# Legal Construction of Integrated National Policy in Maritime Development in Indonesia

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***Article Info***
*Received: 2021-11-29*
*Revised: 2021-12-21*
*Accepted: 2021-12-30*

***Keywords:***
*Legal Construction, Integrated National Policy, Maritime Development*

***Abstract***
*Maritime development in Indonesia faces problems and necessitates the construction of integrated national policy law. Coastal communities lack understanding and awareness of archipelagic states across various aspects. Challenges include the absence of clear deep water boundaries and the role of defense and resilience from a maritime perspective. This study focuses on two key problems: 1) the legal construction of integrated national policy on maritime development in Indonesia and 2) the development of a strategic environment for maritime development. Empirical juridical research methods were employed. Research on internationally recognized rules of the law of the sea is crucial as a reference for countries determining maritime policy. Indonesia has implemented its rights and obligations under UNCLOS 1982 through national laws and regulations, but there is a need for further integrated national policy construction for maritime development. The strategy for maritime development involves revitalizing marine economic sectors through strengthened policies.*

## 1. Introduction

Maritime development cannot be separated from the development of a strategic environment that includes the supporting economic environment both on a regional,

national, and even global scale.[1] The current government's focus on developing the maritime sector requires an adequate analysis of the dynamics of the strategic environment. The government through the Coordinating Ministry for Maritime Affairs focuses on building coastal zoning and outer islands in Indonesian territory for community economic development. Indonesia is vast, and almost all regions need infrastructure. In addition to infrastructure development, other pillars of development are deepening maritime culture, maritime resource management, infrastructure development, and maritime connectivity, resolving maritime border conflicts through maritime diplomacy, and improving maritime defense.[2]

Therefore, it is important to put this vision in a broader context. In this regard, Southeast Asia as a geographical and strategic sphere will influence or be influenced by this vision. This measurement is important because, in addition to the geographical fact that the territory of Indonesia is the largest archipelagic area in Southeast Asia, Indonesia is also one of the countries that have a special position in the Association of Southeast Asian Nations (ASEAN). Not only acting as one of the five founding countries of ASEAN, but Indonesia through its initiatives also often shapes strategic directions and issues which are then followed up at the regional level.

Indonesia is the largest return country in the world that has the potential to become the World Maritime Axis. The World Martim Axis aims to make Indonesia a large, strong, and prosperous maritime country through the restoration of Indonesia's identity as a maritime nation, securing maritime interests and security, and empowering maritime potential to realize Indonesia's economic equity. To reach the World Maritime Axis countries will include the development of maritime processes from infrastructure, political, sociocultural, legal, security, and economic aspects. Enforcement of the sovereignty of the sea area of the Republic of Indonesia, revitalization of marine economic sectors, strengthening and developing maritime connectivity, rehabilitation of environmental damage and biodiversity conservation, as

[1] M. Rizal Taufikurahman, Dudi Setiadi Hendrawan. 2018. "Strategi Kebijakan Pembangunan Kemaritiman Dalam Kerangka Peningkatan Investasi Nasional." *Aliansi Jurnal Manajemen & Bisnis* 13(1): 21–26.
[2] Khanisa dan Lidya C Sinaga. 2020. "Menakar Keberlanjutan Visi Poros Maritim Dunia Di Tengah Agenda Pembangunan Maritim Regional." *Jurnal Penelitian Politik* 17(1): 103–16. https://ejournal.politik.lipi.go.id/index.php/jpp/article/view/858/556.

well as improving the quality and quantity of marine human resources, are the main programs to realize Indonesia as the world's maritime axis.[3]

The concept of the World Maritime Axis is outlined in Presidential Regulation Number 2 of 2015 concerning the National Medium-Term Development Plan (RPJMN) 2015-2019. Indonesia as the world's maritime axis is supported by five main pillars, namely: first, the rebuilding of Indonesia's maritime culture; second, commitment to maintain and manage marine resources with a focus on building marine food sovereignty through the development of the fisheries industry by placing fishermen as the main pillar; third, commitment to encourage the development of maritime infrastructure and connectivity by building sea tolls, seaports, logistics, and shipping industries, as well as maritime tourism; fourth, maritime diplomacy that invites all Indonesian partners to cooperate in the maritime sector; and fifth, building a maritime defense force.[4]

