

Indonesia's Maritime Strategy In Achieving National And International Interests In The Southeast Asia Region

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Abstract – Indonesia is one of the regions located in Southeast Asia which is part of ASEAN. Indonesia has a considerable responsibility in maintaining maritime security and peace in the ASEAN region. In this context it can be interpreted that Indonesia can freely play a role in any problems or events that occur in the international world without the influence of various military, political or ideological ties. This study uses a qualitative descriptive research method by providing a systematic description, descriptions, schemes and studies that are realistic and accurate about Indonesia's role in maintaining maritime security in the ASEAN region. The Vision of the Poros Maritim Dunia which emphasizes sovereignty over the sea emphasizes that the state is present at sea supported by adequate capacity to guarantee Indonesia's maritime interests. Seeing the geostrategic reality that Indonesia's maritime sovereignty area is the largest part of the sea area of Southeast Asia, then *ceteris paribus* if Indonesia's maritime security is strategically a prerequisite for maritime security in Southeast Asia as a whole. Indonesia's presence in taking on a role in ASEAN is relevant for the development of Indonesia's maritime posture.

Keywords – Indonesia Maritime, National and International Interests, ASEAN

I. INTRODUCTION

Indonesia as one of ASEAN's founding fathers has a considerable responsibility in maintaining maritime security and peace in the ASEAN region. In the case of the South China Sea, Indonesia is in a non-claimant state position. Indonesia can act as an impartial balancing country. In this context, it can be interpreted that Indonesia can freely play a role in any problems or events that occur in the international world without any influence from various military, political or ideological ties. (Lena, 2020).

Indonesia as part of ASEAN, of course, must have a role in realizing maritime security in the ASEAN region. This is because the Malacca Strait is one of the most important areas for world trade shipping traffic, and also the many acts of piracy that occur in the Malacca Strait. If Indonesia is able to realize maritime security in its territory, then this will have a very positive impact on maritime security in the ASEAN region. President Jokowi said that although the average economic growth projection continues to be positive, going forward the regional economic challenges will be even more severe, especially with the threat of a recession. (Kominfo, 2022). For this reason, President Joko Widodo emphasized that he would focus on three things, namely:

- [1] Strengthening the fiscal of Asean countries. President Joko Widodo pushed for fiscal space to be created for the sake of financial stability. Likewise, spending efficiency and allocating it to crisis impact mitigation programs must be a priority, including safety nets for the less fortunate.
- [2] Strengthening international financial support. The President stressed the importance of the role of international financial institutions in responding to crises and minimizing the impact caused by a variety of flexible financial instruments.

- [3] World trade must be regulated by taking into account the development rights of developing countries. The President highlighted the difficulties experienced by developing countries when they wanted to do downstream. By exporting raw materials, developing countries do not get the appropriate benefits.

The world's geoeconomic and geopolitical center of gravity is shifting from West to East Asia. About forty percent of world trade is in this region. Asian countries are on the rise. Indonesia is right in the middle of this process of strategic change, geographically, geopolitically, and geoeconomically. Realizing this, the roles in the maritime sector that can be prioritized are the five pillars as an effort to realize the Poros Maritim Dunia. The five main pillars in the Poros Maritim Dunia are First, rebuilding maritime culture. Second, maintaining and managing marine resources with a focus on building seafood sovereignty through the development of the fishing industry, by placing fishermen as the main pillar. Third, development of infrastructure and maritime connectivity by building sea highways, deep seaports, logistics, the shipping industry, and tourism. Fourth, develop maritime diplomacy by jointly eliminating sources of conflict at sea. And fifth, building a maritime defense force. Indonesia is an archipelagic country. Has a vast ocean with the second longest coastline in the world. Indonesia's geographical position is on the equator. Located between two continents, namely the continent of Asia and the continent of Australia (Subandono, 2017).

Located between two oceans, namely the Pacific Ocean and the Indian Ocean. It is easy to suspect that since ancient times, the location of these Indonesian archipelago has become a locus of intersection of sea traffic lanes connecting the eastern and western continents. This is a reinforcement that Indonesia deserves to be called the Poros Maritim Dunia. The first step to strengthening the maritime economy is from a law enforcement perspective. The aim, apart from maintaining maritime sovereignty, is also intended to provide added value to fishermen in increasing production and the fishing industry. This means that not all of the five pillars towards the Poros Maritim Dunia (PMD) proclaimed by the government have achieved optimal results, while prioritizing the realization of the second and third pillars. If properly implemented, the Poros Maritim Dunia has the potential to advance Indonesia's position at the regional level, even at the global level. What's more, this vision is not intended to influence only nationally, but also internationally with the embedding of the word "world." In implementing PMD, Indonesia must place it in the context of a larger strategic environment (Khanisa & Faudzan, 2018). In this regard, the alignment of the Poros Maritim Dunia with the dynamics of ASEAN's political security is an important matter to consider.

