



Social and Political Economic Determination on The Law Number 17 Year of 2008 about Sea Transportation Policy Implementation

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Article

Article History

Received: 09/09/2021
Reviewed: 02/04/2022
Accepted: 28/06/2022
Published: 28/06/2022

DOI:

doi.org/10.29313/mimbar.v0i0.8461



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Volume : 38
No. : 1
Month : June
Year : 2022
Pages : 69-78

Abstract

The dynamics of economic recovery efforts in Indonesia until now is still facing a crisis related to the Covid-19 pandemic situation, in which sea transportation policies also face very significant implementation problems. Indonesia must certainly find a new format of thinking to improve practices and innovation within the framework of the implementation policy of the sea transportation that is currently growing slow. This study aims to comprehensively analyze the effect of economic, social, and political conditions on efforts to implement sea transportation policies in Riau Islands Province under the law number 17 year of 2008 about Sea Transportation. The research uses qualitative design and presents descriptive analysis concerning economic conditions, social conditions of the community, and political conditions. The results explain there are external conditions among various parties involved in the implementing sea transportation policies process in Riau Islands Province; the situation that is prone to defense and security, especially for the smooth implementation of marine transportation services in the border region; as well as the lack of political will of the central and local governments.

Keywords: Sea Transportation; Policy; Implementation; Border-Island

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Introduction

Indonesia is one of the countries that has many islands connected by a very large territorial waters. This fact is widely known in the history of world trade, namely the existence of the "Silk Road" which is currently the archipelago across the border area of the Country in Riau Islands Province with the number of islands as many as 1,994 islands (Provinsi Kepulauan Riau, 2020: 1). Seeing this fact one of the vital conditions needed to build a region with a very large number of islands is adequate sea transportation.

Sea transportation has a very dynamics role, not only limited to transporting people and goods from one island to another but has an impact on the economic condition of the region (Kurniawan, 2017: 14). More specifically, transportation has an important role in economic development, welfare, socio-cultural, community, and at the same time physical and environmental sustainability (Owens, 2008: 66).

Similarly, the existence of sea transportation (water transportation) in the border area of the Riau islands empowers a very important and strategic role as the main means of transportation between the islands. The management of sea transportation is important considering that sea transportation is a mode of transportation that can reach existing islands (Caliskan & Ozturkoglu, 2016: 362). As a consequence of the stretch of territory in the form of islands, the availability of sea transportation as a mode of transportation of people and goods plays a very important role and is a determining indicator of development in the border area of Riau islands. Such a phenomenon positions the existence of sea transportation and has very strategic implications for a region or archipelago, which in turn can affect efforts to improve welfare, change social conditions, economy, educative, and welfare while strengthening the security and defense of the country.

Indonesia as one of the island countries in the world regulates sea transportation services through policy instrument of law No. 17 of 2008 on shipping. This policy has a fairly good arrangement and has put the importance of technological progress and environmental insight as an important part in the implementation of sea transportation in Indonesia (UU 17 Tahun 2008 Tentang Pelayaran, 2008: 12). This marine transportation policy rests with the central government. Thus, the territorial waters of Riau Islands Province are included in the scope of the policy.

The implementation of sea transportation policy has been carried out over 13 years, but the problems faced related to marine transportation services, especially those in Riau Islands Province, have not shown significant performance. Internally, the amount of equipment that supports smooth transportation services still has weaknesses in terms of quality (Port & Malisan, 2017: 77) and quantity significantly (Susetyo, Della Pratama. Moeis, Armand Omar. Wibisono, 2019: 15). When compared to the vastness of Riau island's sea coverage reaching 95.8 percent (PUSDATIN-KKP, 2018: 7), then this condition illustrates the problem of marine transportation services that are still very weak to support the realization of development.

Until now, the sea transportation that is still weak to meet the needs of services for economic, social, and related activities in the border region of Indonesia, increasingly facing difficulties. This reality follows the outbreak of Covid-19 disease which also weakens the economic condition of the community and the allocative power of development resources experienced by the central government (Juliani, 2020: 332).

