THE READINESS OF NORTH SUMATRA REGIONAL GOVERNMENT IN THE FIELD OF MARINE ENVIRONMENT TO REALIZE THE WORLD'S MARITIME AXIS ON EAST COAST

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ABSTRACT

Maritime axis is an idea that is based on the condition of Indonesia as an archipelago. Implementing this strategy will ensure the realization of Indonesia's welfare. This research has been carried out for eight months in the province of North Sumatra with a focus on the readiness of the North Sumatra government in realizing Indonesia as the world's maritime axis, including in Malacca Strait, especially in the area of the marine environment. The research data were collected through library and field study involving ten institutions in North Sumatra province who have duties in the field of marine, environmental, and industrial and based in Medan. This research is to answer questions related to the readiness of the North Sumatra provincial government to realize Indonesia as World Maritime Axis through the five pillars of world maritime axis is the construction of the infrastructure, political, socio-cultural, legal, security, and economy. The results showed that the North Sumatra provincial government has had local regulations in North Sumatra Province No. 2 of 2017 on spatial plans in North Sumatra province in 2017-2037, which also governs the pillars 2 and 3 of the five pillars of world maritime axis. Conclusions and recommendations of this study, there are two things: first, the North Sumatra provincial government has had a policy related to the strategic idea of Indonesia as a maritime axis namely North Sumatra provincial Regulation No. 2 of 2017 on spatial planning in North Sumatra province in 2017-2037. Unfortunately, this regulation only the end of 2017 present so they require socialization RTRW North Sumatra Province in 2017-2034 not only to local governments but also development partners and the public. Thus the hope Indonesia as the world's maritime axis through the protection and management of the sea on the east coast of North Sumatra facing the Straits can be realized.
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Keywords: Maritime Axis, Marine, Malacca Strait, Environment, Sovereignty, Sustainability, Welfare, East Coast.


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1. INTRODUCTION

Indonesia has a unique geographical location, in addition to the location of the Indonesian archipelago is located on the equator also geographical position is in fact as an archipelagic state located at the intersection of the world, between the two continents, Asia - Australia and between two oceans namely Indonesia-Pacific ocean[1]. Similarly, the ratio of the sea area is larger than its land territory. Terrestrial and marine areas of the whole are 5,19325 million km$^2$ consisting of 2.02717 million km$^2$ lands, and the sea is 3.16608 million km$^2$ [2].

Moreover, since November 16, 1994, the 1982 Convention on the Law of the Sea was effective or enter into force[3]. With the entry into force of this Convention, the total area of Indonesia's sea has increased to 8,193,163 km$^2$, consisting of 2,027,087 km$^2$ of land and 6,166,163 km$^2$ of ocean. The area of Indonesia's sea can be broken down into 0.3 million km$^2$ of the territorial sea, 2.8 million km$^2$ is the waters of the archipelago, and 2.7 km$^2$ is the Indonesian Exclusive Economic Zone[4]. The Indonesian sea area is also found in the waters of the Malacca Strait where Indonesia is a country on the edge of the strait.

Strait of Malacca is one of the most important shipping lanes in the world, just as important as Suez Canal or Panama Canal. Between 60.0005 to 94.0006 Tanker ships passing annually, bringing the world one-third of global trade. Malacca Strait is an aquatic region that stretches for approximately 500 miles of sea between Indonesia and Malaysia, extending between the Andaman Sea in the northwest and the Singapore Strait in the southeast. By acting as a traffic artery of global trade linking West Asia and East Asia. Based on historical records, the area of the Strait of Malacca has been for centuries becoming a strategic path to the benefit of commercial traffic and in use as a commercial network utilized trade in Southeast Asian nations[5].

Strait of Malacca is located on three national borders, namely Singapore, Malaysia, and Indonesia and is located between two major mainland is the island of Sumatra and Peninsular Malaysia. What the island is dealing directly with the Malacca Strait is the province of Aceh, North Sumatra, Riau, Jambi and Riau Islands. North Sumatra Province located at 1 ° - 4 ° North and 98 ° - 100 ° east longitude, is a province located on the island of Sumatra. North Sumatra Province bounded north by the province of Aceh, west of the Indian Ocean, south of the Province of Riau and West Sumatra, and east to the Strait of Malacca. Regionally, North Sumatra province on the path to international shipping strategic Strait of Malacca near Singapore, Malaysia, and Thailand[6]. North Sumatra as the island directly opposite the Strait of Malacca, which has Belawan as the most important port on the waterway in addition to Klang port in Malaysia. Belawan port became one of the entrances to the perpetrator of foreign trade and tourism in western Indonesia.

