

CHAPTER II

HISTORY OF INDONESIA MARITIME

Indonesia as an archipelago has a long history in its development to achieve glory in the maritime world. With various uses of power and inter-royal diplomacy that existed in Indonesia in ancient times, the maritime sector was considered necessary for the future of a nation. In this chapter, the author will explain maritime history in Indonesia, the Two Emporium of the Archipelago Maritime Kingdom and essential events in the development of Indonesia as a maritime country.

A. History of Indonesia Maritime

Etymologically the Indonesian word comes from the Greek language "indos" which means India and "nesos" which means island. JR Logan was the first person to use the name Indonesia (1850). Then it was popularized by Adolf Bastian in Indonesian books (1884). Indonesia is identical with the term islands nation. This term was born because geographically Indonesia is the largest marine country in the world, with the second longest coastline in the world after Canada and spread with more than 17,000 both large and small islands. Therefore, the sea is a real habitat of Indonesia (Zuhdi, 2014).

The word archipelago itself in the dictionary of Indonesian Language (KBBI) means a group of several islands or a group of islands. Alternatively, in the dictionary of Dutch Language van Dale, archipel means zee ver van elkaar verwidderd ligt which means sea with a large number of islands or groups of islands located not too far from each other. It can be concluded that the archipelago or archipel is sea where spread a group of islands (Hamid, 2015).

AB Lopian, the Indonesian maritime historian, believes archipelagic is more accurately interpreted as a sea state or maritime country rather than an archipelago because the main subject is the sea, not the island. AB Lopian also believes that the Indonesian state was jointly formed by three core seas, namely the Java Sea, Flores Sea, and the Banda Sea. Whereas historian Denys Lombard argues that the sea among islands, instead of separating, it unites. In more than 40% of international trade that crosses Indonesia, everything is done by sea. In his opinion, Lombard proposed five geographical regions as a link. The five regions include (Lombard, 2005):

The first is the Malacca Strait that unites the eastern coast and the west coast of the peninsula. The second is the Sunda Strait that has succeeded connecting Lampung region in the southern part of Sumatra and the Sunda region in the western part of Java. The third, the Java Sea links the southern part of Borneo with Java. The fourth, the sea also succeeded in uniting Makassar with its hinterlands with a series of ports under the control of the Makassar Sultanate, including Selayar and Buton. The five is Maluku Sea that connects several islands such as Banda, Ambon, Seram, Ternate, and Tidore. Effective control over an area determines control of all of Indonesia. As in Sriwijaya and Majapahit kingdoms, its hegemony over the control of the sea also affected the glory of the Indonesian nation as a maritime country.

B. Two Emporiums of Archipelago Maritime Kingdom

History says that since the days of the kingdom, maritime affairs in Indonesia had a considerable influence, where all forms of trade and shipping activities could be appropriately controlled and at that time the kingdoms in Indonesia were highly respected internationally. Two Maritime Kingdom Emporiums which had built Indonesian

maritime were the Sriwijaya Kingdom and the Majapahit Kingdom.

a. Kingdom of Sriwijaya

The kingdom of Sriwijaya was a coastal kingdom, a prosperous one, and a ruling country in the southeast Asian region. The power of the Sriwijaya Kingdom was created by the habits of international trade through the Malacca Strait so that it was associated with international trade routes from East Asia to West Asia and Europe. Sriwijaya's geographical location was an excellent asset to participate in international trade that began to develop between India and the mainland of Southeast Asia (Pradhani, 2017).

As a maritime kingdom that lived based on the trade and shipping sector, the Sriwijaya rulers-controlled trade and port routes through the habit of hoarding goods to be traded. On its progress, the habit of hoarding goods became customary law which was called "forced hoarding of goods" (Wulansari, 2012). Sriwijaya used "forced hoarding of goods" to require ships to stop at its port. With the arrival of ships in the port of Srivijaya, the King of Sriwijaya Kingdom could collect fees from trade through the Sriwijaya maritime region. With the expansion of the Srivijaya region, the customary law of "forced hoarding of goods" also had a broader scope because the King of Sriwijaya obliged local and foreign vessels to pass through his conquered areas either from China or to China to stop at the port of Sriwijaya (Wolters, 1970).