With these five pillars, what is meant by the World Maritime Axis is to make Indonesia a large, strong, and prosperous maritime country through the restoration of Indonesia's identity as a maritime nation, securing maritime interests and security, empowering all maritime potentials for the prosperity of the nation, equitable distribution of the Indonesian economy through sea tolls, and carrying out maritime diplomacy in Indonesia's foreign policy for the next five years. Based on the 2015-2019 RPJMN based on vision and mission above, the vision of the World Martim Axis is included in the direction of policy and strategic development in the first development agenda 'Bringing Back the State to Protect the Entire Nation and Provide a Sense of Security to All Citizens' through the implementation of an active free foreign policy, as the first strategy. The second strategy is to strengthen its identity as a maritime state, strengthen maritime security and border areas to ensure the sovereignty and territorial integrity of the Unitary State of the Republic of Indonesia, as well as secure natural resources and the Exclusive Economic Zone (EEZ).[5]

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[3] A Junaedi Karso. 2022. *Terwujudnya Indonesia Menuju Negara Martim Dunia Yang Tangguh*. Jawa Tengah: CV Eureka Media Aksara.

[4] Safril Hidayat dan Ridwan. 2017. "Kebijakan Poros Maritim Dan Keamanan Nasional Indonesia: Tantangan Dan Harapan." *Jurnal Pertahanan & Bela Negara* 7(3): 108–21.

[5] Badan Perencanaan dan Pembangunan Nasional. 2014. *Rancangan Awal: Rencana Pembangunan Jangka Menengah Nasioanl 2015-2019 Buku I Agenda Pembangunan Nasional*. Jakarta: Kementerian Perencanaan dan Pembangunan Nasional.

The vision of the World Maritime Axis is only an ideal without any translation in the form of policies by ministries. As a reference in the preparation of programs and policies in the maritime sector, the government issued Presidential Regulation (Perpres) Number 16 of 2017 concerning Indonesian Marine Policy.[6] The annex to this presidential decree is in the form of a national document on Indonesia's marine policy as well as a reference in coordinating and synergizing stakeholders (related institutions under the government) which also contains a description of general guidelines on policies and action plans.

Indonesia's Marine Policy is a general guideline for marine policy and its implementation steps through programs and activities implemented by relevant ministries and institutions in the marine sector prepared to accelerate the achievement of the vision of the World Maritime Axis. The Indonesian Marine Policy as outlined in the form of a Presidential Decree consists of at least two things that are an inseparable part. These two things are the National Document on Indonesian Marine Policy and the Indonesian Marine Policy Action Plan. This serves as a guideline for ministries or institutions and local governments to plan, implement, monitor and evaluate the development of the marine sector.

There are four problems in the context of Indonesia's position as an archipelagic state, namely: (1) The Indonesian nation until now has not had a national policy on the development of an integrated archipelagic state. The existing policies so far are only sectoral, even though development in the Island States has high inter-sector linkages; (2) Weak understanding and awareness of the meaning and significance of Indonesia as an archipelagic country in terms of geography, politics, economy, social, and culture; (3) Until now, the state has not determined the boundaries of deep water areas, even though deep water areas are the sovereignty of the Indonesian nation. This means that no foreign ship can enter Indonesia's deep waters without permission; and (4) Weak defense and resilience of the country from the sea side which includes: (a) the role of defense and sea resilience in maintaining the integrity of the nation and state; (b) the threat of foreign powers seeking to exploit EEZ waters; (c) incomplete legal instruments in the implementation of maritime defense and defense; (d) limited facilities for sea

[6] Admin KKP. 2018. "Bumikan Visi Indonesia Poros Maritim Dunia." *kkp.go.id*. https://kkp.go.id/artikel/2183-bumikan-visi-indonesia-poros-maritim-dunia-kemenko- kemaritiman-gelar-rakornas (June 12, 2023).

security; (e) increasing activities of terrorism, piracy, and fish theft in Indonesian marine waters; and (f) weak enforcement of laws against violators.

