

THE DEVELOPMENT OF INDONESIAN MARITIME POTENTIAL AND PROSPECTS TOWARDS A WORLD MARITIME AXIS

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ABSTRACT

Indonesia is the largest archipelagic country in the world with a strategic position between two continents, namely the Asian Continent and the Australian Continent and also between two oceans, namely the Indian Ocean and the Pacific Ocean with more than 17,000 islands and an area that is generally approximately 70% complete. from the ocean. With its enormous potential, the success of creating a maritime sector with high economic value will have a positive impact on economic equality. It takes a lot of effort to be able to realize a reliable marine sector that has a major contribution to the national economy. Indonesia's position in the middle of the world of cross-band trade has made Indonesia have the ambition to become a maritime axis country. And one way is by preserving the enormous potential and natural marine resources that we have, all of which are only to prepare Indonesia to become a world maritime axis.

Keywords: *Strategic Position, Economic Equality, The World's Maritime Axis.*

1. INTRODUCTION

The development and development of the maritime sector is the current government's priority. This is because so far Indonesia's economic development has only focused and has been based on the development of the global economic sector. Even though we are aware that Indonesia has a sector that is more promising and has more potential to be developed. This sector is the marine sector (maritime).

Aware of this mistake, currently the marine potential is very serious in the maritime sector (marine), and Indonesia has begun to be explored and developed, one of the seriousnesses is realized by building potential for national economic interests. For and developing the maritime sector by making the current potential of the Indonesian sea has succeeded in the maritime economy as the

backbone of development, take advantage of 20% of the total marine resources of the Indonesian economy. The seriousness of building and existing in Indonesia as a whole. Even this has shown that the development of the maritime sector has not been optimal, because from the 20% data, the potential for the Jokowi administration to form one only the fisheries sector has been excavated. If the potential of the Indonesian sea can be managed optimally by the government, then of course this can provide the potential for national economic development as a whole. In other words, the excavation and development of the Indonesian marine sector properly and maximally is believed to be able to improve the national economy, especially in an effort to equalize the economy of Indonesian people on the coast.

In the new government, namely the administration of President Joko Widodo, the government has a very serious vision and mission in the maritime sector (maritime), and one of the seriousness of this is realized by developing and developing the maritime sector by making the maritime economy the backbone of Indonesia's economic development. The seriousness of building and developing the maritime sector was shown by the Jokowi administration by forming a new coordinating ministry in his cabinet, namely the Coordinating Ministry for Maritime Affairs.

On the other hand, Indonesia's geographic condition is so strategic that it is located between the crossroads of world trade, Indonesia is also a country rich in marine resources. the potential for marine resources such as captures fisheries, aquaculture as well as pond fisheries as well as the potential for mining and off-floor energy resources. This is a big asset for Indonesia to move towards a maritime axis country.

However, with the various maritime potentials that Indonesia has, Indonesia's maritime affairs are also not free from various problems. Some of Indonesia's maritime problems can be described in various strategic problems in the development of Indonesia's maritime sector. The first issues and problems are the environment and natural resources. Related to these issues and problems, it can be exemplified in the exploitation of oil and other mines that are in dualism, namely increasing energy and the country's economy versus environmental problems, pollution. The second is a social problem that leads to more helplessness of our fishermen. various problems faced by fishermen, including traditional fishermen having difficulty accessing fishing ground.

The third problem is the economy, especially in relation to Indonesia in the middle of the Pacific

economic era. Currently, Indonesia's maritime affairs have not yet had a significant effect on the Indonesian economy, this is because Indonesia is still unable to control its maritime affairs and is more dependent on its land area. The fourth is the problem of technology in which the national weaknesses in mastering and developing technology in the maritime sector. In relation to this technology, another problem that has arisen is the accessibility and connectivity of small islands with mainland in opening up isolation. At the level of the needs of the archipelagic community there are already many technological problems that must be fought, as well as more problems at the state level, such as defense and security in the maritime sector.

