

**Blue Economy Indonesia to Increase National Income through the Indian Ocean Rim Association (IORA) in the Order to Empower the World Maritime Axis and Strengthen State Defense**

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**Abstract:** The joining of Indonesia as one of the states in the Indian Ocean Rim Association (IORA), is an opportunity and correlates with one of the policies of the Government of President Jokowi in an effort to realize Indonesia as the World Maritime Axis based on geo-strategy and geo-economics as an archipelagic country. The research method uses descriptive qualitative. The results of the study show that the blue economy is a very profitable strategy for Indonesia to increase National Income and be sustainable and support national defense through the IORA. This research provides benefits on how to improve the management of the vision of the World Maritime Axis through Indonesia's Blue Economy To increase National Income through the IORA in the context of Realizing the World Maritime Axis and Strengthening National Defense the study of Defense Science. The novelty of this research is that it combines the concept of a blue economy with the study of defense science studies to anticipate threats from within and outside the country

**Keyword:** Blue Economy, National Income, Indian Ocean Rim Association (IORA), Defense Economics, World Maritime Axis

## **1. Introduction**

Indonesia's geographical position which is at the crossroads of important world transportation routes has a strategic position and role in Indonesia, both in the arena of international relations and for the development of its own glory

(Pramono, 2005). The location of Indonesia's territory crosses between the continents of Asia and Australia, and between the Indian and Pacific Oceans, making the Indonesian sea area in particular as a very important shipping lane for the international community.

As one of Indonesia's crossing points, the Indian Ocean has played a vital role since the past, including as one of the world's main routes connecting the continents of Asia, Africa and Europe, in the trade, politics and military sectors, culture and the spread of religion. In addition, another phenomenal event was a series of Chinese sea expeditions led by Admiral Zheng He, which crossed the Indian Ocean to reach the coast of Mombasa in Africa in the 15th Century.

The strategic meaning of the Indian Ocean continues until the current era of globalization. In the Indian Ocean Region, there are 26 countries (Scott, 2013), with a population of  $\pm$  2.4 billion or about one third of the world's population (Alexander et al., 2012). On the other hand, the Indian Ocean shipping route has an important meaning for the life of the world economy along with the increasing demand for energy and natural resources, such as oil and other minerals. As many as 70% of the world's oil distribution channels are located in the Indian Ocean. Therefore, security disturbances that arise in the area can later trigger an increase in world oil and gas prices.

From the aspect of mineral wealth, countries in the Indian Ocean region are noted to have extraordinary potential. More than two-thirds of the world's oil reserves, 35% of world gas reserves, 60% of uranium, 40% of gold, 80% of diamonds and various other mineral substances are contained in the Indian Ocean region (Alexander et al., 2012). In addition, countries in the Indian Ocean are also blessed with a wealth of agricultural and fishery products as well as natural beauty for the development of the tourism sector.

The Indian Ocean region is also a growth driver world economy. In 2013 the region was estimated to have a GDP of US\$ 8 trillion, out of a total world GDP of US\$ 73.9 trillion (International Monetary Fund, 2012). This significant contribution is not surprising because referring to the 2013 IMF report, the GDP of middle economies in the Indian Ocean region, such as South Africa, Australia, Indonesia and India, ranges from US\$ 350 billion to US\$ 1.8 trillion. All four are members of The Group of Twenty (G-20), the forum of the twenty largest economies in the world. This condition inevitably contributed to the revival of the Indian Ocean.

The Indian Ocean is increasingly developing into a very strategic area as a world trade route in the last 20 years. In total, at least 12% (approximately 20,000) of ships traded in 2015, including 2,000 oil vessels and nearly 1000 Indian Ocean container ships (Kaszubska, 2017). Based on this data adds more strategic value to the Indian Ocean and can help open up more opportunities for wider maritime exploration. As a strategic area, the Indian Ocean faces a number of threats and challenges that require serious handling and cooperation among the international community. Transnational crimes, such as terrorism, piracy and piracy, human trafficking, smuggling of drugs and weapons and theft of fish often occur in the Indian Ocean Rim.

