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Implication of the Covid-19 Pandemic on the Governance of International Trade in the West Kalimantan's Entikong Border

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ABSTRACT

This paper is presented in response to the issue related to the impact of the COVID-19 pandemic on the trade sector at the Entikong Border in West Kalimantan. The author uses cross-border governance to explain the dynamics and import-export activities during the pandemic. Data collection techniques in this study were interviews and literature studies. The results of this article show that export and import activities will continue during the pandemic. In 2020, it was found that freight shipments were recorded on both routes alone with 44.03% import-export activity through Supadio Airport amounting to US\$193,668,243 and the Ports of Kendawang and Pontianak contributing 29.10%. In addition, there are oxygen import activities for pandemic mitigation and electricity imports to meet the needs of people at the border. During the pandemic, there was a change in international trade procedures impacted the depreciation of exports from Indonesia in early 2020 and started to stabilize in mid-April 2021. The Malaysian government's oxygen import policy took place as a result of the issue of increased oxygen demand during the Covid-19 pandemic. The activity of opening the two national borders between Indonesia and Malaysia can only be carried out for the importation of oxygen tanks (liquid oxygen), as well as the repatriation of PMI and the repatriation of motorized vehicles.

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INTRODUCTION

Trade plays an important role for a country to increase the economic growth of its country, for example, international trade through export-import activities. International trade is one of the main factors influencing economic growth. By increasing a country's export-import activities, its national income will also be in surplus. International trade can also have an impact on increasing foreign exchange reserves, capital transactions, attracting the presence of multinational companies, leading to increased employment [1].

However, as the Covid-19 pandemic began to spread to several countries, the economy and trade became one of the areas hardest hit[2]. While not directly, each country's policies, such as total regional lockdowns, both domestically and globally, naturally cause general economic paralysis. Domestic and foreign trade shows that there is no significant growth in numbers, even the economy in some countries of the world would be in recession. Even so, the government has pursued other alternative policies to help improve the country's economy. However, international trade is still important as every country needs help from other countries to meet certain needs in their country[3].

The closure policy was also implemented by Indonesia and Malaysia as countries with many bordering border areas. In the Malaysian government itself, as the Covid-19 pandemic started to spread to several countries in the world, the government has taken strong measures to close all access to and from Malaysia from March 16, 2020. This was in line with a call from the Prime Minister of Malaysia to enact the MCO (Movement Control Order) from March 18-30, 2020 due to the increasing number of

positive cases of Covid-19 in the country. There are six main policies established by the MCO of the official Malaysian government, namely the prohibition of mass gatherings, the prohibition for Malaysian citizens to go abroad, the prohibition on the entry of foreign nationals into Malaysia, closing all schools and kindergartens, closing educational institutions and skills development centers, and closing all public and private places except places of essential services. Responding to the increasing number of cases, the MCO was again extended until May 12, 2020. However, due to the sluggish economy during this policy, the government changed it to a social movement control order or CMCO on May 4, 2020[4].

To protect the country from the Covid-19 pandemic, Indonesia has also implemented a regional closure policy, as set by the Malaysian government[5]. The policy regarding the lockdown in Indonesia itself is already enshrined in the legislation, namely Law Number 6 of 2018 on Health Quarantine which discusses health quarantine through entrances and in the regions, disease observation, and public health. Risk factors are carried out on means of transport, goods, people, and/or the environment, as well as responses to public health emergencies in the form of health quarantine measures. Subsequently, to anticipate and reduce the development of Covid-19 cases, the Indonesian government has introduced a gradual lockdown, starting with the imposition of social distancing, then offers a policy of limiting activities outside the home, school activities and homeworking (work from home), until it ends with the introduction of a total lockdown in several special areas with high-case developments, such as DKI Jakarta[6]. Looking at the lockdown policies put in place by the two countries i.e. Indonesia and

Malaysia, we can see that the lockdown policies of each of these countries will have a major impact on the normal routines or important activities in the border areas of the country such as in the Entikong Border area, Sanggau District, West Kalimantan, adjacent to Tebedu, Sarawak, Malaysia. The lives of people separated only by country borders are difficult to separate, it can be seen how the two communities depend on each other, especially for the fulfillment of their basic needs. Interactions such as the process of buying and selling goods between the two countries through traditional tracks or direct tracks can no longer be conducted once the closure has been officially implemented by the Indonesian and Malaysian governments through the National Cross-Border Post (PLBN) or other institutions in their respective countries[7].

Although the economic conditions of Entikong and Sarawak show quality differences in several respects, the border communities there may also require natural products and Indonesian products. The main raw materials of goods exported to Malaysia are most natural products and natural raw materials, as well as necessities from Indonesia such as spices. Export commodities that focus on raw natural products are because the majority of the Entikong community is made up of farmers who work in gardens and fields. This work is supported by the geographical situation of Entikong which is mostly hilly and forest land. Hilly land is peachy for growing rubber, peppers, field cucumbers, mustard vegetables, tamarind eggplants, maize, bananas, rambutan, langsung, peanuts, ginger, and various other plants. From the beginning, the Entikong people have made the area around Entikong such as Tebedu and Kampung Sapit, Malaysia, the main market for their plantation products[8].

