

## MANAGING INDONESIA TO BECOME THE WORLD MARITIME AXIS

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### **ABSTRACT**

*Indonesia's most territory is the ocean. So, it is not impossible to make Indonesia as the world's maritime center or even as world's maritime axis, as we dreamed. In the history of Amanna Gappa stated that the world's maritime laws came from Nusantara. It becomes a strong background for Indonesia to rise through maritime. In order to do that, it requires sea management. Without a structured and integrated sea management, the dream of rising Indonesia through maritime will only be a dream. It becomes a benefit as Indonesia's greatest God gifts are ocean which it is two-third of Indonesia's geographical location. In order to take the benefit of it, Indonesia should have a distinctive sea management. It includes the concepts of defense, security and safeness. It is a sovereignty concept on the limitation and regulation at sea. As there are differences in land and sea concepts. There are clear fences or boundaries on land. On the contrary, sea is wide open water with no boundaries. The foundation of Indonesia as the world's maritime axis is hopefully by optimizing the sea management.*

**Keywords :** Management, Maritime, Maritime Axis

### **ABSTRAK**

Wilayah Indonesia yang paling luas adalah lautan. Jadi, bukan tidak mungkin menjadikan Indonesia sebagai pusat maritim dunia atau bahkan sebagai poros maritim dunia, seperti yang kita impikan. Dalam sejarah Amanna Gappa disebutkan bahwa hukum maritim dunia berasal dari Nusantara. Hal tersebut menjadi latar belakang yang kuat bagi Indonesia untuk bangkit melalui maritim. Untuk itu diperlukan pengelolaan laut. Tanpa pengelolaan laut yang terstruktur dan terintegrasi, impian untuk membangun Indonesia melalui maritim hanya akan menjadi mimpi. Ini menjadi manfaat karena anugerah Tuhan terbesar Indonesia adalah lautan yang merupakan dua pertiga dari letak geografis Indonesia. Untuk memanfaatkannya, Indonesia harus memiliki pengelolaan laut yang khas. Ini mencakup konsep pertahanan, keamanan dan keselamatan. Ini adalah konsep kedaulatan tentang pembatasan dan pengaturan di laut. Karena ada perbedaan konsep darat dan laut. Ada pagar atau batas yang jelas di darat. Sebaliknya, laut adalah perairan terbuka lebar tanpa batas. Landasan Indonesia sebagai poros maritim dunia diharapkan dengan mengoptimalkan pengelolaan laut.

**Kata kunci :** Manajemen, Maritim, Poros maritim

## 1. Introduction

Indonesia's greatest God gift is ocean. It is two-third of Indonesia's geographical location. The history of Amanna Gappa stated that the actual law world's maritime regulation originates from the Nusantara. It becomes a strong background for Indonesia to rise through maritime.

According to Robert Dick-Read, an Africanist who wrote the book "Maritime Explorers: The Influence of Archipelago's Civilization in Africa (2008)" stated that sea explorers from Nusantara had set foot on the African Continent through Madagascar since the early days of Christian era (AD), long before Cheng Ho and Columbus made a phenomenal voyage to various parts of the world to this country. So, the Nusantara Sea explorers could be said to have crossed a third of the globe.

In "The Forgotten Tradition" stated on Kompas.com that a traveler from China, I-Tsing, who contributed a lot of information related to the early Archipelago's history, explicitly acknowledged the role of Indonesian sailors. In the I-Tsing religious travel record (671-695 AD) from Canton to Nalanda College in South India it was mentioned that he used the Sriwijaya ship, the country which at that time-controlled shipping traffic in the "South Sea".

Management at sea is the basis for maritime power. It includes the concepts of defense, security and safeness. It certainly refers to world maritime regulations which integrate security, safety and safeguards at sea also able to maintain the sovereignty of the Indonesian citizen. So, an effort to form a unified vision of a sea government is needed. It is become the revolving issue of Indonesian as the World's Maritime Axis and hopefully it can begin with reforming agencies that will keep the security, safety, and sovereignty in Indonesia's sea.