In view of the importance of the Indian Ocean, countries in the region establish mutually beneficial cooperation. Utilization of intraregional organizational platforms is one of the best options that can be taken. In this regard, the Indian Ocean Rim Association (IORA), which was inaugurated in Mauritius on March 6-7 1997 and has 23 members spanning the Indian Ocean ring (South Africa, Australia, Bangladesh, Comoros, India, Indonesia, Iran, Kenya, Madagascar, Malaysia, Mauritius, Mozambique, Oman, United Arab Emirates, Seychelles, Singapore, Sri Lanka, Tanzania, Thailand, Yemen, Maldives, Somalia, and France) is a platform for countries in the region to be able to collaborate and reap benefits. optimal benefits from the cooperation. The Forum has Dialogue Partners consisting of the United States, United Kingdom, Japan, Egypt, China and France.

One of the priority areas and focus of the establishment of the IORA is the Blue Economy. The Blue Economy attracts the attention of all IORA Member States because of its growing global interest and potential and because it is recognized as a top priority for job creation, economic growth, poverty alleviation and ensuring sustainability in business and economic models in the Indian Ocean. Considering its various valuable resources, the Blue Economy is increasingly in demand by IORA Member States who are all committed to the formation of a common vision that will make this sector a driver of balanced economic development in the Indian Ocean Rim region. The joining of Indonesia as one of the states in the IORA, becomes an opportunity and correlates with one of the policies of the President Jokowi Government in an effort to realize Indonesia as a World Maritime Axis based on geo-strategy and geo-economics as an archipelagic country.

The government is trying to make Indonesia an influential country between the Indian Ocean and the Pacific Ocean through the Maritime Axis doctrine. The Maritime Axis was first conveyed in 2014 at the East Asia Summit, the pillars of which are that Indonesia seeks to maintain and manage marine resources with a focus on building seafood sovereignty, through the development of the fishing industry, infrastructure development and maritime connectivity, development shipping industry and maritime tourism, and the establishment of cooperation to eliminate sources of conflict at sea. Some examples of conflicts that occur include fishing theft, territorial disputes, arms smuggling and others. Indonesia will also build a maritime defense force to maintain maritime sovereignty and wealth as well as maintain shipping safety and maritime security. The maritime axis is side by side with the six main priorities of IORA, one of which is the Blue Economy, so it is very profitable for Indonesia to increase National Income (Roza, 2015).

This research is interesting to study in relation to Indonesia's Strategic Efforts in exploring Blue Economy Resources to collaborate in increasing National Income with National Defense through the IORA in the midst of anticipating Real Threats and Unreal Threats as a form of National Defense Efforts.

## **2. Methods**

Qualitative research consists of a common methodology, which contains many different research methods. It generally involves systematic analysis of textual data obtained based on interviews, surveys, focus groups, and diary entries (Pribadi et al, 2022; Wulandari et al, 2022; Angraini et al, 2022). Through this approach, it can be useful to obtain culturally detailed information about the values, interests, behaviors, opinions of groups in society. (Smith & Smith, 2018). Moleong (2007) qualitative study aims to understand the existing phenomena as a whole study subjects have experienced, and used a variety of scientific methods through explanation in the form of words and language in a certain natural context. The data acquisition method for this research is direct or indirect observation. Researchers try to find and reveal field data naturally. Therefore, researchers need to be careful and prudent in applying the data acquisition techniques in the field for individual procurement in order to obtain data completely natural. Every process carried out by a researcher is known to everyone have been studied. But in the past, researchers did not openly or secretly

observe to avoid this if the data they are looking for is still confidential. If it's like that, then Researchers are not allowed to make observations.

### **3. Results and Discussion**

The term blue economy was introduced by Prof. Gunter Pauli in his book entitled *The Blue Economy, 10 Years, 100 Innovations, 100 Million Jobs*, which explains the potential benefits of his blue economy theory for environmental protection in the world community, conservation of natural resources, initiatives to reduce industrial costs by paying for energy consumption. green, clean, recycled or renewable products. In the book, he stated that the Blue Economy is a combination of efforts that have an impact on creating global awareness rooted in efforts to find practical solutions based on a sustainable development system. (Pauli, 2010).

The concept of the Blue Economy emerged from the challenge of overcoming the failure of green economies (Brundtland et al., 1987) to capture the importance of the marine and marine environment for countries and their economies (Gruby et al., 2016; Maclellan, 2015; Pauli, 2010; Silver et al., 2015; Whisnant & Reyes, 2015). Both concepts are based on the recognition that traditional economic models of human production and consumption do not adequately incorporate the various resources and values that contribute to economic growth that supports people's welfare (Brundtland et al., 1987). Blue Economy is a concept that includes industrial processes or economic activities and on a larger scale can: (1) produce less waste for the environment, (2) excessive use of natural resources so that they are more efficient (not exploitative), and (3) processing waste into raw materials so that it has added value. The attractiveness of the Blue Economy is starting to grow, as evidenced by the institutional uptake of the World Bank, Organization for Economic Cooperation and Development (OECD) and the United Nations (UN) (Voyer et al., 2018).