The Covid-19 pandemic, which is becoming more common, especially in Indonesia, is making it increasingly difficult for the government to open the gates for arrivals and departures to and from abroad. The closure policy not only affects the surrounding community that wants to carry out purchase and sale transactions for basic needs but the government or agencies around the border area of Entikong are experiencing the same. When the Malaysian government officially ceased various activities related to the entry/exit of goods or foreigners on March 18, 2020, the export-import activities of goods that had become routine at the Entikong border until now were immediately halted. Even the situation is complicated by the extension of the Lockdown of the two countries, Indonesia and Malaysia, which is valid until June 1 - June 14[9]. Microbusiness actors, Small and Medium Enterprises (MSMEs) acting as country exporters are unable to ship their products as before. Eventually, economic activity weakened and the income of the surrounding community fell drastically. The condition of the border area makes it difficult for the community's economy to develop, so there are no signs of economic growth during the Covid-19 pandemic.

Due to the suspension of export-import activities at the Entikong Border by the government of Indonesia through customs and PLBN, international trade activities and imports of goods in Entikong had to be shipped far from Pontianak City so that the basic needs that used to come from Malaysia temporarily suspended. In fact, export and import activities as well as the availability of raw materials are one of the main sectors that support Indonesia's economic growth [10]. However, there are emergency exceptions where the border gate is only opened for the repatriation of Indonesian PMIs from Malaysia and also for the

repatriation of goods in the form of motorized vehicles. The exception for export-import activities increased when the regional governments of West Kalimantan and Malaysia officially cooperated to import gas tanks from Malaysia to Indonesia to increase the oxygen supply in West Kalimantan. The increasing number of Covid-19 cases, forcing the government to act quickly and provide more oxygen, so that help from other countries is urgently needed. Changes in all trading activities in Entikong made some procedures for export-import activities more complicated to execute, with many new parties having to align all procedures so that cooperation in this change was necessary. Previously, there had been research in term of pandemic covid-19 and its impact on international trade sectors. The first article is written by Eka Budiayanti which shows a decrease in activity from Indonesia's trade balance by 0.3 at the beginning of 2020[11]. The second one is report from Ministry of Trade about analyse of pandemic covid-19 and its impact on Indonesia's international trade. The report explained that international trade is contracted by -3% since the end of 2020. What is needed to solve the Covid-19 problem, namely protect the global economy; address international trade disruptions; and enhance global cooperation[12]. The writing in this article aims to answer the question in the formulation of the problem, which is how the impact of the Covid-19 pandemic is on the governance of the trade sector in the Entikong Border Region of West Kalimantan. Changes in all trading activities in Entikong made some export-import business procedures more complicated to carry out, whereby many new parties had to coordinate all procedures so that cooperation was necessary for this change. The novelty of this research is to explain that the border is a complex state space made up

of political and international trade sector that needs to be re-integrated by taking into account various aspects, including state security that has relation to the export and import activity at the border area. This research is explaining the market forces and international trade flows as these aspects are closely related to regional development and also to economic development at the national level market forces and trade flows which are the focus of the author's research discussion by mentioning the border area of Indonesia and Malaysia as a pattern to explain the phenomena.

RESEARCH METHODS

This research on the implications of the COVID-19 pandemic on international trade in Entikong, West Kalimantan, involves analytical descriptive research with a qualitative approach, where the author attempts to provide an overview of the condition of the object and the existing issues[13]. Qualitative approach is generally used for understanding views and perceptions. Also offers vision to different problem and helps in developing theories and concepts. This approach is expecting should look deeper into problem of this research to discover the new thoughts, individual views and government perspective regarding the impact of pandemic of covid-19 and its implication to the governance of international trade in the West Kalimantan's Entikong Border. Therefore, the descriptive method here is expected to be able to achieve the research goals, which is to accurately describe the facts and characteristics of the object being studied. Data collection techniques in this study were interviews and library research. Interviews were conducted with Ristola Nainggolan as Head of Entikong Class C Customs Supervision and Service Office, Mr. Angga Atmajaya as Entikong BP2MI Coordinator and Mr. Nurwijaya as Entikong