II. METHODOLOGY

This study uses a qualitative descriptive research method on Indonesia's maritime strategy in order to achieve national and international interests in the Southeast Asia region. What role is taken by the Indonesian president ir. Joko Widodo . In addition, the method used in this research is literature study, in which the author seeks sources from various literatures and interprets them using a scientific approach and qualitative or naturalistic descriptive methods because they are carried out in natural conditions.

III. RESULT AND DISCUSSION

3.1. Indonesia's role in the ASEAN region

In 2015, Indonesia became a country that pushed for the implementation of the East Asia Summit (EAS) Statement on Enhancing Regional Maritime Cooperation. Indonesia was also the initiator of the Asian Maritime Forum (AMF) and the establishment of the ASEAN Seaport on Counter Interdiction Task Force (ASITF). As a realization of the formation of ASITF, Indonesia has made ports as border areas for the control of narcotics and narcotics precursors apart from airports or airports. On the issue of ASEAN connectivity, Indonesia and the Philippines have succeeded in reaching an agreement in the field of connectivity which has been intensively negotiated over the last five years. In the 2017 Manila Declaration the agreement was confirmed. In 2023 Indonesia officially accepted the ASEAN chairmanship relay from Cambodia and became the Chair of ASEAN in 2023. Duties of the ASEAN chairman: Appointed to be the chairman of ASEAN made Indonesia accept a new assignment. Reporting from ASEAN, ASEAN member countries appointed to chair ASEAN are required to carry out several tasks :

- [1] First, shall preside over the ASEAN Summit and related Summits, the ASEAN Coordinating Council, the three ASEAN Community Councils, the relevant ASEAN Sectoral Ministerial Bodies and senior officials, as well as the Permanent Representative Committee as written in Article 31 of the ASEAN Charter.
- [2] The Chair of ASEAN shall also actively promote and enhance the interests and welfare of ASEAN, including efforts to build the ASEAN Community through policy initiatives, coordination, consensus and cooperation.

- [3] The Chair of ASEAN shall ensure the centrality of ASEAN and ensure an effective and timely response to urgent issues or crisis situations affecting ASEAN, including providing his good services and other such arrangements.
- [4] The Chair of ASEAN shall also represent ASEAN in strengthening and promoting closer relations with external partners.

ASEAN policy in realizing maritime security (maritime security) in the ASEAN region is carried out by creating pillars of the political and security community, which is carried out with a series of meetings, from working groups to senior official meetings (SOM), and ministerial level meetings and summits, which are held regularly. every year. Obviously, the ASEAN Foreign Ministers Meeting (AMM), ASEAN Defense Ministers Meeting (ADMM), ASEAN Ministers of Law Meeting (ALAWMM), ASEAN Ministers Meeting on Transnational Crime (AMMTC) and the Summit are some of the important mechanisms for dialogue on policy, political issues and security, including maritime security Indonesia's activeness in bridging and initiating each agreement, proves the size of Indonesia's role both regionally and globally. Bilateral or trilateral agreements formed by Indonesia, do not only have an impact on the countries involved in the agreement or agreement. This certainly can support policy alignment and support the protection of maritime security in ASEAN in particular. It is hoped that this achievement will continue to develop and evolve by taking into account national interests without forgetting the obligation to international peace and security (Dayu & Dewi, 2022).

3.2. Indonesia's Initiation at the ASEAN Maritime Forum (AMF)

During the seven years and seven times of AMF implementation, Indonesia has hosted it three times, namely at the first AMF in 2010, the sixth AMF in 2015, and the seventh AMF in 2017. This implicitly shows that Indonesia is very interested in the AMF. Although in the AMF Concept Paper it was stated that the agenda for discussion in the forum was determined by the country that served as Chair of ASEAN at the time, in practice, the AMF agenda was more often determined by the host country. Thus, the AMF agenda tends to reflect the national interests of the host country (ASEAN Community, 2016). The formation of the AMF is inseparable from Indonesia's goal as an archipelagic country to achieve national interests by maintaining maritime sovereignty and maritime territorial integrity from all threats. Indonesia has sea borders with 10 countries, namely India, Thailand, Malaysia, Singapore, Vietnam, the Philippines, Palau, Papua New Guinea, Timor-Leste and Australia as well as land borders with three countries, namely Malaysia, Timor-Leste and Papua New Guinea (Kementerian Luar Negeri, 2011).

