

MARITIME AXIS AS INDONESIA'S NEW ECONOMIC POLICY UNDER PRESIDENT JOKOWI

Oleh:

A Zarkasi^a; Ahmad Baidawi^b

^aLecturer in Government Studies Program, Faculty of Social and Political Sciences, Jambi University.

^bLecturer in Government Studies Program, Faculty of Social and Political Sciences, Jambi University.

Email: azarkasi_riviksurysmulys@yahoo.com; baidawi_684@yahoo.com

ABSTRACT:

This paper wants to explain the maritime axis as Indonesia's new economic policy under President Jokowi. As is known, Indonesia is the largest maritime and archipelagic country in the world. Indonesia has more than 13,500 islands and 39 straits that are interconnected with other straits in Asian region. Under these conditions, actually Indonesia is a barometer and even the key to regional stability. The successful implementation of the maritime axis policy will have an impact on the welfare of Indonesian people and make Indonesia a maritime country that is sovereign, advanced, independent, strong, and able to make a positive contribution to regional and world security and peace. The Maritime Axis as a new economic policy under President Jokowi in this framework is realized through the marine economic potential that developed from various sectors, especially the capture fisheries sector, fisheries sector, fisheries processing sector, port service sector, exploration and exploitation of offshore energy resources, especially in the area of the Exclusive Economic Zone (EEZ), coastal forestry, trade, shipping and tourism. The results of this paper indicate that the successful implementation of a maritime axis policy as a new economic policy for Indonesia depends on the foundation of national security and is accompanied by the development of maritime infrastructure. This paper uses a qualitative descriptive approach with data and literature sources related to maritime axis policies.

Keywords: *Maritime Axis; Exclusive Economic Zone (EEZ); National Security.*

I. INTRODUCTION

The idea of the Maritime Axis as an economic power in Indonesia has been formulated by President Jokowi at the beginning of 2014 presidential election campaign period. This idea originated from Jokowi's concern for the level of welfare of the Indonesian nation which was still very low. This idea is certainly a great hope for President Jokowi to be able to improve welfare and become a source of prosperity for his people. As the largest maritime country in the world that has a vast seascape with thousands of large

and small islands. The number of islands is more than 13,500 and covers an area of 3,000 nautical miles from Sabang to Merauke, Indonesia is also the country with the second longest coast in the world.

As explained above, it makes Indonesia a maritime axis country in various fields. Such as marine tourism, marine waters, shipping and defense industries. Besides the potential of natural resources above, Indonesia is also a country that has a very strategic political and economic territorial position. Indonesia is located between the continents of Asia and Australia which directly connect the economies of developed countries. In addition,

Indonesia is also located between two oceans, the Pacific and the Indies which make Indonesia a liaison area between countries in the East Asia and Southeast Asia and South Asia. Some strategic straits of global maritime traffic are also in Indonesian waters, namely the Malacca Strait, Sunda Strait, Lombok Strait and Makassar Strait (Chen in Chen, 2014: 68).

The geographical position of Indonesia is very strategic above. It should be able to place national policy priorities oriented towards Indonesia's interests in the sea area and make Indonesia a world Maritime Axis. The Maritime Axis is not just an idea or an idea. However, Maritime Axis has several meanings, namely: 1). The vision and great ideals of building Indonesia as a call to return to national identity as a maritime country and at the same time want to build a maritime power for a unity, prosperity, and dignity. 2). The doctrine which is common goal, invites us to see ourselves as the largest archipelagic country in the world, as well as the reality of the position of geography, geostrategy, geopolitics, and geo-economics. 3). Implementation and operational efforts to build political, economic and security glory through the construction of the Sea Toll Road (Sampono: <https://nonosampono.info>).

Under his leadership, President Jokowi made a maritime axis as Indonesia's new economic policy, which efforts were made by developing a maritime-based economy to create prosperity. So far, President Jokowi considers the Indonesian state to lose a lot of economic opportunities from the maritime axis. More specifically, the idea of the Maritime Axis is an effort by President Jokowi to improve connectivity and affordability between islands in Indonesia. The ultimate goal of this connectivity is to equalize economic development and the creation of maritime security in Indonesia. Jokowi's idea through the Maritime Axis includes two basic

elements of development, namely as a doctrine and a national development strategy. This comprehensive idea also reflects new optimism regarding the policy of Indonesia's future direction (Sukma, 2014).

