

INDONESIA - CHINA BILATERAL COOPERATION TO IMPROVE THE QUALITY OF HUMAN RESOURCES IN THE MARITIME SECTOR AS AN EFFORT TO ACHIEVE THE WORLD MARITIME AXIS VISION

Loisa Eunike Lude¹, Megahnanda Alidyan Kresnawati²

^{1,2}. Hubungan Internasional, FISIP, Universitas Pembangunan Nasional "Veteran" Jawa Timur

Correspondent author: Loisaeunike1@gmail.com

Surabaya, Jawa Timur, Indonesia

Abstract

This study aims to determine the bilateral cooperation efforts that the Indonesian government has carried out to improve the quality of human resources in the country to realize the vision of becoming the world's maritime axis. This research is descriptive and uses a qualitative approach. The techniques used in data collection are interviews and data collection from various written sources, such as documents, journals, scientific articles, books, newspapers, reports, and others. The results of this study show that bilateral cooperation carried out by the Indonesian government is bearing fruit because China is also willing to support Indonesia to achieve this vision of the world's maritime axis.

Keywords: *Bilateral Cooperation; Indonesia; Maritime; World Maritime Axis*

Open Access at: <https://journalpublicuho.uho.ac.id/index.php/journal/index>

Journal Publicuho is licensed under a [Creative Commons Attribution 4.0 International License](#).

INTRODUCTION

Each country has several interests that include various goals to be achieved. These goals are related to the needs and aspirations of the country. Indonesia has many goals to achieve, one of which is strengthening its identity as a maritime country. This is closely related to the awareness that Indonesia has a vast water area, so it is often called a maritime country. Indonesia is ranked second with the longest coastline in the world after Canada. According to the United Nations (UN) Convention on the Law of the Sea (UNCLOS), it is known that Indonesia has a territorial water of 6,315,222 km², with a sovereign territory of 3,374,668 km², and a territorial waters under sovereignty of 2,940. 554 km² (Saragi et al, 2018).

The strategic geographical position means that Indonesia's territorial waters significantly influence Indonesia and other countries. Based on research conducted, it is estimated that around 90% of global trade is carried out by sea, with around 40% passing through Indonesian waters (Ministry of Transportation of the Republic of Indonesia, 2018). This situation is very beneficial for Indonesia because Indonesian waters will always be an essential location in world trade. With so much maritime potential, which is considered to be able to provide enormous benefits for the nation, this ultimately gave rise to the desire of the seventh president of Indonesia, namely Ir. H. Joko Widodo, to make Indonesia the world's maritime centre, where all activities carried out via waters will depend on Indonesian waters.

The vision of the world maritime axis is to make Indonesia a maritime country that is sovereign, independent, advanced, strong, and able to contribute positively to global security and peace by the national interests of the Indonesian state. This vision encourages the Indonesian government to have a large capacity to manage and utilize its rich marine resources to increase the nation's prosperity.

To support the achievement of this vision, the government cannot only focus on domestic affairs. However, it must also actively play a role on a global scale by establishing bilateral cooperation as part of international cooperation. This was done because the Indonesian government realized that even though Indonesia has great potential in the maritime and marine sector, which has various resources capable of improving people's welfare, limitations in development in this sector are still obstacles. The concept of a maritime state shows that a country can be called a maritime state if its territorial waters are well managed and utilized as a resource that supports the country's sustainability. This also indirectly indicates that the management and utilization of maritime potential has yet to reach optimal levels. The Indonesian government is aware that the country's Human Resources (HR) still needs sufficient quality knowledge in the maritime sector, resulting in a less-than-optimal ability to utilize all existing potential. This problem is why the Indonesian government wants to provide much training to various parties so that they have sufficient quality knowledge to manage the various maritime potentials they have to make Indonesia superior in its maritime sector.

Indonesia's vision of becoming the world's maritime axis is starting to attract the attention of many countries. China is one of the big countries that is willing to provide support to Indonesia in achieving this goal.

Over the years, Indonesia and China have built cooperative relations in various fields; China is even determined to be one of the most significant contributors to Indonesia's income (brin.go.id, 2023). China also has a significant maritime power and influence in global waters. This encourages the Indonesian government's desire to develop cooperation in the maritime sector and make agreements that benefit both parties.