The complexity of border issues has resulted in the determination of sea and land boundaries with several of these countries not being fully completed. This can be seen, among others, in conflicts related to sea borders between Indonesia and Malaysia, Singapore, Thailand and Vietnam which characterize the dynamics of ASEAN cooperation. Thus, the formation of the AMF is Indonesia's attempt to place the maritime territorial issue in a dialogue forum involving Southeast Asian countries. The forum also emphasizes Indonesia's efforts to resolve various maritime disputes and claims with its neighbors in a peaceful, cooperative, diplomatic way, and without involving militaristic forces. This is as one of AMF's goals is to create confidence building measures dan preventive diplomacy (Najamuddin, 2018).

With all the economic potential from Indonesia's strategic position, the presence of AMF needs to be seen as Indonesia's effort to secure these economic resources. With the presence of the AMF, ASEAN countries can cooperate intensively in overcoming various threats to maritime security. As a country with the widest and most seas in ASEAN and with all the wealth and economic potential contained in Indonesian waters, the realization of maritime security is Indonesia's national interest. Maritime security is not only related to aspects of sovereignty due to maritime boundary claims with other countries, but also related, for example, illegal fishing which is detrimental to Indonesia, piracy at sea, terrorism at sea, ship hijacking, to the problem of smuggling weapons, narcotics and people. through the Indonesian sea route. Maritime security and stability in the region will then become a condition that will enable Indonesia to maintain its maritime economic potential from various threats. Therefore, the establishment of the AMF is something that is rational for the Indonesian government in the midst of regional and international economic dynamics. At least, Indonesia's hope with this forum is that it can assist in maintaining, managing, and even protecting marine potential, so that it can advance the welfare of the nation and the national economy. So, to achieve interests in terms of the maritime economy, maritime security conditions are needed, and maritime security conditions in the region are expected to be realized through the presence of the AMF (Najamuddin, 2018).

3.3. Maritime Policy Development in Indonesia

Development policies towards the development of the maritime economy must be developed in proportion to the potential and challenges that Indonesia has as a consequence of the reorientation, so in the development paradigm the maritime and fisheries sector must begin to slowly shift to become a priority for community economic development. integrated with land area development. Furthermore, maritime development will ultimately help increase efficiency and effectiveness in economic activities which are also growing in the land area. Thus, there will be a domino effect which will gradually improve the welfare of the people, especially people in coastal areas (Hanim *et al*, 2018).

Indonesia is currently the sixteenth largest economy in the world. Based on the Mckinsey report, Indonesia is estimated to be in seventh place in 2030. The number of Indonesians consuming class in that year is estimated to reach 135 million people, the third largest after China and India. This is a big market. With that amount, Indonesia can become a strategic trade partner for the world's major economies. But of course, we hope that Indonesia will not only become a market, but also create opportunities and produce more export commodities because, unlike China or India, Indonesia's economy grows more due to consumption than exports and manufacturing. The President's idea regarding the Poros Maritim Dunia can realize the McKinsey outlook. There are several conditions to realize this prediction, including those related to the Poros Maritim Dunia, namely increasing productivity in the fisheries sector and improving infrastructure. The fisheries and agriculture sectors themselves are needed not only as export commodities, but to meet the food demand of the Indonesian people. Meanwhile, infrastructure, as mentioned above, is needed to increase economic growth.

According to Eki *et. al* (2020), The consequence of the Poros Maritim Dunia is the demand for the capacity of the Navy to control, supervise and protect maritime security. Maritime security itself has the meaning of civil and military activities to reduce risks and fight illegal activities and threats in the maritime domain space by enforcing laws and regulations to protect citizens and national interests. The concentration of maritime security, in short, is on the unlawful use or manipulation of elements of the maritime domain in times of peace. Being able to carry out order at sea or create maritime security is thus a prerequisite for being recognized as the Poros Maritim Dunia. Increasing the strength of the Navy is useful for upholding law and order in Indonesian waters and demonstrating Indonesia's seriousness towards protecting its maritime domain, as well as protecting sovereignty on Indonesia's maritime borders. It is impossible to suppress illegal fishing or other threats to Indonesia's maritime domain, as well as international shipping without using military force. Warnings through appeals in public forums without being followed by real action on the ground will not be effective in reducing violations at sea. The strength of the Navy may not solve all problems, but the protection of Indonesia's national interests at sea and the achievement of the Poros Maritim Dunia will certainly not be realized without the strengthening of the Navy.

