

# Analisis Dampak Investasi dan Dwelling Time Pelabuhan terhadap Pendapatan Rumah Tangga dan Nilai Tambah Bruto Perekonomian Indonesia Menggunakan Metode Input Output = Analysis of Impact on Port Investment and Dwelling Time Against Household Income and Gross Value Added of Indonesian Economy Using Input Output Method

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## Abstrak

[<b>ABSTRAK</b><br>

Tujuan penelitian ini adalah : (1) Untuk menganalisis pengaruh aktivitas pelabuhan terhadap perekonomian Indonesia dilakukan melalui analisis angka pengganda (multiplier analysis), analisis kontribusi (share analysis) dan keterkaitan antar sektor pelabuhan Indonesia; (2) Untuk menganalisis posisi pelabuhan dalam sektor kunci perekonomian Indonesia; (3) Untuk menganalisis dampak investasi PT. Pelabuhan Indonesia (BUMN) terhadap pendapatan (income) dan nilai tambah bruto (NTB) perekonomian Indonesia.

Adapun data yang digunakan menggunakan data-data yang dipublikasikan oleh Badan Pusat Statistik (BPS) dan Universitas Indonesia (UI) khususnya adalah Tabel Input Output 2008 Updating dan 2010. Alat analisis yang digunakan adalah menggunakan pendekatan analisis Input-Output, yaitu angka pengganda (multiplier analysis), analisa keterkaitan antar sektor (forward-backward linkage), analisis kontribusi (share analysis) dan analisis dampak investasi terhadap pendapatan (income) dan nilai tambah bruto (NTB) sektor-sektor perekonomian Indonesia.

Kesimpulan yang diperoleh adalah (1) Sektor-sektor pelabuhan memiliki nilai angka pengganda output yang relatif besar dan angka pengganda pendapatan yang relatif kecil. Hal ini menunjukkan bahwa 4 (empat) sektor terpilih yaitu Jasa Penunjang Angkutan, Jalan, Jembatan dan Pelabuhan, Angkutan Laut dan Industri Kapal dan Jasa Perbaikannya, memiliki potensi penciptaan output yang besar dari permintaannya, tetapi memiliki sedikit potensi penciptaan pendapatan rumah tangga, hal ini disebabkan karena 4 (empat) sektor ini hanya sedikit menggunakan input yang berasal dari rumah tangga atau hanya menyerap sedikit tenaga kerja rumah tangga. (2) Koefisien teknologi tahun 2008 dan 2010, terdapat perbedaan sehingga terjadi perubahan teknologi dalam proses produksi output perekonomian. Sektor Jalan, Jembatan dan Pelabuhan merupakan sektor yang memiliki kontribusi output (output share) dan kontribusi permintaan antara (intermediate demand) tertinggi.(3) Sektor Kunci perekonomian, yaitu sektor Jalan, Jembatan, dan Pelabuhan, Angkutan Laut, dan Jasa Penunjang Angkutan, sedangkan Industri Kapal dan Jasa perbaikannya masih belum menjadi sektor kunci perekonomian. (4) Stimulus investasi terhadap sektor-sektor pelabuhan dapat meningkatkan distribusi pendapatan ke seluruh sektor-sektor perekonomian lainnya dan terjadi peningkatan total pendapatan dari output seluruh perekonomian.(5) Stimulus investasi terhadap sektor-sektor pelabuhan dapat meningkatkan nilai tambah bruto (NTB) ke seluruh sektor-sektor perekonomian lainnya dan terjadi peningkatan total NTB dari output seluruh perekonomian.(6) penurunan dwelling time terhadap sektor-sektor pelabuhan dapat meningkatkan nilai tambah bruto (NTB) ke seluruh sektor-sektor

perekonomian lainnya dan terjadi peningkatan total NTB dari output seluruh perekonomian.

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<b>ABSTRACT</b><br>

The purpose of this study were: (1) To analyze the effect of the port activity on the Indonesian economy is done through the multiplier analysis, analysis of the contribution (share analysis) and linkages between Indonesian port sector; (2) To analyze the position of the port in the key sectors of the Indonesian economy; (3) To analyze the impact of investment and dwelling time on PT. Pelabuhan Indonesia to earnings and gross value added Indonesian economy.

The data that is being used from the data published by the Central Statistics Agency (BPS) and the University of Indonesia (UI) in particular is Updating Input Output Table 2008 and 2010. The analysis tool used is using the Input-Output analysis approach, the multiplier analysis, forward-backward linkage analysis, the analysis of the contribution (share analysis) and the analysis of investment impact on income and gross value added the Indonesian economy sectors.

The conclusion is (1) Sectors port multiplier output value is relatively large and income multiplier is relatively small. This shows that 4 (four) selected sectors namely Supporting Services Transport, Roads, Bridges and Ports, Sea Transport and Industrial Ship and Improvement Services, has a great potential output creation of demand, but it has small potential for the creation of household income, this due to the 4 (four) sector is only inconsiderably small in using the input that comes from households or just absorb small amount of household labor. (2) The coefficient of the technology in 2008 and 2010, there is a difference resulting in a change of technology in the production process of the economy's output. Sector Roads, Bridges and Ports is the one that has the highest output share and intermediate demand. (3) The Roads, Bridges, and Ports, Sea Transport, Transport and Supporting Services are the key sectors of the economy, while the Shipbuilding Industry and Services improvement is still not a key sector of the economy. (4) Stimulus investments to the port sectors can improve income distribution to all other sectors of the economy and an increase in total revenue of the output of the entire economy. (5) Stimulus investments to the port sectors could increase the gross value added to throughout other sectors of the economy and an increase in the total value added of the output of the entire economy. (6) reduction in dwelling time for the Indonesian port could increase gross value added to all other sectors of the economy and an increase in the total value added of the whole output economy., The purpose of this study were: (1) To analyze the effect of the port activity

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