METHODs

This research is descriptive, namely research that aims to systematically describe and explain a phenomenon that has occurred or is occurring. The research aims to increase understanding of how the government seeks to become the world's maritime axis through bilateral efforts. According to K.J. Holsti, international cooperation is when two or more parties have different interests or goals but face each other and try to reach a mutually beneficial agreement, which can then be introduced and implemented jointly by all parties

involved. Bilateral cooperation, as explained in (Avivi & Siagian, 2020), is a situation where two countries decide to build cooperation that provides mutual benefits to each country. In principle, bilateral cooperation occurs because there is similarity and understanding of specific goals, which encourages sustainable cooperation in the long term.

The data analysis technique used refers to the interactive analysis model from Miles, Huberman & Saldaña (Milles et al., 2014), which was quoted from the journal (La Ode Muhammad Elwan et al., 2022), namely The data is analyzed using several steps, namely analyzing the data with three steps: data condensation, presenting data (data display), and drawing conclusions or verification (conclusion drawing and verification). Data condensation refers to the process of selecting, focusing, simplifying, abstracting, and transforming data.

RESULT AND DISCUSSION

The similarity of goals between Indonesia, which has a vision of a global maritime axis, and China, with the vision of a One Belt, One Road initiative, encourages the Indonesian government to support China's vision actively. The One Belt One Road (OBOR) project is designed to strengthen China's trade relations with various countries worldwide, including Indonesia. According to Xi Jinping, this shared vision in terms of connectivity is critical. With a connected maritime transportation network in Indonesia, China can optimally utilize this route to distribute its products throughout Indonesia. This is expected to increase state income through sea route trade (Maritim.go.id, 2023).

This step to build bilateral cooperation was taken with the hope that China will provide support in realizing Indonesia's vision of a world maritime axis. In this collaboration, Indonesia and China need to align their perceptions and designs with the concept of the world maritime axis that Indonesia has, namely, to strengthen Indonesia's position as a maritime country; this includes providing a more robust national identity, increasing connectivity between archipelagic countries is prominent in the world, and functions as a connecting bridge between various geographical directions, especially the east, west, north and south.

Both countries must implement a maritime cooperation mechanism in bilateral cooperation between Indonesia and China, as explained in the Memorandum of Mutual Understanding (MSP). The mechanism is as follows:

1. The two countries agreed to establish a high-level dialogue and cooperation mechanism, represented by officials and coordinating ministers from each party.
2. Furthermore, the parties who met agreed that the Maritime Cooperation Committee (KKM) between China and Indonesia which was formed based on the 2012 Memorandum of Understanding (MSP) would be replaced by DTMKS, which

is the steering body for maritime cooperation under the updated MSP with the mandate as following: (a) Planning areas of long-term maritime cooperation, (b) Providing policy direction, (c) Examining and approving cooperation projects, (d) Overseeing the management of maritime cooperation funds, (e) Making decisions regarding important issues concerning maritime.

3. Both sides agreed to establish a technical committee for maritime cooperation.

This mechanism is designed to ensure that this collaboration can be carried out in a targeted manner. After the meeting between the two parties was held, several cooperation projects were realized as concrete evidence of the bilateral cooperation that had been built.

Bilateral Efforts by Indonesia and China to Improve the Quality of Human Resources in the Maritime Sector.

In the Indonesian government's efforts to achieve the vision of a world maritime axis, at least several aspects must be considered: trade and economic cooperation, labour technology exchange, and maritime security. In the field of maritime affairs, the Indonesian government has made several efforts to improve the quality of its country's human resources; these efforts are:

1) Improving the quality of human resources in the field of maritime security

To achieve the vision of a world maritime axis, maritime security is one aspect that must be addressed. Locating in a strategic position in the maritime world provides excellent benefits for the community's welfare. However, it cannot be denied that this also carries maritime security risks that may threaten security in Indonesia's territorial waters. Seeing the increasing maritime threats, the Indonesian government realizes the importance of increasing supervision in Indonesian waters.

