

BILL OF LADING OF THE CARRIAGE GOODS BY SEA TO ENVISAGE EFFICIENCY OF EXPORT AND IMPORT: AN EMPIRICAL OVERVIEW

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ABSTRACT

This study aimed to analyse the law of transporting goods at sea by using a document of charge called Bill of Lading known in common law system from the 16th century. The objectives of this study are to understand the shipping contract problems and shipping contract efficiency. The research is taken based on the empirical type by showing evidence obtained from the field then analyzed based on the efficiency theory of Richard Posner. The outcome of this study states the international regulations do not give a detailed account in words to the rights and obligations of exporters and importers. However, the B/L contract on the back describes the rights and obligations of exporters and importers as "merchants". In another hand, the parties subject to the shipping contract shall prevent incorrect mass of goods, the parties are abiding by applicable legislation, prevent incorrect signing, storing the B/L in a safe place, consistent clauses of the B/L, exporters researching weight standards of goods to be shipped, exporters studying freight forwarding companies in order to manage customs clearance, selecting the right admiralty, paying attention to the cost of deviation, using the safe payment method, using the Surrender B/L, checking the supporting documents of shipping, carrying out the container inspection, and assigning the competent labors.

Keywords: bill of lading; goods; efficiency; transaction.

I. INTRODUCTION

Presidential Regulation Number 2 of 2015 on The National Medium-Term Rule (RPJMN) 2015-2019 Plan stipulates several matters concerning the global economic development of both of them namely the coming of the ASEAN Community in 2015, there are three global developments need to be observed for the next five years namely (a) the crisis in Europe over the last few years whose condition has not yet recovered or is still in mild recovery position, which will make it difficult for Indonesian exports to grow faster; (b) world commodity prices still show downward trend or flat and indications of the end of super cycle era will also affect Indonesia's

exports and investments; (c) the process of normalizing US monetary policy in 2014 and the planned increase in the Fed's benchmark rate in subsequent years. (Republic of Indonesia: 2015, p.27). Therefore, these three things become an important point to realize the efficiency of export and import transactions in Indonesia.

Export and import recognize the process of transporting from the initial port to the scheduled destination port and its schedule is determined by the port. Donna L Bade outlines some of the export and import related compliances where the products must match the criteria of value. Determining the precise criteria must be done before marketing the product and the process is complex if the company does not adjust the product to the criteria, all the privileges obtained will be rejected and they will lose customers. Particularly in responsible exporting are exporters, other than freight forwarders dealing with matters concerning packing and transport companies, governmental and bankers. (Donna L. Bade, 2015:37).

Bill of Lading (*hereinafter named as B/L*) was first recognized in countries adhered to the common law of Commonwealth and colonial states. B/L in the 14th century was actually used as a receipt. In the sixteenth and seventeenth centuries, when B/L became an important part potentially have a role for the carriage contract with each sender, some of the published receipts contained freight contracts, although this did not seem to be used often. Then, B/L is used to represent the holder's right to the delivery of goods judged by the merchant's custom at the time (Richard Aikens, et.al: 2016, pp. 170-171). There are still many problems in the field regarding the understanding of exporters and importers to understand the contents of the Bill of Lading. This issue brings the parties to an imbalance in applying the agreements contained in the B/L, especially in terms of fulfillment of rights and obligations of each.

Understanding of exporters and importers is not yet complying with the fulfillment of the rights and obligations of each party to implement the rules contained in the Contract of carriage in the Bill of Lading and How efficient the export and import transactions covered by the Bill of Lading?

II. RESEARCH METHODS

This method uses primary and secondary data types. Primary data is obtained facts from interviews held in the Ministry of Trade, Ministry of Transportation, Indonesia National Ship-owner Association hereinafter referred to as INSA, and Employer of Export-Import Company. Secondary data is the obtained facts or statements or concepts from kinds of literature. Literature materials used include Indonesian Civil and Commercial Codes also Indonesian Regulations or the related international agreements (Carriage of Goods by Sea Acts) and literatures in the form of books, journals, as well as other supporting materials including dictionary, encyclopedia

and other materials providing instructions about the materials practically made as the secondary data.