Referring to Article 25 A of the fourth amendment to the 1945 Constitution, states that "the Unitary State of the Republic of Indonesia is an archipelago characterized by an archipelago with territories and boundaries and its rights are determined by law."[7] Indonesia is the largest archipelago in the world that has the potential to be the World Maritime Axis. In
this case, it relates to Law Number 32 Year 2014 Article 5 (1) which reads, "Indonesia is an archipelagic country which consists entirely of archipelagic islands and includes large and small islands which constitute a unity of territory, politics, economics, socio-cultural, and historical whose boundaries are drawn from the base of the islands."[8]

World Maritime Axis aims to make Indonesia as a maritime country are big, strong, and prosperous through the return of Indonesian identity as a maritime nation, security interests, and maritime security, maritime empowering potential to achieve Indonesia's economic equality. To reach the World Maritime Axis will include the construction of the maritime aspects of the infrastructure, political, socio-cultural, legal, security, and economy. Homeland sovereignty of the territorial sea, the revitalization of sectors of the marine economy, strengthening and development of maritime connectivity, rehabilitation of environmental damage and biodiversity conservation, and increasing the quality and quantity of marine human resources, the major programs in an effort to make Indonesia as a world's maritime axis. In order to realize Indonesia as a world's maritime axis.

Mr. President Joko Widodo launched five main pillars in realizing the ideals of Indonesia as a world maritime axis. The first pillar: the rebuilding of the maritime culture of Indonesia. The second pillar: Committed to maintaining and managing marine resources with a focus on building the marine food sovereignty through the development of the fisheries industry by placing the fishermen as the main pillar. The third pillar: Commitment to encouraging the development of infrastructure and maritime connectivity by building a marine highway, ports, logistics and shipping industry, and maritime tourism. The fourth pillar: Diplomacy maritime Indonesia invites all partners to cooperate in the maritime field. The fifth pillar: Building maritime defense forces. The ideals and agenda of Joko Widodo-Jusuf Kalla's government above will be the focus of Indonesia in the 21st century. Indonesia will become the World Maritime Axis, a force that navigates two oceans as a maritime nation that is prosperous and authoritative.

In guarding Sea nation's future vision and mission support nawacita mandated by Mr. President Joko Widodo, the Ministry of Maritime Affairs and Fisheries (MMAF) continue to encourage the growth of marine and fisheries sector with a wide range of policies. MMAF policies are translated into the mission three pillars of sovereignty, sustainability, and well-being, namely SOVEREIGNTY. Self-sufficient in managing and using marine resources and fisheries by strengthening national capacity to conduct law enforcement at sea in order to realize the sovereignty of economically, which is done through the supervision of the management of Marine Resources and Fisheries (SDKP) and system quarantine fish, quality control, the safety of fishery and biosafety fish.

Furthermore, SUSTAINABILITY, adopts the concept blue economy in managing and responsibly protecting marine resources and fisheries with environmentally friendly principles in an effort to increase productivity, which is done through the management of marine space; management of marine biodiversity; the sustainability of the resource and to fishing and aquaculture; and strengthening the competitiveness of marine and fishery products. The latter is a WELFARE, Managing marine resources and fisheries for the greatest prosperity of the people, which is done through the Human Resource capacity development and empowerment, and the development of marine and fisheries science and technology innovation.

In order to strengthen its identity as a maritime country has been done to eradicate illegal, unreported, and unregulated (IUU) fishing and the development of a maritime and marine economy. IUU fishing has been a major priority of the government in protecting marine resources and fisheries. Successful handling of prevention and eradication of illegal fishing
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has progressed due to exercising oversight over the management and utilization of marine resources and fisheries.