Based on the memorandum of mutual understanding agreed upon by the governments of Indonesia and China regarding strengthening maritime cooperation, the two countries collaborate in various aspects in their respective interests, such as enforcing maritime law, carrying out joint military exercises, and exchanging information. One concrete result of this collaboration is the implementation of joint military training operations focusing on sea search and rescue. Efforts to increase the capacity of naval search and rescue division personnel are carried out through training and workshops. They are conducting Joint Military Exercises between the Indonesian and Chinese Navy.

On May 8, 2021, joint military exercises were held again between the Indonesian Navy and the Chinese Navy in the waters around Jakarta. The joint exercise aims to improve coordination in emergencies at sea. In this training, China included two armed frigates and naval personnel that had been prepared. At the same time, Indonesia and the Indonesian Navy also sent the KRI, a frigate and missile escort ship (antaranews.com, 2021).

2) Increasing the quality of human resources in the field of Maritime Technology

The Indonesian government recognizes that shipping safety is a crucial aspect of maritime transportation in Indonesia, and to achieve this, an adequate understanding of various things, including information technology, is essential. Rapid developments in information technology can facilitate the process of collecting essential data that can be used to predict conditions at sea. This can potentially reduce the risk of maritime accidents by enabling early identification of potential hazards (dephub.go.id, 2019). The Indonesian government is aware that the country's knowledge of human resources (HR) still needs to be improved regarding information technology needed for the shipping sector. Therefore, the Indonesian government is again collaborating with China to increase this understanding. To improve human resources in the field of maritime technology, the two countries held a meeting to exchange experiences in the use of intelligent maritime technology based on information technology. The main goal is to improve the safety and security of ship navigation by utilizing this technology.

On 25-29 March 2019, Indonesia and China collaborated to conduct a workshop with the theme of the activity Workshop on the Smart Maritime Management and Services in the Straits of Malacca and Singapore located in Guangzhou (dephub.go.id, 2019). This meeting was attended by 12 employees from the Ministry of Transportation, consisting of representatives of the Directorate General of Sea Transportation and staff from the Center for Information and Communication Technology (Pustikom) representing Indonesia. In the workshop, China introduced superior, innovative maritime technology to facilitate port state control (Port State Control) to monitor the development of ship traffic in the waters. This application will provide information regarding sea currents, wave conditions, types and number of ships sailing, shipping destinations, and weather forecasts. In addition, this application will also play an essential role as an emergency command centre to respond to unexpected situations in the waters, enabling fast and anticipatory responses. The Indonesian government stated the need to advance the intelligent maritime concept, and infrastructure is needed to provide data quickly and accurately and cover all regions of Indonesia. This is considered crucial in increasing shipping efficiency in Indonesia.

3) Improving the quality of human resources in the field of Fisheries and Marine Natural Resources Management

Indonesia and China have many opportunities for mutually beneficial cooperation, especially in exporting and importing fishery products. Indonesia, with its abundant marine resource wealth, and China, with its vast market, have the potential to build mutually beneficial relationships (dkpp.bulelengkab.go.id). The two countries' cooperation includes

exchanging information and technology, increasing human resource capacity through training, infrastructure development, and managing existing marine natural resources.

In June 2022, Indonesia held an online meeting with China's General Administration of Customs of the Republic of China (GACC). This online meeting was held to increase cooperation and the export of fishery products between Indonesia and China. The performance report from the Extraordinary and Plenipotentiary Ambassador (LBBP) Djauhari Oratmangun representing the Indonesian Embassy in Beijing conveyed this (kemlu.go.id, 2022). Then, in July 2023, Indonesia and China held a bilateral meeting with the General Administration of Customs of the Republic of China (GACC). This meeting aims to discuss the agenda related to the registration and restoration of fish processing units (UPI) to obtain an approval number from GACC through China Import Food Enterprise Registration (CIFER). This meeting also discussed two cooperation protocols related to quarantine or food product safety and technical protocols related to sanitation and phytosanitation (SPS). This was done to increase trade between Indonesia and China. In this dialogue, the two countries agreed to support and facilitate trade in fisheries commodities mutually. Indonesia and China are also committed to strengthening cooperation in fisheries, marine research, and technology to encourage technological innovation in the marine sector and exchange information in various fields of knowledge. Collaboration is carried out in marine biology research and development of marine environmental monitoring technology (Aryodiguno, 2024).

