

Indonesian Maritime Diplomacy, through the Indian Ocean Rim Association, in Realising the Goal to become the World Maritime Axis

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With its enormous marine potential and strategic geographical location, Indonesia must start focusing on the sea to realise its dream as the World Maritime Axis through maritime diplomacy. Based on this, the research question in this paper is how Indonesian maritime diplomacy, through the Indian Ocean Rim Association (IORA), realised the dream of being the world maritime axis in 2015-2017. This study uses qualitative methods. Meanwhile, to answer research questions, this research uses the concept of the World Maritime Axis, foreign politics, and maritime diplomacy. The result of this study indicates that with the implementation of various Indonesian initiatives, through its position as chairman of IORA, Indonesia successfully improved its image as a maritime nation among IORA member countries. Indonesia's leadership in the IORA, that was followed by financial assistance and technical assistance, increased Indonesia's bargaining power as the world's maritime axis.

Key words: *Maritime Diplomacy, IORA, World Maritime Axis.*

Introduction

Indonesia consists of more than 17,504 islands with a coastline of 95,181 kilometres. The land area is around 2,012,402 square kilometres, and the sea is about 5.8 million square kilometres (75.75 per cent). With all this wealth, Indonesia is the largest archipelago in the world. According to the United Nations (UN), the archipelagic state is a country that is entirely composed of one or more islands and can include other islands. Indonesia is located in a very strategic position between the continent of Asia and Australia, and the Indian Ocean and the Pacific Ocean. The country's strategic location is showed by the fact that 60 per cent of global trade is through Indonesia's sea, which are the Malacca Strait, the Sunda Strait, the Lombok Strait, and the Makassar Strait.

Indonesia has tremendous marine potential. With a sea area of 5.8 million square kilometres, Indonesia's sea wealth is unmatched. Various studies show the wealth of Indonesia's marine resources. The potential size of Indonesia's marine wealth can be found in numerous data, submitted by those who have held control and authority in the field of maritime affairs and fisheries. The Minister of Maritime Affairs and Fisheries for the period 2001-2004, Rokhmin Dahuri, said Indonesia's marine potential reaches USD \$1.2 trillion per year. The amount of potential wealth of that size includes eleven sectors that were fisheries, aquaculture, fishery products processing industry, marine biotechnology industry, mining and energy, marine tourism sector, mangrove forests, sea transportation, resources of small islands, and non-conventional natural resources. Meanwhile, the next Minister of Maritime Affairs and Fisheries, Sharif C. Sutardjo, projected the wealth of natural resources in the marine and fisheries sector to reach USD \$171 billion per year.

As an archipelago with a vast sea, long coastline, and extraordinary potential of marine resources, the marine and maritime sector is very strategic for Indonesia in terms of ideological, political, economic, socio-cultural, legal, environmental, defence, and security factors. The importance of the role of the maritime sector for Indonesia is a renaissance of the Republic of Indonesia, that historically had seaside glory in the old royal period, such as Srivijaya, Samudera Pasai, Ternate and Tidore, and so on. The glory dimmed following the foreign colonialism of Western countries, such as Portugal, Spain, the Netherlands, the United Kingdom, and others, which reduced the attention to the maritime sector, and moved to the land instead.

In the era of President Joko Widodo's leadership, Indonesia has an intention to become the world's maritime axis. He restored the faded maritime spirit by making Indonesia the world's maritime axis. The axis that was desired by Jokowi, is to make use of Indonesia's potential through the development of marine facilities and infrastructure, security defence, and marine resources. Indonesia has implemented a new paradigm of ocean-based infrastructure and sea

security defence developments as a strategy to achieve the world's maritime axis. Indonesia has made various efforts based on the country's capabilities.

The terminology of the World Maritime Axis began to appear publicly for the first time on June 22, 2014, in the third round of the Presidential Candidate RI. The idea arose from a discussion by presidential candidate Joko Widodo's team, which consisted of Andi Wijayanto, Rizal Sukma, Makmur Keliat, Budiarto Shambazi, Andreas Pareira, and others. After discussing the new concept of Indonesian foreign policy further, they realised that the idea could become a real source of strength for achieving the goals of the country. President Joko Widodo pitched the World Maritime Axis as the goal and ideals of Indonesia during his leadership. The idea was to bring progress to the country, because Indonesia was surrounded by the sea, which united thousands of islands in Indonesia. Indonesia aspires to have the safest waters in the world, in terms of sea transportation. However, to be able to achieve the global maritime axis as aspired, Indonesia is still going through many challenges, especially regarding naval security in the country's territory.