In addition to these problems, national maritime law until now has not been carried out with much uniformity in international maritime law. The lack of uniformity is due to the lack of countries adopting the provisions of international maritime conventions that are important to the world of shipping. Only major maritime powers, such as Britain, Canada, France, China, and the United States, have adopted these provisions. Among the reasons for this difficulty in uniformity are the differences in the traditions of the legal systems that underlie the national laws of the shipping countries.[7]

The focus of this research is maritime development which still faces many problems and requires the construction of integrated national policy laws on maritime development, weak understanding and awareness of coastal communities on the concept of archipelagic states in terms of geographical, political, economic, social and cultural, the absence of deep water boundaries and the role of defense and resilience from the sea dimension. Based on the background above, the problem in this study is how the construction of integrated national policy law on maritime development in Indonesia and how the development of the strategic environment with maritime development.

## 2. Research Method

This research uses empirical juridical research methods, through tracing and reviewing secondary data, in the form of laws and regulations, academic manuscripts, policy recommendations, and scientific works of experts in the field of maritime development. Secondary data is obtained through library research sourced from printed and electronic library materials. Doctrinal research is needed to understand the current legal norms (Law in the Book), through a statutory approach (Statute Approach), conceptual approach (Conceptual Approach), and comparative approach (comparative approach).[8] While empirical research is carried out through observations,

[7] Tetley, William. 2000. "Uniformity of International Private Maritime Law - The Pros, Cons and Alternatives to International Conventions - How to Adopt an International Convention." Tulane Maritime Law Journal 34: 783.
[8] Johnny Ibrahim. 2007. *Teori Dan Metodologi Penelitian Hukum Normatif*. Cet.3. Malang: Bayumedia.

interviews, and focus group discussions (Focus Discussion Group), to understand how the law in the field (Law in Action).[9]

## 3. Results and Discussion

### a. Legal construction of an integrated national policy towards maritime development in Indonesia

The maritime axis is a strategic idea realized to ensure inter-island connectivity, the development of the shipping and fisheries industry, the improvement of sea transportation, and the focus on maritime security. The World Maritime Axis is to make the sea a sea lane. The World Maritime Axis is tasked with regulating maritime boundary settlement, sea spatial planning and diplomacy, maritime industry development and sea connectivity, natural resource industry development, and marine services. The term "World Maritime Axis", is a short sentence that contains a broad sense, must be observed, studied in depth, and addressed wisely, vigilantly, and carefully. The term can be interpreted as: "World Maritime Sea Route means a sea lane used for traffic by ships of world countries in realizing the national interests of their countries. Therefore, it is not wrong if the countries of the world will take any attitude and measures necessary to protect, and secure the national interests of their countries while crossing the "World Maritime Sea Lanes". National interests include political, economic, socio-cultural, and security defense interests.

If this happens, it will be very dangerous and detrimental to Indonesia's national interests. We recommend that the term "World Maritime Axis", be replaced with other terms that provide a clear understanding, not widened and measurable for example the term: "Indonesia Pintu Dunia". As the door of the world, the signal conveyed is clear that Indonesia has full sovereignty and authority over the "World Maritime Sea Lane", the authority to guard the door, the authority when the door must be opened and when it must be closed. The door here in question is 4 (four) large straits that cross the Indonesian archipelago. This is, following UNCLOS 1982, as an archipelagic State of Indonesia is allowed to replace (close) ALKI (Indonesian Archipelago Sea Lane) if needed by the state, provided that it must provide ALKI, others as a substitute. With the term

[9] Suharsimi Arikunto. 2012. *Prosedur Penelitiaan Suatu Pendekatan Praktek*. Jakarta: Rineka Cipta.