Class II Head of Immigration. Interview method was conducted by open ended question and deep interview with the purpose the deep information and data will be collected. In this research, the interview method was using unstructured interview. This method was helping the researcher in collecting a lot of the data. By using this method, the researcher does not generate any specific questions for research. Each researcher has a chance to ask different questions that still in line with the context and purpose of the research process. In this research, the author uses a literature review type systematic literature review which is carried out by identifying and critically assessing related studies that are relevant to identifying all empirical evidence that is in accordance with the inclusion criteria previously determined by the researcher. While the secondary data taken from journals, research reports, and supported data from any reliable website. The location to conduct research related to strengthening the governance of cross-border posts in the Covid-19 era, namely at the Entikong Border, Sanggau Regency, West Kalimantan. As there is a national border post in Entikong and during the covid-19 pandemic has an impact on the export and import activities in the border area of Indonesia and Malaysia

RESULTS AND DISCUSSION

Domestic and foreign economic growth is currently slowing drastically due to the increasing number of cases of the Covid-19 pandemic in Indonesia. Health is at the center of the government's current precariousness, so other areas are just a supportive factor to be addressed after health problems are resolved. While the Indonesian government has tried to divide attention across all areas of the economy, politics, and education, the measures taken

cannot cover the negative impact of policies to protect public health from the Covid-19 pandemic. The unstable situation makes it difficult for the government to find the best solution in all its fields[14]. The areas most affected by the lockdown policies of various countries are the domestic and international trade economies. The closure of road access routes between countries makes it difficult for both countries to cooperate in the export-import sector, even to the point of prohibiting export-import activities. The impact of this policy has a different effect on the export-import conditions in the Entikong Border area, West Kalimantan-Sarawak, Malaysia.

Export-import dynamics at the Entikong border during the Covid-19 pandemic

Import-export activities at the Entikong Border have become an important routine for the people there, who live in interdependence with the people of Tebedu, Malaysia, and support the buying and selling transactions between the two sides. The difference in the quality of life between the two peoples is also a factor in the increase in export-import activity on the Entikong Border. In terms of infrastructure and economy, which are very different, the Entikong people use other countries as providers of necessities to meet their needs and as economic livelihoods [8]. Besides a more affordable price, the residents of Entikong prefer to shop in another country because the distance traveled is not that far compared to the distance from Entikong to city centers such as Pontianak or Sanggau City. Cross-border trade carried out by the community is generally a traditional import-export business actor. Most businessmen are women who carry large baskets on their shoulders as a storage medium for goods that will later be imported from Malaysia's main products. Importers also use a Cross-Border Identity Card (KILB). This card makes

it easier for people to carry out the buying and selling process because the cardholder has the freedom to pay import duties from abroad.

Exports and imports are important activities for any country to meet their needs through cooperation with other countries and also as a means of increasing the foreign exchange of the country. Export of goods is goods which had been brought out of the territorial sovereignty of the state, the goods can take the form of process in other countries that have valuable results and can be reused by the state origin or goods that are commercial and non-commercial such as gifts, grants, and donations. Meanwhile, the imports of goods are various goods that are brought from abroad to the territory of the sovereignty of other countries, in the form of domestically processed goods, and the final product is produced back to the country of origin, or it can also be in the form of useful goods [15].

The International Commodity Description and Coding System-Harmonized (HS) classification are used in classifying the types of export-import commodities. This system is a system created by the World Customs Organization (WCO) and has been used as

the basis for the classification of business trade in the World Revision 4 or Standard International Trade Classification (SITC). To facilitate the analysis and comparison of trade data in different countries, the United Nations Statistical Commission has urged countries in the world to adopt the HS classification system when presenting statistical data conducted in international trade. Usually, this HS code uses 8 digit characters consisting of 4 digits international standard code, then 2 digits are the standard of ASEAN, and the last 2 digits are used for the code of the respective country. The HS code currently used by Indonesia is included in the Indonesian Customs Tariff Book (BTKI) officially published by customs in 2017[16].

Export-Import activities are important commodities that have a major impact on economic growth. Especially during the pandemic, export-import commodities can increase the trade sector in an area. Therefore, the government is aggressively boosting exports and imports to quell the country's economic sluggishness. Similarly, with the local government of West Kalimantan, export-import goods have become a savior to help the community and government get out of an unstable situation [\(table 1\)](#).

Table 1. Export-Import Development of West Kalimantan in 2020-2021

Term (Month)	2020		2021	
	Export Value (\$)	Import value (\$)	Export Value (\$)	Import value (\$)
January	91.02	52.19	95.78	30.36
February	89.65	35.37	112.71	20.37
March	102.84	42.75	159.83	19.65
April	94.72	25.66	153.69	23.65
Be able to	83.87	40.07	112.60	21.58
June-	89.54	36.71	183.23	23.68
July	83.23	46.53	(-)	(-)

Term (Month)	2020		2021	
	Export Value (\$)	Import value (\$)	Export Value (\$)	Import value (\$)
August	88.73	23.29	(-)	(-)
September	105.29	26.28	(-)	(-)
October	114.34	47.49	(-)	(-)
November	114.34	22.38	(-)	(-)
December	97.65	41.29	(-)	(-)
Amount of	115.85	439.81	(-)	(-)

Source: Authors' Compilation

In January-March 2020, the export-import revenues were still moving at a normal stage even when the lockdown policies were enacted by countries in the world. Meanwhile, in May-August 2020, the value of export imports started to fall, although the deficit was covered by a drastic rise in September of USD 105.29. However, the impact of this policy was felt several months later when the national economy went through a severe recession due to the slowdown in the country's economic growth. However, the impact of the recession has not completely halted the import-export process. Especially when the situation is an emergency and help from other countries is needed.