Discussion of several points of weakness related to the implementation of sea transportation policies, especially those in Riau Islands Province, reminded researchers that external conditions that can directly affect the performance of the implementation of a public policy can be the key to the weak implementation of the policy itself. The development of thinking refers to relevant social phenomena that have been extensively researched before. However, research that prioritizes the depth of determination of external factors to the implementation performance of a policy is still very rare. Even in the field of marine transportation, the policy is also relatively undiscovered.

In general, the scientific literature that presents a clear picture of performance as a public policy output has reached a very large quantity and has been implemented for a very long time. This research limited it specifically through systematic literature review techniques, resulting in a relevant research theme that focuses on the characteristics of public policy of centralistic character to produce a contributive research for the development of thoughts and the society practices needed (Septiawan & Sintaningrum, 2018: 5).

In the last 10 years, the implementation of marine transportation policies has contributed significantly to the development of science or service improvements for the community. Efforts to improve shipping technology are an area that is quite interesting for the researchers since they present the steps needed to implement the development of better and comprehensive sea transportation (Perujo et al., 2013: 44). Other researchers focused on the determination of sustainability of shipping infrastructure (Song & Mosses, 2018: 775) or (Adris.A.Putra & Djalante, 2011: 441).

The resource needs determinate the marine transportation development policies implementation (Akhyary et al., 2019: 27) as well as participatory consideration of community contributions that can support the implementation performance of marine transportation policy (Sutardi & Martina, 2014: 7) or (Rosnida et al., 2018: 11). Overall, the research theme in question has resulted in many recommendations for the development of knowledge and improvement of the practice of implementing marine transportation policies at various research sites. But the existence of research results that focus their attention on determining socio-economic and political conditions in the last 10 years is still rarely implemented.

Therefore, this study intends to base the focus of research on the determination of external conditions that can significantly affect the performance of sea transportation policy implementation

for the territorial waters of Riau Islands Province. In a sense, this research enriches and reinforces previous practical thinking and efforts by laying out the specific theme of this research. The purpose of this research is to explore external conditions that affect the implementation of sea transportation policies in Riau Islands Province. External conditions include economic conditions, social conditions, and political conditions that are relevant both nationally and locally faced in various regions in Riau Islands Province.

The model of public policy implementation analysis is certainly needed to study the phenomenon where public policy organized by both government and local government. The phenomenon of public policy implementation describes the scope of systematic decision-making directions that vary. According to Matland (1995: 146), the policy implementation model can be examined through learning the initial action of the policy, so that there are at least two approaches, namely Top-Down or Bottom-up approach. This opinion has many followers since it provides convenience to understand which policy implementation model is more suitable to use when assessing a public policy implementation process (Nwude, 2018: 3).

Hence, exploring the influence of the economic, social, and political condition on a public policy performance that has been implemented can be explained using a model of public policy implementation with the characteristics of the action of the authority that is illustrated as a model of top-down public policy implementation. Similarly, the process of implementing marine transportation policy has a character relevant to the top-down category policy implementation model. The characteristics of this implementation lie on very strong explanations, especially including the authority to plan, organize, and evaluate the performance of its implementation. The entire series of the sea transportation policy implementations are still dominated by the central government role through the Ministry of Transportation.

The next discussion discussed the existence of social, economic, and political conditions that affect the achievement of policy implementation based on the opinion of Van Meter, Donald & Van Horn (1975: 464). The Social, economic, and political conditions have always been a concern as one of the research variables on policy implementation. As a determinant variable, the variance of social, economic, and political conditions has not gained a major position. These findings are widely expressed by other researchers, especially those who have sought to quantify the degree of influence when side by side with other variables in the policy implementation model. This is also explained by Van Meter, Donald & Van Horn (1975: 464-465), where actually in reviewing the implementation of public policy lays the determination of objective standards and resource variables as the main variations that have dominance of the performance to be achieved from a policy.

In the past one-year period, the Covid-19 pandemic has illustrated a significant change to the implementation of most policies in Indonesia (Aminah et al., 2021: 1232). The pattern of participation of important actors in implementing policies has also changed. Consideration of economic, social, and political conditions tend to be the main color in every activity of planning the program; as well as allocating resources (Setyawan & Lestari, 2020: 384) and the implementation of different evaluations (Setyawan & Lestari, 2020: 16). This discussion has shown that economic, social, and political conditions have also been at a dominant location as variables that influence efforts to implement policies flexibly.

