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Indonesia and World Maritime Axis Vision: A Geo-Economics Review

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ABSTRACT

To increasing Indonesia marine, President Joko Widodo has idea and planning not only increasing marine resources, and fishery is the *world maritime axis*. But also infrastructure development of marine to pointed out to develop the country from geo-economics review. There are main pillars as the foundation of vision on Indonesia's marine development. There are policies, marine development, and fishery with activity program 100 days which produce fisherman improvement, and marine resources.

Keywords: Maritime, Maritime Axis Vision, Geo-Economics

INTRODUCTION

Indonesia is an island country located in Southeast Asia with the larges population number four in the world, approximately more than 270 million. Geographically, Indonesia located between both continents and oceans, Indonesia has wealthy biggest natural resources, 2/3 from Indonesia territory is ocean wealthy namely maritime country, both oceans are crossing the line of global trading where is a driver world economy. The existence of Indonesia's geography between both oceans is given the advantages of Indonesia in geo-economics, and geo-strategic.

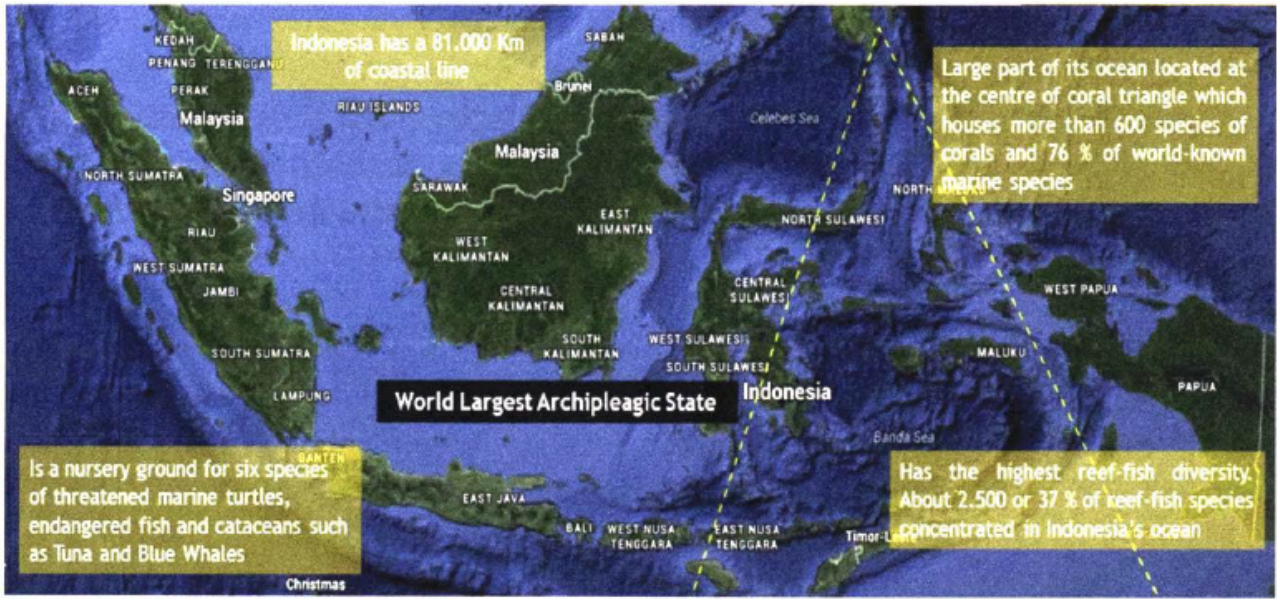


Figure1: Indonesia as largest maritime country
(source: Kemenko Maritim Republik Indonesia)

The maritime country is a country that can take an optimal advantage in ocean territory in the general cruise context. Word of 'Maritime' from English means navigation or maritime. Through this word, raising the term maritime power means a maritime country or ocean country. Indonesia's dictionary, maritime is related to relationships with the sea and cruise. The word maritime in English is adjective or quality state sea domination. The general review, the meaning of marine is sea as large saltwater expanse where cover earth surface, physical of the sea, and nature wealthy inside. Comprehensively, maritime view as the sea with geo-politics context, especially Indonesia position take place crossing between two continent and ocean are sea area was very important for world trading.[2]