With the difficult economic situation especially in Entikong Border area and Pontianak as the entry of economics activity, the government will not block the entry and

exit of goods and tourists from other Countries who has economics relation with Indonesian Government, so local governments try to focus on export-import activities through sea and air routes to make the economic sectors can be maintained properly. The Covid-19 pandemic situation that does not support the existence of overland exports and imports has led the government to shift exports and imports from land routes to other routes. In the middle of 2020 for the example, it was found that about 44.03 percent of West Kalimantan's import activities were conducted through Supadio International Airport for US\$193,668,243 and other ports such as Kendawangan Port and Pontianak just contributed only about 29.10 percent and 23.00 percent. The detail of the main import route for the international trade also can be seen in the table as mentioned below in [table 2](#).

Table 2. West Kalimantan's Main Import Goods Route

Pier name	Import weight		Import value	
	Scales	Percentage	US DOLLAR\$	Percentage
Supadio {U}	135.162.285	38.89	193.668.243	44.03
Kendawangan	82,750,985	23.81	127,994,464	29.10
Pontianak	125,771,146	36.81	101.150.253	23.00

Pier name	Import weight		Import value	
	Scales	Percentage	US DOLLAR\$	Percentage
Ketapang K. Barat	2.973.587	0.86	10,489,096	2.38
synthetic	851.261	0.24	6.503.421	1.48
FINAL AMOUNT	347.509.264	100.00	439.805.477	100.00

Source: Authors' Compilation

This also applies to export activities in West Kalimantan. The distribution of trade goods takes place by the sea in various surrounding ports. Almost all export results came from goods produced by West Kalimantan with a total of 18,721,537,680 kg with a percentage of 98.71% and other products from Central

Java and East Java with a total percentage of 1,599,854 kg with a percentage from 1.29%. The imported raw material is tobacco with a yield of \$1,155,832,304. This figure shows that the economy has been helped somewhat by the export of natural products, which are the main regional commodities (figure 1).

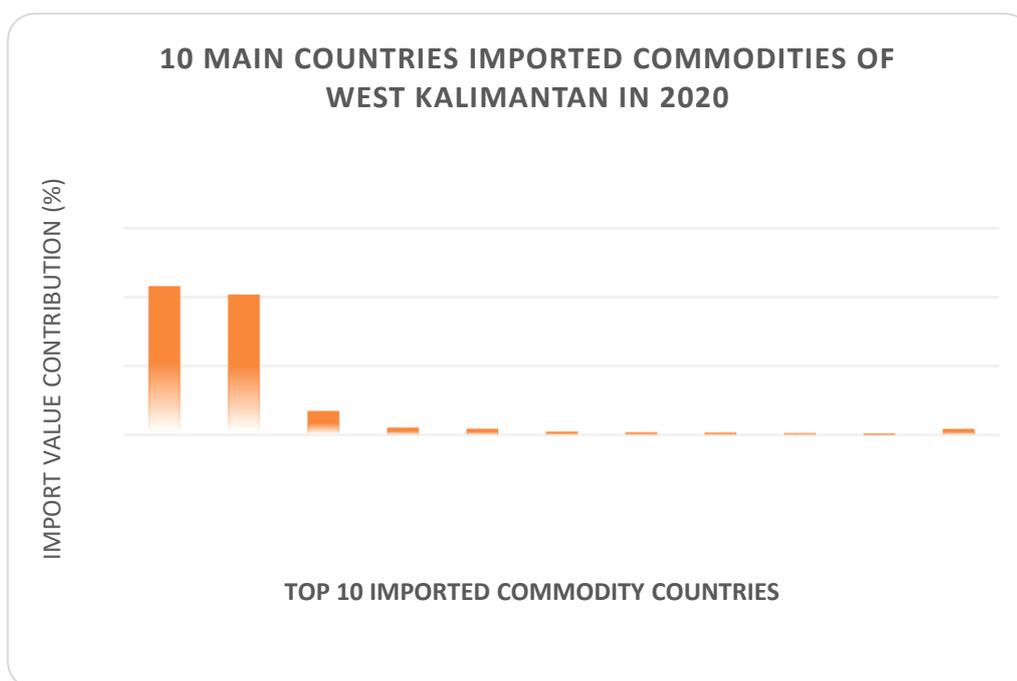


Figure 1. Main Countries Imported Commodities of West Kalimantan in 2020

Increasing needs during the pandemic period, especially in the health sector, such as vaccines, masks, oxygen, and medicines, mean that West Kalimantan needs supplies from other countries that support the fulfillment of these aspects. Judging by the above data, imported commodity countries that became

the largest suppliers in West Kalimantan in 2020 were Malaysia, Singapore, and China with a percentage of 43.18 percent each; 40.76 percent; 6.96 percent. Meanwhile, other countries are India, Japan, the United States of America, Russia, Vietnam, Italy, and Canada, which contributed only less than 10%.

