Jurnal DIALEKTIKA: Jurnal Ilmu Sosial,
Vol 24 No. 1 2026

ARTICLE

IMPLEMENTATION OF FUEL OIL PURCHASE PERMITS FOR FISHERMEN IN BADUNG REGENCY

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Article History
Received: 16 March 2026
Accepted: 16 April 2026
Pubslished: 30 April 2026

Abstract

Service of purchasing permit for diesel oil and oil for fishermen is one of the important aspects that support fisheries and marine activities in Indonesia. Diesel oil and oil are used by fishermen to operate boats and fishing gear, which are basic needs for the continuity of their business. This service process generally involves several steps and administrative requirements that must be met. Here is an explanation of this permit service The diesel and oil purchase permit service aims to ensure that fishermen have proper access to fuel and lubricants at reasonable prices and according to their needs Related Parties The Badung Regency Fisheries Service, which is managed by the UPTD Kedonganan Fish Marketing Place, South Kuta District, is usually responsible for issuing permits or recommendations for fishermen who want to buy diesel at subsidized prices or certain prices. Fishermen's Registration Permit Application Process Flow: Fishermen must be registered in the system as legitimate fishermen, usually by showing proof of ownership or a fishery business license (SIUP). The central and regional governments have an important role in regulating and supervising the distribution of fuel to fishermen. Guidance for fishermen regarding the permit application procedure and an understanding of their rights and obligations is also carried out periodically. This aims to improve the efficiency of resource use and prevent misuse of the subsidy program Reasons for Choosing This Topic Some areas or fishing ports that are far from fuel distribution centers often experience supply shortages. This causes fuel shortages in the area, even though fishermen already have official permits and some fishermen feel that the fuel quota given does not match their operational needs, especially if the fishing season is not supportive. This makes fishermen lack fuel when they need to go to sea The research method used in this study is to use a qualitative method using a descriptive approach. Data collection techniques use observation, interviews, and documentation. The technique for determining informants used is by using a purposive sampling technique which obtains informants in the form of Heads of UPTD Fish Marketing Places, Fishermen, and other related parties The expected outcome is that improvements are needed in the bureaucratic system, increased fuel distribution to remote areas, and increased supervision to prevent misuse of fuel subsidies.

Keywords: Badung Regency Fisheries Service, Fishermen, UPTD TPI Kedonganan

A. INTRODUCTION

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Publisher: Perkumpulan Ilmuwan Administrasi Negara Indonesia
P-ISSN: 1412 –9736
E-ISSN: 2828-545X

The service for fuel oil purchase permits for fishermen is one of the important aspects supporting fisheries and marine activities in Indonesia. Fuel oil is used by fishermen to operate boats and fishing equipment, making it a basic necessity for the continuity of their business activities. This service process generally involves several administrative steps and requirements that must be fulfilled. The fuel oil purchase permit service aims to ensure that fishermen have proper access to fuel and lubricants at reasonable prices and according to their needs. The related institution, namely the Badung Regency Fisheries Service, is generally responsible for issuing permits or recommendations for fishermen who intend to purchase diesel fuel at subsidized or specified prices. In the permit application process, fishermen must first be registered as legitimate fishermen, usually by presenting proof of ownership or a fisheries business license. Both central and regional governments play an important role in regulating and supervising fuel distribution for fishermen. Guidance for fishermen regarding permit application procedures, as well as their rights and obligations, is also provided periodically. This aims to improve resource-use efficiency and prevent misuse of the subsidy program.

The recommendation service for purchasing fuel oil for fishermen has a strong legal basis at both national and regional levels. At the national level, this policy refers to BPH Migas Regulation Number 2 of 2023 concerning the issuance of recommendations for the purchase of Certain Types of Fuel and Special Assignment Fuel Types, as well as BPH Migas Decree Number 68/BPH Migas/Kom/2023 concerning guidelines for calculating estimated fuel needs in the issuance of recommendation letters. In addition, regulations concerning the fisheries sector also refer to Law Number 31 of 2004 concerning Fisheries, which has undergone several amendments, including through Government Regulation in Lieu of Law Number 2 of 2022 concerning Job Creation. These provisions indicate that the fuel recommendation service for fishermen is not merely an administrative matter, but also part of the state's policy to ensure the sustainability of fisheries businesses and the protection of small-scale fishermen.