The vision of the World Maritime Axis is an opportunity as well as a challenge that must be followed up with careful and appropriate steps to support the government's program in building Indonesia as a World Maritime Axis. Therefore, it is necessary to have an in-depth understanding of the World maritime Axis from a defense perspective. Conceptually, the World Maritime Axis is an affirmation of the small size of the geo-politics and geo-economy of the Indonesian nation, which is located at a crossroads of the world with the geographical shape of an archipelagic country. This is a key word, that Indonesia

has the potential to play an important role in world politics and trade. This concept is a practical form or actualization of the Archipelago Concept which has been confined to a rhetorical frame. There are two meanings contained in the Archipelago Insight, namely the integrative form of the Indonesian territory which cannot be separated between land, sea and air above it; and the strategic position of the Archipelago as a world bridge or world axis. This is the capital to be continued in an integrated and directed management to make Indonesia the world's maritime axis.

In particular, elements of maritime power, there are six important elements of maritime power, namely geographical position, physical conformation, extent of territory, number of population, national character and character of government (Roosevelt, 1894). From the above description it can be interpreted that sea power is not only limited to naval power, but sea power also includes all component of national maritime power, which has a broader meaning related to the control of international trade and economy by sea, the use and control of marine resources, the use of naval power and the maritime economy as instruments of diplomacy, deterrence and political influence in peacetime as well as the operation of the armed forces. war or the Indonesian National Army during the war (Marsetio, 2017). Thus, sea power for Indonesia as the largest archipelagic country in the world is very important, where elements of sea power will become capital in the development and utilization of national maritime power.

Referring to the description above, it is clear that the concepts of Archipelago Insight, the World Maritime Axis and Sea Power have a correlation which basically leads to one goal, namely the integrity and capability of a maritime nation, the achievement of which requires not only a strong naval force, but also a defense component. other. Collaboration between elements of maritime power is directed at creating an ideal condition for maritime environmental security or the creation of Maritime Domain Awareness.

The Blue Economy concept describes the sustainable development of the ocean's potential. Indonesia's economic defense in the future is related to the emergence of the existence of countries in the world in the marine sector as Indonesia did by joining the Indian Ocean Rim Association Forum. These components will determine the position of Indonesia's role in the world marine economic sector, especially in the Indian Ocean, besides that it also seeks to build global economic integration through the oceans, the interaction of economic,

social, climatological and technical forces as a form of resource development and business activities. (Widowati et al., 2015).

In understanding Indonesia's maritime future, it is necessary to consider the increasing convergence of environmental, economic, social and technical factors that provide higher opportunities for the world's oceans sector: in transportation, food production, energy, mineral extraction, biotechnology, human settlements in coastal areas, tourism and recreation, and scientific research. The approach to these factors integrates to distinguish the opportunities generated by marine resources for the benefit of the global economy, especially Indonesia in the Indian Ocean. When viewed from a geographical aspect, two-thirds of the archipelago consists of oceans, with a total area of about 5.8 million, km<sup>2</sup>. In the trade sector, Indonesia is a promising market with a total population of 249 million people plus a GDP of USD 868.3 trillion and a per capita income of USD 3,500. A large population, on the other hand, is also a modality in the economic sector.

In the field of marine capture fisheries, Indonesian waters have a potential of around 6.5 million tons/year, the potential for brackish cultivation is 2.96 million hectares and the potential for marine aquaculture reaches 12.55 million hectares. The seabed of Indonesian waters is rich in potential reserves of oil and gas. In the oil and gas and mineral sector, of a total of 60 oil and gas basins in Indonesia, 70% are at sea with a total oil reserve of 9.1 billion barrels. In the marine biodiversity wealth sector, Indonesia is the largest marine mega biodiversity in the world. The wealth of 8,500 fish species (37% of the world's fish species), 555 species of seaweed and 950 coral reef biota confirms the dominance of this rich biodiversity. In the renewable resources sector, Indonesia's marine sovereignty area has the potential for power generation of 727 GW (theoretical), 76.5 GW (technical) and 49 GW (practical) (Ministry of Energy and Mineral Resources, 2014). The energy potential comes from the tides of the sea surface, ocean waves and sea heat. In the tourism sector, most of the tourist attractions in Indonesia are located in the sea, coast and small islands. The coastline that stretches for 95,181 km holds the potential for marine tourism that is so amazing. Thus, Indonesia should be able to encourage cooperation in the tourism sector with small archipelagic countries that make marine tourism the country's main foreign exchange earner, such as the Maldives, Mauritius and the Seychelles. Indonesian waters, especially the Malacca Strait and the Indonesian Archipelago Sea Lane, have tremendous potential for the shipping industry. The total value of the economic sector is estimated as follows (Presentation of the Secretary General