Indonesia has a significant interest in maritime security issues due to its geographical location and natural configuration. Indonesia consists of 17,448 large and small islands. The country has 10 neighbours and only three land borders. Indonesia has three Indonesian archipelagic sea lanes (ALKI), and three chokepoints as entry and departure points before ships can sail in the open sea. These maritime corridors pose regional security challenges.

The types of maritime threats are terrorism, piracy, drugs and human trafficking, the illegal arms trade, illegal fishing, environmental crime, accidents, and natural disasters. The real-life picture shows that, even with its enormous sea potential, the fishermen and coastal communities are still poor. It is a problem that occurs in the Indonesian marine sector. Another fact, is that there are still many cases of fish theft committed by foreign parties. It causes a lack of domestic fishermen and impacts the country's income. Not to mention, the sea pollution that destroys Indonesian marine biota. There are still imbalances in the maritime sector from the inequality in the management of marine life to the application of science and technology for fishermen and coastal communities.

Other problems are related to politics and security. Political issues include ownership claims on several islands in the border region by several countries, that are complicated by the lack of quality human resources, weak law-enforcement, and limited maritime and marine infrastructure. Meanwhile, Indonesia is one of the most vulnerable countries in terms of maritime security, both nationally and internationally. It is caused by piracy in Indonesian waters, as Indonesia is in the cross position of two continents and two oceans.

Therefore, according to Hasjim Djalal, to become the world's maritime axis, Indonesia must be able to manage and utilise its marine wealth and space. This includes the understanding of



various types of seas with its provisions, the recognition of international rights over Indonesian waters, and the ability to eradicate illegal practices and prevent all forms of violations of law in the territorial waters of Indonesia, and other areas of its authority. The country must also set and manage maritime borders with neighbouring countries and maintain security, maintain the safety of shipping through Indonesian waters, and utilise natural resources and space outside of Indonesian waters, such as the open sea and the international seabed.

To become a global maritime axis, Indonesia must respond and find solutions to various regional naval security problems. In overcoming all these problems, Indonesia cannot work alone; not only from the domestic side, but also internationally. The Indonesian government strives to expand Indonesia's influence in the Ocean region, especially in the Pacific Ocean and the Indian Ocean, which cover the country.

The Indian Ocean Rim Association (IORA) is the pioneer and the only regional organisation in the Indian Ocean region. The Indian Ocean plays a strategic role, especially for the world economy where international trade is connected from Asia to Europe, and vice versa. The basis for developing a mutually beneficial cooperation, is through a consensus approach between member countries. The IORA operates based on the pillars of the economy, maritime security and safety, and education and culture. The priorities for cooperation in the IORA are: (i) Maritime Safety and Security; (ii) Trade Facilitation; (iii) Fisheries Management; (iv) Natural Disaster Risk Management; (v) Academic Cooperation and Science and Technology; and (vi) Cultural and Tourism Exchange. The IORA also raised two cross-cutting issues. Namely, the blue economy and women's empowerment.

Indonesia has the opportunity to build closer partnerships with IORA members as growing partners and non-traditional export markets. Indonesia can explore the increasing scope of bilateral and multilateral trade cooperation with several key countries, such as the United Arab Emirates, South Africa, Bangladesh, Iran, the United States of America, and Britain. One of the five pillars of Indonesia's development agenda as the World Maritime Axis is maritime diplomacy. Indonesia utilises the opportunity of its involvement in the IORA to pursue maritime diplomacy in achieving national interests. The maritime vision of Joko Widodo's government is realised through naval diplomacy and media, to fight for national interests and implement strategic issues in the marine field, specifically in establishing good relations between countries.

Indonesia views the IORA as a strategic vehicle for maritime diplomacy efforts where Indonesia and the IORA have similar pillars and visions of naval issues. One of the priority agendas of the IORA has the same meaning as the maritime axis pillar proposed by President Jokowi, which is to realise maritime safety and security and fisheries management. Also, the strategic position of Indonesia, which became the Chairperson of the IORA in 2015-2017,



made Indonesia a part of the direction of the IORA policy in which Indonesia's maritime diplomacy is contained.