There are many maritime countries in the world, such as the USA, China, English, Jepang, Singapore, and Panama. These countries are categorized as a maritime country, because of management development of territory seawater maximally, comprehensive, planned, and continuous. The meaning of maritime is all activities of cruise and commerce, trading relationship with marine or commercial shipping, the conclusion of maritime is a terminology of marine and maritime relationship with the sea, relationship with cruise, and sea trade. Generally, the society is known maritime as sea activities relationship with cruise and trading, related to exploration, and exploitation such as fish catching is not the maritime activity.[3]

DISCUSSION

An area of Indonesia 3.544.743,9 km2 approximately presents 65% of areas of Indonesia save wealthy overflow because Indonesia located in the center of the world coral triangle, Indonesia sea wealthy various marine biota. Approximately 600 coral species or the same with 76% coral species in the world, and 2.500 species or 37% from population species fish and coral in the world in Indonesia waters. In 2014, The total number of Indonesia fishery production achieve 20.817 tons. While in 2012, Indonesia natural gas production achieve 8.149.599 million standard cubic feet per day (MSCFD) with number crude oil and condensate achieve 25.099 cubic per day.[4]



Figure 2: Indonesia as Archipelagic State

(source:http://ramadhaniabdan.blogspot.com/2016/06/indonesia-sebagai-poros-maritim-dunia_9.html?m=1)

Geo-economics context, Indonesia as an archipelagic state means able to put self-up in a strategic environment with strong connectivity of sea to economic development acceleration, large surface area republic Indonesia (NKRI) more sea area (equal to 75%) than mainland.[5] President of Republic Indonesia, Joko Widodo creating idea maritime with *world maritime axis* and *sea toll*, which have a purpose for increasing connectivity, and decreasing disparity of logistic cost between center and island outermost area. This idea is to perceive as an effort to build the foundation of an economic base on national marine which strong to increasing social welfare back to maximally Indonesia as a maritime country.

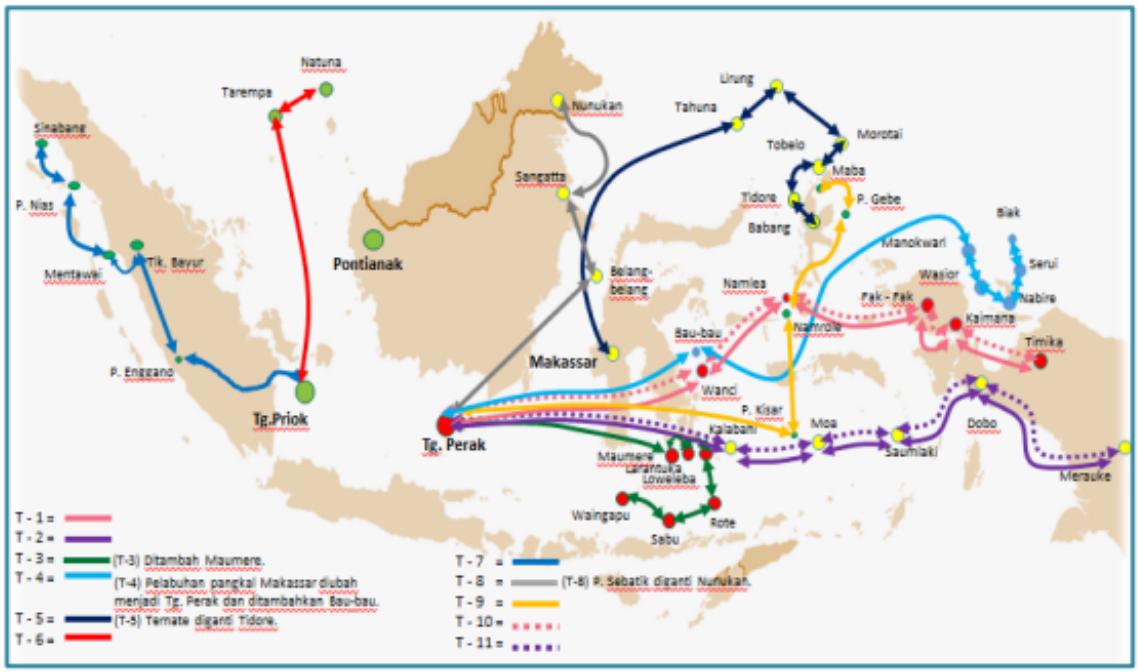


Figure 3: Sea Toll Route Map 2017

President Joko Widodo era, he changes Indonesia law enforcement with institutional system *multi-agent* become *a single agent.* For the first time as coordinator of revitalized, *Bakorkamla* on December 8th, 2014 change become *Badan Keamanan Laut Indonesia (Bakamla)* with large authority until act crime form in the sea. It is rising pro and contra, cause in main of the problems is miss coordination between government institutions, it does not make a new institution. The available institution is running suitable with the main task and function of each institution which, the institution's identification of a specific role of each institution (specialization). Specialization of roles must strengthen through coordination function.[6] The other task is to have an authority to protect Indonesia marines such as the ministry of transportation, and Ditjen sea transportation who maintain security, navigation safety, and keep marine pollution.