As one of the variables that affect the success of policy implementation, prevailing economic, social, and political conditions may have profound effects that affect the achievement of policy output (Van Meter, Donald & Van Horn, 1975: 472). Thus, some questions include consideration of sufficiently available economic resources; how applicable economic and social conditions will be affected by the implementation of such policies; public opinion as well as the urgency of evolving issues; support of the political elite; opposition views; and also the possibility of the private sector taking a role as evidenced through the promotion of Covid-19 prevention by one of the private organizations (Faisal & Rifai, 2020: 322). Therefore, the results of these discussions underlie that economic, social, and political conditions are important to the measures analyzed to give a possible picture of the results that are afterward achieved when a policy is held.

Research Method

The research uses qualitative design and presents descriptive analysis concerning economic conditions, social conditions of the community and political conditions that affect the implementation of marine transportation policies in the territorial waters of Riau Islands Province. The phenomenon that became the object in this study was the implementation of marine transportation management policies in border areas in Riau Islands Province. The determination of marine transportation in the

Riau islands border area becomes the object of research as it has an impact on the level of mobilization of people and goods both to and from the areas on the border (most areas can only be reached by sea transportation), so that this condition has a broader domino effect on the welfare, education, socio-culture, communication, infrastructure development and progress of the outermost and leading islands in Indonesia.

Specifically, the study is guided by understanding and observing qualitative research approaches that are carried out in line with opinions of (Bogdan & Biklen, 1998: 1), namely that qualitative research carried out has characteristics of the data collected in the form of words, images and not numbers. Data is obtained through interviews, field records, photographs, documents and others. In the process of analyzing data, the study also tends to write down findings at the research site and write them systematically to produce informative images that can be a reference for research conclusions.

Data sources consist of primary data and secondary data. Primary data is obtained directly from objects being studied in the field (Ajayi, 2017: 3-4). Primary data research is also obtained through a structured interview approach using a list of questions for in-depth interviews with respondents. Secondary data is data obtained from related agencies, for example, in the form of documents and publications. The field research elaborates various supporting documents explaining the Law Number 17 of 2008 operationalization concerning shipping which includes several technical documents including; Government Regulations as operational guidelines in the field such as Government Regulation number 61 of 2009 concerning ports, Government Regulation number 5 of 2010 concerning navigation, Government Regulation number 21 of 2010 concerning Protection, and Government Regulation number 22 of 2011 concerning water transportation.

Research informants are determined deliberately to base on people who exactly master the problems in the implementation of sea transportation policies in Riau Islands Province. Informant criteria include (1) Structural officials at authorized and related agencies at the central and regional levels; (2) Stakeholders at the local/regional level; and (3) Observers or management experts and other parties who have a connection to the problems faced in sea transportation services. The research has collected the necessary information formally from the Directorate General of Sea Transportation of the Ministry of Transportation, Riau Islands Provincial Transportation Service. Other stakeholders who also provide important information for research include the Navigation Institute, Syahbandar, and Pelindo. As a benchmark, the research also involves experts from the faculty of Maritime Raja Ali Haji University in the Riau Islands Province.

Data that has been collected through in-depth interview process directly at the research site is then analyzed systematically. Data analysis techniques used are linear and hierarchical approaches following the operational techniques of data analysis put forward by Creswell (2014: 271-284) with the following steps: (1) Processing and preparing data for analysis, involving transcription of interviews, scanning materials, typing field data, sorting and compiling such data; (2) Reading the entire data (establishing a general sense of the information obtained and reflecting its overall meaning); (3) Analyzing more details by matching data (coding is the process of processing material/information into segments of writing before interpreting it); (4) Applying the coding process to describe the settings, people, categories, and themes to be analyzed; (5) Describing the theme that will be restated in the form of a narrative/qualitative report; and (6) Interpreting the data.