Up until now, the development and improvement of Indonesia's national maritime sector still faces several obstacles and challenges. To be a maritime axis country, Indonesia must be able to optimize the sea area as a basis for developing military power as well as defense forces, not only as an economic central. Therefore, it is expected that the progress of the Indonesia's maritime defense sector will support the national economy, so that in the end it can create stability in state security. Maritime economic prosperity cannot be achieved if it is not supported by maritime security. As well, the maritime security sector will be difficult to achieve if there is no economic prosperity. The effort to make the maritime axis a new economic policy for Indonesia is the right step for the country to improve welfare and economic growth.

Based on the explanation above, this paper wants to explain how the description of the maritime axis as a new economic policy under President Joko Widodo (Jokowi) and how the strategy and efforts of the Jokowi government embodied the idea. The basic argument of this paper is Making the Indonesian Sea a Source of Indonesian Economic Strength, Strengthening the Security and Economy of the Maritime Axis can be the foundation and hope for Indonesia's future.

II. RESEARCH METHOD

The Research Method for this issue The Maritime Axis as a New Economic Policy under President Jokowi in this research is qualitative, which is an approach that gives the opportunity to the researcher to be able to do

description and interpretation in detail in order to get a holistic understanding (W.H. Jati:2013). This type of research is case study research, which is a type of research that can be interpreted as an approach to study, explain, or interpret a case in the context naturally without any intervention from outsiders.

The method of data collection is library research supported by print media such as books, magazines, newspapers, journals, reports from many sources and also electronic media, especially the internet where data is a secondary source. These data will be analyzed in a predetermined theoretical framework to prove that the hypothesis is accurate and finally able to answer the research question. The collected data was analyzed using descriptive analysis to better describe the Maritime Axis as a New Economic Policy under President Jokowi. To systematize the data collected, this analysis is carried out through stages, namely: data reduction, data exposure, description and verification as well as drawing conclusions.

III. RESULT AND DISCUSSION

Indonesia's Sea Potential provides opportunities for welfare and prosperity. Indonesia has an Exclusive Economic Zone (EEZ) which stretches 2.4 million square kilometers with various potential natural resources that are ready to be exploited in it. The economic potential is promising for the prospect of achieving economic performance that is able to prosper the people. However, as a developing country that still lacks the technological capacity to explore and exploit underwater wealth, Indonesia must build cooperation with countries that have advanced technology to explore and exploit seabed energy sources. The potential of marine economy can be developed from various sectors, especially the capture fisheries sector, aquaculture sector, fisheries processing sector,

port service sector, exploration and exploitation of offshore energy resources, especially in the Exclusive Economic Zone (ZEE), coastal forestry, trade, shipping and tourism.

Awareness of the unique needs of foreign consumers for fishery products can provide opportunities to expand exports of Indonesian fishery product. The current level of fish consumption of Indonesian people still far below the level of consumption of other countries in the world, so that exploitation and development of aquaculture and fisheries still have huge opportunities in the domestic market, assuming that people's buying interest is increasing in the future, supported by high economic growth, more quality and inclusiveness.

3.1. Marine Economic Development

Based on all the potential and challenges that Indonesia has as a consequence of the reorientation of development policies towards the development of the maritime economy, the development paradigm must also be shifted towards 'Economic development priorities must be regionally oriented'. This paradigm supports the guarantee of development which will ultimately help improve efficiency in supporting economic development developed on land. However, the problem that arises is the limited development of the paradigm which is supported by adequate quantitative feasibility studies, so that policy makers really side with the sea-oriented development marine.

So far, the dominant development in the discourse is assumptions that are built on crude or even abstract data. For example, increasing the potential loss of illegal fishing and illegal logging, then easily assuming that if it is not stolen, the potential for state income will be as big as the loss caused by illegal fishing and illegal logging. A misleading

assumption, because we do not have access to the market, while the perpetrators of illegal fishing and illegal logging must have had buyers.

