

# From Archipelago to Maritime Hub: Indonesia's Quest to Become the World's New Maritime Axis

Eska Dwipayana Pulungan<sup>1\*</sup>,

<sup>1</sup>Universitas Islam Negeri Syarif Hidayatullah Jakarta, Indonesia

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## ABSTRACT

This research aims to analyze the impact of the Archipelagic State concept championed by Mochtar Kusumatmadjaya on Indonesia's strategic position as a maritime state. The research method uses a historical approach, domestic development policy analysis, and geopolitical analysis to explore the development of Indonesia's strategic thinking in managing its maritime jurisdiction and its role in the international maritime lane. The findings show that Indonesia's success in implementing the archipelagic state concept has expanded national maritime jurisdiction to 3.5 million km<sup>2</sup>, strengthened control over 13,000 islands, and made Indonesia's straits an important economic and energy route connecting the Middle East with Africa. It concludes that optimizing maritime potential could position Indonesia as a significant global maritime hub, with implications for strategic policy formulation in the security, economic, and infrastructure sectors. The research recommends strengthening marine infrastructure and shifting the focus of development from land to sea to strengthen Indonesia's position in the global geopolitical architecture.

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\* Corresponding author.

E-mail addresses: [eska.dwi@uinjkt.ac.id](mailto:eska.dwi@uinjkt.ac.id)

## **1. Introduction**

Archipelagic states and maritime states have very fundamental characteristics in the context of economic and social development. Indonesia, as one of the largest archipelagic countries in the world with the status of a maritime state, has complex challenges in managing its maritime resource potential. Although Indonesia has the longest coastline and abundant marine wealth, the utilization of these resources has not been effectively optimized. This suggests that there is a significant gap between the existing maritime potential and the reality of its utilization in the context of inclusive and sustainable economic growth. The novelty of this research lies in the emphasis on and in-depth discussion of the importance of inter-island connectivity as a key driver in efforts to overcome increasing social and economic inequality, especially in Eastern Indonesia and border areas. In this context, the study argues that investment in maritime infrastructure is not just a necessity, but a strategic move to create more equitable economic opportunities. (Munavvar, 2021)

Indonesia, with approximately 10.7% of its population living below the poverty line and 5.6% unemployed, faces a significant challenge in addressing inequality and fostering inclusive growth. Equitable development is critical to alleviating these disparities, especially given Indonesia's unique geographic and maritime characteristics. While previous studies have highlighted the potential of Indonesia's vast maritime resources, there is limited exploration of how infrastructure connectivity impacts equitable development and economic resilience. This study aims to fill that gap by presenting a conceptual framework that integrates strategies to mobilize investment, generate employment, and improve the welfare of local communities, particularly in maritime-dependent regions. (Rochwulaningsih et al., 2019)

The urgency of addressing these issues is amplified by Indonesia's maritime security vulnerabilities, including smuggling and transnational crime, which undermine economic and territorial sovereignty. With over 54,000 kilometers of coastline and a strategic position along major international shipping routes, Indonesia's connectivity infrastructure plays a crucial role not only in economic integration but also in mitigating these vulnerabilities. Enhanced connectivity can serve as a pivotal solution by reducing regional isolation, promoting economic activity, and fostering collaboration between public and private sectors to capitalize on maritime opportunities. This approach aligns with global best practices, such as the integrated port development models observed in Japan and Singapore, which have successfully merged infrastructure investments with economic growth strategies. (Shekhar, 2015) This study also underscores the importance of embracing Indonesia's maritime vision as the global maritime axis, a concept rooted in Mochtar Kusumatmadja's advocacy for maritime sovereignty and the principles of the Djuanda Declaration. These ideals emphasize the integration of Indonesia's sovereign territories through improved governance of marine resources and strategic infrastructure development. By addressing gaps in infrastructure connectivity, Indonesia can better harness its maritime potential to support sustainable economic growth while protecting its territorial integrity.

The proposed framework will not only focus on addressing existing disparities but also on creating robust synergies between the government, private sector, and local communities. For instance, investments in coastal and island-based logistics networks can stimulate job creation and enhance local industries, such as fisheries and tourism. The framework will also incorporate strategies for leveraging digital technologies, such as maritime monitoring systems, to strengthen maritime security and streamline logistical operations. By integrating these elements, the study offers a holistic approach to achieving inclusive and sustainable development in Indonesia's maritime sector. Through comprehensive policy recommendations, this research seeks to contribute to the formulation of strategies that position Indonesia as a leader in the global maritime economy. By aligning with the nation's historical and strategic maritime aspirations, the findings of this study aim to provide actionable insights for policymakers and stakeholders, ensuring that maritime development not only accelerates economic growth but also supports equitable and sustainable outcomes for all Indonesians.