While China, Malaysia, India, Japan, Canada, Italy, and United States were countries with Leading Groups of demand environment, technology and innovation, global trade and investment, and sustainable resources [17]. Malaysian imports contributed as much as US\$189,929,772, China US\$179,265,039, Singapore US\$30,601,802 and other countries contributed US\$40,08,864, with total imports of US\$439,805,477. This data explains that the West Kalimantan Regional Government tends to accept imports from nearby countries

namely Malaysia and Singapore at a rate of over 40%. While every country's policy is to impose a lockdown, emergency import activities are important to serve the national interest.

Meanwhile, in export commodities 2020, West Kalimantan will focus on countries in the Asian region to become the main buyers of raw materials of products put into the market. West Kalimantan's top 10 export commodities can be seen in the [figure 2](#) below.

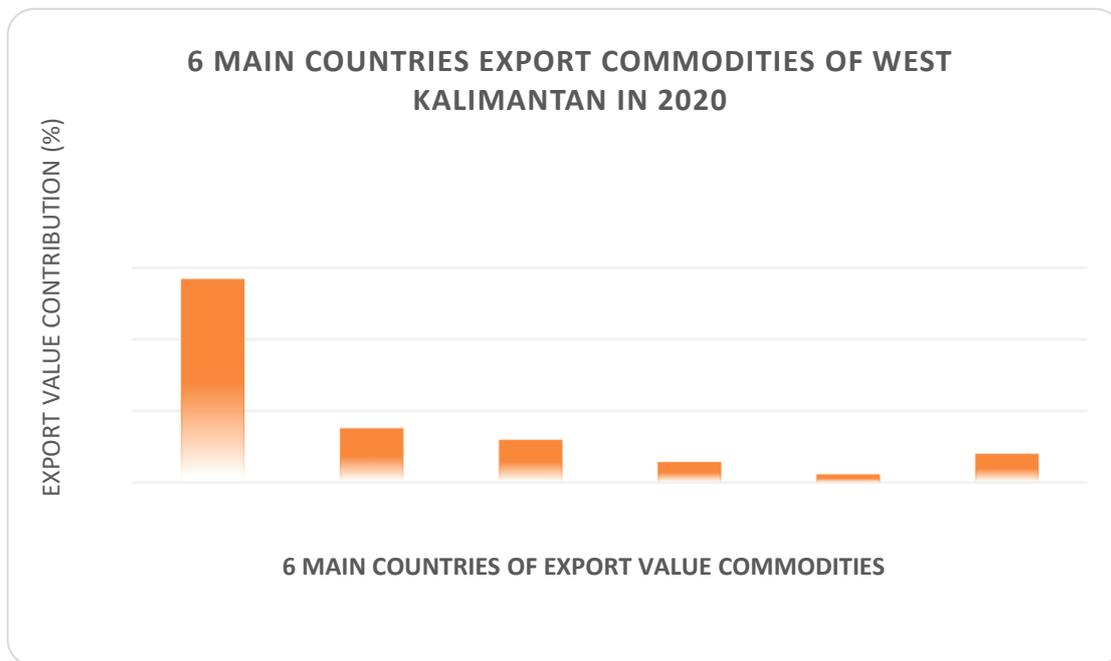


Figure 2. Main Countries Export Commodities of West Kalimantan in 2020

Based on the above table, the 6 destination countries for West Kalimantan's export commodities in 2020 came from China, India, Malaysia, Japan, and Korea with total exports of 18,723,137,532. The country receiving the most exports was China 56.86 percent, followed by India 15.17 percent, Malaysia 11.93 percent, Japan 5.73 percent, Korea 2.28, and other countries, which is 8.03 percent. Meanwhile, China's export results accounted for the largest number: US\$657,255,507, India US\$175,363,037, Malaysia US\$137,917,101 and other countries US\$185,296,661, with a total

revenue of US\$1,155,832,306. This result proves that the export results are more than the imports.