Results and Discussion

One of the public service form that is currently a major concern in the efforts of the State of Indonesia to "build from the periphery" according to the second point of Nawacita (Soleman & Noer, 2017: 1970) is a marine transportation service held based on the Law number 17 of 2008 on shipping. It certainly gives the meaning that the implementation of sea transportation services is a service that is regulated through this policy. This phenomenon following the nature of the implementation of shipping consisting of water transportation, port, safety and security of shipping, and protection of the maritime environment, is part of the national transportation system that must develop its potential and role to realize an effective and efficient transportation system, and also help create a steady and dynamic national distribution pattern (UU 17 Tahun 2008 Tentang Pelayaran, 2008). In other words, the presence of this policy will ensure the availability of transportation services for people in all corners of the archipelago scattered throughout Indonesia because the characteristics of the Territory of Indonesia are island countries with 17,504 islands (Yulius, 2009: 44). However, since the distribution of the islands in Indonesia is so widely scattered, the marine transportation service that

connects the needs of the people between the islands is still not running smoothly as the desire to "Develop the Indonesia from the periphery".

Riau Islands Province becomes a strategic node in the phenomenon of marine transportation service needs in Indonesia. This research was conducted in Riau Islands Province which has special characteristics as an archipelago-based province in Indonesia. Riau Islands Province is on the border area with Malaysia, Singapore, Vietnam, and Cambodia, taking an area of 252,599.70 square kilometers; the area of the sea reaches 95.8 percent (241,215.3 square kilometers) and about 4.2 percent is the rest islands (10,595.41 square kilometers) with a coastline length of 2,367.6 Km (Bappeda, 2020: 1).

Economic Conditions Affecting the Sea Transportation Policy Implementation around the Riau Islands Province Border Area

Dynamically, certain conditions that include economic situation, social characteristics of society, and the political situation at large, have a significant influence on the implementation of a public policy (Van Meter, Donald & Van Horn, 1975: 471) in a country (Khan & Khandaker, 2016: 4). There are a lot of evidence suggesting that the overall rate of price increase or inflation has caused significant obstacles to the continuity of implementation of development programs and activities (José Veiga, 1999: 173). Also, the application of state-of-the-art information and communication systems that failed to increase the income of community business groups due to the inadequate level of formal education so that people are unable to utilize information technology to market their products widely (Marhum, 2011: 16). Not only that, the heated political conditions ahead of the presidential election directly attract the attention of many property business owners because of the interests of corporate land expansion (Nana, 2013: 6). The overall fact shows that the social, economic and political situation partially or as a whole provides an impact that is a concern for the smooth efforts to implement public policy, including the framework of implementing sea transportation policies, especially to and from the islands (Natuna Regency and Anambas Regency) around Riau Islands Province border area.

The Riau Islands province in general has a growth rate that has not developed well indicated by the achievement of regional economic growth of about 4.84 percent in 2019. However, this growth rate has decreased dramatically to -3.80 percent by 2020 (Bappeda, 2020: Lix). This condition is also not separated from the economic pressures that are being felt nationally as a result of the widely spread of the Covid-19 disease outbreak that began in early 2019. Nationally, the national economic growth rate also decreased dramatically by 5.02 percent in 2019 to -2.07 in 2020 (RI, 2021: 6). On a regional level, economic conditions in Riau Islands Province have a tendency that is not much different from national economic conditions as it is stated in previous descriptive analysis. In terms of the achievement of indications of household consumption of people in Riau Islands Province, it was recorded low. The decrease in consumption experienced by the people of Riau Kepulauan Province was recorded, especially in the consumption of non-food goods. The tendency of the weakening of economic condition of people in Riau Islands Province is the impact of social restrictions during the Covid-19 pandemic situation (Bank Indonesia, 2020: 1). This information is also confirmed through research interviews with informants from Maritim Raja Ali Haji University who explain that sales conditions in traditional markets are declining compared to previous times. The merchant community feels that it is currently very difficult to develop its business because people/consumers who come to buy are decreased significantly.

As a condition that affects the sustainability of marine transportation services in Riau Islands Province mentioned above, the weakening of some macroeconomic indications in the area that is assumed to be a strategic point affects the implementation of sea transportation policies in Riau Province indirectly lies in the growth of the real sector in areas that absorb labor. The development of the manufacturing industry in the type of food and beverage empirically has not been able to increase the scale of inter-island linkages in Riau Islands Province, especially in trade activities in and outside of Riau Islands Province. Instead, the study interprets that there have been inter-affecting conditions between the progress of the scale of trade between islands and the flurry of ship traffic in the territorial waters of Riau Islands Province.