"Indonesia Pintu Dunia", Indonesia has a strong authority to take policy measures in managing the "World Maritime Sea Lanes", in the national interest of Indonesia.

As is known that the World Maritime Axis is a vision proclaimed by President Joko Widodo during his campaign as a presidential candidate. This vision was first put forward in the third round of the presidential debates around July 2014. This vision assumes a condition in which economic geopolitical power is shifting from the Western World to Asia. Thus, it can be said that Indonesia has an opportunity to improve its global position.[10] This vision comes amid a growing political consensus at home that Indonesia is experiencing increasingly serious external security threats, especially given the trend of militarization in both the Indian and Pacific Oceans, disputes between China and several Southeast Asian countries in the South China Sea, and China's possible claims to the waters around the Natuna islands. In the context of geopolitics, this vision can be said to reaffirm the mental map inherent in the shadow of the political elite in Indonesia regarding Indonesia's geographical existence. This vision comes amid a growing political consensus at home that Indonesia is experiencing increasingly serious external security threats, especially given the trend of militarization in both the Indian and Pacific Oceans, disputes between China and several Southeast Asian countries in the South China Sea, and China's possible claims to the waters around the Natuna islands. In the context of geopolitics, this vision can be said to reaffirm the mental map inherent in the shadow of the political elite in Indonesia regarding Indonesia's geographical existence.

In general, policymakers feel insecurity and fear of foreign exploitation of the existence of several Indonesian Archipelago Sea Lanes and Indonesia's strategic location between two continents and two oceans, often raising the urgency to implement controls and patrols on Indonesian waters. Specific in the conception of the World Maritime Axis is the re-recognition of the strategic value of the Indian Ocean together with the Pacific Ocean as the ocean flanking Indonesia. By launching the World Maritime Axis, President Joko Widodo is considered to intend to bring back the Indian Ocean into the "regional canvas" while projecting

[10] Laksmana. Evan A., Iis Gindarsah, and Andrew W. Mantong. 2014. *Menerjemahkan Visi Poros Maritim Global Ke Dalam Kerangka Diplomasi Pertahanan Maritim Dalam Kebijakan Luar Negeri Indonesia Di Era Jokowi 2018*. Jakarta: Centre for Strategic and International Studies.

Indonesia's power.

To reach the World Maritime Axis countries will include the development of maritime processes from infrastructure, political, sociocultural, legal, security, and economic aspects. Maritime development until now there are still many misunderstandings about what is considered maritime law. The many links with the law of the sea cause maritime law to be often misinterpreted or equated with the law of the sea. In Black's Law Dictionary maritime law is defined as:

> That system of law which particularly relates to: marine commerce and navigation, to bussiness transacted at sea or relating to navigation, to ships and shipping, to seamen, to the transportation of persons and property by sea, and to marine affairs generally; The law relating to harbors, ships and seamen, devided into a variety of subject areas such as those concerning harbors, property of ships, duties and right of masters and seamen, contracts of affreightment, average, salvage, etc. It extends to civil marine torts and injuries, illegal dispossession or withholding of possession from the owners of ships, municipal seizures of ships, etc.

From this definition, it can be seen that maritime law concerns a very broad maritime field. Not only shipping problems, shipping, and ports, but all aspects of transportation and trade at sea are both included in the scope of civil law and public law.[11] Legal issues in the maritime and marine sectors are multicomplex, given the many other interrelated sectors. As a result, overlapping arrangements, even not infrequently contradict each other between one regulation and another. Another problem is related to the large number of cases of fish theft. Generally, the location of the theft is in eastern Indonesia, as a result of infrastructure inequality, especially in the Indonesian sea patrol fleet. The sinking of foreign vessels caught stealing fish in Indonesian sea areas must be done carefully, especially not violating international regulations and bilateral agreements with neighboring countries.

