

# Identification of Maritime Pillars

Rumzi Samin<sup>1</sup>, and Edy Akhyari<sup>2</sup>  
{rumzisamin@umrah.ac.id<sup>1</sup>, edyakhyari@umrah.ac.id<sup>2</sup>}

Department of Master Public Administration, Universitas Maritim Raja Ali Haji, Indonesia<sup>1,2</sup>

**Abstract.** Indonesia's geographical situation as a maritime country has great potential in the economic, social, cultural, and transportation fields. In addition, all these potentials can also be the main capital to realize the community's welfare. Indonesia is an archipelago, and each region comes with different characteristics, ranging from natural conditions to socio-cultural conditions. The idea of the World Maritime Axis is implemented through Presidential Decree No. 16 of 2017 concerning the Indonesian Marine Policy. Indonesia's maritime policy covers very broad and complex aspects that are interrelated with each other. In this Presidential Decree, the Development of the Maritime Axis includes (1) building Indonesia's maritime culture; (2) protecting the sea and marine resources; (3) giving priority to the development of maritime infrastructure and connectivity by building sea highways, deep seaports, logistics, and shipping industry, and maritime tourism; (4) strengthening maritime diplomacy, cooperation in the maritime sector, eliminating sources of conflict at seas such as fishing theft, violation of sovereignty, territorial disputes, piracy, and marine pollution; and (5) building a maritime defence force. The five points above are maritime pillars discussed in general and basic research according to the 2022-2027 road map. A detailed and in-depth discussion will come in the following years' research according to the order of the maritime pillars.

**Keywords:** Identification; maritime pillars; Indonesia

## 1 Introduction

Identifying maritime pillars is basic and general research following the 2022-2027 research road map. Then in the next research, it will be discussed in detail and depth according to the order of the maritime pillars: marine resources, maritime culture, maritime infrastructure and connectivity, maritime diplomacy and maritime defence [1]. Indonesia's marine resources have great potential for national economic development to face the 21st century. However, their use must be carried out carefully so as not to damage the ecosystem as happened to land resources. one coordination of state institutions but carried out partially by several state institutions such as the Ministry of Defense, Home Affairs, Foreign Affairs, Transportation, Energy, Tourism, Industry and Trade, Environment, Marine Affairs and Fisheries. Maritime Culture is a form of actualization of a culture.

Therefore, it cannot be separated from the definition of culture first before we discuss what maritime culture means. Maritime infrastructure by building seaports in various regions as entry points for local and foreign tourists, providing passenger and goods ships by both the government and the private sector [2]. The government has prepared passenger ships such as KM Law, KM Sinabung, KM Bukit Siguntang and ships to load goods such as pioneer ships through PT PELNI, with the concept of sea toll building connectivity between islands with one

another. Second, diplomacy is a machine or tool of a country's foreign policy [3]. The function of diplomacy is very vital in communicating with fellow world countries to maintain world peace. Therefore, diplomacy must be carried out by a country to another country to determine a policy to avoid conflicts between these countries. Third, the defence needs to influence defence policy based on the situation and conditions being experienced by a country. The state defence system is a universal defence system that involves all citizens, territories and other national resources [4], is prepared early by the government and is carried out in a total, integrated, directed and continuous manner to uphold state sovereignty in the territorial integrity of the sea, land and air.

## **2 Research Method**

This research was conducted descriptively with a literature study, which mainly identifies maritime pillars [5]. The data analysis technique used is qualitative analysis, as suggested by collection, reduction, and presentation, and the last step is a conclusion. The steps are as follows [6]:

- a. Data reduction, namely simplification, is done through selection, focusing, and the validity of raw data meaningful information to facilitate concluding.
- b. The presentation of data is in the form of a collection of information arranged in a systematic and easy-to-understand way.
- c. Drawing is the last stage in data analysis to see data reduction results, referring to the formulation of the problem and the objectives to be achieved [7].