of the Ministry of Maritime Affairs and Fisheries at the Commemoration of World Oceans Day, Launching Archipelago Day, 11 June 2014):

**Table 1.1 Estimated Value of Economic Sectors**

|                           |                             |
|---------------------------|-----------------------------|
| Fishery                   | US\$ 31.935.651.400/ year   |
| Sustainable Coastal Areas | US\$ 56.000.000.000 (total) |
| Marine Biotechnology      | US\$ 40.000.000.000 (total) |
| Marine Tourism            | US\$ 2.000.000.000/ year    |
| Crude Oil                 | US\$ 6.643.000.000/ year    |
| Sea Transport             | US\$ 20.000.000.000/ year   |

Source: Presentation of the Secretary General of the Ministry of Marine Affairs and Fisheries at the 2014 World Ocean Day Seminar

This condition implies Indonesia's comparative and competitive advantage in the global economic arena. This of course requires optimal management. The minimum contribution of the maritime sector to GDP, which is only around 5 % or Rp. 60 trillion, is a separate homework for the government which has not made the maritime sector the main engine of the country's economy (Prof. Dr. Laode M. Kamaluddin, Ocean Seminar in the context of World Ocean Day, 11 June 2014). This is the reason for the concept of a balance of economic development and the sustainability of natural resources and the environment or better known as the Blue Economy. Indonesia has great economic interests in the Indian Ocean.

Indonesia expects an increase in the value of Indonesia's exports, the value of investment foreigners in Indonesia, and the number of foreign tourists to Indonesia. This is due to the huge potential of the Indian Ocean, in including 2.1 billion people and abundant natural resources. Basically about 80% trade in all regions of the world depend on sea lane because of cargo who sends food needs. Meanwhile, there is a percentage of approx 60% delivery of goods and necessities through the sea it will pass waters in Indonesia. So this potential should be used by the governmentm Indonesia maximally in order to achieve the national interest of the state in develop the concept of geopolitics and geostrategy. Maritime Axis will also plays a very important role in the development Indonesian mentality to be brave explore the richness of the sea has good natural resources.



Based on the above understanding, then it can be analyzed that in implementation of development concept sustainable in Indonesia, the policy government in the development of the shaft Indonesia's maritime world can make maritime area because Indonesia in the form of an archipelago with resources abundant natural waters. Then from that, the concept of the Blue Economy can be implemented in Indonesia because Indonesia already has objects that can as a manifestation of development Maritime Axis.

This Blue Economy concept provides an explanation that development in coastal areas must based on the strength and potential of the area. With the development that based on the potential of the area later will have an impact on government in mapping the the region. One form government policies in coastal areas which can be combined with conditions coastal area is with develop an industry based on on the potential of fisheries and waters communities in coastal areas. So that community empowerment approach based on economic development micro and community based on community empowerment. So that community economic development in oriented coastal area strengthening the community's economy by continue to make society as development subject (Pesisir, 2019). In addition, Indonesia has an interest in the following sectors:

*Fishing*, The fisheries sector is one of the main contributors to the economy as well as a source of food in order to ensure food security aspects. Therefore, Indonesia is expected to be able to play an active role in the process of rules and norms setting in the fisheries management sector in international forums, including IOTC and IORA. In implementing the blue economy in the fishing industry, it is carried out in accordance with the essence of the blue economy, namely natural efficiency, minimization waste, as well as innovation and creativity. With an economic model blue, marine development will be emphasized on activities that processing all production waste into inputs for production other economic activities. So that marine and fisheries economic activities must be directed into a production cycle system sustainable development, of course the principles of innovation and creativity become very important and needed. Innovation certainly requires support development of good engineering technology, while creativity requires the role of qualified human resource capacity and professional. Combination of engineering technology and capacity human resources, becomes very important in encouraging development of the marine economy with the blue economy model. Then the development of the marine economy with economic concepts Blue will also rely on upstream-downstream