CONCLUSION

Its strategic position means Indonesia has a long coastline and extensive water areas. This is beneficial because it makes Indonesia rich in natural resources. Indonesia's maritime advantages can be the main strength that supports the government in achieving its vision of becoming the world's maritime axis. The Indonesian government needs to find the right way to manage all its maritime potential so that other countries refrain from using it. Therefore, broad and in-depth knowledge about maritime potential is vital so that efforts to develop and manage marine resources can be carried out optimally. To manage these abundant natural resources optimally, quality human resources are also needed to create new innovations to manage all the maritime potential they have.

The Indonesian government's efforts to improve the quality of human resources in its country have received support from China. The similarity in vision between Indonesia with its vision of the world's maritime axis and China with its one belt, one road vision further strengthens the cooperation that has existed for a long time between these two countries. Based on the entire article, it can be concluded that bilateral relations between Indonesia and China are going well. A clear and orderly mechanism supports implementing many programs that benefit both parties. Various efforts have been made, such as training for the

Indonesian Navy, exchange of equipment and information technology, and so on, which have been carried out by these two countries to improve the quality of human resources in each country. Complementary and mutually beneficial relationships are strong. Both countries provide support to each other so that they can achieve each country's vision.

REFERENCES

- Affianty, D. (2016). Politik Internasional. 3-4. Dipetik April 2024, dari <https://repository.umj.ac.id/8536/1/DIKTAT-Politik%20Internasional.pdf>
- Asep Setiawan, A. N. (2020). Diplomasi Maritim Indonesia Dalam Menjaga Kedaulatan Kepulauan Natuna Tahun 2014-2019. Dipetik 2023, dari <https://repository.umj.ac.id/299/1/LAPORAN%20PENELITIAN%20DIPLOMASI%20MARITIM.pdf>
- Candra, G. A. (2022). Perspektif Hukum Internasional Mengenai Kerjasama Bilateral. *Pendidikan Kewarganegaraan*. Dipetik September 2023
- Depp, A. (2019). *Bahas Peluang Kerja Sama Kelautan dan Perikanan dengan Tiongkok, Indonesia Utamakan Penyerapan Tenaga Kerja Lokal*. Dipetik 2024, dari dkpp.bulelengkab.go.id: <https://dkpp.bulelengkab.go.id/informasi/detail/artikel/bahas-peluang-kerja-sama-kelautan-dan-perikanan-dengan-tiongkok-indonesia-utamakan-penyerapan-tenaga-kerja-lokal-96>
- DR. DRS. Harun Umar, M. (2020). *Politik Kebijakan Poros Maritim*. Jakarta Selatan: Lembaga Penerbitan Universitas Nasional (LPU-UNAS). Dipetik 2024, dari <http://repository.unas.ac.id/1674/1/Buku%20Politik%20Kebijakan%20Poros%20Maritim%20A5%20%2B%20Cover.pdf>
- Fendi Irawan, I. K. (2023). Diplomasi Angkatan Laut Indonesia-Cina: Studi Kasus Implementasi Forum NTNCT (Navy to Navy Cooperation Talk) dalam Menjaga Stabilitas Keamanan Maritim Indonesia. *Jurnal Sosio Dialektika*. Dipetik 2024, dari <https://publikasiilmiah.unwahas.ac.id/SD/article/view/8306>
- Herindrasti, V. S. (2014). Membangun Poros Maritim Indonesia Relevansi Aspek Sosial Budaya. 2-3. Dipetik 2024
- Hidayah, F. N. (2022). *Jumlah Produksi Perikanan Indonesia Dalam Satu Dekade Terakhir*. Dipetik 2023, dari <https://data.goodstats.id/>: <https://data.goodstats.id/statistic/jumlah-produksi-perikanan-indonesia-dalam-satu-dekade-terakhir-QXYsV>
- Indonesia. (2022). Keputusan Menteri Kelautan Dan Perikanan Republik Indonesia Nomor 19 Tahun 2022 Tentang Estimasi Potensi Sumber Daya Ikan, Jumlah Tangkapan Ikan Yang Diperbolehkan, Dan Tingkat Pemanfaatan Sumber Daya Ikan Di Wilayah Pengelolaan Perikanan Negara Republik. Dipetik 2024, dari <https://ppid.riau.go.id/download/30/1670571648kepmen-kp-no.pdf>
- Indonesia, K. (2024). *Indonesia-Tiongkok Gelar Pertemuan Konsultasi Kerja Sama Two Countries Twin Parks (TCTP)*. Dipetik 2024, dari <https://maritim.go.id/>: <https://maritim.go.id/detail/indonesia-tiongkok-gelar-pertemuan-konsultasi-kerja-sama-two-countries-twin-parks-tctp>