## **2. Methods**

This research uses a qualitative deep research approach with the aim of producing new findings or facts that are credible and contribute to the development of science, especially in the maritime field. The methodology applied focuses on analyzing secondary data obtained from various relevant and reliable sources. Data Sources The data used in this study came from secondary sources, including books, journal articles, government websites, news, and social media. Each source was selected based on its credibility, with a focus on national and international narratives. These sources provide a rich and in-depth context of the Indonesian government's efforts to make the country the world's maritime axis. (Ardyan et al., 2023)

The book is used to deepen the understanding of the progress of Indonesia's natural resources and provide an overview of the various types of marine resources. Through the literature review, books provide the basic information needed to build the theoretical framework of the research. Journal articles were selected for a more in-depth analysis of President Joko Widodo's motivations in realizing the vision. These journals as well as previous studies provide strong and up-to-date references obtained from previous research. Government websites and online news, taken from official national and international platforms, were used to monitor and analyze policy developments, especially related to the sea toll program and development initiatives related to marine food security and interconnectivity between seas. Data from these sources provide up-to-date information on government strategic measures and events. Social Media, in the form of social media coverage in the form of official statements from the President and government officials are used as references to understand public communication related to the new maritime control policy. Social media, as a modern means of communication, provides insight into how the government interacts with the public and conveys information about current political policies.

The data collection technique was conducted through a systematic literature review. This research processes the data obtained to be analyzed and compiled into a narrative that explains government actions in the context of Indonesia's long-term plan to become a world maritime axis. The data analysis process is carried out by identifying themes, patterns, and relationships between relevant data, so as to produce in-depth conclusions about maritime dynamics in Indonesia. With this method, it is hoped that the research can provide new insights that not only support the understanding of maritime policy strategies, but can also be implemented in formulating strategies to improve economic growth and sustainable development in Indonesia.

## **3. Results and Discussion**

### **Sea Toll Development**

The sea highway is an urgent need for Indonesia to overcome the geographical challenges of being the world's largest archipelago. With more than 17,000 widely dispersed islands, the distribution of goods and services in Indonesia faces major obstacles, especially in remote areas such as Papua, Maluku and East Nusa Tenggara. The gap in the price of goods between the western and eastern regions is one of the consequences of high logistics costs. Based on data from the Ministry of Transportation, national logistics costs reach 23% of GDP, much higher than the global average of 13%. Sea tolls are designed to reduce these costs by connecting major ports in the western region with feeder ports in the eastern region, enabling more efficient and affordable distribution of goods. (Achmadi & Nugroho, 2022)

The implementation of sea tolls in Indonesia can draw lessons from the success of other countries. Japan, for example, has developed a highly integrated maritime logistics system through coastal shipping, which connects large ports with small ports in various regions. This system has enabled Japan to significantly reduce domestic transportation costs, strengthening its economic competitiveness. Another example is the Philippines, which in 2003 launched the Strong Republic Nautical Highway. This program connects sea lanes with roads to speed up the distribution of goods between islands. As a result, the Philippines managed to lower logistics costs and increase economic growth in remote areas by 6% within a decade.

Sea tolls in Indonesia also have a broad impact on economic equality and improving people's welfare. With lower transportation costs, the price of basic necessities in remote areas has become more affordable. In Wamena, Papua, for example, the price of cement that previously reached Rp 1,500,000 per bag dropped to Rp 500,000 after the sea toll. In addition, the increase in return cargo from remote areas to the center shows the potential of the local economy that is starting to develop. Seafood, agricultural products and handicrafts from the regions now have better access to national and even international markets. The success of the sea highway relies heavily on port infrastructure and the digitization of the logistics system. Port facility improvements such as those made at Tanjung Priok and Tanjung Perak Ports have improved the efficiency of goods distribution. Digitalization through the Inaportnet system has cut the waiting time for ships at the port from an average of five days to less than two days. This step not only increases productivity, but also provides confidence for businesses to invest more in the logistics and maritime sectors.