This finding means that the weaken economic situation has an impact on the slowing progress of marine transportation services in Riau Islands Province because the distribution of goods for inter-island trade (as well as the service needs for the Natuna and Anambas Islands groups) is still very dependent on the shipping cycle available as a tangible form of implementation of sea transportation policies in Riau Islands Province.

Externally, being an area bordering the territorial waters of neighboring countries, the Riau Islands province has a great opportunity to establish trade cooperation between entrepreneurs in both countries (B to B) as well as commitment contained as an understanding between the governments of the two countries (G to G). But the potential of FTZ, A, and EU Trade Cooperation with Indonesia has not significantly triggered an increase in the dynamics of trade between islands, which will affect transportation traffic in the territorial waters, especially in the border area of Riau Islands Province with neighboring countries (Yealta, 2015: 1862).

In 2007, the Indonesian Government has declared the islands of Batam, Bintan, and Karimun as the areas that imposed a Free Trade Zone (Muhammad, 2012: 79). The zone is specifically aimed at encouraging investment and improving Indonesia's economy, especially in Riau Islands Province. The plan for the development of the free trade area is inspired by the excellence of Batam island which since 1970 has been used as a logistics and operational base area for businesses related to the exploration and exploitation of offshore oil in the surrounding ocean which is specially conceptualized and directly handled by the central government through the Presidential Decree, thus all policies and operations of Batam island at that time were directly responsible to the President (The Republic of Indonesia Presidential Decree Number 65 of 1970 concerning the Implementation of Batam Island Development Project, 1970: 1).

During its implementation until now, it certainly shows the positive benefits and also negative effects of the implementation of Free Trade Zone (FTZ) in Riau Islands Province. Positive benefits of free trade in one region refer to the economic conditions of the investor country, especially the growth and income levels that affect the domestic economy through three channels. First, the trade route is through an increase in the value of exports. Second, financial relationships are increasing direct investment and portfolio investment. Third, the indirect influence of investors and consumers from the investor country to other countries, thus the geographical position and economic conditions of the investor country can create a comparative advantage for the domestic economy (Yealta, 2015: 1866).

The results of the research interview based on Free Trade Zone agency in Riau Islands showed that the enactment of free trade zones at the research site although proven to have boosted the business of traffic routines in the territorial waters of Riau Islands Province, but felt less intense over time. Many parties involved in the implementation of the FTZ also bring negative effects such as bureaucratic inefficiencies in government, especially for efforts to standardize services directly related to trading between countries. These implications can be observed, such as the lack of coordination between the government and other parties, and also the division of power that still overlaps so that there is a conflict of interest and refuse to solve the problems that arise.

The Social Conditions Related to Sea Transportation Policy Implementation in Riau Islands Province

The complexity or dynamics of various social conditions of local communities as a specific character that affects the sustainability of the process of implementing marine transportation policies in Riau Islands Province in this section is explained through an analysis of the poverty picture that until now is still a development problem in Riau Islands Province, as well as a portrait of the achievement of the quality of human resources of local communities that are still low when compared to the achievements of the Development Index. *Gunan Manusia* (as a reflection of the human resources quality or community), especially in the outer island areas that far from the capital of Riau Islands Province such as Anambas Regency and Natuna Regency.

The presence of Law No. 17 of 2008 on shipping is a systematic effort and is aimed at bringing public services to the hands of even remote communities. This research has studied the existence of facilities and infrastructure related to the implementation of sea transportation, specifically in 2 island cluster areas, namely the Anambas Island Cluster which is \pm 470 nautical miles and the Natuna Islands group which is further away, namely \pm 6500 nautical miles. These two island cluster regions have social characteristics that tend to have similarities, especially in terms of ownership of abundant natural resources, but also apply paradoxical phenomena with the poor quality of human resources (Bappeda, 2017).

Today the issue of human development achievements has become a concern for government organizers. Various measures of human development are made but not all of them can be used as a standard measure to compare between regions. The United Nations Agency (UN) sets a measure of human development standards, namely the Human Development Index (HDI). This index is formed based on four indicators, namely life expectancy, literacy numbers, average length of school, and purchasing power ability. The life expectancy indicator represents the dimension of longevity and the

level of health. Furthermore, literacy numbers and average length of school measure education levels. While the purchasing power ability indicator is used to measure decent living standards.