During Indonesia's leadership of the IORA, Indonesia was the only country that set the theme of "Strengthen Maritime Cooperation in a Peaceful and Stable Indian Ocean." Through this particular theme, Indonesia showed its aim in leading the IORA by focusing on the improvement and the maintenance of the security of the Indian Ocean region. Another thing that was achieved through this theme, was to enhance maritime cooperation that present stability and security in the Indian Ocean region, which made Indonesia the world maritime axis as aspired for so long. Thus, it is crucial to understand the role Indonesia's maritime diplomacy fulfilled, through the Indian Ocean Rim Association (IORA) in 2015-2017, in realising Indonesia as the World Maritime Axis.

Research Methodology

The research method used in this study is qualitative. Qualitative research is the type of research where the researcher uses an essential instrument and sampling as data sources. Qualitative research, in general, can be used for research on community life, history, behaviour, organisational functioning, social activities, and more. Research is carried out qualitatively to understand a phenomenon in the social context by prioritising the process of in-depth communication and interaction between researchers with the event studied. The analysis of inductive or qualitative data and research results are also emphasised more on the meaning rather than generalisation. This type of research method includes secondary study or literature studies, where data obtained is data that already exists in the form of books, scientific journals, scientific articles, e-books, e-journals, etc.

Theoretical Framework

World Maritime Axis

The maritime axis is a concept that emerges from the physical condition of the Indonesian nation, where most of its territory is the sea. The idea of the maritime axis is in line with Indonesia's geographical, geostrategic, and geoeconomic realities that influence and affect the dynamics in the Indian Ocean and Pacific Ocean.

The maritime axis concept is based on Indonesia's potential. Geopolitically, historically, and culturally, Indonesia becomes a maritime country because it has the highest number of islands and is one of the countries with the longest coastline in the world. The land area is in a unity surrounded by the ocean, while two-thirds of its territory is the sea.



Maritime axis is also considered as a basic formula to gain back the predicate of the marine nation, in the sense that the maritime concept becomes a vision of how the nation will be built in the future. In this context, the notion of a maritime axis is a great call to return to Indonesia's identity or national identity as an archipelagic nation that has brought the country a maritime force, which is united with prosperity and authority.

The maritime axis concept is also interpreted as the main streamline of national development at sea. The axis must be implemented in marine development to realise a just and prosperous maritime state. In the dimension of development, this axis aims to develop coastal areas whose poor inhabitants make the most of the existing marine potential. The intensive use of the Indonesian sea area will form a cross-axis of east-west and north-south. This axis is not only in the form of two cross lines, but of many paths to create a grid or nets in the sea area. The successful development of the maritime axis will later enable movement from one point to another in Indonesian territory easily, quickly, and inexpensively.

The emergence of the idea of realising Indonesia as the World Maritime Axis is from the underlying assumption that foreign policy must be relevant to the character of a country geographically. It must be based on its historical background and supported by its geopolitical and geostrategic perspectives. In this case, the concept of the World Maritime Axis has historical links with December 13, 1957, Juanda Declaration, Nusantara Insights, and the 1982 UNCLOS ratified by Indonesia. The next underlying assumption is that the concept must be able to make it as a source of state power in the 21st century. The idea of the World Maritime Axis was increasingly elaborated by President Joko Widodo at the Indonesia Summit in Beijing and Nanjing Port, on 8–12 November 2014, and the ASEAN Summit in Naypyidaw, Myanmar, on November 13, 2014, with the presence of five elements, which are maritime culture, maritime economy, maritime connectivity, maritime resilience, and maritime diplomacy.

Foreign Policy

In general terms, foreign policy is a set of formula values, attitudes, directions and targets to maintain, secure, and advance national interests in the international arena. A commitment that is basically a strategy to achieve a goal, both in the context of domestic and foreign interests, as well as to determine the involvement of a country in international issues or the surrounding environment.

As a step of commitment to promoting Indonesia's identity as a global maritime axis, the Indonesian government issued a package of foreign policy that will be implemented through five key actions. The policy will be applied within the framework of IORA cooperation that includes: maritime diplomacy to accelerate the resolution of Indonesia's border disputes, including with ten neighbouring countries; the maintenance of the integrity of the Republic of



Indonesia, maritime sovereignty and security, and welfare of the outer islands; the protection of Indonesia's natural resources in the Exclusive Economic Zone (EEZ); defence diplomacy; and the reduction of maritime competition between major countries and the resolution of regional disputes.