The sea highway has great potential to encourage Indonesia to become the world's maritime axis, in accordance with the vision launched by the government. However, its sustainability requires consistent policy support, inter-agency coordination, and the involvement of the private sector and the community. With a planned and data-driven approach, the sea highway can become the foundation for Indonesia's economic transformation, not only as a logistics solution but also as a key driver of remote area development, increasing the competitiveness of local products, and strengthening national socio-economic stability. (Rosyidin, 2020)

The government needs to take strategic and integrated steps to accelerate the development of the sea highway in order to compete with ASEAN countries in the mastery of maritime transportation resources. The first step is to strengthen port infrastructure, both in the western and eastern regions, to ensure that the distribution of goods runs smoothly. Major ports such as Tanjung Priok and Tanjung Perak must continue to increase their capacity with the addition of modern loading and unloading facilities, storage warehouses, and integrated land transportation routes. Feeder ports in remote areas also need special attention so that connectivity is not only concentrated in certain areas, but reaches all over Indonesia.

In addition to infrastructure, the government needs to encourage digitalization in the logistics system. The implementation of the Inaportnet system needs to be expanded to all ports in Indonesia to ensure efficient and transparent administrative processes. Digitalization will not only reduce the waiting time of ships at ports, but also increase business confidence in the efficiency of the national logistics system. With the adoption of advanced technology, Indonesia can align its logistics system with ASEAN countries that have already adopted similar technology. The government also needs to create policies that support the reduction of reverse load disparities. One step is to provide incentives for local entrepreneurs to utilize the sea highway as a distribution channel for regional products, such as fishery products, crops, and handicrafts. For example, subsidizing transportation costs or encouraging cooperation between local governments and the private sector to utilize sea tolls. This will not only lower logistics costs but also strengthen the competitiveness of local products in domestic and international markets. (Wicaksana, 2017)

Regional and international collaboration is also an important element to compete in ASEAN. The government needs to cooperate with ASEAN countries in managing strategic maritime trade routes. This includes setting integrated international shipping schedules, forming logistics alliances between countries, and harmonizing cross-border regulations so that goods to and from Indonesia can be processed more quickly. These efforts will improve Indonesia's position in the global supply chain while optimizing the geographical benefits of Indonesia as the world's maritime axis. Finally, strengthening the capacity of human resources in the maritime sector is no less important. The government needs to invest in education and training in logistics and port management. This can be done in collaboration with universities, training institutions and global companies to create a competent workforce capable of operating modern technology. With these steps, Indonesia will not only accelerate the development of the

sea highway but also be able to compete significantly with ASEAN countries such as Singapore, the Philippines and Malaysia.(Wicaksana, 2017)

**Towards the Blue Economy**

Economic potential and realizing the goal of becoming the world's maritime axis is not only enough to rely on the vastness of the marine area. But it also requires a healthy sea condition and free from marine environmental pollution to achieve three things, namely. One, the sea can be relied upon to meet basic human needs. Two, it can fulfill the livelihood of humans. That is, utilizing Indonesia's marine resources as an economic source that should not be ruled out. Such as fisheries as a source of food, which is also a source of employment and business sources and as a source of foreign exchange. Three, it can move the wheels of the country's economy. The main point is the income of foreign exchange through the export of fisheries and marine commodities and marine services in the form of marine tourism, and the use of maritime traffic and security defense. (Çomak et al., 2022) From the Indonesian sea, metabolite compounds and active biota materials from various marine species are also obtained, which are very useful in supporting the development of the marine biotechnology industry. (Kementerian Koordinator Bidang Kemaritiman dan Investasi, 2020)

The existence of the Blue Economy is also part of making people realize that the sea should not be explored without limits because it boosts the country's economy, but more than that the sea is closely related to climate change, supporting the lives of creatures both food and recreation. The steps in running the blue economy are first, in its application using green infrastructure, technology and practices. Second, run an inclusive and innovative financing system. Third, organizing institutions, especially government agencies, to actively protect the coast and the sea, such as reducing environmental damage and ecological scarcity along with increasing its economic potential in improving people's welfare. (Rasheva, 2023) Going deeper, let's look at the benefits of implementing the blue economy in the European Union (EU). The EU relies on sectors and sub-sectors as the main contributors to the blue economy, while the sectors and sub-sectors are explained in Tabel 1.