The HDI achievement for both island cluster areas in the last eight years did not show significant changes. Natuna Regency and Anambas Regency always occupy the last position in the achievements, namely ranked 6th and 7th out of 7 city districts in Riau Islands Province. While the highest HDI is continuously achieved by Batam City as an archipelago that tends to progress faster than other areas in Riau Islands Province (Bappeda Provinsi Kepulauan Riau, 2021: 121). Observing this condition, research confirms it through field interviews with several competent parties to explain that geographically, these two areas are development areas that have challenges and problems that are quite severe, especially in terms of the accessibility of their communities to health care facilities, education, and business needs. The main characteristics of people's livelihoods are fishermen who also have a very large dependence on weather and natural resource conditions. This portrait can be found in coastal areas and outer islands in Anambas Regency and Natuna Regency. There are still areas of community domicile that have not been adequately illuminated.

Given this empiric fact, the research that interprets social conditions as characteristics closely related to the process of implementing marine transportation policies, expose complex problems of implementation due to long-distance access and wide territorial waters. Such problems cause significant obstacles to the smooth process of implementing sea transportation policy in Riau Islands Province (especially those that bridge access from the Anambas islands group and the Natuna Islands group).

The HDI description of two regions, which tends to lag behind other regions in Riau Islands Province, shows weaknesses in accessing available marine transportation services that supposed to be a way to get health services and education for a better level and quality. The problem is not just the inability of people in the border region (Natuna and Anambas) to buy ship tickets because the realization of Law No. 17 of 2008 on shipping has accommodated subsidy schemes in the implementation of sea transportation, specifically in areas with people of low economic levels and live on remote islands. However, while using marine transportation facilities, the community is also required to have a large financial capital to continue its efforts both to get better health facilities and continue education to a better level that is not yet well available in the original region. The magnitude of this ongoing need results in the low achievement of HDI, especially for the Natuna and Anambas regions due to the challenges of complex problems and the difficulty of implementing marine transportation services to the area based on government subsidy schemes with increasingly limited resources.

Political Conditions (Internal and External) Affecting the Sea Transportation Policy Implementation in Riau Islands Province

Within regional or local boundaries, there is a local political atmosphere that will affect the process of implementing public policy in a region. Similarly, this node also applies in Riau Islands Province. The process of implementing sea transportation policy through Law No. 17 of 2008 on shipping in its dynamics explains that political actors at the local level still cannot do much, especially in accelerating the development of sea transportation in the Riau Islands. This is a consequence of the low commitment of political actors in Riau Islands Province and representatives of the Riau Islands community in the central government (DPD and DPR-RI).

The researcher understands that the marine transportation services provision in Riau Islands Province that is specified to describe the needs for border areas and/or outer islands, is not easy. But in the development of local political forms that prioritize services needed by the community and the area has not been able to significantly boost the excitement of transportation development in the border area only because the affairs of the implementation of sea transportation are held centrally.

This means that the level of intervention of political actors in the region becomes weak to determine the resources that can be empowered for transportation development to the periphery or outer island because access to these points is not attached to local political actors such as regional legislatures and even business people in Natuna or Anambas regencies. Ayeko-Kümmeth (2015: 17) explains that such a phenomenon expects a hybrid scheme where local political actors will have access to influence the process of implementing a public policy that has a centralistic tendency. Hence, due to the poor ability of local political actors in Riau Islands Province, they could not significantly exerted political pressure on the central government.

On the other hand, the process of implementing sea transportation policy is being initiated into a rigid format of access through the issue of sea toll construction under the central government

regime over the past four years. However, the facts in the field illustrate the results of achievements that still have not realized the alignment of development to the implementation of responsive marine transportation services in accordance with the ideals of building Indonesia from the periphery. It is because the direction of the implementation of the current central government political will actually tend to be dominant to the eastern Indonesia region (Gultom, 2017: 48).