Directorate general of sea transportation has a task as Coast Guard and sea law enforcement, and directorate general customs and Excises (P2) controlling Indonesia traffic of goods in and out, special offense, more special is detecting and catch smuggling in Indonesia marine. The role of the ministry of transportation helped by *the Ministry of Marine Affairs and Fisheries* (KKP) is to increasing effectivity and efficiency of transportation between island, sea, and air transportation,

especially transport seafood until to market in or our island with the small runway. Indonesia has six maritime strategic variables used to analysis maritime strategic are:[7]

1. Situation background means drawing the constellation of international politics on maritime strategy implemented in national policies.
2. National image described country perception on view self through positive and negative history perception.
3. The role of the country is to show the initiative country on execution maritime strategic policies of the country in the domestic and international level holistically.
4. The trajectory is the goal of a country with apply this strategy.
5. Milestones, important events as a foundation of the country on maritime strategic.
6. Priority issue, derivative issue, and discussion issue in this country.

Today which has an important role in people's voyages marine is the Indonesia sea transportation system, especially sea transportation to isolate the area. Therefore based on data issues by directorate general sea transportation is known society cruse development take a note on negative development number. Take note in 2005 total 1.376 unit people's shipping fleet and in 2009 decrease into 1.293. If count based tonnage of people's shipping development from 145.006 tons become 152.800 tons. Means in five years have increasing tonnage in each fleet, as we know the condition of geographies territory consists of 13.466 islands with 5.8 million km2 large of sea, 95.181 km coastline, and 2.154 ports in Indonesia (data from transportation ministry in 2014). People's voyages become very important. People's voyages hoped can increasing goods movement volume between regions included regions has a line with depth limit flow such as river and lake. Another side, people's voyages can sustainable but difficult to develop because of miss aid and financial support from the government or banking. People's voyages are needed support to develop through traditional technology to modern technology to fulfill the safety and speed aspect.

The vision as the main pillar of Indonesia maritime

Indonesia has big potency as the world maritime axis, remember Indonesia located in the equator area between two Asia and Australia continents between Pasifik and Hindia ocean, and southeast Asia. To become the world axis, the Indonesia port system must be modern with international standards. Therefore, the service and access in all port must follow International procedures.

To realize Indonesia as a world maritime axis is need policies and strategic development clearly, suitable with vision and mission government goal. Such as the marine fishery sector, which it can produce competitive and high economic development, and inclusive sustainability, and significant contribution to Indonesia's achievement as a world maritime axis with a short time. Remember, there is an expectation of the government to focus on maritime/marine development and available overflow sea resources. Related with this case, in 2014, President Jokowi explain five main pillars which will achieve Indonesia goal as world maritime axis includes:

Maritime culture

The first pillar is to focus on development back to Indonesia's maritime culture. As a country with 17.000 islands, President Joko Widodo emphasizes Indonesia must realize and see themselves as a country with identity, prosperity, and future, which is decided by all society of the country includes the government to manage the marine.

Maritime economics

The second pillar is focused on maritime economic has a commitment to keep and manage sea resources, focuses on building seafood sovereignty through fishery industry development, and takes a place fisherman as the main pillar.

Maritime connectivity

The third pillar refers to maritime connectivity which has a commitment to push infrastructure development and maritime connectivity, building sea toll, deepest ocean port, logistics, and shipping industry, and maritime tourism.

Maritime diplomatic

Four pillars are maritime diplomatic, invite the Indonesia partners to cooperate in the marine sector. The way of implementation this pillars with missing conflict sources in the sea such as Fish theft, violation of sovereignty, territorial disputes, robbery, and marine pollution.

Maritime security

As countries of the center point both oceans, the fifth pillar is Indonesia obliged to build strength maritime defense Maritim. Not only keep sovereignty and maritime wealthy but also restore Nusantara glory with sea resources.