**Table 1.** The EU relies on sectors and sub-sectors

<b>Sector</b>	<b>Sub-sector</b>
Marine living resources	Primary production
	Processing of fish products
	Distribution of fish products
Marine non-living resources	Oil and gas
	Other minerals
Marine renewable energy	Support activities
	Offshore wind energy
Port activities	Cargo and warehousing
	Port and water projects
Shipbuilding and repair	Shipbuilding
	Equipment and machinery
Maritime transport	Passenger transport
	Freight transport
	Services for transport
Coastal tourism	Accomodation
	Transport
	Other expenditure

Next, let's look at how Japan as an island nation builds inter-island connectivity or what is called a blue economy integration model by relying on small islands. Japan implements a blue economy, which utilizes small island resources in a sustainable manner to support economic growth, environmental preservation and improve livelihoods. The blue economy is categorized

by Japan in many lines including fisheries, marine transportation, renewable energy, aquaculture, coastal tourism and ecosystem services. Japan's blue economy uses a holistic approach for sustainability. The holistic approach embraces and aligns the economic, social and environmental dimensions, making it easier to coordinate and promote. This diversification helps the Japanese government create jobs, increase food security, and even affect climate change resilience and disaster risk management and reduction for frontier regions. (Pattimura, 2023)

### **Implementation of Indonesia's Ocean Health Index**

Ocean Health Index (OHI) is one of the government's barometers to become the world's maritime axis following the steps of countries that have great maritime potential. The existence of OHI to maintain ecological and physical marine life and associate it with social care of coastal communities and economic benefits in order to evaluate the benefits of marine resources in the form of environmental products and services. The implementation of OHI for Indonesia achieves a balance of marine resources and human needs so that they balance each other, the sea is well explored and the sea is maintained from damage. The implementation of OHI in Indonesia is tailored to the needs and environment of Indonesia or insight into the archipelago. OHI maintains the stability of marine biota by maintaining ocean health in the form of; First, oxygen producers, aiming to increase the absorption of carbon dioxide that is not needed by living things and the release of oxygen into the air that has been processed by marine biota. Second, regulate the climate. Third, as a source of food in the form of animal protein sources through the production of fish and other marine products and as a source of medicinal and cosmetic ingredients. Fourth, a place where biodiversity lives, even those that have not yet been identified. Sixth, economic resources, especially for people living in coastal areas. According to the Food and Agriculture Organization (FAO), around 245 countries use marine resources as life support, either part-time or full-time. The utilization of the ocean economy is also regardless of gender, carried out by men and women because there are so many things that can be relied on from the sea, ranging from services, fishing, cultivation of marine plants and even tourist trips.

### **Optimizing Maritime Transportation**

No economic activity and no industrial sector has been able to survive without involving the maritime transportation system in carrying out export and import activities. As much as 90% of global market commodities are transported by utilizing the sea transportation industry, as much as 80% are special commodities serving exports and imports. This indicates that economic activity is in dire need of marine transportation. Every year, the shipping industry transports 2 billion tons of crude oil. 1 billion tons of iron ore and 350 million tons of wheat. These raw materials are the basic ingredients of basic human needs that are processed into food, clothing and materials. This also indicates that human survival today is also very dependent on global trade through industrial marine activities, especially in the fields of export and import. (Andriessa, 2022)

The fact analyzed is that a quarter of the world's global trade, 50,000 to 60,000 merchant ships, pass through Indonesian territory. However, inefficiency in Indonesia's sea transportation makes capital owners choose to use the services of third-party (foreign) logistics providers. It is difficult for Indonesia to become the master of sea transportation services in its own territory due to complicated regulations and lack of support from the government. This is also what hinders the arrival of logistics materials to eastern Indonesia, causing the price gap between islands. This inefficiency makes a lot of additional costs that must be paid by entrepreneurs, which has an effect on the lack of activity at the port accompanied by poor facilities. So to overcome this requires coherence of attitudes and behavior between policy makers and interest owners. With a coherent attitude and behavior, there will be a desire for investors to come. This method is efficient in other countries, with concrete evidence of price reductions or price equality between regions and increased access. (Kemenhub, 2023)