Maritime Diplomacy

Diplomacy is one of the critical instruments in implementing a country's national interests. Diplomacy is the primary tool in achieving national interests related to other countries or international organisations. Through diplomacy, a country can build its image. Diplomacy is also interpreted as a relationship, communication, and linkages. Diplomacy is a two-way interactive process between two countries and is carried out to reach the foreign policies of each country.

The diplomacy in this research refers to the concept of maritime diplomacy from the application of maritime diplomacy pillars in the administration of President Joko Widodo. The policy contributes to the creation of regional peace and stability by resolving problems in the sea peacefully. The Indonesian government invites all partners to work together in the maritime sector and aims to intensify maritime cooperation between countries, both bilateral and multilateral. One of the initiatives is the cooperation with the IORA, that is the only regional organisation in the Indian Ocean region.

According to the Foreign Ministry, maritime diplomacy is the negotiation conducted by two or more countries regarding maritime boundaries, cooperation, and defence. Maritime diplomacy is translated by taking a leadership role and initiating various maritime agendas and activities in Indonesia's foreign policy. One of them was in 2015-2017, when Indonesia became the head of the IORA, and for the first time, the IORA held a summit under the leadership of Indonesia.

The maritime vision of Joko Widodo's government is realised through maritime diplomacy as a media to fight for national interests and strategic issues in the maritime field, especially establishing good relations between countries. Maritime diplomacy has become an essential part of Joko Widodo's maritime government doctrine.

Indonesia conducts maritime diplomacy through the IORA at the right time, where the IORA now focuses more on maritime security and defence, trade and investment facilities, fisheries management, potential disaster management, technology and science, education and tourism cooperation, and cultural exchange.



Discussion

Indian Ocean Rim Association

The IORA is the pioneer and the only regional organisation in the Indian Ocean region. The Indian Ocean plays a strategic role, especially for the world economy, where international trade is connected from Asia to Europe and vice versa. It is the basis for developing a mutually beneficial cooperation through a consensus approach between member countries. The IORA stands on the pillars of the economy, maritime security and safety, and education and culture. The priorities for cooperation in the IORA are: (i) Maritime Safety and Security; (ii) Trade Facilitation; (iii) Fisheries Management; (iv) Natural Disaster Risk Management; (v) Academic Cooperation and Science and Technology; and (vi) Cultural and Tourism Exchange. Beyond these priorities, the IORA also raised the two cross-cutting issues of the blue economy and women's empowerment.

The pillars and priorities of the IORA collaboration are essential for the IORA, where they form the basis for running the organisation. It is expected to be beneficial for all IORA member countries. It can be realised through a consensus approach between IORA countries. So, during the course of the organisation, the direction will be clear and easier to understand so that the organisation can run as they should.

The IORA was officially established on March 6–7, 1997. Initially, the organisation was called the Indian Ocean Rim Association for Regional Cooperation (IOR-ARC). However, at the 13th Ministerial Meeting in Perth, the name IOR - ARC was changed to IORA, to increase public awareness that this forum was to unify Indian Ocean countries as a region. The main objective of its establishment was to promote sustainable and balanced economic growth for all member countries and to create a strong foundation for regional economic cooperation, by facilitating trade and removing trade barriers.

At present, IORA has 21 countries that include South Africa, Australia, Bangladesh, Comoros, India, Indonesia, Iran, Kenya, Madagascar, Malaysia, Mauritius, Mozambique, Oman, United Arab Emirates, Seychelles, Singapore, Somalia, Sri Lanka, Tanzania, Thailand, and Yemen.

The IORA also has seven dialogue partner countries that are the United States of America, Britain, Japan, Germany, Egypt, France, and the People's Republic of China (PRC). There are also two observer organisations at the IORA; the Indian Ocean Tourism Organisation (IOTO) and the Indian Ocean Research Group (IORG).

The IORA is the largest international cooperation forum in the Indian Ocean. The geographical location of IORA member countries is in the Indian Ocean circumference, where the position of the IORA member countries has a beach directly adjacent to the Indian



Ocean sea. It is what makes the Indian Ocean highly strategic and extremely important for the sea trade lane. It is a liaison for the Middle East, Africa and East Asia with Europe and the United States.

The IORA is an organisation that routinely holds meetings every two years to review the problems that occur among fellow members and around the Indian Ocean region. The IORA has multiplied in recent years. Its achievements are evident in the development of organisations that are becoming wider and deeper, as well as possessing an expanding membership. The IORA's performance has been more active since the chairmanship of India in 2011-2013 and Australia in 2013-2015.