During 2020, the total export results in West Kalimantan were 1,155.83 million US \$ with import results of 439.80 million US \$. The total trade balance is 716.03 Million US\$. The main imported commodities in 2020 are the majority of Mineral Fuels, Machinery/Mechanical Aircraft, and Locomotives and Railway Equipment. Meanwhile, the main export commodities are Ore, Crust, and Metal Ash;

Animal/Vegetable Fats & Oils; and Organic Chemicals. Export-import commodities continue to change from year to year especially during the pandemic situation, exports by prioritizing natural products and imports with processed materials that have

a use-value. The export and import goods raw materials in 2020-2021 are consisted of the second quarter of 2020, the third quarter of 2020, the fourth quarter of 2020, and also the first quarter of 2021 as [table 3](#) below.

Table 3. Export-Import Goods Raw materials in 2020-2021

NEW	Period	Export		Import	
		Raw materials	Revenue (Million US\$)	Raw materials	Revenue (Million US\$)
1	The Second Quarter of 2020	Metallic Ore, Crust, and Ash	160.64	Mineral Fuel	38.76
		Inorganic Chemicals	50.21	Machinery / Aircraft Mechanics	36.89
		Wood, Wooden Items	18.41	Electrical Machines/Equipment	8.23
2	The Third Quarter of 2020	Metallic Ore, Crust, and Ash	123.39	Mineral Fuel	42.0
		Inorganic Chemicals	73.85	Machinery / Aircraft Mechanics	26.76
		Wood, Wooden Items	9.10	Electrical Machines/Equipment	6.79
3	The Fourth Quarter of 2020	Metallic Ore, Crust, and Ash	108.8	Mineral Fuel	41.07
		Animal/Vegetable Fats & Oils	79.64	Machinery / Aircraft Mechanics	28.17
		Organic Chemicals	66.29	Locomotives and Railway Equipment	2.71
4	The First Quarter of 2021	Animal/Vegetable Fats & Oils	119.18	Mineral Fuel	28.31
		Metallic Ore, Crust, and Ash	93.94	Machinery / Aircraft Mechanics	7.98
		Organic Chemicals	70.18	Fertilizer	2.87

In 2020-2021, the export continues to increase, in the second quarter the export value reached 268.13 million USD and increased to 368.32 million USD in the first quarter of 2021. Known for its natural products, Kalimantan proves that the process of exporting natural products can be a driving factor for the government to make profits even during a pandemic. The pandemic has not diminished the interest of other countries to transact for certain goods. In contrast to exports, which continued to increase, West Kalimantan's imports experienced changes during this period in uncertain conditions. In the second quarter of 2020, the value of imports was around USD 102.44 million, continued to fall until it rose to USD 110.96 million in the fourth quarter and the value fell back to 70. \$38 million in Q1 2021 (BPS West Kalimantan, 2020-2021). This figure shows that the key needs of the region are constantly changing. The Covid-19 pandemic can also be said to be a factor because the local government is currently focusing on recovering the condition of the community by more aggressively importing health-related aspects.

Dynamics of the Import of Oxygen and Electrical Energy Tanks During the Pandemic

Bilateral trade on the borders of Entikong and Sarawak brings great benefits to Indonesia and Malaysia. From year to year, the value of the foreign exchange generated increases, as the relations between border communities are interconnected and the export-import activity continues to increase. However, the closure of the land route on March 18, 2020, between the official Entikong and Sarawak enforced by Indonesia - Malaysia has hampered the economic activities of the Entikong community, especially in the trade sector (MSMEs) and export-import. The Lockdown Policy ensures

that the export-import process at Entikong automatically stops completely and only works in an emergency and for the common good.

Export-import activities are difficult to carry out during the pandemic, especially if you use land routes. Policies and opening hours of each relevant agency responsible for export-import at the Entikong Border. In this case, bilateral trade can take place if several agencies agree to work together to make these activities run smoothly. Two of them are Customs and Excise and Cross-border Post (PLBN) which have strong legitimacy in opening/closing entry from Entikong-Sarawak.

Customs and Excise is an agency that manages the flow of goods in/out of the Customs area. In general, Customs and Excise have the authority to handle customs territories. The Customs Territory is a defined area with the Customs Law all over Indonesia such as the PLBN, Airport, and Seaport areas. In the Customs area, Customs and Excise have the legitimacy to carry out inspections if there are allegations of initial criminal acts, such as the smuggling of illegal goods by the community, e.g. smuggling illegally exported goods [18].

According to Ristola Nainggolan as head of KPPBC TMP C Entikong, during the closure of the land route, export and import activities at the border are only carried out for critical crises, such as the import of electricity, Oxygen Tanks, and the repatriation of PMI that developed to the repatriation of motorized vehicles. This action is under the provisions of the Customs Task on the Import of Cross-Border Goods and Travelers in the Regulations of the Minister of Finance, namely PMK No.80/PMK.04/2019 concerning the Import

and Export of Goods carried by border crossers and the granting of exemption from import duty on goods by border crossers and PMK No 52/PMK. 04/2019 concerning Temporary Import or Temporary Export of Motorized Vehicles Through Cross-border Control Posts. So that during this pandemic, Customs and Excise stopped carrying out export services, issuing KILB (Cross-Border Identity Cards) and temporary import permits for motorized vehicles (vehicle declaration).