There are currently 150 countries that have cargo fleets as a means of commodity distribution and employ 1 million human resources in each country. This data also states the fact that the expeditionary activities of loading and unloading goods from cargo are strongly supported to revive global trade. Sea transportation in terms of its function is the best transportation in distributing commodities. Human survival depends on the smoothness of this transportation process. Sea transportation, especially people's shipping transportation has a big share in the economic growth of the outermost and foremost regions that have not been able to be reached and served by the government to the fullest, even its share is very small. Due to the lack of government attention, shipping in the outermost foremost region often ignores the safety and comfort aspects of service users, and diversification of water contours also needs to be adapted to the ships used so that they are feasible and suitable to operate in certain areas. (Nugroho, 2021)

Indonesia's fleet of seagoing vessels, especially those in prime condition, is very limited. Currently, 96% of export transportation and 55% of domestic import transportation are served by foreign-flagged vessels. This is what makes Indonesia's competitiveness in the Association of Southeast Asian Nations (ASEAN) ranked fifth so that it is categorized as relatively low, the main cause is poor inter-island connectivity. This weakness is due to the lack of support from financial institutions, management capabilities in international competition so that the sea transportation fleet is a guest in its own country. A strong navy is needed to smooth the flow of inflows, goods and services and be able to provide and have excellent marine transportation in order to be able to host at home through the application of policies that favor national interests not the ruler. An easily accessible marine transportation sector will result in positive effects in the form of increased productivity in line with investment if there is positive investment behavior in the Indonesian marine sector. The investment will attract other investors to do the same, thus reducing the price of both capital and output. If the price level of the product falls, there will be an increase in the competitiveness of the domestic industry in the global market. (Rizal & Sahidin, 2017)

With this argument, the vital existence of sea transportation is an integral part of island-based economic development. Government attention in supporting domestic private companies is very necessary, whether starting from capital investment and soft skills training such as training to provide good service, meet passenger needs, passenger needs, maintain punctuality of departure time as a professional service provider this is very much needed. If this can be provided by the government, small people's shipping will be very reliable both in terms of safety, comfort and more affordable prices and even able to compete with more modern ships in providing services. With good access to the waters will have an effect on the economic growth of the archipelago with, without realizing it slowly improving the advice and infrastructure indirectly has an effect on economic development, culture and even education. By increasing the improvement of the shipping sector in the archipelago, there is an inevitability that equitable development in urban and rural areas can be overcome. (Direktorat Jenderal Perhubungan Laut, 2014)

In addition, the management of the use of services from sea transportation in the foremost and outermost regions is usually managed and run by the lower middle class, automatically creating new jobs. The Function is as a collector of goods to be delivered to remote areas, so what they need is to become an actor of sea transportation services in their own region by winning the competition and creating strategies in providing services in order to get a positive reaction. In this context, the existence of the government is needed to maintain and even increase the bargaining value of local transportation services so that they continue to be glimpsed by users instead of bringing in foreign services in the field of sea transportation resulting in local people losing opportunities in their own land. (Mubarak et al., 2021)

The actions that must be executed by the local government to improve the improvement of the sea fleet are to make new breakthroughs or ask for central government support to build regional economic centers in order to develop the region or area led through infrastructure development that has a sustainable nature. In addition, there must be a new mindset instilled

into the community, namely that it is not only the island of Java that has the capacity for economic development that promises life in the future, but other islands are also even greater if explored properly. For this reason, the government should also stop campaigning for Java-centric development and start heading towards Indonesia-centric, not focusing on one island that is not maritime in nature but as a whole, namely Indonesia by building water areas as well.

### **The Economic Side of Marine Resources Empowerment in Realizing Fair and Sustainable Development**

In this context it seems appropriate to ask the question of who controls whom, who controls Indonesia's marine resources, this is where the need for development ethics to analyze, evaluate and take action on the transjectory of society with special reference to suffering, injustice, exclusion within and between communities to question the issue of value issues in development. Indonesian fisheries products contribute 2.8% to GDP. But more than that, Indonesia's marine resources contain mineral resources (seabed) including polymetallic nodules, hydrothermal sulphides containing gold, silver, copper, lead and zinc. Not to mention Offshore oil and gas drilling which is capable of maximizing Indonesia's economy. The current position of these resources is in Natuna, around the waters of Makassar and East Java, the form of resources is not playing games, namely shallow oil fields and deep-sea oil fields. (Kementerian Koordinator Bidang Kemaritiman dan Investasi, 2023)

