

## Analisis penetapan tingkat resiko (risk ranking) di bidang impor

Any Miami, author

Deskripsi Lengkap: <https://lib.ui.ac.id/detail?id=124265&lokasi=lokal>

---

### Abstrak

When an exchange of goods and services takes place across national boundaries, it is called international trade. Import is the part of international trade. The focus of this research is only about import. Indonesia has a lot of airport and seaport where the part of controlling by customs. An individual customs officers has limited hours each day in which to do his job. During this time the officer must decide which cargo to search and how detailed the search should be. It is impossible to examine all movements with only the limited resources of manpower and equipment that customs authorities have.

The Research Method that used in this research is qualitative method. The data collecting techniques that used are field and library research. While the analyzes technique which the writer used is descriptive technique. Risk from a customs viewpoint, consider what risks would be involved in clearing import consignments based solely on the trader declaration. Risk management is adopted by customs. Analysis of determination risk ranking in import is based on importer profile and goods profile. The Categories of Importer Profile are divided into three groups, which are Hi-Risk, Medium Risk, and Low Risk. Also, The categories of Goods Profile are divided into three groups. They are Very Hi-Risk (which is determined by Government), Hi-Risk and Low-Risk.

Based on these two profile, will be applied risk management. The output of risk management is the line which is determined by Customs, they are Red Line and Green Line. For the Red Line which will be applied physics and document examination. For the green line, there will be no physics examination, only document examination. The aim of risk management is to reach an ideal condition from controlling function and service function which was doing by Customs. The Purpose of customs control is to ensure that all movements of goods, vessels, vehicles, aircraft crossing national borders occur within the framework of laws, regulation and procedures that comprise the customs clearance process.

In addition, this research is also expected to give suggestions for government to make a transparency of profiling process, socializing goods profile in order to let importer know about the criteria of profiling and also systemic and integrated improvement through National Single Window within another Department.