- Indonesia, K. P. (2018). *Empat Puluh Persen Jalur Perdagangan Dunia Melewati Indonesia*. Dipetik April 2024, dari [dephub.go.id: https://dephub.go.id/post/read/empat-puluh-persen-jalur-perdagangan-dunia-melewati-indonesia](https://dephub.go.id/post/read/empat-puluh-persen-jalur-perdagangan-dunia-melewati-indonesia)
- Indonesia, K. S. (2021). *Wujudkan Indonesia Jadi Poros Maritim Dunia, Perlu Peran Semua Pihak*. Dipetik 2024, dari <https://www.setneg.go.id>: https://www.setneg.go.id/baca/index/wujudkan_indonesia_jadi_poros_maritim_dunia_perlu_peran_semua_pihak
- KKP, H. (2023). *Indonesia - Tiongkok Sepakat Perkuat Kerjasama Perdagangan Perikanan*. Dipetik 2024, dari [kkp.go.id](https://www.kkp.go.id): <https://www.kkp.go.id/news/news-detail/indonesia-tiongkok-sepakat-perkuat-kerjasama-perdagangan-perikanan65c31c9849340.html>
- Kusumastuti, L. K. (2014). *Memiliki Empat Titik Strategis, Indonesia Mampu Menjadi Poros Maritim Dunia*. Dipetik 2024, dari <https://www.itb.ac.id>: <https://www.itb.ac.id/news/read/4550/home/memiliki-empat-titik-strategis-indonesia-mampu-menjadi-poros-maritim-dunia#:~:text=Negara%20ini%20memiliki%20empat%20titik,perdagangan%20serta%20pelayaran%20maritim%20dunia>
- La Ode Muhammad Elwan, Muhammad Yusuf, & La Ode Herman Halika. (2022). MINING POLICY CONFLICT: Recruitment of Local Workers in Morosi Industrial Estate, Konawe Regency, Southeast Sulawesi. *Journal Publicuho*, 5(3), 626–642. <https://doi.org/10.35817/publicuho.v5i3.18>
- Lemhannas. (2022). *Laut, Jalur Penting Perdagangan*. Jakarta: <https://www.lemhannas.go.id/>. Diambil kembali dari <https://www.lemhannas.go.id/index.php/publikasi/press-release/1693-laut-jalur-penting-perdagangan>
- Maulana, L. (2024). *Ancaman Keamanan Maritim Mengintai, RI Perlu Waspada*. Dipetik 2024, dari Kata Data: <https://katadata.co.id/infografik/65c1c0643ac8e/ancaman-keamanan-maritim-mengintai-ri-perlu-waspada>
- Mière, C. L. (2014). *Maritime Diplomacy in the 21st Century: Drivers and Challenges*. Routledge. Dipetik 2023, dari https://books.google.co.id/books?hl=id&lr=&id=iKlwAAwAAQBAJ&oi=fnd&pg=PP1&dq=maritime+diplomacy+in+the+21st+century&ots=e6V-JOQDWi&sig=fNTqlatVrwx-uCQ0XR1yLwPT54U&redir_esc=y#v=onepage&q=maritime%20diplomacy%20in%20the%2021st%20century&f=false
- Muhammad Samy, J. A. (2021). *Diplomasi Pertahanan Militer Indonesia dalam Menghadapi Ancaman Keamanan Non-Tradisional: Upaya Mewujudkan Visi Poros Maritim Dunia. Hubungan Internasional*. Dipetik 2023, dari <https://e-journal.unair.ac.id/JHI/article/view/25547/14635>
- Nainggolan, P. P. (2015). *Kebijakan Poros Maritim Dunia Joko Widodo dan Implikasi Internasionalnya*. Dipetik 2023, dari <https://jurnal.dpr.go.id/index.php/politica/article/view/312>
- Ningsih, C. (2021). *Indonesia-China Gelar Latihan Militer di Dekat Jakarta*. Dipetik 2024, dari *Internasional Republika*: https://internasional.republika.co.id/berita/qsw739459/indonesiachina-gelar-latihan-militer-di-dekat-jakarta#google_vignette
- Oratmangun, D. (2022). *Laporan Kinerja KBRI Beijing*. Beijing.
- Peraturan Pemerintah (PP) Nomor 37 Tahun 2002 tentang Hak Dan Kewajiban Kapal Dan Pesawat Udara Asing Dalam Melaksanakan Hak Lintas Alur Laut Kepulauan Melalui Alur Laut Kepulauan Yang Ditetapkan*. (2002). Dipetik 2024, dari [peraturan.bpk.go.id: https://peraturan.bpk.go.id/Details/52448](https://peraturan.bpk.go.id/Details/52448)

