The new policy to provide broad flexibility to capture lobster seeds

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The new policy to provide broad flexibility to capture lobster seeds is the same as opening up massive exploitation and welcoming the extinction of lobster seeds in Indonesia. The commitment of lobster seed exporters to develop cultivation is very doubtful and is suspected of using partnerships with lobster cultivators as an effort to obtain a lobster seed export license only. Indonesia, as an archipelagic country, has extraordinary marine resources and has always been the target of fishermen from various countries who are equipped with modern fishing equipment to obtain large-scale catches, while domestic fishermen are still faced with a number of restrictions related to the use of fishing equipment.

The government argues that it has compiled a roadmap for lobster cultivation 2020-2024. In 2020, the production value of cultivated lobster is targeted at IDR 330 billion and is projected to increase to IDR

1.73 trillion in 2024. Therefore, the use of lobsters for export must be managed by the state and the government must be transparent so as not to cause confusing opinions. However, the government still insists on implementing the Minister of Marine Affairs and Fisheries Regulation No.12 of 2020 with the argument to help 13,000 small fishermen who have lost their livelihoods due to the issuance of the previous regulation. The government's policy to open lobster seed exports and legalize fishing equipment, such as cantrang and the like, is feared to trigger horizontal conflicts between fishermen which are increasingly widespread. So far, conflicts have often occurred with fishermen related to the use of non-environmentally friendly fishing equipment.

Price movements of lobsters and lobster seeds are largely determined by developments in demand and supply, both domestically and abroad. However, these new policies often ignore the sustainability of lobsters in Indonesia. The Roma Group, therefore, invites stakeholders to be aware and willing to think ahead, both in terms of time and space. The report of the Roma group in "The Limits to Growth" (Meadow, 1972) shows that the world is likely to experience failure because important natural resources are very limited in number, while the level of world consumption continues to increase.

Economically, the policy on lobster seed export seems less profitable, given the very small state revenue. On the other hand, the legalization of lobster seed export has the potential to trigger massive

exploitation of lobster seeds which will ultimately threaten the balance of the ecosystem. The exporters have succeeded in carrying out lobster cultivation activities and are always following the availability of stocks in nature. Currently there are 30 companies that have received a recommendation to export lobster seeds, including PT. Samudera Bahari Sukses, PT. Grahafoods

Indo Pasifik, and PT. Tania Asia Marina. The quota for catching lobster seeds is set at 139,475,000 head per year with an allocation of 70% for cultivation and 30% for export. The new policy also requires exporters to release 2% of their harvest from cultivation.

Indonesia's lobster exports are mostly focused on China, Taiwan, Hong Kong and Singapore. Some of the factors that cause Indonesia's lobster exports to be unable to compete in the international market are logistical problems, lack of market control, and difficulty in obtaining lobster seeds to be cultivated or raised. Shrimp farming business actors complain about complicated business licensing regulations. Currently there are 21 permits that must be fulfilled by shrimp farmers. Some of the permits that many cultivators complain about are the Regional Regulation which states that cultivation ponds including buildings and the fee are calculated per square meter.

In conclusion, the unreasonable price increase has resulted in lobster cultivators being helpless. It is estimated that if lobster seeds are taken continuously for export purposes for 3 years, in the fourth year the cultivators will no longer get the seeds when the export of lobster seeds is out of control. In addition, conflicts between fishermen are often unavoidable.

Rangkuman Tugas Kelompok

How the Shipping Process Works, Step-By-Step

Shipping internationally can be complicated and sometimes confusing. With many obstacles to overcome and hoops to step through along the way, working with a qualified freight forwarder is the best way to ensure the shipping process is as smooth as possible.

Step #1: Importer requests quotes and orders goods

The first step in the shipping process is when an importer (also known as the consignee) orders goods from a supplier (also known as the consignor). In a usual import, buyers will generally ask suppliers for a quote when looking at goods to purchase. The quote can often be accompanied by, or be in the form of, a proforma invoice

- **Agreeing on shipping incoterms** When a buyer issues a purchase order to a supplier, the contract should be governed by one of the many incoterms
- **Engaging a freight forwarder**
Once the purchase has been agreed and the incoterms selected (in this case EXW), the importer can then arrange for a freight forwarder to manage the transportation of the goods from Point A to Point B.
- **Obtaining a Letter of Credit**
When an order is made, a common way to pay the supplier is to obtain a letter of credit. Many buyers use this because it's one of the most secure payment methods in international shipping.
- **Issuing of Commercial Invoice**
Following this, the supplier will provide the importer with an order confirmation and a commercial invoice.

Step #2: Freight forwarder arranges export

The overseas representative will in turn contact the relevant supplier and arrange for the export of the buyer's goods. This will involve the preparation of several key documents used in the international shipping process which are required for customs purposes.

Documents that need to be prepared by the supplier

- a. **A Packing List:** a supplier will prepare a packing list which will be used by a freight forwarder to highlight all the information regarding the freight being transported.
- b. **A Certificate of Origin:** a supplier will also prepare this certificate if they are exporting to a free-trade country.
- c. **A Shipper's Letter of Instruction (SLI):** a supplier may be required to prepare an SLI, to provide the local shipping agent with a written record of the shipping information.

- d. **A Manufacturer's Declaration:** This is typically a declaration created by a manufacturer for customs purposes.
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Step #3: Booking of freight

Once the required documentation is in order, the supplier must make a booking for the export shipment.

Step #4: Goods to travel to international depot/port

Depending on the shipping incoterms, this will either be arranged by the supplier or by the consignee through their freight forwarder. Export clearance can then commence.

The Bill of Lading

When a carrier arrives to pick up the goods, a bill of lading is issued. A bill of lading confirms that the goods were received by the carrier in an acceptable condition.

Step #5: Goods processed through export customs clearance and placed in transit

There are several modes of transport a buyer can select to transport their freight when shipping by sea, including:

- **Full Container Load (FCL):** this is where the shipment of one buyer takes up a full container;
- **Lesser Container Load (LCL):** where a buyer's goods don't take up the whole container (instead, the goods take up less of the container) and are stored with other buyers' goods;
- **Reefer:** A reefer is essentially a large fridge used to refrigerate goods while in transit – reefers are normally used to transport goods like fruits, meat, vegetables, dairy and fish;
- **Out of Gauge (OOG):** also known as break bulk, these are loads that are basically too big to fit into a container (and usually come with an extra surcharge);
- **Flat Racks:** As opposed to using standard shipping containers, buyers can instead choose flat racks – these are great for goods that do not fit in normal shipping containers (like break and OOG loads).

Step #6: Goods arrive in buyer's country for import clearance

Once a buyer's goods arrive in the country of destination, the goods undergo an import clearance.

Step #7: Goods are transported from the port to the buyer

Once the goods pass through customs and are good to go, they will then be delivered to the buyer or agreed delivery point. Once, again, the incoterms on the shipment will determine who arranges this.

Depending on the shipment type (air or sea freight, FCL or LCL) a range of transport options will be available.