integration to make it more efficient use of marine resources while providing value add and improve the competitiveness of its products, as well as improve inclusive welfare income. An example of the implementation of the blue economy in industry fisheries with natural efficiency, namely the use of natural resources through increased value added, commodities (fish or shrimp) and product diversification to be able to generate more economic benefits but by using natural resources more sparingly. The efficiency of natural resources can be increased because all the elements contained in the material are used so that leaving no waste. In the sense of all the parts in Commodity is processed and used to increase economic value the commodity, sometimes the value is greater than the value commodity meat (Rani & Cahyasari, 2015).

Then by applying the blue economy model through zero waste, fish processing in industries other than for human consumption, wastes such as skin, head, feet and rostum can be used as 'chitin' and 'chitosan'. Kitain, is Compounds that are useful for animal feed and chitosan are fiber naturally derived from shrimp shells that can be used as ingredients food preservative. In addition to chitin and chitosan, waste that can still be used to be added value from a production process of fishery products are silage, gelatin, collagen, and fish oil. Besides In addition, the results of washing fish or shrimp can also be processed into liquid fertilizer. To improve the fishing industry with an economic model blue, also carried out with the concept of "ecoport". That is development fishing port must coincide with its ecosystem, such as: collectors of results from fishermen or cultivators, storage, fish cleaning, fillet making, packing for marketed, market and so on. From the results of a comparative study in France, This ecoport concept really helps fishing communities to process hygienic marketing, then fish and shrimp waste used for other purposes. So that the development of the blue economy with the ecoport concept can be applied in Indonesia.

Business development and investment in the fishing industry with the blue economy model through the incorporation of Indonesia in the Indian Ocean Rim Association is an important part in improving a good marine management system such as, the sea becomes controlled and natural, by increasing the economic benefits of marine resources, including fisheries (controlled ocean), and protecting the sea from damage, even pollution. Through the blue economy model, business people and investors can take advantage of every element contained in raw materials as ingredients to produce value-added products. With this principle, a

variety of goods and services can be produced, thereby increasing productive activities and being able to expand job opportunities and strengthen national defense from the maritime sector.

Related to the context of the defense economy, Referring to what Ishola Williams said, that the state which is also connoted as a human entity, has two basic needs that are mutually binding, namely freedom of want and freedom of fear. These two needs are absolute needs for humans that are interrelated with each other and influence each other. Human security will encourage positive economic behavior to meet their daily needs. Insecurity will have an impact on a negative gradient of economic development. Vice versa, unstable economic development will have an impact on the weakness of the state in providing a formidable defense system for the country. This relationship can explain that at the same time, the economy and defense can influence each other to go up, or vice versa. In the end, the key to the potential for improving both the economy and defense lies in the appropriate use of strategic management that can increase the value of these two basic needs. Referring to the government's political will for the development of the maritime sector, Indonesia has a huge opportunity to manage maritime resources into a capital for the country's development, both in terms of economy and defense.

#### **4. Conclusion**

The term blue economy was introduced by Prof. Gunter Pauli in his book entitled *The Blue Economy, 10 Years, 100 Innovations, 100 Million Jobs*, which explains the potential benefits of his blue economy theory for environmental protection in the world community, conservation of natural resources, initiatives to reduce industrial costs by praying for energy consumption. green, clean, recycled or renewable products. One of the priority areas and focus of the establishment of the IORA is the Blue Economy. The Blue Economy pays attention to every country that is a member of the IORA because it has the potential to improve the global economy from the marine sector because it is recognized as a top priority for creating jobs, economic growth, overcoming poverty, and ensuring sustainable development in business and economic models. in the Indian Ocean. The joining of Indonesia as one of the states in the IORA, is an opportunity and correlates with one of the policies of the President Jokowi Government in an effort to realize Indonesia as a World Maritime Axis (PMD) based on geostrategy and geoeconomics as an archipelagic country.

The government is trying to make Indonesia an influential country between the Indian Ocean and the Pacific Ocean through the Maritime Axis doctrine. The key to the potential for improving both the economy and defense lies in the appropriate use of strategic management that can increase the value of these two basic needs. Referring to the government's political will for the development of the maritime sector, Indonesia has a huge opportunity to manage maritime resources into a capital for the country's development, both in terms of economy and defense.

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