III. DISCUSSION AND RESEARCH RESULT

A. Rights and Obligations of Exporter and Importer

Based on the theory of efficiency of contract substance proposed by Randy E. Barnett (Salim HS and Erlies Septiana Nurbani, 2014: 224) model of B/L contract as Master B/L granted by the Freight Service Company to the Exporter and Importer (Seller and Buyer) the efficiency of carrying out transport activities from B/L has been achieved but still found various shortcomings. Hence the efficiency or value of B/L does not achieve one cake size as the pioneering analogy of the efficiency theory of this contract. Free goods requiring only heavy data and not listed weight standards have been met or not, counterfeiting of signatures of the carrier or shipping company, the fulfillment of rights and obligations of the parties is not achieved because when the goods are issued the Shipping Company is in bankruptcy, and unpreparedness of the exporter provides the original B/L against the Purchase Order agreement (Interview dated 13 January 2018).

Indonesian Commercial Law (hereinafter named to *KUHD*) as a regulation recognizes B/L as a consensus as the author of the quotation in the journal to revised and updated the *KUHD* is to consolidate with Book III of the Civil Code, by removing the principles trading in the *KUHD* and which is then affixed to the civil code update, so as not to eliminate the provisions already issued from the *KUHD* in the form of the law (Agus Budianto, 2013: 723). The consolidation of the *KUHD* is essential and effective to create regulatory efficiency in the transportation of goods at sea. In addition, legal certainty, benefit, and justice are also integrated into the consolidation of *KUHD* rules with the Civil Code of Book III concerning the engagement. All sea transport activities between businessmen who make payments to one another create a contractual relationship. This legal relationship brings the direct conditions of the parties in the B/L contract such as the Purchase Order, Invoice, Packing List, Initial Business whether using Letter of Credit or Transfer, and the issuance of B/L either House B/L or Master B/L (Interview on 13 February 2018).

Article 1320 of the Indonesian Civil Code is directly applied in the contracts imposed on this foreign trade, especially on its B/L. Sellers and buyers initially meet the requirements of legal acts such as objective terms and subjective requirements. Subjective requirements include the ability of the parties ensuring the export and import transactions are safely achieved efficiently. Then the objective requirements of meeting the will of the parties to agree to hold the

Purchase Order. Therefore, the exporter as the consignor shall mention the name of the goods, the weight of the goods, the size of the goods, and the specifications in the B/L pursuant to the said Purchase Order contract.

The author took the B/L contract on the back of the field numbered PELXBSJKT150906 held between PT HB (Exporter) and PT HC (Importer). In the contract, the Exporter and the Importer refer to the "Merchant" who becomes the B/L holder before and after the conduct of the business transaction. General provisions pertaining to such merchants include exporters, importers, owners and recipients of goods, and their agents. The B/L contracts the author of the analysis under the international rules covered therein such as The Hague Rules, The Hague-Visby Rules, and the Carriage of Goods by Sea Act. Previously the author did not analyze on the basis of Hamburg rules because the country as the exporter (Japan) has not ratified the regulation, as well as the Rotterdam Rules (RR), which has not been ratified. The RR has not been enacted under the United Nations Commission on International Trade Law because it still requires another 20 countries to enact it (www.uncitral.org/uncitral/en/uncitral_texts/transport_goods/rotterdam_status.html accessed on March 5, 2018 at 11:15 pm).

Particularly on the part of the B/L contract governing "Merchant" in the case of dangerous goods and liabilities, "Merchant", Mine and Taxes, General Average, and Notice of Lost or Damaged Goods (Rachma Indriyani, 2013: 58). Focus the author's analysis of dangerous goods and Coverage of goods and responsibilities of "Merchant". Such details of the following contract rules:

a. Dangerous Goods and Indemnity

- 1) The Merchant must mark or label dangerous Goods as dangerous in accordance with all applicable laws, regulations, and requirements;
- 2) Where the Merchant hands over dangerous goods to the Carrier, as the case may be, the Merchant must inform the Carrier in writing of the dangerous nature and character of the Goods and, if necessary, of the precautions to be taken, if the Merchant fails to do so and such Carrier does not otherwise have knowledge of their dangerous nature and character;
 - (a) The Merchant is liable to the Carrier for all loss, damage, delay, or expenses, or personal injury or death resulting from the shipment of such Goods; and
 - (b) The Goods may at any time be unloaded, destroyed or rendered innocuous, as the circumstances may require, without compensation to the Merchant.
- 3) If any Goods shipped with the knowledge of the Carrier as to their dangerous nature shall become a danger to the vehicle or other cargo,

they may in like manner be unloaded or loaded at any place or destroyed or rendered innocuous by the Carrier, without liability on the part of the Carrier, except General Average, if any.

