submission (OSS) di Kota Denpasar.

Jurnal Ilmiah Ilmu Pendidikan, 5(12), 5441–5446. <http://jiip.stkipyapisdmpu.ac.id>
Yusup, F. (2018). Uji Validitas dan Reliabilitas Instrumen Penelitian Kuantitatif. Jurnal Tarbiyah: Jurnal Ilmiah Kependidikan, 7(1), 17–23.