To perpetuate its power, the Sriwijaya Kingdom established diplomatic relations with other superpower countries around it. Through this diplomatic relationship, Sriwijaya's power over his territory was recognized by other kingdoms and also gained support if there was an attack on the kingdom. Apart from diplomatic relations, the development of Sriwijaya's power was carried out through the control of existing trade nodes and trade flows in various ways, such as shipping and military expeditions. In 1325 AD the role of

Sriwijaya as an international kingdom ended because it was conquered by the Majapahit Kingdom (Djoko Suryo & Darmanto, 2014).

b. The Kingdom of Majapahit.

At around 1300 AD, the Majapahit Kingdom emerged. The specialty of the Majapahit Kingdom was its ability to synergize the traditions of river commerce and agrarian traditions with maritime potential that it had mastered through the maritime tradition of Kediri. The Majapahit Kingdom controlled its territory through expansionary habits with persuasive ways. If effective methods were unsuccessful, military force was used. This custom created territorial control customary law that gave freedom to conquered areas to regulate their household affairs, while at a particular time showing compliance with the Central Government of Majapahit (Nugroho, 2010).

If an area was subdued under the authority of Majapahit, then, in general, the Majapahit Government did not interfere in the internal affairs of the area. Majapahit only obliged its subordinates to deliver tribute or submission money, send envoys at certain times as a sign of subjugation under the control of Majapahit, and in making decisions by the wishes of the Majapahit Government for its territory. For areas far from the center of Majapahit power, Majapahit's power was used as an influence on the area (Kawuryan, 2006).

To guarantee the security in its territory, when the western part of Kalimantan in 1369 AD was disrupted by pirates from Sulu, Philippines, who were assisted by China, soon the Majapahit fleet appeared in the South China Sea so that the area was spared from troublemakers. In 1370 AD, three kings in the archipelago tried to break away from Majapahit and sent his envoy to China; as a result, Majapahit sent a fleet, and in 1377 the kings were killed. The domination of the Kingdom of Sriwijaya and the Majapahit Kingdom on its maritime territory is not only caused by trade activities based on strategic geographical location but also due to

industrial control. That the demand of the Asian and world markets for Indonesian products is not only for tropical crops, but also for industrial products, such as metal tools for household appliances, agriculture, weapons, and carpentry; and textile production in the form of traditional fabrics and gold and silver jewelry. The demand for industrial production can be fulfilled by the two kingdoms so that many foreign ships stop in Nusantara to trade (Pradhani, 2017).

As a maritime kingdom, a strong navy is a mandatory prerequisite to guarantee the stability and continuity of a kingdom. Both Sriwijaya and Majapahit had a strong navy to maintain control of the two kingdoms maritime territory. In the Sriwijaya government structure, the Royal Navy Admiral as a significant military position was directly under the king of the highest ruler and parallel to the patih (mangkubumi) with the primary task of maintaining territorial integrity and safeguarding the interests of Sriwijaya in the trade sector (Achadiati, 1988).

The strength of Majapahit Kingdom's fleet was confirmed in Negarakertagama that Majapahit had a huge navy to protect subject areas and to punish regional authorities who defied the government. The Javanese Fleet was the most significant force of the Majapahit warship fleet due to its most heavy duty to guard the high center of the Majapahit palace. The navy was placed on the coast of North Java to protect the central government, some were spread to supervise subject areas, and were used to escort officers who collected tribute in the area so that security was guaranteed and ran smoothly. To support its fleet, the Majapahit Kingdom had a strong shipping industry (Mulyana, 1979).