So in the next future, the projections of maritime economic development must be fully equipped with convincing calculations about the prospects of its contribution to the economy and people's welfare, so can get attention from the policy makers, especially Bappenas, so that they seriously pay attention to the potential of maritime economy as a solution to efforts to accelerate poverty reduction and achievement of people's welfare. It is indeed a fact that reveals that 45 percent of the world trade value of US \$ 1,500 trillion is transported through Indonesia's marine areas. However, comparing with the Indonesian APBN value of Rp1,840 trillion or equivalent to US \$ 160 billion, as seen by Prof. Darmin Danuri, the comparison is very inappropriate (Master Plan on ASEAN Connectivity, 2013: 40).

Fairer comparison is made in apples to apples (equivalent) with Indonesia's Gross Domestic Product (GDP) of Rp. 9,084 trillion, which better reflects the amount of economic activity throughout 2013. However, 45 percent of the value of world trade is US \$ 1,500 trillion. through the Indonesian sea territory also does not reflect the transaction activity or economic volume that occurs in the Indonesian sea territory (GDP potential), but merely confirms the amount of assets carried, transported, and through the Indonesian sea area. It should also be realized if we pay attention to the lessons from natural philosophy which are very simple 'bees will come naturally when there is interest', as well as human behavior, including economic actors and policy makers.

Land-oriented development does not really have to be a priority, because the paradigm of thinking has been embedded in the minds of previous policy makers. However,

it is precisely due to factors that are far more dominant, namely the fact that there is a greater, more rapid and far more attractive land economy activity than at sea and facts about the comfort needs of people who of course live on land.

The solution that is closest to increasing activities in the sea and coastal areas is to develop port cities and attractive tourism objects, as well as Hong Kong by providing the widest opportunity to private investors and property industry players to take a big role in developing port cities and tourism objects.

3.2. Maritime Axis: Indonesia's New Economic Policy

In his speech at the 9th East Asia Summit (EAS) Summit on November 13, 2014 in Nay Pyi Taw, Myanmar, President Jokowi reiterated the concept of Indonesia as a Maritime Axle so that the development agenda will be focused on 5 (five) main pillars, namely: 1). Rebuilding Indonesian maritime culture. 2). Maintain marine resources and create sea food sovereignty by placing fishermen on the main pillars. 3). Give priority to infrastructure development and maritime connectivity by building sea tolls, logistics, shipping industry, and maritime tourism. 4). Implement maritime diplomacy, through the proposal of increasing cooperation in the maritime field and efforts to deal with sources of conflict, such as fishing theft, violations of sovereignty, territorial disputes, piracy and sea pollution. 5). Building maritime power as a form of responsibility for safeguarding shipping safety and maritime security.

The idea of the Maritime Axis is an effort to promote the role of maritime economy and the synergy of national maritime development with economic development targets whose implementation is contained in the construction of the sea highway. Sea Toll

is an effort to create effective sea connectivity in the form of ships that sail regularly and scheduled from the west to the east of Indonesia (Prihartono, 2015). In simple terms, the concept of the sea highway connects inter-island connections and helps trade and industrialization access to improve the people's welfare and the country's economy. The concept of sea toll is also implemented as an increase in the performance of sea transportation through the improvement of domestic and international shipping networks, a decrease in dwelling time as a barrier to the performance of national ports, and an increase in the role of sea transportation. With subsidies and the construction of the sea highway, it is expected to develop the economy, defense and unity of Indonesian waters.

The idea of sea toll is a concept to strengthen the shipping lane which is emphasized in Eastern Indonesia. Efforts to connect the shipping lane will facilitate commercial access not only to eastern Indonesia but also to open regional access from southern Pacific countries to eastern Asian countries. The realization of the idea began with renewal and maintenance of port infrastructure, both on a national and international scale (Bappenas, 2015). So far, the performance of ports in Indonesia is still in the not-so-good category due to financial constraints in infrastructure improvements. Many ports are not in accordance with international standards and this has hampered maritime trade both internally and externally. According to the World Bank Logistics Performance Index report, Indonesia is ranked 53rd, behind Singapore, Malaysia, Thailand and Vietnam in terms of logistics performance and international shipping of countries in the world (Van Dijk et al., 2015: 10).