At the regional level, the Badung Regency Government also has policy foundations that support this service. Several relevant regulations include Badung Regent Regulation Number 43 of 2013 concerning the mechanism for preparing Standard Operating Procedures within the Badung Regency Government, Badung Regency Regional Regulation Number 8 of 2016 concerning the Empowerment of Small-Scale Fishermen and Fish Farmers, and Badung Regency Regional Regulation Number 6 of 2019 concerning the Preservation and Protection of Bendega. The existence of these regulations shows that permit or recommendation services for fuel oil purchases by fishermen need to be carried out in an orderly, transparent manner and based on the real needs of coastal communities.

The urgency of this service is increasingly evident from the number of fisherman applicants in Badung Regency, which reaches 935 people per month, with a monthly need for Special Assignment Fuel Types amounting to 808,550 liters. In addition, the total annual need for JBKP or Pertalite is recorded at 9,132,250 liters, equivalent to 9,132.25 kiloliters, with 5,808 registered users. For Certain Types of Fuel in the form of diesel, the number of users is recorded at 75 people, with an annual fuel requirement of 725,000 liters. These data indicate that the fuel recommendation service carries a considerable administrative and technical burden, requiring a service system that is effective, accurate, and easily accessible to fishermen.

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P-ISSN: 1412 –9736
E-ISSN: 2828-545X

Badung Regency also has several fuel distribution agencies or gas stations that serve as fuel distribution points for fishermen, including gas stations in Kuta, Jimbaran, Benoa, Kampial, Ungasan, Pererenan, and Kerobokan. The existence of these distribution agencies is an important factor in supporting fuel accessibility for fishermen. However, in practice, the availability of distribution agencies does not always guarantee smooth service delivery when administrative systems, data validation, and inter-institutional coordination have not functioned optimally. This issue becomes increasingly important because Badung Regency has 69 Joint Business Groups with a total of 2,645 members, meaning that subsidized fuel services must be supported by valid data collection systems and targeted distribution mechanisms.

Based on these conditions, the implementation of fuel oil purchase permits or recommendation letters for fishermen in Badung Regency is an important issue to examine. Service problems are not only related to fuel availability, but also involve the validity of fishermen's data, document completeness, the readiness of distribution agencies, information technology capacity, and the effectiveness of supervision over the use of subsidized fuel. If the recommendation service does not operate optimally, fishermen may face obstacles in obtaining the fuel needed to go to sea, while the government may also face the risk of misdirected subsidies. Therefore, this study is important for analyzing the implementation of fuel oil purchase permits for fishermen in Badung Regency, including the obstacles encountered and the improvement efforts that need to be undertaken.

B. LITERATURE REVIEW

Policy Implementation Theory

Policy implementation theory explains the process by which public decisions are translated into concrete actions by implementing organizations. In research on the issuance of permits or recommendations for fuel purchase by fishermen, this theory helps assess the extent to which subsidy policies can be implemented through adequate procedures, resources, and coordination. Van Meter and Van Horn position implementation as a relationship among policy objectives, implementation standards, resources, inter-agency communication, characteristics of implementing agencies, environmental conditions, and the attitudes of implementers. This perspective is relevant because obstacles in fuel services for fishermen do not only arise at the policy formulation stage but also emerge at the technical level, such as data validity, document completeness, readiness of distribution agencies, and the capacity of government officials. Therefore, policy implementation theory can be used to examine the effectiveness of issuing fuel recommendation letters as an administrative process influenced by organizational capacity and field dynamics (Van Meter & Van Horn, 1975). Indicators:

- Policy standards and objectives
- Implementing resources
- Inter-agency communication
- Characteristics of implementing organizations
- Social, economic, and political conditions
- Attitudes or disposition of implementers

Public Service Quality Theory

Publisher: Perkumpulan Ilmuwan Administrasi Negara Indonesia
P-ISSN: 1412 –9736
E-ISSN: 2828-545X

Public service quality theory explains service quality based on the alignment between users' expectations and the performance of services received. In the context of fuel recommendation services, service quality can be observed through the ability of the Fisheries Service and related institutions to provide services that are fast, clear, accurate, and easily accessible to fishermen. Parasuraman, Zeithaml, and Berry emphasize service quality as a construct that can be understood through the gap between users' expectations and their perceptions of the services received. This approach is important because fishermen, as service users, require procedural certainty, clear information, responsive officers, and assurance that recommendation letters can be used to obtain fuel according to their operational needs. Therefore, public service quality theory can serve as a basis for assessing whether the process of issuing fuel purchase permits has fulfilled fishermen's needs in an effective, transparent, and user-oriented manner (Parasuraman et al., 1985). Indicators:

- Service reliability
- Responsiveness of officers
- Assurance or service certainty
- Empathy toward fishermen's needs
- Tangibles or service facilities

Public Accountability Theory

Public accountability theory explains the obligation of public actors to explain, justify, and open space for assessment of the actions they take in delivering public services. In subsidized fuel services, accountability is important because subsidy policies involve public resources that must be received by fishermen who are truly entitled to them. Bovens views accountability as a social relationship between an actor and a forum, in which the actor is required to provide information, the forum may ask questions or make assessments, and consequences may be imposed for those actions. This theory is relevant for examining the supervision of fuel recommendation issuance, particularly regarding applicant data validity, subsidy targeting accuracy, quota monitoring, and prevention of misuse. Therefore, public accountability theory can be used to assess the extent to which local governments and distribution agencies fulfill their administrative, moral, and institutional responsibilities in providing fuel services for fishermen (Bovens, 2007). Indicators:

- Information transparency
- Accountability of implementers
- Clarity of supervision mechanisms
- Accuracy of subsidy targeting
- Service evaluation and reporting
- Consequences for irregularities

C. RESEARCH METHODOLOGY

The research method used in this study is a qualitative method with a descriptive approach. A qualitative descriptive approach was selected because this study aims to provide an in-depth description of the processes, obstacles, and dynamics of recommendation services for fuel oil purchases by fishermen based on field facts. This approach is relevant for obtaining a factual understanding of a socio-administrative phenomenon through narrative data collected from

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P-ISSN: 1412 –9736
E-ISSN: 2828-545X

research informants (Colorafi & Evans, 2016; Kim et al., 2017). Data collection techniques were carried out through observation, interviews, and documentation, allowing the researcher to obtain primary data from informants' direct experiences as well as secondary data from relevant service documents. The informants were selected using purposive sampling, namely the deliberate selection of informants based on the consideration that they possessed knowledge, experience, and direct involvement in fuel recommendation services for fishermen (Palinkas et al., 2015). The informants in this study consisted of representatives from the Badung Regency Fisheries Service, fishermen, and other related parties. The data obtained were analyzed thematically through the processes of data organization, coding, theme identification, and interpretation of research finding patterns (Braun & Clarke, 2006; Nowell et al., 2017). The expected outcome of this study is the formulation of recommendations for improving the bureaucratic system, increasing the effectiveness of fuel distribution to fishing areas, and strengthening supervision to prevent the misuse of fuel subsidies.

The selection of this topic is based on the issue of fishermen's access to subsidized fuel, particularly among fishermen located in coastal areas or fishing ports far from fuel distribution centers. In practice, limited access to subsidized fuel can increase fishermen's operational costs, as fuel is one of the largest cost components in fishing activities (Muchlisin et al., 2012). In addition, previous research shows that small-scale fishermen still frequently face obstacles in accessing fuel subsidies due to lengthy administrative procedures, limited fishermen data, and an insufficient number of distribution agencies (Wulandari et al., 2023). This condition causes some fishermen to perceive that the allocated fuel quota does not fully correspond to their operational needs, especially when fishing seasons are uncertain or fishing distances become longer. Therefore, this study is important for analyzing the implementation of recommendation services for fuel purchases by fishermen, including the administrative, technical, and distributional barriers that affect service effectiveness.

D. RESULT AND DISCUSSION

The discussion on fuel oil subsidies for fishermen has become an important topic in efforts to improve the welfare of small-scale fishermen in Indonesia. However, various challenges are still encountered in its implementation.

The Effect of Fuel Prices on Fishermen's Income

Research shows that fuel price adjustments have a significant impact on the operational costs and profits of fishing businesses. An increase in fuel prices automatically raises operational costs and reduces profits, particularly for small- to medium-sized fishing vessels.

Difficulty in Accessing Subsidized Fuel

A survey conducted by the Coalition for the Sustainability of Fishermen's Fisheries Businesses in 2021 revealed that 82.08% of small-scale fishermen experienced difficulties in accessing subsidized fuel. The contributing factors include:

- Limited supply of subsidized fuel: The availability of subsidized fuel for the fisheries/fishermen sector remains limited.
- Complicated regulations: Complex procedures and requirements make it difficult for small-scale fishermen to access subsidized fuel.

Government Efforts

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P-ISSN: 1412 –9736
E-ISSN: 2828-545X

The government, through the Ministry of Marine Affairs and Fisheries (KKP), has collaborated with the Ministry of State-Owned Enterprises (BUMN) and PT Pertamina Patra Niaga to facilitate fishermen's access to subsidized fuel. The measures taken include simplifying procedures and improving the distribution of subsidized fuel to coastal areas. Nevertheless, challenges in the distribution of and access to subsidized fuel still require further attention to ensure that this assistance is well targeted and effective in improving the welfare of small-scale fishermen in Indonesia.