Overall, Indonesia has 3.75 billion barrels of oil reserves and 3185 billion cubic metres of natural gas reserves. However, the problem with these large reserves is that the largest single oil producer is not state-owned Pertamina but Chevron followed by British Petroleum, ConocoPhillips, ExxonMobil and Total. In gas fields too, Pertamina only controls 21% of natural gas production, the rest being controlled by Otal, ExxonMobil, Vico, ConocoPhillips, British Petroleum and Chevron. Of course this shows an insecurity of energy sources, this insecurity shows that policymakers know that the country is rich in resources, but are very dependent on foreign companies to exploit them, nothing more this is a legacy of the new order era political culture that is still used today. Illegal fishing is also a big task, from this negligence Indonesia loses from \$5 billion to \$8 billion per year. For this reason, the management and benefits of fish resources are actually able to support national development, especially in the outermost regions.

In the management of fisheries resources, a balance is needed between regulatory actions by the state and users of fish resources and actions. Regulation by the state and users of fish resources. The link with the concept of development is as an effort to synchronize, integrate and give equal weight to the main aspects of development, which include not only economic aspects, but include aspects that surround it, which includes socio-cultural aspects and environmental aspects. These main aspects must be linked to each other, so that the elements of unity are interrelated and cannot be separated or opposed to each other. So in the field of fisheries, it can be translated as the concept of sustainable fisheries development as an effort that aims to synchronize, integrate, and give equal weight to the main aspects of development, which include aquatic systems, humans to institutional systems and fisheries policies. (Joesoef, 2014)

### **Indonesia's Marine Development Policy Direction: Directional Policies in Realizing the Vision by Reconstructing Marine Development in the Era of Regional Autonomy**

Let's try to compare the power of utilization of Indonesia's marine resources with neighboring countries, including Japan, Thailand and Australia. In 2000, Japan with a length of 34,000 km had 3000 fishing ports, meaning that every 11 km of coastline there was 1 fishing port. Thailand with a coastline of 2,600 km had 52 fishing ports, meaning that every 50 km of coastline had 1 fishing port. Meanwhile, Indonesia with a coastline length of approximately 81,000 km, only has 17 fishing ports, meaning that every 4,500 km of coastline only has 1 fishing port. The state of Queensland, Australia with a coastline of 2,100 km, in 2007 its marine tourism earned US\$ 3 billion in foreign exchange. Indonesia with 95,200 km of coastline and 6 coral reefs (Raja Ampat, Wakatobi, Tukang Besi, Bunaken, Gili IMT, and Rubiah Island) out of the 10 most beautiful coral reefs in the world, the total tourism foreign exchange is only US\$ 5 billion. From



these facts, it can be understood that the fundamental problem facing this country is whether the government can manage the huge potential of marine and fisheries for the benefit of the national economy. The government's policy of establishing a department of marine and fisheries is a political economy decision to respond to fundamental changes in the macro level of national economic policy. But political decisions should not only be based on the establishment of the department, but the vision must be uniform so that all state institutions have synergies to support each other, which is outlined in the form of ocean policy (ocean policy) with economic implications is the marine sector to be the main reference in national development policy and also realize Indonesia as the world's maritime axis. Indonesia should have an ocean national policy, which is interrelated with each other, and well coordinated by a state institution from the center to the regions. (Lasabuda, 2013)

In the perspective of regional economics, coastal areas have important pillars to become a force in developing the region. These strengths include natural resource advantages, economic of concentration and mobility. From these three things, real action must be taken that the development of the marine and fisheries industry does not have to be concentrated in Java but must be expanded to the eastern and outer regions of Indonesia through infrastructure development through improved regional decentralization policies. (Nurhidayat, 2022) The policy of decentralization or the practice of regional autonomy must be accompanied by a desire for certain changes in governance functions to emerge along with related administrative improvements to be aligned from the highest level, namely national to the lowest level, namely the regions, so that the regions can increase their role in regulating their territory but remain under central control so that the regions do not create new regulations that are feared to damage the maritime-based development climate. In the economic field, regional autonomy must ensure the implementation of the national economy in the regions, because the government has provided opportunities for local governments to develop regional and local policies to optimize the utilization of regional economic potential. (Nurhidayat, 2022)