Share vision development is done continuously to increasing Indonesia's effort as the world maritime axis, it present with add vision are: 1) marine resources management and human resources development. 2) defense, security, law enforcement, and safety at sea. 3) Governance and sea institution. 4) economic, infrastructure, and increasing prosperity. 5) management sea sector and sea environment protection. 6) nautical culture. 7) maritime diplomatic. Seven pillars as Indonesia marine policies, together with strategic and main policies and principles of marine. The Indonesia marine policy refers to law number 17 of 2007 regarding long term development planning (RPJP) and law number 32 of 2014 regarding marine, and Nawa Cita.[7]

Increasing Effort of Indonesia Maritime

The potential of marine economic value from large main maritime sectors in 2013 is a review from fishery included capture fisheries, cultivation, and management US$ 47 million per-years, while the tourism sector achieves US$ 29 million per-years.[8] To achieve Indonesia forward, there are many policies to marine development and fishery for 2020-2014[9] following:

a. Improve communication with fisherman, licensing simplicity, fishery port development, fish-catching management until ZEE and high seas, and protection and fisherman prosperity, to increasing fisherman income.
b. Optimization aquaculture and strengthened to absorb employment and provision animal protein source to society consume.
c. Awakening marine industry and fishery through fulfilling industry raw material need, increasing quality value product, and value-added to increase investment, and export the result of the fishery, management sea area, coast, and small islands, and strengthening controlling marine resources and fishery, and fish quarantine through related institution coordination.
d. Strengthening human resources and innovation marine research and fishery.

The program is doing and success by *Ministry of Marine Affairs and Fisheries* Indonesia is 100-days program based on the activity has been done and achieve the program are:[10]

Having productive communication with fisherman

This program is to create a relationship and cooperation with fisherman in fish cultivators, processing, marketing, and salt farming through field visiting and implementation stakeholders meeting. Work visit and direct observation to many fishery ports and marine and fishery to dialogue and strengthening communication with fishermen, fish cultivators, business actors, associations, and marine stakeholders and other fishery. The other efforts are series meetings and field visiting which arrange optimization action planning and fishery industry acceleration at SKPT and the border of Natuna. The audience is a representative business actor and aquaculture association (association ornamental fish farming, shrimp, grouper, catfish, milkfish, seaweed, pearls, forage fish, fish seeds, medicinal fish).

Fishery business licensing

Ministry of Marine Affairs and Fisheries is done an acceleration service fishery catch business through information system speed licensing service or *Sistem Informasi Izin Layanan Cepat (SILAT)*. Early the SILAT process takes time 14 days, now just 1 hour. The previous process did with manual and now online. Since SILAT launched, issue SIUP total of 79 units, SIPI 389 unit, and SIKPI 28 unit with PNBP value Rp 44.900.978.367. Compare with the same period last year (January 1st, 2019 until January 20th, 2019) PNBP Rp 23.577.723.571 increasing almost achieve 90.43%.

Strengthening coordination of controlling marine resources

Strengthening coordination of marine resources control and fishery in the main border area, in 100 days program has success capture seven-unit foreign fishing ships as illegal fishing: three Philippine ships in Sulawesi Sea on October 22nd, 2019, one Malaysia ship in Malacca Strait on November 28th, 2019, and three Vietnam Ships in north Natuna Sea on December 30th, 2019.

Fishery Result Export Acceleration

On November 23rd, 2019 is done highway export total 20,151 ton the fishery result from 9 main port and 21 another port and send to 43 countries with value USD 108,21 million or same with Rp1,79 trillion. Export activities are also done through SKPT Mimika such as export mud crab by UD. Putri Desi to Singapura 476 crabs in December 2019 total Rp 133.280.000. UD. Harapan Nurdiana Jaya to Malaysia total 120 crabs in December 2019 total Rp. 33.600.000 and UD. Harapan Nurdiana Jaya to Malaysia totals 1.380 crabs on Januari 2020 total Rp. 386.400.000. There is a changing trend of increasing export value from fishery result: the export value of fishery in November until December 2019 increase 2,9% per-month, more high compared with November and December 2018 decrease 6,23% per-month. The main commodity has increased the value includes Tuna-Tongkol-Cakalang, Squid-Cuttlefish-Octopus, Layur, Pearl, Lobster, Grouper, Pomfret, Sea Cucumber, Frog Thigh, Eel, and Catfish.

