

CHAPTER I

INTRODUCTION

1.1 Background

Indonesia is located in a strategic position that is between Asian Continent and Australian Continent, and between the Indian Ocean and the Pacific Ocean.¹ The total area of Indonesia is around 7.81 million square kilometers.² According to the Statistical Yearbook of Indonesia 2020, Indonesia has a total of 16,056 islands which makes Indonesia one of the largest archipelago countries in the world.³ Being one of the largest archipelago countries in the world allows Indonesia to unite the various straits and seas around it. Hence, Indonesia's position is said to be a crossroads of international travel traffic since Asian countries, Australia and other countries in the world will pass through Indonesian territory when conducting trade activities.

The breadth of Indonesian sea area provides enormous marine potentials. These are some marine potentials that are found in Indonesian sea which is divided into four categories. First is the potential resources that can be renewed, resources that have natural recovery capabilities like fishery (fish, shrimp, squid, etc.), cultivation (brackish and marine), bio technology, and bio pharmacology. Second

¹ BPS-Statistics Indonesia, "Statistik Indonesia 2020," *BPS-Statistics Indonesia*, <https://www.bps.go.id/publication/2020/04/29/e9011b3155d45d70823c141f/statistik-indonesia-2020.html> (accessed February 25, 2021).

² Oki Pratama, "Konservasi Perairan Sebagai Upaya Menjaga Potensi Kelautan dan Perikanan Indonesia," *KKP*, July 1, 2020, <https://kkp.go.id/djprl/artikel/21045-konservasi-perairan-sebagai-upaya-menjaga-potensi-kelautan-dan-perikanan-indonesia> (accessed November 24, 2021).

³ BPS-Statistics Indonesia, "Statistik Indonesia 2020," *BPS-Statistics Indonesia*, <https://www.bps.go.id/publication/2020/04/29/e9011b3155d45d70823c141f/statistik-indonesia-2020.html> (accessed February 25, 2021).

is the potential resources that cannot be renewed, resources that cannot be recovered naturally and can be depleted in the form of mineral and mining materials such as oil, natural gas, bauxite, tin, iron ore, sand, and others. Third is marine energy potential, non-biological potential that can be used as a renewable or non-conventional energy source such as ocean thermal energy conversion, salinity difference energy conventions, tidal wave and current energy, and wind. Lastly is the environmental services potential, the potential that exists in the sea itself, such as tourism.⁴ By looking at those potentials, it shows that Indonesia is very rich in marine natural resources.

Indonesia's strategic location and its natural wealth have made Indonesia the largest maritime kingdom in the past. It happened in the 7th century, the Srivijaya Kingdom was the largest maritime kingdom in the archipelago.⁵ International trade activities passed through the Malacca Strait which made the Srivijaya Kingdom linked to international trade routes from East Asia to West Asia and also Europe. At that time, the King of Srivijaya was able to control the sea area and obtain wealth through trade and customary laws of "compulsion to hoard goods". To maintain the power of the Srivijaya kingdom, they established diplomatic relations with other countries which as a result Srivijaya kingdom obtained support systems from other kingdoms.⁶

⁴ Kementerian Kelautan dan Perikanan, "Jasa Kelautan," *KKP*, <https://kkp.go.id/djprl/bpsplpadang/page/273-jasa-kelautan> (accessed September 9, 2021).

⁵ Ari Welianto, "Kerajaan Sriwijaya, Kerajaan Maritim Terbesar," *Kompas*, May 28, 2020, <https://www.kompas.com/skola/read/2020/05/28/113000069/kerajaan-sriwijaya-kerajaan-maritim-terbesar-di-nusantara?page=all> (accessed February 25, 2021).

⁶ Sartika Intaning Pradhani, "Sejarah Hukum Maritim Kerajaan Sriwijaya dan Majapahit dalam Hukum Indonesia Kini," *Volume* 13, no. 2 (October 2017): 189-190.

Afterward the glory of the Srivijaya kingdom ended and was replaced by the emergence of the Majapahit kingdom in 1300 AD. The Majapahit Kingdom has the privilege of being able to synergize the shipping tradition - river trade and agrarian traditions with maritime potential. The Majapahit kingdom used persuasive methods to control its territory.⁷ The control of Srivijaya kingdom and the Majapahit kingdom with its maritime territory was due to its strategic geographical location and Indonesia's natural resources.⁸

After Indonesia's golden age during the Srivijaya and Majapahit kingdom ended, no one really continued the struggle to become the global maritime axis conscientiously. Even during the New Order era, President Soeharto was too focused on land development programs, especially in the agricultural sector, which was initiated by our first president, President Soekarno. President Soeharto spent most of his time in agriculture mainly before 1984.⁹ He tended to concentrate more in the agricultural sector than the maritime sector.

Previously, President Susilo Bambang Yudhoyono launched the Master Plan for the Acceleration and Expansion of Indonesia's Economic Development (MP3EI) in 2011.¹⁰ This Masterplan includes improving logistics and connectivity throughout the archipelago, making Indonesia a global logistics center because it is close to the new center of gravity of the global economy, and is designed to

⁷ Pradhani, *Sejarah Hukum*, 189-190.

⁸ Pradhani, *Sejarah Hukum*, 189-190.

⁹ Ma'ruf Cahyono, "Budaya agraris: Poros Maritim Dunia?" *detiknews*, July 8, 2021, <https://news.detik.com/kolom/d-5636102/budaya-agraris-poros-maritim-dunia> (accessed September 9, 2021).