This research was conducted descriptively with literature study is the main in identifying maritime pillars [8]. Some of the books that include the main references discussed: Are the Road Book of Change for a Sovereign, Independent, and Personalized Indonesia: Vision, Mission and Program of Action; Maritime Axis Book; Maritime Diplomacy in the 21st Century: Drivers and Challenges; the book Sailing the Ocean with the Dragon: Synergy of the World Maritime Axis and the 21st Century Maritime Silk Road; Journal of "Reorientation of Indonesian Foreign Policy in Joko Widodo's Government 2014-2019" [9]; Journal of "Indonesian Maritime Diplomacy Against Illegal Fishing Activities by Chinese Fishermen in ZEEI Natuna Islands Waters; Smart Maritime Diplomacy Journal: Indonesian Maritime Diplomacy Towards the World Maritime Axis. "Maritime Security Policy at the Indonesian Border: Crime Cases in the Sulawesi Sea-Sulu Sea"; Journal of, "World Maritime Axis as an Approach to Indonesia's Maritime Strategy: Between Change or Strategy Sustainability"; Journal "Governments Asked to Prepare a 'Blueprint' for the World Maritime Axis." Article "Indonesia Encourages Maritime Cooperation in ASEAN" [10]–[14]

## **3 Results and Discussion**

This basic research only descriptively describes the definitions and concepts of each maritime pillar. Several previous research studies as a comparison of research studies, namely:

1. Smart Maritime Diplomacy: Indonesia's Maritime Diplomacy Towards the World Maritime Axis Najamuddin Khairur Rijal University of Muhammadiyah Malang (2018) This article examines Indonesia's maritime diplomacy efforts, especially in Southeast Asia and ASEAN, to realize the vision of the World Maritime Axis (PMD) [15]. The government

integrates the methods of soft maritime diplomacy (cooperative and persuasive) and hard maritime diplomacy (coercive) [16].

2. Maritime Connectivity Policy in Indonesia (Maritime Connectivity Policy in Indonesia) Lukman Adam (2015). This paper is a study that seeks to understand the marine highway plan carried out in this period's government, the obstacles faced, and the policies needed to realize the plan [17].

Looking at the maritime pillars of the several literature studies above, this study is very interesting in laying the foundation for basic research. However, this study needs to be further developed so that it is expected to become a local textbook and can be recognized nationally as a reference book. The maritime pillars include:

### 3.1. Natural Resources

All materials, objects or anything found by humans in nature can be used to benefit his life. The potential of Indonesia's natural resources can be seen in various forms, including water, soil, air, rocks, forests, mining materials, and others. Indonesia's marine wealth is also located in coastal areas in mangrove forests, seaweed, seagrass beds, and coral reefs. Mangrove or mangrove forest is a type of forest located in tidal areas. In addition to having mangrove forests and fisheries, coral reefs are also one of Indonesia's maritime potentials.



**Fig 1.** The potential of natural resources in the marine and fisheries sector

### 3.2. Maritime Culture

The whole idea can produce behaviour and action together or collectively by marine community groups. Maritime Culture is the foundation for developing culture and traditions in coastal communities. In addition, for these people, the sea also functions as a cultural object, such as various ritual events in the sea area. Some activities are classified as maritime cultures, such as income for living depending on the sea, eating and drinking. Sources from the sea in the form of seafood, art in the form of paintings and carvings of marine animals and plants and others. In addition, cosmetics and medical ingredients are sourced from the sea, meaning that we are very dependent on the sea because two-thirds of Indonesia consists of the sea, especially the province of Riau Islands, which is 96% of the sea.

### 3.3. Infrastructure Development

Balanced infrastructure development is expected to contribute to efforts to increase equity and balance national economic growth. Some of the infrastructures that must be built are Infrastructure connectivity and logistics system, mining and energy infrastructure, shipping and fisheries infrastructure and supporting industries. Construction of a fishing port as a fish landing place, a fish auction place, a port where goods and people ship dock, a container port for export and import for the transportation needs of foodstuffs and others. Riau Islands Province"-one of the four DKP-RI Pilot Project Provinces in the "Blue Economy" Mapping [18]. The study will see how the transportation network map. Mapping is made with the following approaches:

1. Business (supply chain)
2. The connectivity of clusters that will be seen is related to business and infrastructure support. Mapping of Marine and Fisheries Economic Clusters. Kepulauan Riau's connectivity perspective through Passenger Ship Routes and Pioneer Freight Transportation PT. PELNI. Tanjung Priok – Deer – Letung – Tarempa – Natuna – Midai – Ranai – Serasan – Tanjung Priok [19].