Another important issue is related to the elimination or prohibition of the use of fishing gear that can cause damage to the seabed, and coral reefs, and inhibit

[11] Umar, Husseyn. 2003. *Masalah Pembangunan Dan Penegakan Hukum Kelautan Di Indonesia, Makalah Dalam Seminar Pemberdayaan Perhubungan Laut Dalam Abad XXI*. Jakarta.

and damage the growth of marine life. On the other hand, there is overfishing. In making regulations prohibiting the use of fishing gear, it is necessary to conduct specific studies on social, cultural, economic, resource, and environmental conditions. Rules should be aimed at limiting fishing grounds, fishing lanes, vessel size, vessel engine power, and fishing gear specifications including net size and fishing separation. Likewise with the alignment of small and traditional fishermen.

Regarding the illegal use of trawl trawls, the international community has repeatedly criticized Indonesia, because Indonesia has never recorded this unreported fishing. The illegal use of trawling trawls has negative effects such as disruption of resource sustainability, biodiversity, and disruption of social and economic aspects. Meanwhile, regarding Indonesia's mangrove area as a coastal buffer zone with the potential for shallow marine fish, the damage is already very concerning. The cause, among others, is the conversion of mangrove forests into oil palm plantations, fish ponds, shrimp ponds, and others.

The legal politics of the Indonesian nation greatly determine the direction of the nation, namely based on the philosophy of Pancasila and the 1945 Constitution. The philosophy of Pancasila as a view of life in the Indonesian nation, is an objective reality that lives and develops in Indonesian society.[12] The directions and goals that must be achieved include realizing social justice and community welfare. To achieve this goal, a National Legislation Program was formed which contained laws to be made by the Government together with the House of Representatives of the Republic of Indonesia (DPR RI). Based on this, the legal politics of the Indonesian nation are also inseparable from the beliefs of the community and the geographical territory of the nation.

The development will experience obstacles if it is not based on these values and geographies. The territory of Indonesia consists of thousands of islands, of course, the arrangement will be different from the territory of a country that does not have a coast. Thus, it is very logical that the idea of a maritime axis in the draft law should be depicted in every legal product to be made and as a form of commitment to the development of the Indonesian state which is an archipelagic state. Moreover, the government itself has initiated and implemented this maritime axis which will be assessed by the community.

[12] Kaelan. 2009. *Filsafat Pancasila Pandangan Hidup Bangsa Indonesia*. Yogyakarta: Paradigma.

As if we have taken for granted the concept of a maritime axis. However, until now the government has not been able to translate the President's ideas in a young language to understand the public. As a major idea of the President, the idea of a maritime axis should become a new discourse not only among the elite but also the people.[13] Some regulations related to maritime and maritime affairs are not effective in law enforcement so they need improvement or revision but are not included in the legislation program. Meanwhile, there are still existing legislation programs that have not been achieved, especially on marine and maritime affairs.[14]

Indonesia as an archipelagic country has been recognized internationally based on the 1982 United Nations Convention on the Law of the Sea (UNCLOS) which was later ratified by Indonesia with Law No. 17 of 1985 concerning the Ratification of the United Nations Convention on the Law of the Sea. Indonesia's maritime policy has further been outlined in Presidential Regulation Number 16 of 2017 concerning Indonesia's Marine Policy. The development of the marine and fisheries sector until now is still far from expectations, even though coastal areas and small islands and seas of the Indonesian archipelago have enormous potential natural resources and environmental services and have not been optimally utilized. Institutionally and legally, in 2014 two marine development momentums emerged, namely, the issuance of Law Number 32 of 2014 concerning Marine, and the establishment of the Coordinating Ministry for Maritime Affairs which strengthened and strengthened the legal basis and governance of national marine development. Furthermore, 2017 Presidential Regulation (Perpres) Number 16 of 2017 concerning Indonesian Marine Policy was issued.