i. Liability of the Merchant

- 1) At the time the Goods were taken in charge by the Carrier, the Merchant shall be deemed to have guaranteed to the Carrier the accuracy, of all particulars relating to the general nature of the Goods, their marks, number, weight, volume and quantity and, if applicable, the dangerous character of the goods, as furnished by him or on his behalf for insertion in this B/L.
- 2) The Merchant shall indemnify the Carrier against any loss resulting from inaccuracies in or inadequacies of the particulars referred to above.
- 3) The Merchant shall remain liable even if this B/L has been transferred by him.
- 4) The right of the Carrier to such indemnity shall in no way limit his liability under the multimodal transport contract to any person other than the consignor.

The substance of the above contract is a modification of the international rules such as Hague Rules 1924 as amended Merchant Shipping Act 1981 and Merchant Shipping Act 1995, Hague-Visby Rules 1971, and Carriage of Goods by Sea Act 1992) (Paul Todd: 2016, pp. 432-441. The contract referred to by the author is modified based on the needs of each party in accordance with the results of the author interview with the person in the Shipping Company dated February 19, 2018, who experienced handling the B/L contract. So far there is no problem of substance of contract in B/L because standard of contract in B/L has been adjusted with standard contract in general. In the sense of the contract of carriage located behind the B/L is the application of the Purchase Order contract between the exporter and the importer. Although there are modifications to the clause of the B/L contract rules. Often the parties do not pay attention to the applicable clauses in the B/L contract which results in mismanagement of the demurrage charged to the seller. The importer should be responsible for the cost. Therefore, the B/L contract sentence is modified to make it easier for the parties to understand its contents and achieve the efficiency theory of contract development is about the size of the cake.

B. Bill of Lading Efficiency in Export and Import Transactions

Organizations involved in Asian and Australian logistics systems can better access the strategic benefits of collaboration by building up the enablers through training, job rotations and improved communication for instance. Reinforcing the enablers will provide strength in the face of organizational resistance to accepting this new way of doing business. Overcoming the negative forces in the force field will enable the strategic benefits, including innovation and competitive advantage, to be realized by logistics service providers in the Asian century (Hilary Pateman, et. al: 2016, p. 38). The statement is a result of proven research in Indonesia establishing the organizations such as INSA, ALFI (Indonesian Logistics and Freight Forwarders Association), GPEI (Indonesian Exporters Association), and the Indonesian National Importers Association (GINSI). These four organizations truly integrate collaboration to raise efficiency awareness in export and import business activities.

Any commercial aspects of the shipping industry, such as carriers' liability, bills of lading, charter parties, limitations of liability, collisions, and general average, are predominantly regulated in the Indonesian Commercial Code (ICC). The Commercial Code is a legislative instrument dating from the Dutch colonial era, which was enacted in 1847. Since its enactment, Indonesia has not revised or amended it, causing several provisions to fall short of current trends in the shipping industry (Sahat Siahaan, et. al: 2016, Hlm. 266).

Contract of carriage which in the case of Contract of Carriage has several aspects which provisions are in the KUHD. Under Indonesian law, matters regarding the carriage of goods by sea are regulated under the ICC. The ICC contains basic provisions of carriage of goods by sea, including the duties and liability of the carrier, the legal consent between carrier, shipper, and consignee, and limitation of liability. One of the most notable provisions of the ICC is prescribed under Article 470, which prohibits the carrier from contracting out or limiting its liability with regard to cargo damage as a result of the following:

- a. default in taking care of or providing appropriate facilities or staff to ensure the seaworthiness of the means of transport used for the shipment;
- b. failure to determine an appropriate means of transport for the shipment; or
- c. wrongful handling or insufficient protection of the goods.

A clause containing waiver provisions of cargo damage liability arising from the aforesaid conducts is deemed null and void. To date, Indonesia has not ratified The Hague Rules or The Hague-Visby Rules, but in practice parties may refer to any of the provisions of those rules in a bill of lading. Indonesia has not ratified the Rotterdam Rules either. Indonesian legislation also adopts a cabotage policy allowing only vessels flying the Indonesian flag to carry out domestic or inter-

island carriage of goods by sea. This cabotage policy is set out in Article 5 of the Shipping Law. It provides a strict requirement for a vessel to fly the Indonesian flag; a vessel can only legally fly the Indonesian flag if it is owned by an Indonesian individual or a legal entity majority-owned by Indonesian shareholders. (Sahat Siahaan, et .al: 2016, Hlm. 284).