In the future, Indonesian maritime affairs is expected to become the main stream of national development by utilizing marine ecosystems and all the resources contained therein in a sustainable manner (on a sustainable basis) for unity, progress and the welfare of the nation. The wish described in five objectives that must be achieved, namely:

Building a network of facilities and infrastructure as the glue for all the islands and islands of Indonesia, (2) Increasing and strengthening human resources in the marine sector supported by the development of science and technology (3) Determining the territory of the Unitary State of the Republic of Indonesia, assets, and matters- matters related to the framework of national defense, (4) Developing an integrated marine economy by optimizing the sustainable use of marine resources, and (5) Reducing the impact of coastal disasters and marine pollution.

2. RESEARCH METODOLOGY

2.1 Indonesian Maritime Sector Potential.

Indonesia as the largest archipelagic country in the world, with an area of two-thirds consisting of oceans and a total length of coastline along 54,716 km, Indonesia has a very large and diverse marine

wealth. This marine wealth is in the form of renewable natural resources (fisheries, coral reefs, mangrove forests, seaweed and biotechnology products), non-renewable natural resources (oil and gas, tin, iron ore, bauxite, and other minerals), marine energy (tides, waves, wind, and OTEC or Ocean Thermal Energy Conversion), and marine environmental services such as marine tourism and marine transportation.

The potential for Indonesian fisheries development is obtained through capture fisheries of 6.5 million tons / year, about 8 percent of the total potential for sustainable production of marine fish in the world (90 million tons / year). In addition, Indonesia also has the highest genetic, species and marine ecosystem diversity in the world, known as mega-marine biodiversity. Potentially, the total economic value of Indonesian fishery products and marine biotechnology products is estimated at around IDR 984 trillion per year. Thus, the economic potential of Indonesian marine tourism is enormous.

On the other hand, almost 70% of our oil and natural gas production comes from coastal and marine areas. Based on geological data, it is known that Indonesia has 60 potential basins containing oil and natural gas. In addition, the economic potential of the sea transportation services business is estimated at around Rp. 168 trillion per year. With such a large potential for Indonesia's maritime sector, it would be a shame if this potential could not be fully utilized. The success in maximizing the potential of the maritime sector can spur economic growth which is currently slowing down due to the influence of the global situation.

2.2 The Concept of National Power.

To interact with other nations. In fact, there is no single and definite definition of national power. However, the different definitions of national power in the end always lead to the same essence, namely as capital to gain interests in international

interactions and aiming at how to make States or other parties, either voluntarily or compulsively, follow the wishes of the State or certain parties. Therefore, national strength is seen from the essence of the interaction between the actors.

National Power sources are divided into 2, namely real elements and elements that are not real, tangible and intangible. Tangible power, namely; Geography or territorial, natural resources and industrial capacity, population, agricultural capacity, military strength and mobility. Meanwhile, Intangible power, namely; leadership and personality, organizational-bureaucratic efficiency, quality of diplomacy and foreign support and dependence.

2.3 Political Geography and Strategic Geography.

The principle of the study of political geography since its birth has prioritized the principle of relationship, which is studying the relationship between political behavior and physical features. This means that the political behavior of its inhabitants is interpreted or explained from its attachment to the physical picture of the environment in which the human community lives.

Meanwhile, Geostrategy is an important issue for every nation, both in the past, present, and in the future. Geostrategy is very important because every nation needs a strategy in utilizing the country's territory as a national living space. All of this is in order to determine policies, means and targets for the realization of national interests and objectives through development.

Basically, Indonesia's geostrategy is the national strategy of the Indonesian nation in utilizing the territory of the Republic of Indonesia as a national living space in order to design directives regarding development policies, facilities and targets to achieve the national interests and goals mentioned above. Indonesia's geostrategy is

ormulated in the form of the Concept of National Resilience.

2.4 Maritime Concept.

According to Geoffrey till in his book, Sea power, states that maritime is sometimes intended to only relate to the navy, sometimes it is also interpreted as navy in relation to land and air power, sometimes also means navy in a broader context, namely in relation to all activities relating to commercial and non-military use of the sea. In fact, sometimes the term maritime is interpreted as covering the three aspects mentioned above. Geoffrey till further said that sea power is not only about what is needed to be able to control and use the sea, but also the capacity to influence the behavior of others or what people do at sea or from the sea.