C. Important Events in the Development of Indonesia as a Maritime Country

a. Deklarasi Djuanda (1957)

The Djuanda Declaration is a structural and legal basis for the Indonesian national integration process as a maritime

country. Prof. Dr. Hasjim Djalal is one of the Indonesian diplomats who could carry out the mandate of the Djuanda Declaration on 13 December 1957 to become an international marine law, in which Indonesia is recognized as an archipelago with an outer boundary of land up to 200 nautical miles (Syafrinaldi & Ellydar Chaidir, 2016). Djuanda Declaration which was initiated on December 13, 1957, by Prime Minister Ir. Djuanda is an affirmation to the international community about the concept of the Unitary State of the Republic of Indonesia which includes the surrounding sea area and the islands within the territory of the Republic of Indonesia. With many islands in Indonesia, the vast sea does not mean to separate but unites thousands of islands in Indonesia (Setianegara, 2014).

The contents of the Djuanda Declaration written on December 13, 1957, stated that Indonesia declared itself as an archipelagic country. The archipelago had been a unit for a long time and the provisions of the 1939 regulation on Ordinance. It could divide Indonesian territorial integrity. To realize intact and integrate a form of the territory of the Unitary State of the Republic of Indonesia, and to determine its territorial boundaries, it needs archipelagic principles and to regulate peaceful shipping traffic which further guarantees the security and safety of the NKRI (Zakky, 2017).

b. UNCLOS (1982): Indonesia as an archipelago state (1985)

International recognition of Indonesian sovereignty as an archipelagic state was successfully obtained by President Soekarno through diplomacy, starting from the Djuanda Declaration of 1957 to the convention of national unions regarding maritime law and the United Nations Convention on the Law of the Sea (UNCLOS) in 1982 which took place in Montego Bay, Jamaica. Indonesia ratified UNCLOS 82 through Constitution number 17 of 1985 and had been valid as a positive law since November 16, 1994 (Purdijatno, 2010).

Guided by UNCLOS 82, it has been explained about the determination of sovereignty and sovereign rights in the Indonesian waters law regime as follows (Ade prasetia, 2016).

1. Sea area is as full as 12 nautical miles from the baseline where Indonesia has full sovereignty over the sea of this region. It means that the state has the right to regulate all provisions of national law in this area.
2. Additional zones are as full as 24 nautical miles from the baseline. Indonesia has sovereign rights in the field of sanitation, immigration and fiscal in areas up to 24 nautical miles.
3. Exclusive economic zone is as full as 200 nautical miles from the baseline. Indonesia has a sovereign right in the exploration of marine resources in the EEZ region.
4. The continental shelf reaches 350 meters. Indonesia has the right to use natural resources on the continental shelf.

After the ratification of UNCLOS 82, Indonesia has obtained additional territorial waters of around 3.1 million km² and in addition to 2.7 million km of EEZ. So that the whole NKRI sea reached 5.8 million km², consisting of 0.8 km² of the territorial sea, 2.3 million km² of the sea of the archipelago and 2.7 million km² of EEZ territory. So, with the ratification of UNCLOS 82, the status of Indonesia as an archipelago has been recognized by worldwide. Thus, Indonesia has the sovereignty and authority to preserve and maintain the integrity of its sea area (Purdijatno, 2010).

c. Maritime Continent Convention (1996)

The concept of the Indonesian Maritime Continent as the actualization of the Archipelago Insight declared by the President of the Republic of Indonesia in the Indonesian Maritime Continent National Convention on 18-19 December 1996 in Makassar, South Sulawesi, on the cooperation of the National Defense Council and BPP-Technology. Indonesian President, Joko Widodo, many Indonesian ministers, and other top executives of the high-rank Indonesian national agencies

signed the document consecutively. (Muzani, Asma Irma Setianingsih & Warnadi, 2017).