Based on the result of the interview on February 13, 2018 at the Ministry of Transportation, shareholder role in applying the contract of transportation in accordance with the above quotation is in accordance with the facts. The relevant informants provide if a large Company owned Go-Public payment guarantee covered by the contract of carriage between the Shipping Company, Exporter and Importer are guaranteed by its Shareholders because the Legal Audit system is different from The Go-Public company.

The time required for importers is very influential for Carrier to receive the goods. Especially in the case of agreements held on the Purchase Order between the three parties including the Exporter. The good side of the time used in this foreign trade includes House B/L expenditure for Seller and Buyer to process the delivery of goods to the Port of Destination without time delay. This has the consequence of every transport document including the last issued B/L gives a signal exactly when the goods arrived at the buyer. Then the B/L used to meet the requirements of the Bank withdraw funds to the seller. The disbursement of such funds shall be submitted with important documents such as B/L, payment checks, and Commercial Invoice; good cooperation with transportation service companies; Carrier's legal standing is solely from the transactional side and is not prolonged to carry out his contract between Carrier and the seller; It does not take long to determine the Harmonized Code to be decided by Customs regarding post tariffs to be applied based on goods classification through B/L (Interview dated 13 February 2018). Conversely in meeting the time of transactions often occur some shortcomings hampering the transport process. The process of delivery of goods in the sense of transporting goods at sea is hampered by the loss of B/L resulted in the owner of goods cannot take the goods, the goods cannot be issued because it is not according to the rules, and B/L amendment takes time by submitting a Letter of Intent (LoI) Interview dated February 19, 2018). Then the constraints faced by the Insurance Company also occur as in carrying out the settlement of insurance claims of freight transport by sea, namely: the number of funds needed for adjuster and surveyor; the location or location of the loss is relatively far away; the difference in fact between the condition of the policy and the actual situation; lack of document / lack of claim documents; and supporting documents and loss of goods at the time of the incident making it difficult to calculate the loss (Githa Fitria Lisa, 2016: p. 10).

Trade held between the parties cannot be separated from the expenses. Cost becomes the determinant factor of the business profit of each party. Efficiency to costs incurred such as using CIF (Cost, Insurance, Freight) and FOB (Free on Board) methods of authors cite some significant differences between the two in FOB contracts referring to shipping ports of goods, while CIF contracts refer to destination ports; FOB contracts require shipment at the port, while the CIF contracts of the seller may have goods which the ship has transported; and the CIF contract involves all parties listed therein and the seller so as to pose a risk, whereas the FOB contract is borne by the buyer (Louise Merrett: 2008, pp. 245).

Here Chart of the holding of Purchase Order or Sales Contract between Exporter and Importer according to the Ministry of Trade:



Source: Ministry of Trade Republic of Indonesia

The business activities of the transportation management services are among the two is the issuance of transportation documents and the processing of document settlement which we can know in Article 82 of Government Regulation Number 20 of 2010 on Water Transportation. B/L in the case of a deal of goods transport activities shall be used, as set forth in Article 177 paragraph (1) and paragraph (2). Secondly, the water transport Company is responsible for the cargo of ships according to the type and amount stated in the cargo document (B/L) and / or the agreed contract or contract of carriage.

Regulation of the Minister of Transportation Number KM 15 of 2007 Concerning the Implementation and Tally of Tally in the Port states the benefits for shipping companies (Article 4 letter d) to improve efficiency, performance, image, responsibility, and professionalism as the actual carrier of goods transported to

service users. In connection with this in Article 5 paragraph (3) also determines the document of the tally activity result is one of the references in the process of making the loaded document which in this case B/L and serves as the main supporting document in filing the claim for the parties in need.