The realisation of the commitment of cooperation in various fields is manifested across a number of platforms. These platforms are the Council of Ministers (COM), the Committee of Senior Officials (CSO), Indian Ocean Rim Academic Group (IORAG), Indian Ocean Rim Business Forum (IORBF), Working Group on Trade and Investment (WGTI), TROIKA (fora with the format of IORA Chair, IORA Deputy Chair and previous IORA Chair), and Working Group of Heads of Mission (WGHM).

The IORA's work programs are funded from the annual financial contribution obligations of each member country and special funds based on the commitment of member countries or dialogue partners.

Indonesian maritime diplomacy through the IORA in overcoming maritime security and safety by becoming a World Maritime Axis, as per President Jokowi's idea, is an idea to make Indonesia the safest water area in the world, in terms of sea transportation. The welfare of coastal communities is expected to improve by being capable of cultivating marine potential sustainably. However, seeing the strategic position and sea shipping lanes owned by Indonesia, this becomes a challenge for Indonesian maritime. There are still many maritime security and safety issues, such as piracy, IUU Fishing, border disputes, and issues related to coastal communities. Indonesia seeks to conduct maritime diplomacy to overcome these problems, where maritime diplomacy is one of the main pillars to make Indonesia a World Maritime Axis.

Indonesian Foreign Minister, Retno Marsudi explained that Indonesia's maritime diplomacy in the IORA was based on two things. It is what Indonesia can contribute to the IORA and what the IORA can provide to Indonesia. In this case, Indonesia wants to show the ability to play actively in the scope of regional cooperation so that the concept of an active and free foreign policy that has always been promoted by Indonesia, and is inherent in every foreign policy, has become an identity that continues to be known.

The maritime diplomacy agenda cannot be separated from the vision of President Jokowi, who carries the idea of Indonesia as the World Maritime Axis by having the safest waters in the world. The vision was then carried out by taking the role of chairman and initiating various maritime agendas and activities in Indonesia's foreign policy. This is evident through the events that were held during the period of Indonesia's chairmanship of the IORA in 2015-2017.

The 3rd Indian Ocean Dialogue

This meeting was held on April 13, 2016, in Padang, Indonesia. It was attended directly by the government, academics, and think-tanks. This meeting was also attended by more than 80 participants from 25 countries, which consisted of 18 member countries, six dialogue partners, and one interested country. "Addressing Maritime Security Challenges in the Indian Ocean Through Enhanced Regionalism" was the theme of this meeting and was held in collaboration between the Directorate of the Asia Pacific and African Intra-Regional Cooperation, the Indonesian Ministry of Foreign Affairs and The Habibie Center (THC).

This meeting produced the Padang Consensus that contained input for cooperation in dealing with maritime security challenges in the region. Such as, the importance of connectivity for improving the regional economy, increased naval cooperation of IORA member countries which included adequate supervision at the national level in eradicating IUU Fishing, piracy, terrorism, the ban of drug trafficking, and various other traditional and non-traditional threats. This meeting also suggested the importance of energy cooperation in the region and the formulation of a joint strategy to maintain energy resources for future generations.

International Maritime Security Symposium (IMMS)

This activity is part of the Indian Ocean Naval Symposium or IONS. The IONS is a symposium that is held every two years and is a collaborative initiative of the IORA to enhance maritime cooperation between the navies of countries situated in the Indian Ocean region. This symposium was organised by the Indonesian Navy twice. Namely, at the 2nd International Maritime Security Symposium at the Hotel Borobudur, Jakarta on September 15–17, 2015, with the theme "Maritime Confidence Building and Mutual Cooperation for Peace and Prosperity", and at the 3rd Maritime Security Symposium in Nusa Dua, Bali on August 21–23, 2017, with the theme "Maritime Cooperation for Good Order at Sea". The symposium was attended by more than 300 participants from 42 member countries of the IONS, TNI-Polri Officials, State Ministries, academics, and maritime organisations. This biennial event, organised by Indonesia, was expected to strengthen the maritime cooperation of countries in the Indian Ocean region to overcome various problems related to piracy, border conflicts and others, and maintain the stability of regional maritime security. It demonstrated Indonesia's role in the international world and showed that Indonesia has

potential as a maritime country. It confirmed Indonesia's position as the World Maritime Axis.