Monitoring and Evaluation of Fuel Services for Fishermen in Tanjung Benoa

Monitoring and evaluation of fuel services for fishermen in Tanjung Benoa are carried out to ensure that the distribution and use of subsidized fuel comply with applicable regulations. This activity involves local government officials, fuel distribution agencies, and fishermen as service recipients. Field monitoring is important because fuel recommendation services are not only related to the issuance of administrative documents but also concern targeting accuracy, supply availability, and the suitability of fuel use with fishermen's operational needs. Documentation of the monitoring and evaluation activities can be seen in Figure 1.

Figure 1. Documentation of Monitoring and Evaluation of Fuel Services for Fishermen in Tanjung Benoa

Source: Processed by the researcher, 2026.

Based on the field documentation, it can be seen that monitoring and evaluation were carried out through direct coordination among the local government, fuel distribution agencies, and fishermen. This activity reflects an effort to supervise fuel distribution in order to prevent the misuse of subsidies and to ensure that fishermen obtain access to fuel according to their

operational needs. However, this type of monitoring still needs to be supported by a more accurate data collection system, a digitalized reporting mechanism, and periodic evaluation of fuel quotas and distribution access. Thus, monitoring activities are not merely administrative in nature but also serve as an important instrument for improving the effectiveness of implementing fuel purchase recommendation services for fishermen.antara pemerintah daerah, pihak penyalur BBM, dan nelayan. Kegiatan ini menunjukkan adanya upaya pengawasan terhadap distribusi BBM agar tidak terjadi penyalahgunaan subsidi serta untuk memastikan bahwa nelayan memperoleh akses bahan bakar sesuai kebutuhan operasional. Namun, monitoring semacam ini tetap perlu didukung oleh sistem pendataan yang lebih akurat, mekanisme pelaporan yang terdigitalisasi, serta evaluasi berkala terhadap kuota dan akses distribusi BBM. Dengan demikian, kegiatan monitoring tidak hanya bersifat administratif, tetapi juga menjadi instrumen penting dalam meningkatkan efektivitas implementasi pelayanan rekomendasi pembelian BBM bagi nelayan.

E. CONCLUSION

Based on the study findings, the issue of subsidized fuel for fishermen still shows several major obstacles in its implementation. The distribution of subsidized fuel remains uneven, causing many fishermen to experience difficulties in obtaining fuel to support their fishing activities. This condition becomes more complex because there is still potential for subsidy misuse, such as use by unauthorized parties or resale at higher prices. In addition, weak supervision mechanisms create opportunities for irregularities in the distribution process of subsidized fuel. The mismatch between fishermen's operational needs and the availability of subsidized fuel also increases operational costs, which can ultimately reduce fishermen's income.

Another problem that affects policy effectiveness is the suboptimal nature of regulations in adjusting to the specific needs of fishermen in each region. Subsidized fuel distribution policies often do not fully consider local conditions, fishermen's travel distances, fishing seasons, and vessel operational capacity. As a result, policy implementation has not been able to address fishermen's needs in a well-targeted manner. This condition shows that subsidized fuel services require not only fuel availability but also a data collection, distribution, and supervision system that is more accurate, transparent, and responsive to field dynamics.

Therefore, several improvement measures are needed to enhance the effectiveness of subsidized fuel services for fishermen. The government needs to promote the digitalization of the distribution system, for example through an electronic fisherman card, to ensure that subsidies are truly received by eligible recipients. Supervision also needs to be strengthened by involving government agencies, communities, independent institutions, and fishermen's cooperatives or local institutions to facilitate fishermen's access to subsidized fuel. In addition, regular re-data collection on the number of fishermen and their fuel needs should be conducted so that quotas become more accurately targeted. The government also needs to improve education, outreach, and infrastructure provision, such as dedicated fuel stations for fishermen near ports or fish auction sites, while continuously monitoring and evaluating policies so that fuel subsidies can operate more effectively and in accordance with fishermen's needs.

Publisher: Perkumpulan Ilmuwan Administrasi Negara Indonesia
P-ISSN: 1412 –9736
E-ISSN: 2828-545X

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Publisher: Perkumpulan Ilmuwan Administrasi Negara Indonesia
P-ISSN: 1412 –9736
E-ISSN: 2828-545X

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