Technical Implementer Unit (UPT) The port office uses B/L as a document that is absolutely necessary to realize the efficiency of export and import transactions. Regulations pertaining to it are covered by Article 6 and Article 13 paragraph (1) of Regulation of the Minister of Communications Number KM. 21 of 2007 on The System and Procedure of Ship, Goods and Passenger Services at Seaports organized by UPT Port Office. The shipping document mentioned is shipping documents including B/L which has the function of ship documents other than a contract. The effect of efficiency achievement of this rule tends to lead to previously held transactions between exporters and importers in order to avoid waste in buying goods plus other relevant costs.

The shipping distance specified between the shipping company as Carrier and Exporter as the seller in the Purchase Order contract negotiation activities affects the efficiency of the arrival time of the goods to the port of loading and unloading (PBM) where the exporter takes the goods. Article 6 paragraph (2) sub-paragraph e of the Minister of Transportation Regulation Number 68 of 2011 on The Sea-sailing channels describes the implementation of marine ships with sea-shore development plans arranged based on the efficiency of shipping distance.

Improving the productivity and efficiency of loading and unloading activities, the loading and unloading Company may carry on the operation of the warehouse and/or congestion field at the port in cooperation with the port operator / manager in accordance with Article 19 of the Minister of Transportation Decree Number KM 14 of 2002 on the Implementation and Effort of Loading and Unloading Goods from and to the Ship. The loading and unloading Company in respect of its responsibilities for loss of life or injury, and loss from loss or damage to property of third parties, due to errors and / or omissions in carrying out its activities pursuant to Article 13 paragraph (2).

The tally clerk cost element pursuant to Article 5 of the Decree of the Minister of Transportation Number KM 25 of 2002 on The Basic Guidelines for the Calculation of Tariff for Service of Loading and Unloading of Goods from and to the Ships at the Port has an effect on cost efficiency. Similarly, Article 6 clarifies the provisions of Article 5. However, Article 14 excludes the unloading and unloaded container loading and unloading work.

Maintenance of goods safety and security is the principle of implementation of B/L function as a transportation document. Return to the contents of B/L from

the details of the weight of the goods affecting the stability of the ship, whether the ship is damaged or broken depending on the weight it carries. Article 3 of the Presidential Regulation Number 106 of 2015 on the Implementation of Public Service Obligations for Freight Transport in the Sea states (Kukuh Tejomurti, 2017: 60).

Regulation of the Minister of Transportation Number 93 of 2013 on the Implementation and Enforcement of Sea Transport Article 93 Paragraph (2) and Paragraph (3) provide guidance for Carrier to be responsible for shiploads in accordance with the types and amounts stated in document cargo and / or agreement or agreed contracts of carriage and shall be obliged to ensure passengers and goods transported. The contents of the Article directly relate to the efficiency of the enormous expense incurred for the Shipping Company.

Shipping Instruction (SI) is related to B/L which influences the process of B/L issuance as a reflection of the efficiency of goods delivery time to the exporter. The exporter is obliged to make SI contain the cargo contained in the letter in accordance with Article 1 number 4 of the Minister of Transportation Regulation No. 4 of 2018 on the Implementation of Public Service Obligation for Freight Transport at Sea. Article 2 states the obligation of public services for the transport of goods at sea, shall be carried out by means of a freighter. The goods description document serves as a supplementary document containing information on the name of the ship, the name of the shipper (exporter), the name of the consignee (importer), the name and type of goods, the amount of weight in tons and volume of goods, port of origin and port of destination affirmed in the provisions Article 3.

B/L functions cannot be separated as contracts or documents are regulated in Government Regulation Number 8 of 2011 on The Multimodal Transportation. The transport document in question is clarified in Article 4 letter a through t. It is further stated in Article 6 paragraph (2) the multimodal transport document as referred to in Article 4 is evidence of the contract agreement after it has been approved by multimodal transport agency and multimodal transport user. The exporter's responsibility as set forth in Article 16 which is domiciled as a user of multimodal transport services in order to pay freight charges, provide correct and accurate information to avoid misinformation based on interview dated February 19, 2018 to all contents contained in Article 4, and notify and give signs or labels as special or dangerous goods in the case of goods shipped in the form of special or dangerous goods in accordance with international conventions and statutory provisions. In addition, the exporter shall have the right to obtain services in accordance with the provisions in multimodal transport documents, to claim

for compensation in the case of multimodal transport entities not fulfilling their obligations in accordance with multimodal transport documents supplemented with acceptances of goods signed by multimodal transport agencies and recipient's goods, and obtain information on the existence of goods (Article 17).