- Prasetyo, G. W. (2023). Transportasi Tol Laut & Pelabuhan di Indonesia. Dipetik 2024, dari https://www.researchgate.net/publication/371608671_TRANSPORTASI_TOL_LAUT_PELABUHAN_DI_INDONESIA
- Puspen. (2022). *BAMKALA RI dan China Coast Guard Bahas Kerjasama*. Dipetik 2024, dari <https://tni.mil.id/>: <https://tni.mil.id/view-223127-bakamla-ri-dan-china-coast-guard-bahas-kerjasama.html>
- Rijal, N. K. (2019). Smart Maritime Diplomacy: Diplomasi Maritim Indonesia Menuju Poros Maritim. Dipetik 2023, dari <https://e-journal.unair.ac.id/JGS/article/view/10494>
- Saraswati, N. M. (2020). Menilik Perjanjian Indonesia-Cina dalam Kerangka Belt and Road Initiative (BRI) dalam Perspektif Ketahanan Nasional. *Jurnal Lemhanas*. Dipetik 2024, dari <https://jurnal.lemhannas.go.id/index.php/jkl/article/view/72>
- Setkab, H. (2023). *Bertemu Pengusaha Besar Tiongkok, Wapres Dorong Kerja Sama TCTP Rambah Sektor Halal*. Dipetik 2024, dari <https://setkab.go.id/>: <https://setkab.go.id/bertemu-pengusaha-besar-tiongkok-wapres-dorong-kerja-sama-tctp-rambah-sektor-halal/>
- Suhirwan, L. Y. (2019). Forum Maritim Kunci Sukses Penanggulangan Ancaman Asimetris di Selat Sunda. Dipetik 2024, dari <https://library.matanauniversity.ac.id/ojs/index.php/lki2019/article/view/14/17>
- TNI AL *Bahas Visi Poros Maritim Dunia Dan Peran Diplomasi NAVAL Pada Pertemuan Joint Naval Working Group Di Singapura*. (2022). Dipetik 2023, dari kemlu.go.id.
- Tofan Hermawan, R. s. (2022). Strategi Pertahanan Laut Indonesia dalam Analisa Ancaman dan Kekuatan Laut. 365-366. Dipetik 2024, dari <https://www.neliti.com/id/publications/562651/strategi-pertahanan-laut-indonesia-dalam-analisa-ancaman-dan-kekuatan-laut>
- Yanyan M. Yani, I. M. (2015). Indonesia Sebagai Poros Maritim Dunia: Suatu Tinjauan Geopolitik. *Jurnal Pertahanan*. Dipetik 2023, dari <https://jurnal.idu.ac.id/index.php/JPBH/article/view/356/231>
- Yudi Asmar, e. a. (2023). Kebijakan Poros Maritim Dunia Dihadapkan Dengan Undang-Undang No. 32 Tahun 2014 Dalam Rangka Mewujudkan Ketahanan Nasional. *Journal of Innovation Research and Knowledge*. Dipetik 2024, dari https://www.researchgate.net/publication/371608671_TRANSPORTASI_TOL_LAUT_PELABUHAN_DI_INDONESIA
- Yulianto, A. (2019). *Indonesia-China Tingkatkan SDM Teknologi Kemaritiman*. Dipetik 2024, dari news.republika.co.id: <https://news.republika.co.id/berita/pp474j396/indonesiachina-tingkatkan-sdm-teknologi-kemaritiman>