Predominantly, the activity of transportation services through "sea tolls" in the East Indonesia region is intended to re-function the transportation of the Indonesian sea. The results of sea toll implementation since 2015 and 2017 have provided satisfactory evidence and can be said to be good, in which it can reduce the prices of staple foods/goods in the eastern region of Indonesia (Papua), so that efforts to balance the price of basic needs in the East and West of Indonesia and the goal of prospering the Indonesian people can be realized successfully and usefully. However, the research assumes that the central government's political commitment tends to forget the potential of marine transportation development that is also so great and that the unbalanced attention can weaken the implementation of sea transportation development for other regions.

Further research analysis explained that externally, the process of implementing sea transportation policies in Riau Islands is also influenced by the political condition of national defense because the research locus is the outermost region and borders its neighbors. The Natuna Sea crisis is one of the important conditions that affect the process of implementing the sea transportation policies in territorial waters of Riau Islands Province. Security conditions on shipping lanes between the two regions, such as Natuna Regency archipelago and Anambas islands, in the last three years are considered to affect the comfort and security of water traffic that intersects with border area (Ramli, 2017: 7).

Based on the research discussion above, it can be stated that socioeconomic and political conditions affect the sea transportation policy implementation performance. Riau Islands Province, in particular, requires an integrative term that can facilitate decision-making practices responsively and dynamically for facing the challenges of dynamic natural conditions on islands in the border area. The summary of description is represented by the following figure.

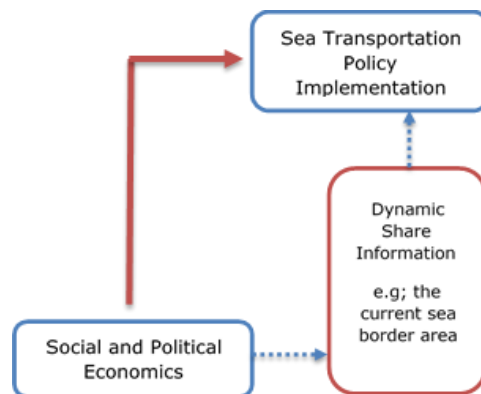


Figure 1. *The Concisely Research Model on Sea Transportation Policy Implementation*

Pragmatically, the implementation of sea transportation policies in Riau Islands Province requires a terminology of strengthening dynamic information sharing between the actors involved including The Syahbandar, ports, transportation services, and the navy. This strengthening of information sharing determines the responsiveness of decision-making both by sea transportation service providers and the public as service users. The lesson learned during the Covid-19 pandemic crisis is that the opportunity for disharmony between a general policy provision and other operational policies can certainly be avoided to provide better policy implementation performance results. This discussion is also a reflection that in the implementation of public services, there is a common disharmony between decisions taken by several actors in the field (Hani, 2021:1).

Conclusions

As an area bordering the territorial waters of neighboring countries, the Riau Islands province has a great opportunity to establish trade cooperation between entrepreneurs in both countries (B to B), as well as commitments contained as an understanding between the governments of the two countries (G to G). However, the potential of FTZ, A. and EU Trade cooperation with Indonesia has not significantly triggered an increase in the dynamics of trade between islands, which will affect sea

transportation traffic in the territorial waters, especially in the border area of Riau Province with neighboring countries. Thus, the dynamic of economic condition of the area is not yet significant to the demand for marine transportation services coupled with the increasing economic scale of the community. In addition, in the state of local, national, and international political conditions, it can be concluded that political actors at the local level have not been able to do much, especially in accelerating the development of marine transportation in Riau Islands. This is a consequence of the low commitment of political actors in Riau Islands Province and representatives of the Riau Islands community in central government (DPD and DPR-RI). This means that politically, the researcher feels the strong nuances tendency of centrally policy implementation, especially in sea transportation affairs in the region.

While at the national level, the alignment of development to the implementation of responsive sea transportation services following the ideals of building Indonesia from the periphery has not yet realized. Externally, the research also concluded that the Natuna sea crisis become one of the important conditions that affect the process of implementing marine transportation policies in the territorial waters of Riau Islands Province. Security conditions on the shipping lanes between the two regions such as the Natuna Regency archipelago and the Anambas islands region also affect the comfort and security of water traffic that intersects with border area. Public interest in the implementation of sea transportation policies in Riau Islands provinces (Natuna and Anambas) is still low, which shows a variety of attitudes and behaviors such as low support for the desire to participate in successful implementation of programs and activities in the scope of sea transportation policy in Riau Islands Province.

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