The government should also understand that the basic problem in fisheries development in Indonesia is the lack of fisheries statistics. Therefore, government policies in fisheries development are very minimal, including supervision of the fisheries mafia, careless fishing and methods in each region that differ from one another. The weakness of this monitoring and system is then utilized by certain parties to enrich themselves so that the issue of foreign exchange leakage through fish theft illustrates the weakness of the national fisheries management system. All state institutions that play a role in making policies, the first thing that must be done is to break the legacy of the past which is an obstacle to marine development. In addition, there are many laws and regulations that directly regulate or are related to the management and utilization of marine resources. The substances regulated also vary, namely on territoriality, marine resources, environment, conservation and marine spatial planning. However, the many laws and regulations that have been issued by various institutions do not necessarily result in the effective management and utilization of marine resources. For this reason, marine development must be linked to laws and institutions to need to bottom up based on the needs and social characteristics of the community. As well as regulations that are made no longer use a homogeneous policy strategy, because it will create distortions because it is top down. (Djajaatmadja, 2005)

This should be avoided because a regulation may be suitable for one region but not for another. For this reason, harmonization in law and legislation must be created, which includes adjustments to laws and regulations, government decisions, legal systems, legal principles and judges' decisions, with the aim of increasing legal unity, legal certainty, justice and equity, usefulness and clarity of law, without obscuring and sacrificing legal pluralism if it is needed. However, this harmonization must be achieved because the marine economic sector is still lagging behind other sectors due to the low technological and social mastery of the people working in this sector.

Fisheries development policy must be based on an understanding of fisheries development because it will affect the nature and characteristics of the fishing community,

which in turn is affected by the type of fisheries business activities. Fisheries business is rather unique because it is influenced by the season, therefore it must also be adjusted to market demand. This characteristic then affects the price fluctuation in the market. The slightest price change will affect the social condition of the fishing community. But what is actually more dangerous is the existence of social dependence (patron client) which leads to entering the "vicious circle" of poverty. For this reason, the government is expected to be able to create new scenarios about financing models in empowering fishermen and fish farming through institutional strengthening and capacity building of coastal communities. Thus, regional autonomy policies are expected to be able to maintain the sustainability and preservation of marine resources. (Satria, 2015)

This assumption arises because governments that previously adopted a centralized system tended to have a bad effect on social life. Most notably, corruption, collusion and nepotism are very troublesome for the poor. The policy of marine development by local governments that have adopted decentralization since the reform era is that it is mandatory for each region including cities and small districts in the region to have a fisheries office or marine office, even though the region does not have sea waters to support Indonesia's vision as a maritime axis. That way the city or regency has a maritime-based food security barn by empowering people who have a livelihood in the waters. Simply put, the local market sells marine products, do not let the marine products circulating in the local market are foreign products, so the catches of traditional communities must dominate the local market.

Similar to the main problem in marine tourism, often government policies regarding the use of foreign fishing vessels are not accompanied by policies of related ministries / agencies. So that the benefits are not clear where, in addition, it is often found that domestic fisheries entrepreneurs and foreign fisheries entrepreneurs collude with the authorities. Even if there is a monitoring and control mechanism, due to the involvement of the bureaucracy in it, any enforcement will not be successful. The result is the destruction of fish resources over fishing and if it continues like this it will not provide a multiplier effect on communities such as small fishermen.

#### **4. Conclusions and Suggestions**

Connectivity between Indonesian regions is a visionary step to increase the economic passion of the community, especially in Eastern Indonesia. Not only Indonesia, other countries are also developing their own strategies to gain maximum economic benefits. The most important strategy to build connectivity is infrastructure development. Connectivity will then increase the regular exchange of goods between regions so that the supply chain is safe and controlled. Then what is expected is price stability or price equality between regions or islands, especially in coastal, frontier and outermost areas. We also cannot deny the country's weak financial support in building infrastructure. So what is needed to accelerate infrastructure development is foreign direct investment (FDI). The government must actively seek FDI with the condition that when FDI enters, its existence is truly utilized for the benefit of development, not for the personal interests of the political elite. For this reason, it is necessary to harmonize rules between institutions, so that there is no overlap to achieve ego or unilateral or even personal interests, including licensing issues which are the main complaint of service actors in the water sector. Another effort is to follow international regime rules such as the Paris Agreement, measuring the ocean health index and implementing the blue economy. These regimes, if followed by Indonesia, will have more positive effects than negative.

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