

# Implementasi deregulasi Mei 1994 pada terminal petikemasTanjung Priok

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## Abstrak

The Government of Republic of Indonesia issued a package of deregulation policy in the public business dated May 19, 1994; it had been well known as Pakmei 1994. Palonei 1994 consists of some regulations, and it was intended to simplify the business regulation in order to arise the economic atmosphere to be conducive for economic development.

The substance of Pakmei 1994 is the Government Regulation Number 20 of 1994 Re share ownership in companies established in the framework of foreign capital. The Article number 5 (1) of Regulation Number 20 of 1994 stated that the joint venture company between expatriate and Indonesian citizen and/or the Indonesian company had been allowed to conduct business activity in some fields which were categorized formerly as important for the State and the people. They were harbour, production and transmission as well as distribution of electric power for the public, telecommunication, shipping, aviation, drinking water, public railway, atomic energy, and mass media.

Regardless of whether Pakmei 1994 opposing to the Constitution or pertaining to development age, Pakmei 1994 is a fascinating topic to discuss. This thesis is a result of the field research on the container port of Tanjung Priok Jakarta. The harbour business (including the container port) is one of nine kinds of business allowed to be conducted by the private company after Pakmei 1994.

Prior to Pakmei 1994, no one nor private company to be allowed to conduct business of harbour. Pakmei 1994 hence considered as a fundamental institutional arrangement and as a revolutionary interpretation of the Article Number 33 of the Constitution thereof; and it means that the government monopoly in the harbour business is officially terminated.

This thesis puts forth effort to ascertain the effect of Pakmei 1994 onto the harbour business especially the rise of container port of Tanjung Priok Jakarta after the issuance of Pakmei 1994; the highlights are:

1. the system of container port, Tanjung Priok.
2. the growth of container port business.
3. the container handling.
4. the some performances of container port, Tanjung Priok.

There are some problems to solve concomitant to container port business at Tanjung Priok, if they are set aside then the valuable momentum of Pakmei 1994 should be wasteful.