Indonesia's Marine Policy is linked to the rights and obligations of states under UNCLOS 1982. The United Nations Convention on the Law of the Sea implementing UNCLOS gave birth to eight zoning arrangements (regimes) of the law of the sea, namely:

1. Internal Waters.
2. Archiplegic Waters, including straits used for international shipping.

[13] Arif Satria. 2015. *Politik Kelautan Dan Perikanan*. Jakarta: Yayasan Obor Indonesia.
[14] Endri. 2019. "Politik Hukum Yang Berorientasi Pada Administrasi Kelautan Dan Kemaritiman." *Administrative Law & Governance Journal* 2(2): 2. https://ejournal2.undip.ac.id/index.php/alj/article/view/6512.

3. Territorial Waters.
4. Contingous Waters.
5. Exclusive Economic Zone.
6. Continental Shelf.
7. High Seas.
8. International Sea-Bed Area.

Internal waters are part of the waters of a country that is subject to the sovereignty of that country, as well as inland waters in Indonesia which have been regulated by Law Number 6 of 1996 concerning Indonesian Waters. Indonesia's Rights and Obligations and current status towards Indonesia's inland waters are fully under the sovereignty of the State of Indonesia. Indonesia currently has not defined inland waters by identification. In addition, in inland waters, there are ports where the loading and unloading of export-import goods from and to Indonesia. In the context of Indonesia's national economic development, ports in Indonesia should have international standards and be able to compete globally with foreign ports. Indonesia is obliged to provide security and safety for international shipping in line with the International Ship and Port Facility Security (ISPS) Code adopted by the International Maritime Organization (IMO) on December 12, 2002.

**b. Development of strategic environment with maritime development.**

Efforts in maritime development cannot be separated from the development of the strategic environment which includes the supporting economic environment both on a regional, national, and even global scale. The current government's focus on developing the maritime sector requires an adequate analysis of the dynamics of the strategic environment. This is important because if maritime development is not mapped properly based on its position in the environment at hand, it will be false and misguided. Therefore, it needs to be realized through maritime development based on increasing investment.

Indonesia has great potential to become the world's maritime axis, but it seems that this potential has not been optimally developed until now. This is because maritime development has not been carried out in an integrated manner with its strategic environments. Therefore, integrated maritime development needs

to be carried out to support sustainable economic growth and encourage the improvement of existing maritime potential such as sea transportation, shipbuilding and maintenance industry, port construction and operation.

According to Yarger explained that the strategic environment is a variety of contexts, conditions, relationships, trends, issues, threats, opportunities, interactions, and impacts on internal and external State entities that affect its success in establishing relationships with the physical world, other State entities (state actors), non-state actors (non-state actors), opportunities and possibilities in the future.[15]

Theoretically, the strategic environment is divided into several integrated parts, namely national resilience which concerns the vision, mission, main programs and so on. Aspects of the domestic or domestic environment, the foreign environment, and the military or defense environment of the country. If it is related to maritime development, currently the development of the maritime sector has become an agenda in the first part (national resilience) but has not received attention for the other three parts. As explained earlier, maritime development needs to develop an integrated strategic environment between its parts. In addition, it is also necessary to pay attention to the dynamics that occur in the domestic and foreign parts of the environment. Therefore, the urgency of maritime resilience requires formulating a maritime development policy strategy within the framework of increasing national investment.

Changes and developments in the strategic environment have implications for policy outputs and the direction of orientation of political institutions. This will carry implications, both positive and negative at the same time. Positive implications will bring benefits in supporting political ideals, goals, and interests, while negative implications cause an increase in potential threats to political survival. Therefore, the development of the strategic environment needs to be observed by analysts, designers, makers, and political decision-makers in order to achieve survival of the fittest. Changes and developments in the strategic environment have implications for policy outputs and the direction of orientation of political institutions. This will carry implications, both positive and negative at

[15] Yarger, Harry. R. 2006. *Strategic Theory for The 21st Century: The Little Book on Big Strategy*. Carlisle: Strategic Studies Institute.