The increasing number of cases due to Covid-19 and the increasing number of reported deaths in West Kalimantan have placed the community and government in a difficult situation[19]. Especially with the addition of the delta virus variant which is said to be more virulent compared to other variants. The availability of oxygen reserves in each region is a benchmark when looking at the government's performance in helping people affected by the pandemic. Therefore, the regional government carried out the overland importation of oxygen tanks at the Entikong Border with an appeal from the governor of West Kalimantan because of the emergency situation that occurred. The governor of West Kalimantan is cooperating with the Sarawak government on the import of oxygen tanks. The pandemic of covid-19 also giving a chance to the regional government in increasing the import of oxygen during the pandemic situation start of July 2021 to help the people affected by the pandemic. From July to September 2021, the import of Sarawak-Entikong oxygen tanks has entered the fifth transaction of 47 tons of matrix. The increase continues to be significant with the number of transactions set to be carried out as much as 34 tons of matrices over the next month.

Previously, the exchange of oxygen tanks was done by route, but because it took

longer, the local government transferred the authority to Customs so that later the exchange of imported tanks could take place with land routes. The distance covered for one trip can take up to 28 hours. Therefore, to make it time-efficient, several relevant agencies work together to monitor oxygen until the oxygen arrives safely at the storage warehouse in West Kalimantan. Customs and Excise itself cooperate with 3 other agencies, namely the Pontianak Regional Office, the Entikong Customs Regional Office, and the Pontianak Customs Office. In addition to the official government, the Governor has also asked 2 local companies to handle the import of oxygen tanks. The company is not a company that previously carried out export-import activities, they are just companies engaged in oxygen supply in the country so that in this emergency the government helps the company to adapt the import-export system quickly and appropriately. On an international scale, importers have the right to choose a power of attorney in their export-import activities, for example with the Customs Service Management Board (BPJK) which operates in several major ports, airports, and seaports.

Several procedures must be performed by each agency to ensure that oxygen tanks are safe and arrive on time without delays. If the oxygen tank travels from Sarawak to Entikong, a digital application is made first, so that the concerned authorities from Indonesia can receive the oxygen tank truck directly without having to undergo a lengthy check. Then the oxygen tanks will be checked with the PLBN and when it is safe, the exchange of oxygen tanks from Sarawak to Entikong with heavy equipment from one truck to another will be carried out. It will be checked in the form of matching the tank code whether the tank is the same as the empty tank sent to Malaysia before, after

which the Customs and Excise service seals the incoming tank in the PLBN field. At the Entikong Border, only external checks and seals will be carried out as a thorough inspection of the oxygen tank will be carried out at the Pontianak warehouse. This is done so that no leaks occur during controls, neither at the Entikong Border nor during the voyage.

From the explanation above, we can see that Customs and Excise and PLBN as agencies that manage cross-border flows in Entikong during the pandemic underwent changes in the procedures carried out. Strengthening the governance of Customs and Excise related to the quarantine of import trade received because some doors are only opened from the arrival gate. There was some activity was carry out by the local government in cooperation with the Customs and Excise also PLBN agencies in maintaining very high demand for oxygen tanks supply during the pandemic situation thourgh the Entikong Border for the community and society of West Kalimantan Province as a mitigation and dealing with the covid-19 pandemic.

Some activity was carry out start from double checking the oxygen tanks when arrival at Entikong Border and border gate before sending the oxygen tanks to Pontianak uder strict supervision by the security forces consisting of the police, immigration staffs, and the PLBN staffs and passes several guard posts to ensure the process went well and the oxygen tanks supply arrived in Pontianak safely. The import of oxygen tanks was initiated by the Governor of West Kalimantan for the emergency situation and increased the number of patients affected by the covid-19 viruses. After initiating meetings and collaborating with many sectors in the border area, there were three activities related to the sending of oxygen tanks that area passed as a mitigation process against covid-19 pandemic as mentioned above. Starting by checking the oxygen tanks when arrival at Entikong Border and border gate by the immigration staffs and PLBN staffs before sending the oxygen tanks to Pontianak like the activity in the following [figure 3](#) and [figure 4](#).



Figure 3.Oxygen Tanker Arrival at Entikong Border
(Source: researchers documentation)



Figure 4. Officer check the oxygen tanks that arrived at the border gate
Source: documentation for researchers

After the lift truck with oxygen tank is ready for transport, the truck is accompanied on the way by a police car and some vehicles behind it. Also, field officers are prepared at

certain points along the road to review the condition of the oxygen tank truck during the documentation process [figure 5](#).