The area called the Maritime Continent covers the islands of Indonesia, Malaysia, the Philippines, Papua New Guinea and an archipelago in the east and the Indonesian part is called the Indonesian Maritime Continent, and it is the most significant part under one government. Beliefs that must be put forward in the framework of managing and building maritime-based concepts are the Indonesian Maritime Continent, the Indonesian nation's *lebensraum*, in the sense that the Indonesian sea is not only a place for fish and coral reefs, or something that is pleasing to the eye, but living space, movement space and breathing space. The Indonesian nation must "live from and with the Sea." It is Indonesian marine doctrine. Concretely, this means that the ocean is a source of income (a source of protein and an energy source); source of employment opportunities; source of economic power development; sources of science and technology development; source or land to regulate tactics and defense arts; source of unifying elements; and a source of inspiration for artists, scientists, statesmen, and thinkers (Widiatmoko, 2018).

The Marine Doctrine had to be complemented by Indonesian Marine Politics which reads (Muzani, Asma Irma Setianingsih, Warnadi, 2017): Islands, oceans, and air above it constitutes a political, economic, socio-cultural, as well as defense and security unit; The Indonesian Ocean is "lebensraum" for the Indonesian people; The Indonesian Maritime Continent is only for the Indonesian nation.

d. Cabotage Principle (2005)

On March 28, 2005, in the era of President Susilo Bambang Yudhoyono's administration, a Presidential Instruction Number 5 of 2005 was issued concerning the Empowerment of the National Shipping Industry. It is a real milestone in the re-enactment of the cabotage principle. The cabotage principle is an exclusive right for the state to implement regulations in the field of shipping, air, or land in

the scope of the country's territory through its laws and regulations (Instruksi Presiden Republik Indonesia Nomor 5 Tahun 2005 Tentang Pemberdayaan Industri Pelayaran Nasional, 2005).

On May 7, 2008 Law Number 17 of 2008 concerning Shipping was born. Namely in Article 8 which states that domestic sea transportation activities are carried out by national sea transport companies, using Indonesian-flagged vessels and manned by crew members of Indonesian citizenship (Undang Undang Republik Indonesia Nomor 17 Tahun 2008 Tentang Pelayaran).

Technically, the application of the cabotage principle in the Shipping Law is further regulated in Government Regulation Number 20 of 2010. It concerns to the Water Transportation which confirms that the implementation of transportation is carried out by applying the cabotage principle consequently and consistently so that the national sea transportation company becomes the host in the country itself (Asas Cabotage di dalam Hukum Maritim Indonesia, 2017).

e. Maritime Axis Nawacita (2014)

Indonesia is the largest archipelagic country in the world that has the potential to become the Global Maritime Fulcrum. The Global Maritime Fulcrum aims to make Indonesia a large, stable and prosperous maritime country through returning Indonesia's identity as a maritime nation, safeguarding interests and maritime security, empowering maritime potential to realize Indonesia's economic equality.

To reach the Global Maritime Fulcrum country will include the development of maritime processes from the aspects of infrastructure, politics, socio-culture, law, security, and economy. Enforcement of the sovereignty of the NKRI sea area, revitalization of marine economic sectors, strengthening and development of maritime connectivity, environmental damage rehabilitation and biodiversity conservation, as well as improving the quality and quantity of

marine human resources, are the leading programs in an effort to realize Indonesia as a Global Maritime Fulcrum (Menuju Poros Maritim Dunia, 2016).

The above development program is included in the 2015-2019 RPJMN. The 2015-2019 RPJMN is a national mid-term development plan for the period of 2015-2019 as a description of the vision and mission of President Joko Widodo and Vice President Muhammad Jusuf Kalla, and also is the third medium-term development plan of the National Long-Term Development Plan 2005-2025 which has been established through Law Number 17 of 2007. By referring to the 1945 Constitution and Law No. 17 of 2007 concerning the RPJP, the 2015-2019 RPJMN was compiled as an elaboration of Vision, Mission, and Agenda (Rencana Pembangunan Jangka Menengah Nasional 2015-2019, 2014).

Nawacita is the goal of the government of Joko Widodo, especially the primary and third goal, namely to bring the country back to protect all nations and provide a sense of security to all citizens, through non-active foreign policy. Reliable national security in the form of integrated national defense and defense development planning based on national interests and strengthening identity as a maritime country. After that, the world's maritime axis emerged and was campaigned as a government policy, by making the maritime sector a blend and the purpose of building its cabinet.