This renewal of port infrastructure is an effort to accommodate and provide international port systems and services, so that Indonesia can take economic advantage in

international logistics distribution. Sea transportation is currently used by around 90% of domestic and international trade so that the development of capacity and connectivity of ports is very important for reducing logistics costs and equitable distribution of national economic growth (Bappenas, 2015). So far, in addition to the high economic costs, the lack of loading and unloading infrastructure facilities at the port is still an obstacle causing a decrease in interest in the use of sea transportation. From the logistics aspect for sea transportation, it can be seen that there are also many inefficiencies in transporting goods, especially for sea transportation to eastern Indonesia. Sea logistics transportation from Java to Papua is always full, but returned empty. Inefficient connectivity of goods has caused price disparities in basic needs between Java and East Indonesia, especially Papua is very high (Bappenas, 2015).

The role of sea transportation through sea toll is a government program to provide certainty that ships arrive and depart according to schedule on a regular basis with the presence or absence of goods, ships must still depart. The route developed in the sea highway program is not a domestic favorite route so far, because there are still many commercial ferries that are not yet active in the shipping lane to eastern Indonesia. The ship operator, PT. Pelni will not lose because the government has prepared a Public Service Obligation (PSO) to cover operational costs if the cargo ship is quiet (Mandi, 2017). Therefore, through the sea highway the growth center of disadvantaged areas, as well as the development of intrapulau and inter-island transportation can be improved so as to support economic equality throughout the Indonesian region.

The government's efforts to pay more attention to Indonesia's eastern infrastructure and the effectiveness of port development are now beginning to appear. The Ministry of

Transportation has completed the construction of port facilities in 91 ports throughout Indonesia. 80 port construction locations are spread in the eastern part of Indonesia and 11 port locations are spread in the western part of Indonesia. In 2016, there were 21 new ports in Maluku with details of 8 ports in Maluku Province and 13 ports in North Maluku. Wasior Port in Teluk Wondama Regency, Papua has also been officially opened and used to facilitate Indonesian sea transportation. As a follow up to the inauguration of 91 port infrastructure activities, 55 ports were inaugurated in the period April to June 2016. The construction of this port infrastructure has referred to the national, local and regional transportation development system while prioritizing sea transportation safety and security (Coverage 6, 2016).

In addition, the government also returned the regular shipping system schedule to Eastern Indonesia which had previously been abolished. The regularity of the ship's departure schedule not only made it easier for large entrepreneurs to determine freight logistics but also made it easier for traders and smallholders to bring their goods out of the area (Sindonews, 2016). To realize equity, development is also needed by the concept of ship promoting the trade, where the development of connectivity in the eastern region of Indonesia is expected to be able to increase economic activity and trade. The development of sea transportation services as a backbone of the logistics distribution that connects the West and East Indonesia is expected to be able to accelerate economic growth along with the realization of equity (Bappenas, 2015).

The large number of port developments has now caused the price disparity to decline in basic needs. Based on statistical data from the Coordinating Ministry for Maritime Affairs, price disparities have dropped quite large, around 30% to 40% in 2016 (Republika,

2017). The government's rapid efforts to carry out the construction of the sea highway are expected to be realized through port construction. Within three years from 2014 to 2016, the Jokowi Government has built 150 large and small ports spread throughout Indonesia, especially in eastern Indonesia. In addition, there are also six scheduled ship routes that serve 24 sea toll shipping nodes. Although in the last few years sea toll projects have still found several obstacles and must be evaluated, especially in terms of the design of sea toll routes, the size of logistics vessels and the effectiveness of national shipping. The size of ships serving the sea toll nodes is still not in accordance with the flow of logistics and the number of passengers. In addition, some of these routes go through the path through private companies, so they become inefficient (News One, 2016).