Indonesia has a vast landscape, and natural resources are tremendous, from various sectors such as agriculture, food, energy, and maritime that can be utilized. Maritime sector management and use should be carried out in a responsible manner, in order to safeguard the sovereignty, sustainability, and prosperity of the Republic of Indonesia[9].

Law Number 17, the Year 2007 in the Appendix section on the Vision and Mission of the National Development Year 2005 - 2025 contains the vision of Indonesia's development, namely Indonesia that is Independent, Advanced, Fair and Prosperous. The seventh mission of national development 2005-2025 is "Realizing Indonesia as an independent, developed, strong and nationally based archipelago country."[10] The significance of this mission is to grow the marine-oriented development of society and government, as well as improve the utilization of comprehensive and sustainable access to human resources, national sea areas and marine technology for the benefit of the sovereignty and welfare of the Indonesian people.

The potential of marine resources needs to be managed optimally and sustainably in order to realize the ideals of Indonesia as the World Maritime Axis and in an effort to provide maximum benefit for the people's welfare. Based on this, on February 20, 2017, Mr. President Joko Widodo has signed Presidential Regulation Number 16 of 2017 on Indonesian Maritime Policy.

Indonesia's Marine Policy is a general guideline of marine policy and its implementation step through the program and activities of the ministries/agencies in the field of marine arranged in order to accelerate the implementation of the World Maritime Axis. Thus, Law No. 17/2007 (National RPJP 2005-2025) and the Indonesian Marine Policy has provided direction for the development of maritime and marine covers aspects that are highly relevant to the preamble trustful and Constitution of 1945. This Act has also given the identification of various crucial issues in an effort to take advantage of and management of marine resources, encouraging policymakers to harmonize and synchronize regulations towards the unification of maritime law and national marine who is now partially fragmented.

2. RESEARCH QUESTIONS
This study focuses on the readiness of the government of the North Sumatra province in the field of the marine environment in facing the world's maritime axis on the eastern coast of North Sumatra Province. Two questions were asked to determine the preparations that have been made by the government of North Sumatra province is as follows:

RQ 1: How is the North Sumatra Provincial Government understanding of the Indonesian Maritime Axis?

RQ 2: How is the readiness of the North Sumatra Provincial Government in managing the Malacca Strait related to the Indonesian Maritime Axis?

RQ 3: What are the Challenges and Constraints of the Government of North Sumatra Province in preparation for the management of the Malacca Strait related to the Indonesian Maritime Axis?

3. RESEARCH METHODOLOGY
This research was conducted with the literature review and field studies. The literature review conducted by collecting, reading and analyzing the rule of law, books and sources of information in print or electronic form. The field study was done by gathering information
through in-depth interviews and focus group discussion (FGD) involve staff or head of the institution.

4. RESULTS & DISCUSSIONS

Indonesia is a maritime country. The protection of the Indonesian marine environment from pollution originating by ships in Indonesia at this time is important because the Indonesian marine environment is potentially polluted. The existence of international shipping rights through Indonesian waters, the legal regulation between the marine regime and pollution is unclear; and law enforcement related to coordination between agencies in handling cases of pollution of the marine environment. Indonesia which has a unique geographical location, besides the location of the Indonesian archipelago on the equator, this geographical position is in fact, as an archipelagic state that is in a cross position of the world, between two continents, namely the continent of Asia - Australia and between two the ocean is the Indonesia-Pacific ocean[1]. Likewise with the comparison of sea areas that are wider than the land area. The total land and sea area are 5,193,250 km² consisting of 2,027,170 km² of land, and 3,166,080 km² is the ocean[2]. The 1982 United Nations Convention on the Law of the Sea was entered into force since November 16, 1994.[3]. With the entry into force of this Convention, the total area of Indonesia has increased to 8,193,163 km², consisting of 2,027,087 km² of land and 6,166,163 km² of ocean. The area of Indonesia's sea can be broken down into 0.3 million km² of the territorial sea, 2.8 million km² is the waters of the archipelago, and 2.7 km² is the Indonesian Exclusive Economic Zone[4].