After that, the world's maritime axis emerged and was campaigned as a government policy, by making the maritime sector a blend and the purpose of building its cabinet. In realizing Indonesia as the world's maritime axis, President Joko Widodo launched five main pillars in realizing the ideals of Indonesia as a world maritime axis. Five pillars of maritime policy are maritime culture, maritime resources, infrastructure, and maritime connectivity, maritime diplomacy, and maritime defense (Lima Pilar Kebijakan Maritim untuk Menjadi Poros Maritim Dunia, 2017).

D. History of the Republic of Indonesia Ministry of Maritime Affairs and Fisheries

Marine and Fisheries Development was marked by the determination of the dimensions of the sea as a separate sector in the 1993 GBHN. However, the establishment of a new institution was marked by the establishment of the Ocean Exploration Department (DEL) in the National Unity Cabinet in 1999 during the KH. Abdurrahman Wahid. The first minister who served was Ir. Sarwono Kusumaatmaja. DEL tasks and functions are listed in Presidential Decree No.136 of 1999 concerning Position, Tasks, Functions, Organizational Structure, and Work Procedures of the Department. In the same year, there was a change in DEL nomenclature to the Maritime and Fisheries Exploration Department (DELP) through Presidential Decree No.147 of 1999. Then in 2000, a cabinet reshuffle changed the DELP nomenclature to the Ministry of Maritime Affairs, Affairs and Fisheries (DKP) as stated in the Presidential Decree No.165 of 2000 and perfected by Presidential Decree No. 177 of 2000 concerning Organizational Structure and Tasks of the Department (RI, 2017).

The establishment of the Ministry of Maritime Affairs and Fisheries (DKP) expected the emergence of reliable economic sources for national development and encouragement from various parties (universities, NGOs, and leaders) who were aware of the high potential but had not been used optimally especially in coastal and small island areas. DKP is a form of strategic step to strengthen the national economy to overcome the current economic crisis and prepare the nation towards the era of globalization (Perikanan, Direktorat Jenderal Pengelolaan Ruang Laut, 2017).

In subsequent developments, it was later changed back to the Ministry of Maritime Affairs and Fisheries by Presidential Regulation Number 47 of 2009 concerning the Establishment and Organization of State Ministries, Nomenclature of the Ministry of Maritime Affairs and

Fisheries is the Ministry of Maritime Affairs. Affairs and Fisheries, while the organizational structure in the Ministry of Maritime Affairs and Fisheries had not changed. The establishment of the Ministry of Maritime Affairs and Fisheries was a challenge, as well as opportunities for the development of the Indonesian marine and fisheries sector (Humas, 2015).

That is, how this KKP places the marine and fisheries sector as one of the mainstay sectors that can deliver the Indonesian Nation out of a prolonged economic crisis. There are at least some underlying reasons. First, Indonesia as an archipelago with an island number of 17,508 and a coastline of 81,000 km is not only the largest archipelagic country in the world but also has a vast natural resource wealth of the sea and has not been utilized optimally. Second, for decades, the country's development orientation was more onshore, resulting in depleted land resources. Therefore, it is natural for marine resources and fisheries to grow in the future. Third, related to population growth and increasing human awareness of the importance of fisheries and marine products for human health and intelligence, it is firmly believed that it can still improve fisheries and marine products in the future. Fourth, active coastal and marine areas not only have potential resources but also have the potential for the development of various extractive development activities such as industry, settlements, conservation and so on (Sejarah KKP, 2017).

The explanation in Chapter II provides an overview history of maritime in Indonesia. The history of maritime now started on Sriwijaya and Majapahit kingdom. Then the explanation about important Events in the Development of Indonesia as a Maritime Country start on Deklarasi Djuanda, UNCLOS (1982): Indonesia as an archipelago state, Maritime Continent Convention, Cabotage Principle, and Nawacita Maritime Fulcrum.