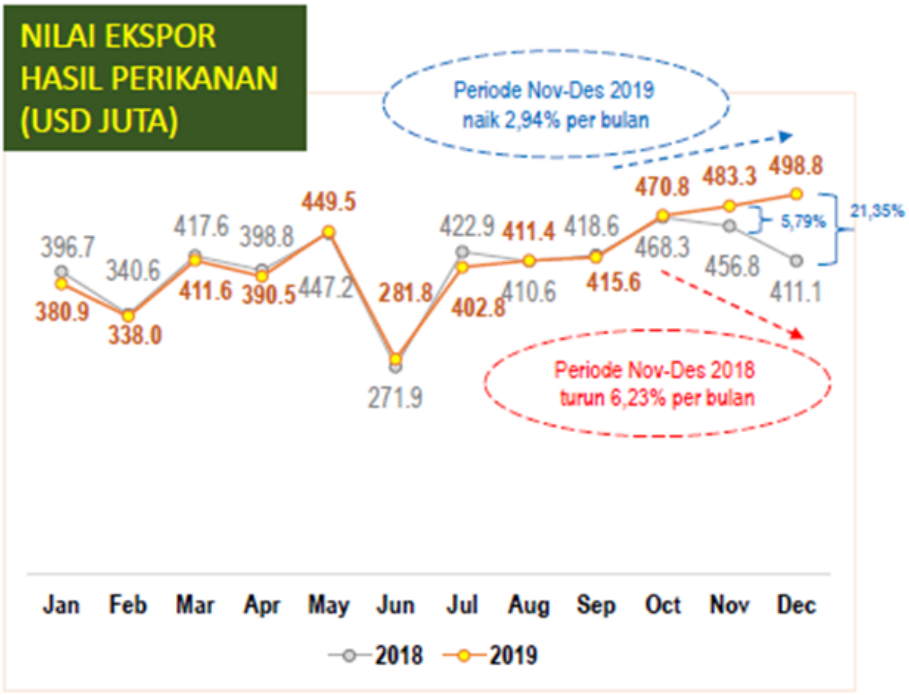


Figure 3: The Result Value of Fishery Export

Preparing Roadmap of Increasing Crab Production Cultivation Results

The development of the cluster cultivation area of crab through revitalization pond idles at 6 regencies at 6 provinces (Aceh-Aceh Tamiang, Lampung-Lampung Selatan, Sulteng-Buol, Kalteng-Sukamara, Gorontalo-Bone Bolango, and Sulut-Boolang Mongondo). Increasing pond productivity from 1 ton/ha become 12 ton/ha through increasing technology innovation of sustainability pond cluster.

KUR Absorption Acceleration

The implementation of the cluster is the determination model business fishery and fishermen cooperation (large meaning).

Government assistance

Channeled help to fishermen or fish farmers includes: not only Restocking of Nila fish in the reservoir GOR Jakabaring 50.000 fishes (November 4th, 2019), submission of folding traps innovation as fishing gear environmentally friendly to society group at Poltek Sidoarjo (November 22nd, 2019), submission 85 ships 3 GT for 66 cooperatives at SKPT Morortasi (December 18th, 2019), give seed aid Vaname shrimp 672.000 shrimps at Brebes (December 30th, 2019). But also, give aid feed 5.010 kg at Kulon Progo (January 17th, 2020) aid for conservation community 13 groups, aid productive economy infrastructure to 14 groups, aid for marine tourism for 42 groups, and finishing building national salt warehouse 6 unit at Aceh Utara, Indramayu, Demak, Jepara, Pamekasan, and Pati.

Finishing RZWP3K Province

Finishing RZWP3K Province is done on two (2) Perda RZWP3K includes Province Jambi and Papua Barat. Total RZWP3K finished becoming 24 provinces.

Preparing superior human resources

Create business forum and entrepreneur title, vacation based on entrepreneurship, FGD, Forum Komunikasi Pusat Pelatihan Mandiri Kelautan dan Perikanan (P2MKP), doing development 'innovation village', Launching e-Penyuluh Sistem Kerja Smart Office for civil or Aparatur Sipil Negara (ASN) integrated with KUSUKA module and production data collection.

Coastal area and small broken island become recovery

Doing Jamboree at coastal (December 10th until 11th 2019) and beach and sea clean action at Manado (October 31st, 2019), Pariaman (December 13th, 2019).