3.4. Development of National Connectivity

In this context, the state of Indonesia's maritime security will have a direct impact on the maritime security of the Southeast Asian region as a whole. Indonesian territorial maritime security with various strategic routes, namely ALKI and the Malacca Strait will determine the life-line of the global value chain system in the Southeast Asia and Asia Pacific region in general. President Joko Widodo at the ASEAN Summit in Nay Pyi Taw, Myanmar, in 2014, emphasized Indonesia's focus on building infrastructure and seaport connectivity to encourage increased trade in the region. Therefore, this maritime axis will support the smooth passage of world trade in the East Asia region. The development of connectivity through the construction of the Sea Highway is the main requirement for the Poros Maritim Dunia, especially if you intend to take the economic potential from the traffic density of ships passing through Indonesian waters, of course, this requires that maritime infrastructure must be built and developed in a modern way. Marine infrastructure primarily functions to ensure the efficiency of logistics routes for basic goods between islands through the distribution of feeder ports and pioneer ports evenly throughout Indonesia. Currently, the total number of ports, both commercial and non-commercial, is 1,241 ports, of which 1 port serves 14 islands or 14.1 islands/ports. The condition of this infrastructure is still not ideal when compared to ratios in other island countries in Asia. Take Japan, for example, the ratio is 3.6 islands/ports and the Philippines 10.1 islands/ports. Another main goal is to develop international hub ports in outermost areas as a step to integrate Indonesia with regional and global logistics network systems. Of the 1,241 ports, 141 of them are ports open to international trade.

Referring to the RIPN source (National Port Master Plan) released at the end of December 2016, two ports have been designated as international hubs, namely the ports of Bitung and Kuala Tanjung. Based on this big dream of building Indonesia as

a Poros Maritim Dunia, the government issued a policy to boost infrastructure development. In the context of maritime infrastructure, the government determines 24 strategic ports to realize the Sea Highway concept. 5 national and international hub ports and 19 feeder ports. The ports that are the hubs for the Sea Highway are Belawan/Kuala Tanjung, Tanjung Priok, Tanjung Perak, Makassar and Bitung. These ports are planned to become an integrated port network integrated with industrial areas. So far, during 2014-2018, 5 national hub ports have been developed to international hubs and 19 feeder ports, and what is equally important is the construction of 162 pioneer ports. The aim of pioneering ports is to improve connectivity between islands, especially in eastern Indonesia (Kemenkomarves, 2020).

If you look at the water area which is much wider than the land, as well as its strategic position, it is only natural that Indonesia has a fundamental interest in controlling and utilizing the sea, has a strong maritime identity and culture, and takes advantage of its strategic position for the benefit of the nation and creates security in the region according to with the constitutional mandate. Indonesia's condition applies Presidential Regulation Number 16 of 2017 concerning Indonesian Maritime Policy. Where the potential for marine resources is abundant and there is a history of maritime glory in the past, so that the spirit of reviving Indonesia's maritime glory is not impossible. This will be seen in the term Sound Governance, where to see the struggles of actors in political relations between the state, civil society, business and international forces (Eki *et. al*, 2020).

Contributions from these marine resources, among others, include the provision of basic necessities, increasing people's income, employment opportunities, foreign exchange earnings and regional development. This is also supported by the potential of human resources, where the spread of Indonesia's population of around 60 million lives in 13,000 villages in coastal areas, with 60% of cities in Indonesia located in the coastal zone (Limbong, 2015). Thus, economic activities with a maritime dimension have a strategic meaning. With vast oceans, Indonesia holds 14% of the total coral reefs in the world. In addition, it is estimated that more than 2,500 species of fish and 500 corals live in the Indonesian seas. Indonesia has a Coral Triangle which is also known as the Amazon forest under the sea (Amazon of the seas) which covers the central and eastern waters of Indonesia (Limbong, 2015). Therefore, with a sea area of 5.8 million square kilometers (based on UNCLOS 1982), Indonesia has abundant potential for biological and non-biological resources in the sea. In terms of tourism, Indonesia has rich marine tourism spots.

IV. CONCLUSION

Seeing the geostrategic reality that Indonesia's maritime sovereignty area is the largest part of the sea area of Southeast Asia, it is *ceteris paribus* if Indonesia's maritime security is strategically a prerequisite for maritime security in Southeast Asia as a whole. The vision of the Poros Maritim Dunia which emphasizes sovereignty over the sea emphasizes that the state is present at sea supported by adequate capacity to guarantee Indonesia's maritime interests. Indonesia's presence in taking on a role in ASEAN is relevant for the development of Indonesia's maritime posture. However, the biggest challenge faced by Indonesia in strengthening maritime affairs is the limited resources (limitation of resources). Southeast Asia's strategic maritime security dimension for Indonesia is closely related to the archipelago's maritime defense capability which is based on the strength of the Navy. The fact that Indonesia's maritime territory is 2/3 of the national sovereign territory, with only 1/3 of the land area, clearly shows that Indonesia has enormous potential in the maritime sector.

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