the same time. Positive implications will bring benefits in supporting political ideals, goals, and interests, while negative implications cause an increase in potential threats to political survival. Therefore, the development of the strategic environment needs to be observed by analysts, designers, makers, and political decision-makers in order to achieve survival of the fittest. Changes and developments in the strategic environment have implications for policy outputs and the direction of orientation of political institutions. This will carry implications, both positive and negative at the same time. Positive implications will bring benefits in supporting political ideals, goals, and interests, while negative implications cause an increase in potential threats to political survival. Therefore, the development of the strategic environment needs to be observed by analysts, designers, makers, and political decision-makers in order to achieve survival of the fittest.[16] The strategic environment as a macro-categorized environment can be analyzed using the PESTEL (Politics, Economy, Social-Culture, Technology, Environmental, Legal) tool. The analysis measures only those elements that are relevant to influencing the life or running of a particular organization or entity over a predetermined period. Then an assessment of the degree of influence of these elements will be carried out relative to that particular organization or entity.

Based on the results of the study, shows that related to opportunities and threats where the strategic dynamics of maritime policy based on the construction and realization of the Indonesian maritime state not only include economic dimensions but also in the fields of defense and security, environment, science, and science, innovation and technology, as well as socio-cultural and institutional. At its core, the economic dimension includes four groups of development policies and programs. The maritime development policy strategies are:

1. Revitalization of existing marine economic sectors. The need to strengthen these policies is carried out such as capture fisheries, aquaculture fisheries, mining and energy (ESDM), marine tourism, sea transportation, and maritime industry and services. The revitalization in question is an effort to increase the

[16] Ikrar Nusa Bhakti. 2004. *Geopolitik, Lingkungan Strategis Asia Pasifik, Dan Arah Kebijakan Pertahanan Indonesia Di Masa Mendatang Dalam Sri Yanuarti (Ed.) Kaji Ulang Pertahanan Indonesia*. Jakarta: Pusat Penelitian Politik-LIPI (P2P-LIPI).

productivity, efficiency, competitiveness, inclusiveness, and sustainability of these marine economic sectors.

2. Development of new sectors of the marine economy. The need for strategic policies such as the marine biotechnology industry, deep sea water industry, aquaculture in deep sea waters, or offshore aquaculture as carried out in Japan, Norway, and the United States. Furthermore, there is the production of renewable energy from the ocean (tidal, wave, biofuel from marine algae, and OTEC / Ocean Thermal Energy Conversion) and other unconventional marine resources. Development of new economic growth centers based on innovation and environmentally friendly.
3. The need for policies to develop new economic growth clusters based on innovative and environmentally friendly industries is necessary for coastal areas along ALKI (Indonesian Archipelago Sea Lane), small islands, and border areas to increase Indonesia's role as a national producer and supplier of goods and products in the global supply chain system (the Global Supply Chain System).
4. Strengthening and development of sea tolls. This policy strategy is needed to strengthen and develop marine connectivity commonly called sea tolls which includes the development of passenger and freight ship fleets. port. shipbuilding and ship repair industry.

## 4. Conclusion

Based on the results and discussion above, the conclusions that can be drawn from the results of this study are:

a. The internationally recognized rule of the law of the sea becomes very important, As a rule that can be used as a reference, especially by countries that have ratified it in determining maritime policy. Indonesia's rights and obligations in implementing Unclos 1982 have been implemented into. The form of national laws and regulations although there is still a need for integrated national policy legal construction towards maritime development in Indonesia because the potential of Indonesia's maritime sector is very large but still cannot be utilized optimally. The government has set various development policies and development of the maritime sector and is still weak in consistency and priority of implementation of these programs.

b. The maritime development policy strategy is carried out by revitalizing marine economic sectors by strengthening policies such as the marine biotechnology industry, deep sea water industry, aquaculture in deep sea waters, or the high seas. Then the policy of developing new economic growth centers based on innovative and environmentally friendly industries is necessary for coastal areas along the ALKI (Indonesian Archipelago Sea Lane), small islands, and border areas to increase Indonesia's role as a nation of producers and suppliers of goods and products in the global supply chain system. In addition, it is necessary to strengthen and develop sea tolls to strengthen and develop marine connectivity which includes the development of passenger and freight ship fleets. port. shipbuilding and ship repair industry.

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