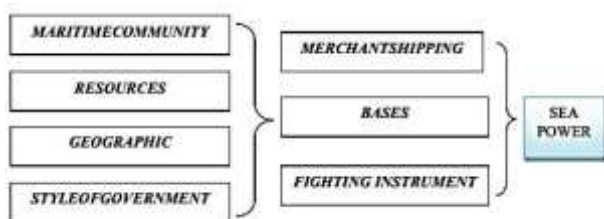


Figure 1. The Concept of Maritime Power

Based on the picture above, it can be explained that maritime power can be achieved if there is a synergy between the maritime community, natural resources, geography and the style of government of a government in maritime supported by a base or port as a means of maritime infrastructure, as well as wheels of smooth trade movement and security and security will bring a maritime to a clear maritime power.

3. RESULTS AND DISCUSSION

3.1 Problems.

Indonesia is not good at taking advantage of Indonesia's geographic location. In fact, the 1982 International Law of the Sea Convention (UNCLOS) has established three Indonesian Archipelagic Sea

Lanes (ALKI) as shipping and flight routes by international ships or aircraft. The three ALKIs are passed by 45% of the total world trade value or reaching around US \$ 1,500. However, this valuable geographical position has not been put to good use. Evidently, Indonesia does not yet have transit ports for ships international trade that passed the 3 ALKI earlier. Even though the ALKI route is a congested route, either shipping from China to Europe or Australia, or vice versa, because there is no other route apart from passing ALKI in Indonesia. This should be a strength for Indonesia.



Figure 2. ALKI Maps 1,2, and 3.

Maritime structural problems are closely related to institutions dealing with maritime issues. the ministry that handles the maritime sector yet fully prioritizing maritime policies so that coordination steps are needed between institutions and other government agencies to jointly make policies in the maritime sector, including institutions in local government that handle marine potential. In this matter, we must get rid of all sectoral egos and prioritize the interests of national development.

Maritime cultural issues are closely related to the mind set and the behavior of policy makers who are nautical and maritime in character. This means that every policymaker mind must be directed to the paradigm that development must be directed at maritime (maritime based development). So far, the development process is still oriented towards land and agrarian development where land, urban, inland and mountainous areas are the focus of development. This development without the slightest

glancing at the maritime sector which includes coastal communities, fishing communities, and the archipelago. Therefore, it is necessary to change the mind set by policy makers to shift focus to maritime character. Mindset change is also not only carried out by policy makers, but must be done by everyone,

Maritime development is very urgent considering that Indonesia's territorial waters can be immediately managed for the welfare of the community. The National Development Planning Agency (Bappenas) reports on opportunities for control of Indonesia's maritime affairs, including fisheries, chemical compounds, coastal and marine economies, transportation, collaborative management, expansion of the continental base beyond the boundaries of the Exclusive Economic Zone, large-scale marine ecosystem management, marine biotechnology, marine education, marine protected areas, tourism, marine, renewable energy as well as installations and offshore placement. These sectors are important sources of economic growth because supply capacity is very large, generally the output can be exported, while the input comes from local resources, generating large upstream and downstream industries; industry is renewable and generally.

3.2 Development Efforts and Development of the Indonesian Maritime Sector.

Infrastructure is a very important factor as a catalyst for development, including development and development in the maritime sector. One of the forms of infrastructure readiness to support the development of the maritime sector is by building and fixing port functions in economic centers. Ports can create maritime connectivity which functions as a flow of economic interaction and interactions in other fields. Therefore, the synergy of the maritime sector development and development program with the inter-regional connectivity strengthening program must be carried out, in order to take

advantage of the position Indonesia which is connected to regional and global economic centers.

A part from building supporting industries, it is necessary to improve a number of fundamental problems in the marine sector in order to accelerate the development of the maritime sector. According to one of the marine experts from Pattimura University, Alex Retraubun, stated that the fundamental problem of the marine sector is independence. Independence must be the lifeblood of marine management by empowering marine and fishery resources and reducing dependence on imports. Another problem is the ability of supervision. The Indonesian maritime and fisheries industry is still far behind neighboring countries due to weak technology, monitoring facilities and fisherman resilience.