## 2. Research Methodology

The design of this research is descriptive qualitative research. Descriptive research is research that asks questions about the nature incidence, or distribution of variable; it involves describing but not manipulating variable (Ary et al, 2010). Descriptive research declares something naturally, so in this study it only measure what already exist. According to Johnson and Christensen, qualitative research is research that relies on the collection of qualitative data.

Data sources are all information or subjects that should be collected and chosen by the researcher. It is taken from education books, literature journals and relevant theories.

## 3. Discussion

The context of Indonesia as the World Maritime Axis is established by President Joko Widodo. President Joko Widodo planted Five Pillars to achieve that. The Five Pillars are 1) Rebuilding Indonesia's maritime culture, 2) Safeguarding maritime resources and creating maritime sovereignty on fisheries by placing fishermen as the main pillar, 3) giving priority to build infrastructures and maritime connectivity by building sea tolls, deep seaports, logistics, shipping industry and maritime tourisms, 4) The third is implementing maritime diplomacy through proposals to increase cooperation in the maritime sector and efforts to deal with conflicts such as; fish theft, violation of sovereignty, territorial disputes, piracy, and marine pollution. This is all to emphasis that the ocean is to unite various nations and countries and not separate them, and the last, 5) is to build maritime power as a form of responsibility to maintain maritime safety and security.

The Five Pillars have begun to develop. For example, Sea Toll, which was built as a means of building connectivity between regions or islands has been able to

reduce the prices of basic needs in Eastern Indonesia. Meanwhile, the coordinating minister for Maritime and Resources, in various forms have processes coordination with related institutions and ministries or holding direct meetings with Ambassadors from other countries for international diplomacy.

As the World's Maritime Axis means opening the sea as wide as possible to enhance economic sector. In a defense mechanism, mastery of the sea means being able to guarantee the use of the sea for the national interest and prevent opponents from using the potential we have. The government needs to immediately resolve the maritime boundaries so that it can provide national borders. And it will be able to strengthen bilateral relations also encourage cooperation between the two bordering countries in various fields including in the management of border areas, for example related to shipping, maritime affairs and fisheries. In addition, with the certainty of maritime boundaries, a country's sovereignty and law enforcement can be maintained. As stated by Alfred Thayer Mahan in another theory also stated that regarding the requirements that must be met to build maritime power, such as; geographical position and condition, area, population and character and the most important is the character of its government.

Maritime management requires various other efforts such as improving the Bill of Reserves and Supporting Components, aligning the education and maritime training system, mastering the capacity of the defense industry especially the maritime industry, modernizing the fishing fleet, strengthening the public fleet and national shipping, stabilization of marine use management through spatial management of marine areas, enhancement of maritime research and development also diversification of renewable energy sources at sea. The milestones of maritime strategy for World Maritime Axis era includes: (1) Appointment of the coordinating minister for Maritime Affairs and the Establishment of Task Force 115, (2) Natuna Incident, (3) Indonesia-Centric Approach, and (4) Sea Toll.

The first is the appointment of Coordinating Minister for Maritime Affairs, Susi Pudjiastuti as the head of the Ministry of Maritime Affairs and Fisheries. Not taking long after her appointment, Susi put forward the controversy of Illegal, Unreported, Unregulated (IUU) Fishing programs. It has been regulated in Regulation No. 45 of 2009, but the legal implementation of existing regulation has not been implemented explicitly (Antara News 2017). For this reason, the final choice that must be taken is to sink the ship after confiscating evidence which are the ship, its catch and evacuate the crew on it. As of February 22<sup>nd</sup>, 2016, there were 151 foreign-flagged vessels that had sunk since October 2014 (Bisnis.com, 2016).

Due to this achievement several media outlets have listed her as an outstanding minister for the past three years. Strengthening marine and fisheries policy is also supported by the establishment of Task Force 115 via Presidential Regulation 115 of 2015 concerning the Illegal Fishing Eradication Task Force (Republic of Indonesia 2015). It is a multi-agency collaboration between the Ministry of Maritime Affairs and Fisheries, the Indonesian Navy, the Indonesian National Police (Polri), the Maritime Security Agency (Bakamla), and the Indonesian Attorney General's Office. These multi-doors policy can further increase national awareness of marine resource management as of 1 April 2017 there were 317 ships that were successfully submerged by Task Force 115 commanded by Susi Pujiastuti.