Bureaucrat Reformation and Public Service

Ministry of Marine Affairs and Fisheries achieve appreciation informative public open institution or *Keterbukaan Badan Publik Informative* 2019. Appreciation Top 30 of government institution organizing complain of public service 2019, TOP 45 public service innovation "One-Stop Service – Quarantine (OSS-Q) from UPT KIPM Surabaya II" and success to achieve appreciation as Role Model of organizing public service with very good category 2019.

Strengthening cooperation

100 days program is not only to increasing marine geo-economy at the national level but also as strengthening international to marine and fishery development sector through meeting with ambassador with friendly countries. Memorandum of understanding on marine and fishery between Indonesia and Maroko is access potential economy of the market with fishery products at Eropa and Afrika achieve USD 217.982.000 (October 28th, 2019). Memorandum of understanding between Indonesia with the People's Republic of China is regarding security assurance in import and export aquatic products (November 27th, 2019).[11] Create sustainable commitment support with the development of the marine center and integrated fishery or *Sentra Kelautan dan Perikanan Terpadu (SKPT)* to cooperation between Indonesia and Jepang (October 31st, 2019). Cooperation meeting of marine and fishery on 100days program are:

a. Amerika Serikat, through USAID for sustainable fishery and implementation Seafood Import Monitoring Program (SIMP).
b. Norwegia, doing investment offshore aquaculture and collaboration of marine plastic management
c. Perancis, agree to commitment on financial support fishery port.
d. Rusia, doing increasing product export, improvement of MRA on Quality Control and Hygiene Safety on Import and Export and Fisheries Product both countries
e. India, cooperation in combating plastic waste.
f. Malaysia, doing acceleration to solve marine problem coordination with Bakamla and Kemlu.
g. Singapura, doing cooperation on aquaculture at Kepri and solve climate change.
h. Thailand, communication with the business actor to sustainability fishery industry, eradicate IUU fishing and solve marine debris.
i. Vietnam, doing cooperation cultivation / enlarged lobster and solve fisherman/ ship who doing illegal fishing
j. Korea Selatan, cooperation with investment, and research.

To achieve Indonesia's goal as a maritime axis, the basic of the cross of region jurisdiction Nasional Indonesia is more increasing because of the movement of world economic activities centers from Atlantic to Pacific, around 70% goods transportation from Europe, Middle East, and South Asia to pacific and otherwise via Indonesia sea. Therefore, geographical, God has bestowed to Indonesia strategic position as an axis line of cruise and world trading. However the strategic position is to take advantage of sea users, and Indonesia cannot getting big advantages to social prosperity, if not support with an ability to take advantage of the opportunity. Nowadays Indonesia has a strong vision for increasing geo-economics as a world maritime axis.

CONCLUSION

Geo-economics context, Indonesia as *an archipelagic state* means, able to take a place in a strategic environment with strengthening sea connectivity to economic development acceleration. The effort of Presiden Joko Widodo creates an idea world maritime axis, and sea toll, the perception of this idea is an effort to build the foundation of economics based on strong national maritime to increasing society's prosperity with coming back to maximization of Indonesia as a maritime country.

Vision development is continuous to do to the increasing effort of Indonesia as a world maritime axis country, 1) Managing marine resources and human resources development. 2) Defense, Security, Law Enforcement, and Safety at Sea. 3) governance and sea institution. 4) Economic, Infrastructure, and increasing prosperity. 5) managing the sea sector and sea environment protection. 6) tourism culture. 7) maritime diplomatic. Seven main pillars are as policies of Indonesia marine, together with main strategic/ policies and marine policy principle. Indonesia marine policies refer to law number 17 of 2007 regarding long term development planning or *Rencana Pembangunan Jangka Panjang (RPJP)* and law number 32 of 2014 regarding marine, and Nawa Cita. The activity done by ministry marine affairs and fishery is 100 days programs. The result of the programs is many increasing marine resources.

Indonesia is one of the counties that has large sea territory however, on security quite sad, add too many institutions have the same authority in Indonesia sea territory. An example of the serious to keep water territory is reorganized and strong to keep Indonesia water. Indonesia's water territory crowded with activities cruise domestic and international. The strategic position of Indonesia territory must give the advantage of geo-economics through the ability to managing, and take a sustainability advantage, so can produce prosperity for society. Until now authorization, management, and take advantage did not with integrated between land and sea in NKRI territory, and the ability to take advantage of global activities such as cruise and global trading add resources exploitation did not optimally.

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