The responsibility of the exporter as set forth in Article 19 for all losses, damages, losses, and expenses incurred by improper, inaccurate, and incomplete information; the consequences of which the recipient of goods is unwilling to accept the goods or the address of the recipient is not found which is not the fault of the multimodal transport agency; and all losses, damages, losses, and expenses incurred as a result of harmful items not disclosed. This provision is the same as the contents of the clause in the B/L contract the author sets out in the analysis of the first problem formulation data.

The importer who is the recipient of goods in Article 21 which is required to accept the goods and sign the goods handover report as specified in the multimodal transport document, paying the cost of multimodal freight services in the case of freight cost is the recipient's expense as stated in the transportation document multimodal, and notify in writing to the multimodal transport agency in case the goods received are damaged and / or incomplete no later than 3 (three) days after the goods are received and declared in the minutes of receipt of goods signed by the multimodal carrier and the consignee . Subsequent recipients of Article 22 shall be entitled to claim in the case of multimodal transport entities not fulfilling their obligations in accordance with multimodal transport documents.

Law Number 17 of 2008 on The Shipping Article 51 provides multimodal transport service providers such as resource persons interviewed on February 19, 2018, to be responsible for goods from the receipt of the goods until delivered to the recipient (importer). Clarified again in Article 52, the implementation of multimodal transport shall be conducted on the basis of 1 (one) document issued by the multimodal carrier (Freight Forwarding) in this case in the form of B/L contract which binds it. In addition, the company is responsible for the existence of Article 53 and Article 54 for the loss or damage of goods and the delay of delivery of the goods insured by it.

The Government conducts a policy review to regulate foreign trade activities and control export and import as Article 38 of Law Number 7 of 2014 on Trade mandates the Government through its state institutions. The author underlines the ability of exporters and importers to realize the efficiency of their transactions. It is very necessary because in the business sometimes there are buyers are very dependent on unavailable products in the country, he must import from other countries. This factor is called endowment factor which refers to the difference

of location which in this case is the country between exporter and importer it. Therefore, the Ministry of Trade held an export orientation trade guidance which is illustrated by the chart below:



(Source: Ministry of Trade Republic of Indonesia)

The laws and regulations reviewed above have all been aligned with the theory of efficiency over time and costs. There are several things impedes the progress of the efficiency of time and cost as has been told by the five sources of authors of different backgrounds or backgrounds of expertise.

IV. CLOSING

A. Conclusion

1. Each of the reviewed international regulations does not clearly describe what the rights and obligations of exporters and importers are. However, the B/L contract on the back describes the rights and obligations of exporters and importers as "merchants". All B/L contracts have complied with prevailing international regulations such as The Hague Rules as amended by the Merchant Shipping Act 1981 and 1995. This International Regulatory Author to a great extent of The Hague Rules document already amended by the 1968 Brussels Protocol, the Merchant Shipping Act 1981 and 1995 which have incorporated the details of the rules before the amendments and after amendments into one;
2. Efficiency of Export and Import Transactions on B/L Contracts is achieved on preventing incorrect mass of goods, parties are abiding by applicable legislation, prevent incorrect signing, storing the B/L in a safe place, consistent clauses of the B/L, exporters researching weight standards of goods to be shipped, exporters studying freight forwarding companies in

order to manage customs clearance, selecting the right admiralty, paying attention to the cost of deviation, using the safe payment method, using the Surrender B/L, checking the supporting documents of shipping, carrying out the container inspection, and assigning the competent labors.

B. Suggestion

1. The author states the planning of forwarding consideration to the Government to ratify the Rotterdam Rules and Hamburg Rules. The suggestion relates to the non-conformity of the shipping culture conditions with the prevailing laws and regulations. Then, when it comes to the promulgation of Rotterdam Rules, the legal reform of transportation will experience the newness of its civil legal aspects in addition to its new aspects of administrative law have been conceptualized earlier. Consequently, the business actors can carry out their transportation activities;
2. The sea toll has been planned by the Government which not only focuses on business activities but also public activities. The standard operating procedure is the key concern of the cooperation of the Government, the Association of Shipping Companies, the Association of Export Companies, the Association of Importers, and the Association of Freight Forwarders to create an important standard operational procedure framework for the efficiency of export and import transactions. The associations are in Indonesia for a better business climate to achieve Indonesia's maritime prior objectives.

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