The second milestone was the Natuna Incident which forced Indonesia to act firmly over the South China Sea (LTS) conflict. The Natuna incident began with the chase of a Chinese fishing boat that wanted to steal fish in Natuna waters. After being caught, the fishing boat was towed and actually pulled by a Chinese coast guard ship. In a pinched condition, Indonesia finally released the rope of the fishing boat. The

PRC issued a diplomatic note protesting Indonesia's decision to capture Chinese fishing vessels that were not in the wrong position by fishing in traditional fishing rights according to the nine broken lines that China had determined since 1949 (BBC Indonesia,2016). This event suddenly shocked the Indonesian side, and finally on June 23, 2016 President Joko Widodo decided to hold a limited cabinet meeting on top of KRI Imam Bonjol. By the media, it was considered as a strong signal to insinuate the existence of China on the LTS which interfered in the waters of Indonesia's EEZ (Soeriaatmadja,2016). Later China claimed to have overlapped sea territories between Indonesia and China in the Natuna waters where the issue had been escalated since 2008. On this occasion Indonesia decided to strengthen Natuna by building air and sea bases in Ranai like Pearl Harbor as well as placing one Marine battalion and Army combat engineers also confirmed that the waters where China has overlapping are claimed to be the North Natuna Sea (Kompas.com,2015).

The third milestone was the concept of development of a centric Indonesia. It views that the islands and regions located at the end of Indonesia are no longer the outer islands or regions but as a leading area/island. This perception sees the frontier region as the gateway to the Indonesian economy facing directly to other countries. It is leaving behind the old stigma of focusing on the economy in Java alone without regard to the growth potential of the other islands.

A supporting concept is needed to actualize Indonesia's centric development. One of them is using the Sea Toll policy. Sea Toll in the beginning of its appearance is as a toll road that stands or floats above the sea. However, what is meant by 'Toll' is a toll highway. It means that a smooth logistics distribution. The main target to be achieved through this program is a smooth logistics distribution becomes a way to reduce logistics costs as it is continued to increase by 15 percent per/transaction. Other countries have succeeded in suppressing this figure at the level of 7 percent (Piesse,2015:5).

From the milestones above there are several priorities on maritime issues in maritime strategy. The first is maritime policy coordination with the Army. As shown in the history that the army has experience of strong enough to hold the reins of state. The projection of 2024 by actualizing the procurement of 247 warships will be helped by an increase in the defense budget of 1.5 percent of the Gross Domestic Product (GDP). In addition, the government also attracted foreign investment for the development of maritime infrastructure and the defense industry (Purnamasari 2014; PresidenRI.go.id 2015; Republic of Indonesia 2014). And Navy is as the main support of the maritime strategy. The government has also procured a military base in Natuna as a central point in Indonesia's forefront. It is as a sign Indonesia's presence at the border as well as paying attention to external threats.

#### **4. Conclusion**

Whatever choice the new government took whether establishing the Maritime Ministry, the Maritime Coordinating Ministry, or only by strengthening and efficiency the Ministry of Maritime Affairs and Fisheries, along with increasing synergy with other maritime-related ministries. It still requires full and strong commitment from the Government and the citizen of Indonesia to implement a marine-based development policy so that it can make Indonesia a strong maritime country in the world.

In general, there has been a change in maritime strategy from the era before the World Maritime Axis to the era of the World Maritime Axis. Indonesia has a strategic choice to respond to changes that occur in different situations. Indonesia being the World Maritime Axis will be able to use the maritime strategy of the World Maritime

Axis in a more practical framework. In addition, there needs to be firm support from the government to make the citizen aware of the Indonesia's maritime treasures. The efforts being made by the government have only been seen in physical form, has not touch the fundamentals which is the public's awareness of the Maritime Domain Awareness (MDA) as basic of maritime strategy.

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