IORA 20th Commemorative Leader Summit 2017

The High-Level Conference was held for the first time in the history of the formation of the IORA collaboration in Jakarta, Indonesia on March 5–7, 2017. The format of the summit meeting was an initiative of Indonesia's leadership during the 2015–2017 IORA period. The theme was “Strengthening Maritime Cooperation for a Peaceful, Stable and Prosperous Indian Ocean” to bring the spirit of Nawa Cita and prioritise the agenda of the World Maritime Axis during Joko Widodo's reign. Indonesia invited IORA leaders to envision an Indian Ocean region that is peaceful, stable, and prosperous, as Indonesia embodied the idea of the World Maritime Axis.

The Summit discussed six priority issues of IORA cooperation. They were maritime safety and security; trade and investment facilitation; fisheries management; natural disaster risk management; academics, science and technology; and tourism and socio-cultural exchange. To date, they have developed into the concrete cooperation between IORA member countries. There were three documents produced by the 2017 IORA Summit on Indonesian initiation that were approved by the IORA's members. The documents included Jakarta Concord, related to the future IORA technical guidelines in facing challenges in the region; the IORA Action Plan, which consisted of concrete actions to implement the Jakarta Concord; and finally, the IORA Declaration on Preventing and Countering Terrorism and Violent Extremism document. The three documents were initiated by Indonesia and produced to promote peace, stability, and prosperity among the countries of the Indian Ocean region.

Then, at the 2017 IORA Summit, there were a series of supporting activities. This included an exhibition with the theme, "The Great Voyage Indian Ocean", where the exhibition took the form of photo reproductions, classic maps, artefacts, artworks, and photographs of archipelago tourism objects in the Indian Ocean Circle that were designed in the form of a ship. This exhibition provided information and understanding to the guests of the IORA about the history of the archipelago from hundreds of years ago. People took a great cruise across the Indian Ocean to, and departed from, the archipelago to open a new world. It was related to Indonesia's diplomatic strategy to promote Indonesia as a maritime country with a historical maritime culture that has existed for hundreds of years.

Indonesian Maritime Diplomacy through IORA in Enhancing Maritime Connectivity and Sustainable Development

Being the world's maritime axis, Indonesia not only seeks to overcome maritime safety and security issues but must ensure ease in the maritime connectivity and infrastructure

development, given Indonesia's geographical condition as the largest archipelago in the world. Sustainable development for coastal areas is also vital to ensure prosperity, while not forgetting to protect the environment.

Through its leadership at the IORA, Indonesia carried out maritime diplomacy by initiating activities related to maritime connectivity and sustainable development which included:

IORA Business Summit 2017

This meeting was part of a series of events at the IORA Summit. The 2017 IORA Business Summit was held on March 6, 2017, in Jakarta. The IORA Business Summit was attended by more than 300 participants that included 83 CEOs from 21 IORA member countries and seven dialogue partner countries. It was divided into three sessions discussing worship for small and medium enterprises (SMEs), women's empowerment, and increasing tourism and connectivity through development infrastructure. The IORA Business Summit was held by the Indonesian Chamber of Commerce with the Ministry of Trade, BKPM, the Ministry of Foreign Affairs and the Indonesian Ministry of Foreign Affairs, and produced the Joint Declaration on the IORA business community to build a partnership for a sustainable and equitable economic growth. This meeting was an effort to develop the Indian Ocean region, and was in line with the idea to make Indonesia a world maritime centre. To realise these goals, the Government of Indonesia would increase infrastructure development, technology development, and eliminate economic obstacles through cooperation between IORA member countries.

During this meeting, Indonesia sought maritime cooperation through the tourism sector with member countries and IORA dialogue partners, which were investment cooperation in ten priority tourism destinations (Lake Toba, Tanjung Kelayang, Tanjung Lesung, Thousand Islands, Borobudur, Bromo, Mandalika, Wakatobi, Morotai Island, Labuan Bajo) from an IORA member country. It was related to the development of tourism and connectivity through sustainable and equitable infrastructure development throughout the archipelago. To support this, Indonesia also granted visa-free short visits to 169 countries, facilitated the entry of yachts into Indonesian waters by revoking the Clearance Approval for Indonesian Territory (CAIT), and the focus of air connectivity programs to increase seat capacity.