¹⁰ Natalie Sambhi, "Jokowi's 'Global Maritime Axis': Smooth Sailing or Rocky Seas Ahead?" *Security Challenges* 11, no. 2 (2015), www.jstor.org/stable/26465437 (Accessed March 16, 2021).

transforming Indonesia into a developed country by 2025. However, this Masterplan has been criticized for failure because seven major projects have only started during the second last term of President Susilo Bambang Yudhoyono. Then, President Joko Widodo collected these ideas which were put together as part of the vision of the Global Maritime Axis.

Due to lack of concentration in the maritime sector, Indonesia faces various security threats in Indonesia's sea. Currently, *Bakamla RI (Badan Keamanan Laut Republik Indonesia)* discloses that a lot of security threats in Indonesian sea have occurred, namely in the form of territorial violations, armed piracy, accidents, transnational organized crime, illegal fishing, terrorism, and invasions. Trans organized crime is the most dangerous threat which includes smuggling, slavery, drugs, and mineral and coal commodities. The threat of illegal fishing also often occurs in the sea of North Natuna because of its location which is included in the South China Sea area.¹¹ Furthermore, the government should prioritize the maritime sector by taking the security threats more seriously to maintain the stability of Indonesia's maritime.

Then, in the first year of President Joko Widodo's administration, he had a dream of transforming Indonesia into a global maritime axis again since the country had neglected the sea for a long time, even though Indonesia's national identity is actually the global maritime axis. Furthermore, Indonesia is the world's largest archipelago country which located in the center of the world's economic and

¹¹ Anugrah Andriansyah, "Bakamla Ungkap Sejumlah Ancaman Keamanan Laut Indonesia," *VOA*, June 5, 2020, <https://www.voaindonesia.com/a/bakamla-ungkap-sejumlah-ancaman-keamanan-laut-indonesia/5450902.html> (accessed September 9, 2021).

political gravity, as well as the fulcrum of two oceans, the Pacific and the Indian, with lots of marine potentials.¹² Consequently, President Joko Widodo conveyed the maritime axis doctrine known as the Global Maritime Axis to the leaders of East Asia and several powerhouse countries during the East Asia Summit meeting in Nay Pyi Taw, Myanmar on Thursday, November 13, 2014. Jokowi said it was the right time for Indonesia to start becoming a global maritime axis because Indonesia was at the center of the geographic, economic, and political changes sweeping the world. By making Indonesia as a global maritime axis, Indonesia can open up more opportunities for regional development and international cooperation for the prosperity of the people.¹³

With the announcement of the global maritime axis concept by President Joko Widodo to high-ranking state officials and big countries out there, this shows the government's seriousness in realizing this vision. Currently, President Joko Widodo is starting to prepare various policies. Several policies have also been made to turn Indonesia back into the Global Maritime Axis. President Joko Widodo wishes to revive Indonesia's memories that used to be victorious in the maritime sector. In addition, there are plenty attainments that Indonesia can obtain from this policy. Therefore, this thesis will show the main reasons for Indonesia's decision to make the Global Maritime Axis policy and explain further about the policies taken by Indonesia to realize Indonesia as a Global Maritime Axis.

¹² "Komitmen Pemerintah Mengembalikan Indonesia Sebagai Poros Maritim Dunia," *Kominfo*, April 20, 2016, <https://kominfo.go.id/content/detail/7310/komitmen-pemerintah-mengembalikan-indonesia-sebagai-poros-maritim-dunia/0/berita> (accessed February 25, 2021).

¹³ Rendi A. Witular, "Presenting Maritime Doctrine," *The Jakarta Post*, November 14, 2014, <https://www.thejakartapost.com/news/2014/11/14/presenting-maritime-doctrine.html> (accessed February 25, 2021).

1.2 Research Question

Given the data presented in the background, these are my research questions:

1. Why does Indonesia decide to declare the Global Maritime Axis policy?
2. What are Indonesia's policies to become the Global Maritime Axis during the administration of President Joko Widodo?

1.3 Research Objective

The objective of this thesis is to clarify the main reasons for Indonesia to declare the Global Maritime Axis policy. Furthermore, the research will identify and explain the policies made by the Indonesian government to become the Global Maritime Axis during the administration of President Joko Widodo. With that, this thesis will reveal the continuation of the global maritime axis policies as well as its current progress in the field.

1.4 Research Significance

This thesis will present the policies made by the Indonesian government to become a global maritime axis. The results of this thesis are expected to provide knowledge about the policies made by the Indonesian government to become the global maritime axis and describes its policies in detail. Hopefully, this thesis can bring good impacts to the international relations scopes and can be useful for the readers. From this thesis, the readers can increase their knowledges about the ongoing global maritime axis. In addition, I hope the readers can understand the policies made by the Indonesian government to become a global maritime axis.

1.5 Structure of Thesis

The first chapter which is the introduction of this thesis will discuss about the background of the topic, the research question that will be answered followed by the research objectives and the significance of the research.

The second chapter which is the theoretical framework consist of two parts, namely literature review and theories/concepts. Both literature review and theories/concepts will form the basis of this thesis analysis.

The third chapter which is the methodology will explain the method that will be used in this thesis. This chapter consist of research approach, research method data collection technique and data analysis technique

The fourth chapter which is the analysis, is the main things in the research. This chapter will answer the research question based on the theoretical framework.

The fifth chapter which is the conclusion will summarize all the research. This chapter will provide an overall summary and highlight the main points of this thesis.