

# Dampak kebijakan pengalihan subsidi bahan bakar minyak terhadap perekonomian nasional: analisa model input-output = Impact of fuel subsidy reallocation budget policy for development to national economy: input output model analysis / Anton Budi Prananto

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## Abstrak

### <b>ABSTRAK</b><br>

Peningkatan kebutuhan domestik, peningkatan harga Bahan Bakar Minyak BBM di tingkat internasional, dan harga BBM jenis tertentu yang tetap, meningkatkan beban belanja subsidi BBM dalam APBN. Subsidi BBM yang berlebihan menimbulkan dampak negatif, sehingga perlu dilakukan upaya reformasi subsidi BBM jenis tertentu, salah satunya adalah kebijakan pengalihan alokasi anggaran subsidi BBM jenis tertentu melalui peningkatan harga BBM bersubsidi. Studi ini bertujuan menghitung potensi beban belanja subsidi yang dapat diturunkan/dialihkan dari upaya perbaikan kebijakan subsidi BBM dan memperkirakan dampak dari pengalihan alokasi anggaran subsidi BBM terhadap perekonomian nasional, baik terhadap output, pertumbuhan ekonomi, pendapatan masyarakat, maupun tenaga kerja. Hasil studi menunjukkan bahwa, pada tahun 2012, setiap 1 persen pengalihan alokasi anggaran subsidi BBM jenis tertentu, maka harga BBM bersubsidi akan meningkat sebesar 0,6 persen secara rata-rata, dan konsumsi BBM bersubsidi akan menurun sebesar 0,06 persen. Dengan menggunakan analisis Tabel Input-Output I-O Indonesia tahun 2012 yang di-update dengan metode RAS dari Tabel IO Indonesia tahun 2008, menunjukkan bahwa pengalihan alokasi anggaran subsidi BBM pada tahun 2012 yang menurunkan konsumsi BBM sebesar 6 persen dan apabila dialokasikan ke bidang infrastruktur, sektor industri non migas atau sektor pertanian, ternyata mampu meningkatkan output, nilai tambah atau PDB, pendapatan masyarakat, dan lapangan kerja dalam perekonomian nasional. Output perekonomian dan pendapatan rumah tangga nasional akan maksimal apabila pengalihan alokasi anggaran subsidi BBM tersebut dialokasikan untuk investasi di bidang infrastruktur. Nilai tambah bruto PDB dan penyerapan tenaga kerja akan maksimal jika pengalihan alokasi anggaran subsidi BBM dilakukan untuk investasi di sektor pertanian. Sedangkan investasi di sektor industri non migas dari pengalihan alokasi anggaran subsidi BBM tidak dapat mengoptimalkan dampaknya terhadap perekonomian nasional. <hr />

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The increase in domestic demand, increase in international prices of fuel oil and fixed price of certain types of subsidized fuel, causing the increase of national budget APBN expenditure in certain types of fuel subsidy. Excessive fuel subsidies has a negative impact, so it is necessary to reforms several fuel subsidy, one of the policy is saving certain types of fuel subsidy through increased prices of subsidized fuel. This study aims to calculate the potential cost of subsidy that can be derived reallocate from the fuel subsidy policy reform and estimate the impact of the fuel subsidy savings to the national economy, both on output, economic growth, incomes, and employment. The study shows that in 2012 every 1 percent r reallocations in certain types of fuel subsidy, the subsidized fuel prices will increase by 0,6 percent on average, and the consumption of subsidized fuel will decrease by 0,06 percent. By using analysis Input Output I O Table of Indonesia in 2012 which is updated with the RAS method from I O Table of Indonesia in 2008, it shows that

100 percent reallocations in fuel subsidies in 2012 that lowered fuel consumption by 6 percent and the savings are allocated to the infrastructure sector, non oil industrial sector or the agricultural sector, was able to increase output, value added or GDP, incomes, and employment in the national economy. Economic output and household national income would be maximized if the fuel subsidy savings allocated for investment in infrastructure. Gross Domestic Product GDP and employment would be maximized if the fuel subsidy savings allocated for investment in the agricultural sector. While investment in non oil sector of the allocated fuel subsidy savings cannot optimize its impact on the national economy.