The maritime sector development and development program is an excellent program for enhancing development and growth in the economic sector. Many other efforts must be made in addition to the above efforts so that this priority government program can be successful, including strengthening the competence of human resources and developing science and technology in the marine sector. However, the government must also pay serious attention to budget availability. The budget required for the success of this program will be very large, while the government also cannot be independent of programs in other fields. For this reason, the government must be able to wisely run this program in a planned, systematic and measured manner.

3.3 Maritime Development.

To develop Indonesia as the world's maritime axis, a transparent, accountable and professional maritime management strategy is needed. A very complex maritime problem must be managed with maritime governance. Concept required "good maritime governance" in placing Indonesia as the world's maritime axis, where there

is a need for policies from stakeholders at various levels of government both at the central and regional levels, so that maritime development is able to create public welfare.

The maritime axis can be understood in three meanings, namely First, the maritime axis can be seen as a vision or aspiration about the Indonesia that you want to build. In this context, the idea of a maritime axis is a big call to return to Indonesia's identity or national identity as an archipelagic country, which is expected to manifest itself in the form of Indonesia as a united, prosperity, and dignity maritime power.

Second, the maritime axis can also be understood as a doctrine, which provides direction regarding a common purpose (a sense of common purpose). As a doctrine, Jokowi invited the Indonesian people to see themselves as "World Maritime Axis, Strength Between Two Oceans". This doctrine emphasizes the geographic, geostrategic and geoeconomics realities of Indonesia whose future depends on, and at the same time influences, the dynamics in the Indian Ocean and the Pacific Ocean.

Third, President Jokowi's maritime axis idea does not stop at the abstraction and conceptualization level. The idea became operational when Jokowi's platform also contained a number of concrete agendas that he wanted to implement in his future administration. For example, a development plan "sea toll" to guarantee inter-island connectivity, developing the shipping and fisheries industry, building ports, improving marine transportation, and focusing on maritime security, reflect the seriousness of realizing Indonesia as the world's maritime axis. In other words, the idea of a maritime axis is also an important part of the national development agenda.

The Indonesian government must think of a way to building maritime infrastructure such as port development, port support development,

infrastructure connecting ports and cities, pioneer ports located in the outer islands so that connectivity between islands in Indonesia is created. Maritime infrastructure development is very important in order to ensure traffic and mobility goods, people and inter-island services are becoming faster, cheaper and more practical. Inter-island connectivity through sea tolls is needed in the future in the context of maritime development in Indonesia

Maritime Security through the ministry of defense and the Indonesian Navy must be able to provide security guarantees in the territorial waters, maritime affairs and maritime affairs. Various transnational crimes, such as illegal fishing, illegal logging, illegal mining, drug trafficking and various other transnational crimes must be able to be handled between the Indonesian Navy and the Ministry of Maritime Affairs and Fisheries and other related agencies. The Indonesian Navy must be able to be present on every island and provide a guarantee of security for fishermen and various parties carrying out activities in the sea area.

4. CONCLUSION AND SUGGESTION

4.1 Conclusions.

From the discussions above we can take conclusions as follow:

- a. Indonesia is an archipelagic country and can be said to be the largest maritime country in the world.
- b. To realize Indonesia as a maritime axis world, it is necessary to synergize development policies between related ministries and regional governments, especially the government of coastal areas.
- c. The authority possessed by the regional government must be used to the maximum extent possible to develop the maritime, waters and coastal areas of Indonesia. Local governments must make policies, programs and activities based on maritime aspects.

d. The synergy of the central government and local governments with the support of the community and the strength of the Indonesian Navy will be able to make Indonesia a world maritime axis.

4.2 Suggestions.

From the conclusions above we can give suggestions as follows:

- a. It is necessary to carry out activities that are able to inspire the public about the magnitude and importance of the potential aspects of the Indonesian sea (maritime). This activity must involve several components and stakeholders in the maritime sector such as the ministry of maritime, the ministry of fisheries and maritime affairs and the Indonesian Navy itself as the basis for safeguarding the archipelago's sea. This activity can take the form of the existing Archipelago Circle Voyage routinely carried out every year. Apart from being carried out to introduce the potential of the archipelago's sea, this activity can also increase the love of the country for Indonesia's young generation.
- b. It is necessary to issue a Law from the Government, especially the relevant ministries, regarding the affirmation of the management of Natural Resources in the Sea, including those relating to the confirmation of violations that have occurred.

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