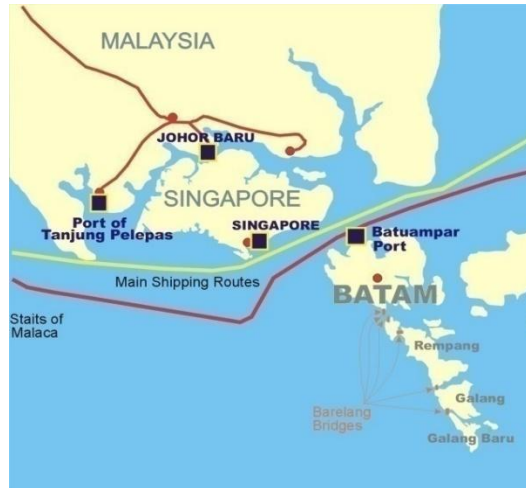


Fig 2. One example of maritime development.

### 3.4. Maritime Diplomacy

Maritime diplomacy is defined as: "The implementation of a foreign policy aimed at optimizing marine potential to fulfil national interests following national provisions and international law." Accordingly, the Indonesian Maritime Policy outlines that maritime diplomacy is implementing a foreign policy to optimize marine potential to fulfil national interests following national provisions and international law (Attachment of Presidential Regulation Number 16 of 2017: 5.7).

Many of our country's borders are unfinished in the ASEAN region, such as Singapore and Malaysia, and land borders in Sebatik Kalimantan. This requires time, energy and thought in setting the boundaries between Indonesia and neighbouring countries [20]. By establishing boundaries, it is easier to control goods, people and circulation of money entering the territory of neighbouring countries. The international territorial jurisdiction of Singapore, Malaysia, Vietnam and Cambodia. The percentage of Riau Islands people to Singapore and Malaysia is quite significant, including business orientation and an in-out transit point that can affect awareness of the love of domestic products (xenomaniac versus xenophobia). The socio-cultural economy in Malaysia and "economic pragmatism" is oriented toward Singapore.



**Fig 3.** Border Law is one of the strengthening of Maritime Diplomacy.

### 3.5. Maritime Defence Posture

This is necessary to deal with all threats, including maintaining sovereignty and natural wealth, maintaining shipping safety and maritime security in the area of national jurisdiction, and maintaining a peaceful situation in the Indian and Pacific oceans. Therefore, the defence and security function is considered very vital. It is the most basic foundation function because, with the defence and security function, the nation's integration can always be maintained and increasingly built to become stronger, in addition to implementing the defence and security function. Indonesia must strengthen defence equipment by buying from other countries such as Russia, Britain and the United States, making their clothes such as clothes for the Indonesian National Police, warships, submarines, and helicopters. In addition, conduct joint war exercises with countries, especially in ASEAN and Australia. This aims to establish friendship and see each other's strengths further to evaluate whether our defence equipment is modern or still old.



**Fig 4.** Defence Cooperation in ASEAN as a form of maritime defence

## 4 Conclusion

The government must prepare a blueprint for the development of the archipelago to become the world's maritime axis ahead of a 10-year Golden Indonesia in 2045

- a. Improving the management of natural resources and sustainable services: to accelerate the occurrence of synergies in the maritime sector in order to improve the management and added value of natural resources, as well as maritime services that are sustainable and globally competitive
- b. It is strengthening human resources, science and technology, and maritime culture: to accelerate the occurrence of synergies in the maritime sector in the context of strengthening identity and culture as an advanced and characterized maritime nation.
- c. It is increasing the development and equity of maritime axis infrastructure: to accelerate the occurrence of synergies in the maritime sector in the context of accelerating the development of advanced and integrated maritime infrastructure to balance economic growth.
- d. The Indonesian Maritime Policy outlines that maritime diplomacy is implementing a foreign policy to optimize maritime potential to fulfil national interests through national provisions and international law.
- e. We are strengthening maritime sovereignty: accelerating synergies in the maritime sector in the context of realizing Indonesia as a sovereign archipelagic state and playing an active role in regional and global maritime cooperation.

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