As an evaluation effort, the government has restricted the entry of foreign vessels into Indonesian waters by providing two international ports, namely Kuala Tanjung and Bitung. The two international ports will be a guest room for foreign ships from various countries. The opening of regional access through the implementation of the concept of the sea highway can provide opportunities for the national cargo and logistics industry to play a role in international distribution. With the position of international ports in Indonesia's leading regions, ships that export and import goods will dock in the outskirts of Indonesia. To continue logistics distribution into the area, it will continue to use local Indonesian ships. By providing two international ports, the supervision of foreign vessels entering Indonesia is also easy to identify. With this restriction, it is expected to be a means of facilitating the control of the Navy and Bakamla in matters of maritime security supervision. This strategy also not only minimizes the movement of international merchant vessels, which are currently very

much dominated by foreign-flagged vessels in Indonesia but also can minimize the penetration of foreign products to regions within Indonesia. Automatic security controls are made easier. This effort is a synergy between economic policy and also contains defense and security aspects in it.

In addition to the two international ports, the government has also prepared six main ports, namely Belawan Port, Tanjung Priok, Tanjung Perak, Makassar and Sorong. Various improvements and development of these ports must also be followed by the construction of security infrastructure and modernization of military equipment in them (Kadar, 2015). Through the implementation developed in the concept of the sea highway, it will create a nation's competitive advantage and the strengthening of the national industry along with governance and low price disparities throughout the archipelago. In addition to improving and paying attention to the development of ports and sea transportation, to encourage Indonesian maritime activities to become more modern and easy to use by the community, the role of the government in terms of defense and control of the sea is so that Indonesia can guarantee the use of the sea for national interests. Resolving sea boundary boundary problems is also important to be resolved in order to provide legal certainty over the country's borders. By resolving defense and border issues, it is hoped that Indonesia can strengthen bilateral relations and encourage border cooperation between countries, including in the management of maritime areas (Hardiana & Trixie, 2014).

The implementation of sea tolls as well as providing port infrastructure must also be equipped with modernization of the navigation system and marine patrol infrastructure. This condition is the reason for the government to strengthen the domestic defense industry. From these activities related to the maritime

defense industry, the concept of the Indonesian Maritime Axis is expected to stimulate Indonesia's domestic economy. Therefore in line with the description above, the development of a defense system will be a key role in making the Maritime Axis program economical, meaning that there are many efficient uses of transportation and safe marine infrastructure.

3.3.Urgency for the Establishment of Bakamla (Marine Security Agency)

Indonesia is a country with a promising prospect of economic growth with the volume of the economy in the top 16 countries in the world. It is important to realize that the sustainability of Indonesia's development in all fields is highly dependent on transportation infrastructure (transportation) and the availability of energy, especially new and renewable energy, including the results of exploration of submarine energy resources. The interests of a country in the sea, especially concerning national defense and security issues and the integration of the region as a whole, which is the basic capital for carrying out economic development tasks and efforts to improve people's welfare, can be carried out under a guarantee of security and peace.

But what is equally important is the duty to ensure the security and safety in the sea area. This function is currently held by the Sea Security Coordination Agency (Bakorkamla) which must be immediately changed to the Marine Security Agency (Bakamla). With a variety of prominent issues faced by Bakorkamla, it has increasingly emphasized that the existence of Bakorkamla has not been able to demonstrate optimal performance as a powerful, effective and efficient marine security institution. Bakorkamla does not have compelling authority so that each of the stakeholders still tends to run independently without coordination. This condition

encourages the immediate realization of Bakorkamla in answering current issues, concerning the complex challenges faced.

In addition, the revitalization of Bakorkamla becomes Bakamla as a marine security institution that has coast guard performance, so that in the future it is expected that marine security institutions will be able to carry out their authority and duties effectively and efficiently. Its presence is able to be a comprehensive solution to various problems in the sea area. Consequently, as a legal state that is subject to, bound to, and obedient to the provisions of legal and statutory products, it becomes important to emphasize marine regulations, including the regulation of the implementation of law enforcement in the sea area, by Bakamla, clearly and regulation of enforcement systems law in the sea begins with investigations, prosecutions and a maritime-minded judicial system in the Marine Law Plan.

The Maritime Bill is currently under discussion to ensure the direction of maritime development in order to have a clear legal basis and guarantee legal certainty, along with the existence of Bakamla which is far more powerful, effective, and efficient, and has the authority to uphold the law. The justice system that is built and regulated in accordance with the applicable provisions in the Maritime Law should prioritize the principles of the administration of justice in a cheap, fast and simple manner.