Figure 5. Oxygen tanker on its way to Pontianak
Source: documentation for researchers

Furthermore, upon arrival of the truck in Pontianak, an overall check takes place in the Pontianak Warehouse. If you look at the code of ethics for receiving goods, the process that was done above was not carried out before the pandemic happened. Where the export licensing process should begin with the processing of the Business Identification Number/NIB to the relevant agency, the exporter submits an application for the installation process of the export module to Customs and Excise by bringing the NIS and legality of the company so that it can be connected to the PDE Internet/CEISA Export program system. Furthermore, the exporter takes care of the installation within 1x24 hours which can be used to send data on the Notification of Export of Goods (PEB). Similar to the export process, imports are also carried out in the same procedure.

The import process carried out should have passed the stages above, especially the oxygen company provider as an importer is a domestic company and has not been in this case for a long time so more guidance is needed. However, when the situation is urgent, such as providing oxygen tanks, local governments such as the Regional Government, Customs and Excise and the Public Prosecutor's office will do everything to facilitate the process of importing goods through the PLBN, such as the oxygen tank. Concerning licenses related to this collaboration, agencies working in the field such as PLBN, Customs and Excise, Task Force, TNI, and Polri only become facilitators for opening the closing/opening of existing traffic flows so that it can be said that permits are officially issued by local governments and only the governments of West Kalimantan and Sarawak are authorized.

In addition to the importation of oxygen tanks, the Indonesian government,

especially the customs authorities at the Entikong Border, has also opened an electricity import route. Although this import activity is not physically carried out, exports and imports from Malaysia are sent to Indonesia every month. The need for electricity imports is great, so these export-import goods are taken along in an emergency. The activity of regularly importing electricity is the main agenda of State Electricity Enterprise.

Procedures that are difficult to implement and appear different from pre-pandemic require on-duty agencies and task forces to be ready for any action proposed by the central government, thus inter-agency collaboration is necessary for the smooth running of any process that will be carried out. Therefore, when carrying out this oxygen exchange, many agencies are needed to smooth out the goods so that they arrive on time and safely. During the five oxygen exchanges from the start so far, it is known that no obstacles are felt by the agency due to a good alignment in the digital and physical sharing of information.

From the above explanation, we can conclude that Customs and Excise and PLBN, as bodies managing the cross-border flows in Entikong during the pandemic, have undergone changes in the procedures performed. Reinforcement of the Customs and Excise administration in connection with the quarantine of import trade received because some doors are only opened from the arrival gate. Goods received must be quarantined first, such as meat sales and other import-export goods. Customs Quarantine consists of elements of CIQS (Customs, Immigration, Quarantine, and Security). Similarly with the PLBN, which has changed to the goods flow system in/out Entikong, for the time being, the door of the arrival of goods is closed and only open for urgent matters.

In addition to local governments, members of the Covid-19 task force also participate in cross-border trade. Security assistance from the task force in the field is needed so that the lockdown policy is truly implemented without barriers. The quarantine policies of these two agencies certainly require the assistance of the Covid-19 Task Force Force who is guarding the vicinity. The TNI and Polri have worked with Customs and Excise and PLBN to secure border areas, especially during the quarantine of goods. It can be said that the TNI is the leading authority outside the customs territory as the TNI is included in the Security element in CIQS while the service of PLBN is the leading sector leader of CIQS.

CONCLUSION

The COVID-19 pandemic is impacting the decline in export and import numbers in the Entikong border region of West Kalimantan. The increase in Covid cases caused export and import activity to drop sharply in early 2020, even from January to December 2020, the value of imports fell sharply. Likewise from January to July in 2021. Like in May-August 2020, the value of export imports started to fall, although the deficit was covered by a drastic rise in September of USD 105.29. In 2020, it was found that about 44.03% of West Kalimantan's import activities were conducted through Supadio

Airport for US\$193,668,243 and other ports such as Kendawangan Port and Pontianak contributed only about 29.10% and 23.00%. Also, in the second quarter of 2020, the value of imports was around USD 102.44 million, continued to fall until it rose to USD 110.96 million in the fourth quarter and the value fell back to 70. \$38 million in Q1 2021. Export and import activities taking place are for emergency purposes as part of efforts to reduce COVID-19 in West Kalimantan. The dynamics of export and import that are taking place are in the form of the tank and liquid oxygen exports, as well as electricity and motor vehicles. This is following the permit obtained and the policy regarding the closing of the gate of the National Border Post in Entikong, West Kalimantan.

Borders as an entry point for the state and also as a source of state income from international trade activities need to pay attention to the political sector. Given that international trade activities and dynamics cannot be formed without multi-level governance, especially during the COVID-19 pandemic. International trade needs to get aligned with governance so that the activities and dynamics of international trade can run well. As in the study of international relations, the dynamics of international trade will always be influenced by governance and the political sector as an extension of the state.

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