The Second IORA Ministerial Blue Economy Conference

On May 8–10, 2017, the Government of Indonesia, through the Ministry of Maritime Affairs, held the Second IORA Ministerial Blue Economy Conference as a follow up to the IORA Summit and establishing concrete steps towards the IORA Action Plan target. The series of meetings were attended by eight ministers/officials and 21 delegates from member countries, six IORA dialogue partner countries, and international organisations including the Food and

Agriculture Organization (FAO) and the World Bank. The IORA Ministerial Meeting specifically discussed the implementation of the blue economy concept, in which there were five issues of fisheries and aquaculture, inter-port cooperation, patriotic cooperation, marine tourism, and marine plastic waste.

This meeting produced a final document called the Jakarta Declaration on Blue Economy. This document contains the principles of blue economy cooperation towards sustainable development that provides socio-economic benefits, especially for coastal communities in the Indian Ocean region.

Meanwhile, during this meeting, Indonesia provided technical assistance and financial assistance to IORA member countries that included:

- a. Aquaculture and fisheries through training in Bungus and Pangandaran, building Indian Ocean observation centres, Bungus fisheries assistance units, exchanging expertise in CFF (Coral Reef, Fisheries and Food Security), cooperation in Indonesian investment in aquaculture in IORA member countries and regions fish-catching;
- b. Marine tourism through the management of the National Park, diving training, directions for tourist destinations, and marine conservation training;
- c. Business private sector investment in drinking water/land;
- d. Renewable marine energy through electricity (currents, wind, waves), conservation of marine thermal energy, and seawater desalination;
- e. Development of port and shipping infrastructure and connectivity and logistics systems;
- f. Deep-sea mining through the norms and principles of marine mining, biodiversity beyond national jurisdiction, and strengthening of the continental shelf capacity.

Meanwhile, Indonesia was considered to be successful in leading the IORA, where Indonesia increased the active role of the IORA for its member countries. Various activities were carried out in addition to maritime-related activities from 2015 to 2017, which included the International Symposium IORA 20th Anniversary: Learning from the Past and Charting the Future, the establishment of the IORA Business Center (BIC) program initiated by LIPI, the IORA meeting Guide for Investment, Regional Workshop: Intersection of Culture and Civilization in the Indian Ocean, and the IORAG Cultural Expo. Indonesia also succeeded in producing a document on its chairmanship, as a basis for cooperation between IORA member countries, along with a concrete action plan for the continuity of the organisation called the Jakarta Concord and IORA Action Plan. Until now, when the leadership of the IORA has changed hands to South Africa, the document is used as a basis for cooperation for the future of the IORA.



Conclusion

As the largest archipelagic country in the world, that has enormous marine potential and is supported by a strategic geographical position, Indonesia is aware of the nation's identity as a maritime nation. The country seeks to play an essential role in realising its goal as the World Maritime Axis.

To be the World Maritime Axis that the country has long aspired for, Indonesia is required to have not only the safest waters in the world, with all its marine activities, but also, the ability of its coastal communities to manage the country's marine potential in a sustainable manner. Therefore, Indonesia has made various efforts to achieve these goals. One of which, was to take advantage of the opportunity as a leader of the IORA in the 2015–2017 period, by conducting maritime diplomacy through various initiatives.

The initiatives included the 3rd Indian Ocean Dialogue that produced the Padang Consensus; the International Maritime Security Symposium (IMMS) that resulted in the multilateral defence training cooperation between IORA member countries; the IORA 20th Commemorative Leader Summit 2017 that produced the Jakarta Concord along with the IORA Action Plan; The Great Voyage Indian Ocean exhibition which produced an influence on Indonesia's image as a maritime country; the 2017 IORA Business Summit that produced a Joint Declaration on the IORA Business Community to Build a Partnership for a Sustainable and Equitable Economic Growth; and The Second IORA Ministerial Blue Economy Conference that issued the Jakarta Declaration on the Blue Economy.

The concept of the world maritime axis is a new concept of Indonesian foreign policy. It can be used as a real source of strength to achieve the goals of the country. Indonesia proposed five initiatives, as described above, during its leadership at the IORA. Based on the activities that were carried out during Indonesia's leadership, it showed that Indonesia optimised its efforts to provide an active role as a maritime country among IORA member countries. Indonesia also managed to lead the IORA, as evidenced by the increasingly active role of the IORA in the region. Furthermore, the ability to produce documents that served as a foundation of the priority cooperation, along with concrete action plans for IORA cooperation, which were named the Jakarta Concord and the IORA Action Plan. Indonesia increased its bargaining power as the world maritime axis through financial assistance and technical assistance during its leadership period at the IORA.



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