IV. CONCLUSION

Some Steps taken by President Jokowi in realizing the maritime axis as Indonesia's new economic policy: 1. Regional settlements to strengthen the "claims" of jurisdiction and assets that exist in the Indonesian archipelago, 2. Sea connectivity is the beginning of development towards Indonesia as a maritime axis, 3. Strengthening and developing

maritime and marine economies as the core of growth by implementing sustainable fisheries, marine tourism, maritime services and maritime industries, 4. Increasing mastery of maritime and marine technology. Mastery of marine and fisheries technology includes HR capabilities; science and technology development and its application, 5. Community participation and local wisdom, 6. Efficient and strong supervision and institutional support by carry out surveillance of fisheries and general / civil shipping and oversight of the sovereignty of the NKRI and establishing institutional management of matirim.

In addition to the above, the foundation of security has also become very important because it will have to protect the sea highway shipping lanes that the Indonesian government wants to be realized. In line with the issue of security, there is a matter of infrastructure, including strengthening the shipping industry and shipyards which are also urgently addressed, as a prerequisite for building a strong maritime country. So far, there have been around 8000 ships purchased by Indonesian shipping companies, in the notes of the Association of Indonesian Ship and Offshore Industry Companies (Iperindo). But from that amount, only about 10 percent of the ships were purchased from the domestic shipyard industry. The high cost to pay for buying domestic product vessels is a classic reason. But that reason also made up to now the domestic shipyard industry has not experienced significant progress. The high price of ships in the country, one of which is triggered by imported materials subject to tax. The condition is different from the imported vessels, where the tax is completely released. On the other hand, the records of the Technology Recruitment and Application Agency (BPPT) state that until now Indonesia only has 250 shipyards that must meet the demand for new buildings and repairs

compared to the total number of national commercial fleets of 12 thousand units. This does not include warships, patrols, navigation and small vessels.

REFERENSI:

- Bappenas (2015) Laporan Implementasi Konsep Tol Laut 2015-2019. Jakarta: Direktorat Transportasi Bappenas.
- Chen, J. et.al. (2014) New Perspectives on Indonesia: Understanding Australia's Closest, Asian Neighbour. Perth: Perth USAsia Centre.
- Dijk, C.V., De Mheen, P.V & Bloem, M. (2015). Indonesia Maritime Hotspot. Den Haag: Maritime by Holland.
- Gindarsah, I. (2014). Politics, Security and Defence in Indonesia: Interactions and Interdependencies. National Security College Issue Brief, May 4, pp. 25-32.
- M.A Iqbal, "An Analysis of The Role of Comprador Class: A Neo-Colonial Study of A Case of Exploding Mangoes By Hanif". British Journal of English Linguistics Vol. 3, No. 2, pp.6-12. 2015.
- Hardiana, I. & Trixie, B. (2014). Potensi Indonesia sebagai Negara Maritim (Online).
- Sekretariat Kabinet RI, 21 Oktober. Tersedia di: <<http://setkab>.
- Kadar, A. (2015). Pengelolaan Kemaritiman Menuju Indonesia sebagai Poros Maritim Dunia. Jurnal Keamanan Nasional 1(3), pp. 438-439.
- Mandi, N.B.R. (2017). Development of Ferry Port as a Complement of "Tol Laut": Case Study on Ferry Port of Ketapang. International Refereed Journal of Engineering and Science 6(3), pp. 31-37.
- W.H. Jati, (Understanding Globalization as The Evolution of Capitalism) "Memahami Globalisasi Sebagai Evolusi Kapitalisme". Jurnal Global dan Strategis Th. 7, No. 2. 2013.
- Berita Satu (2016) Tol Laut, Strategi Jokowi Wujudkan Indonesia Sebagai Poros Maritim Dunia (Online). Tersedia di: <<http://www.beritasatu.tv/news/tol-laut-strategi-jokowi-wujudkan-indonesia-sebagai-poros-maritim-dunia/>> [Diakses 2 Oktober 2017].