Indonesia as a maritime country needs to be aware of the importance of the function of protecting and preserving the function of its territorial waters in order to maintain dependence on natural resources in the sea on the quantity and quality that meets the requirements, and availability in a sustainable manner. In this regard, given the vastness of the Indonesian sea that brings additional natural, biological and non-biological resources. Besides the marine environment is a source of natural resources, it is also a means of connecting, recreational media, and so on, because it is very important to protect the marine environment, for example, the protection of the marine environment from pollution originating from ships, this is done so that the use of sources of wealth can be enjoyed sustainably[11]–[13].

In anticipation and efforts to prevent pollution of the marine environment sourced from ships, extensive cooperation is needed between the flag state, the coastal country, and the port country. Also cooperating with IMO, especially in terms of:[14]

1. checks on the physical condition of the vessel;
2. checks on documentation recording a vessel's past performance;
3. Possible improvements in survey and inspection practice.

4.1. Understanding of the North Sumatra provincial government to realize Indonesia as the world's maritime axis

Indonesia with the conditions of two-thirds of its area is the ocean, which has abundant marine resources, renewable, such as fishery resources, marine and natural resources that areunrenewable, such as oil and minerals. Indonesia is known as a country that has megadiversity, not only for its land biota but also its marine biota. At least known> 2000 species of marine fish in Indonesia, crustaceans> 200 species, molluscs> 2500 species, coral reefs> 350 species. Several classes of marine life have a worldwide distribution area adrift in the waters of Indonesia, and surrounding areas[15].
The source of wealth that God conferred on the Indonesian people that can be utilized to the highest possible extent for the prosperity of the Indonesian people. However, if there is contamination in the Indonesian marine environment, such as pollution originating from ships, this can pollute and/or damage the Indonesian marine environment, potentially reducing the sustainability of the marine environment[12], [13]. Subsequently, directly or indirectly, will be detrimental to the life of the nation.

For the sake of national interest more broadly, in addition to already have the Law No. 32, 2009 concerning the protection and Environmental Management (UUPPLH), which is an "umbrella act" for legislation on the environment, given the protection of the marine environment is a requirement that urgent, it is necessary to establish legislation specifically concerning the protection of the marine environment from pollution, including marine environmental protection that comes from ships. Legislation referred to as the implementing regulations for the provisions contained in UU PPLH which states that "the protection of the Unitary Republic of Indonesia to the impact of business and/or activities outside the territory of the state of pollution and/or damage to the environment

The situation and position of Indonesia certainly require a good understanding of government staff especially to realize Indonesia as the world's maritime axis. The results of interviews with informants from 10 government institutions in North Sumatra Province who have duties in the fields of maritime affairs, environment and industry and based in Medan showed that the understanding of government staff already exists in relation to the maritime axis. This case can be seen from the answers of the informants about the role of the North Sumatra Province Sea Transportation Agency agency to realize Indonesia as the Indonesian maritime axis where it is explained about the sea toll on the west coast of Sibolga.

"...by realizing sea tolls such as those in the west coast region such as Sibolga and others which are one of the strategies ... for the provincial government itself financially not yet available, but in the future there is thought to be a contribution to the province itself whether it can be a temporary stockpile for physically, it is purely Pelindo that holds its role, and the costs are also from management Pelindo, also Pelindo ... The provincial Transportation Agency itself is currently focused more on the West Coast; the route is to open the lane, the east coast is already running "(KA, interview 4 June 2018).

4.2. The readiness of the North Sumatra provincial government to realize Indonesia as the world's maritime axis

Law Number 17 of 2007 concerning the National Development Plan for 2005 - 2025 mentions in the appendix part of the National Development Vision and Mission 2005 - 2025. Indonesia's development vision is an Independent, Advanced, Fair and Prosperous Indonesia. The seventh mission of national development 2005-2025 is "Realizing Indonesia as an independent, developed, strong, and based on national interests."[16]

The significance of this mission is to grow the marine-oriented development of society and government, as well as improve the utilization of comprehensive and sustainable access to human resources, national sea areas and marine technology for the benefit of the sovereignty and welfare of the Indonesian people.

The potential of marine resources needs to be managed optimally and sustainably in order to realize the ideals of Indonesia as the World Maritime Axis and in an effort to provide maximum benefit for the prosperity of the people. Based on this, on February 20, 2017, the President of the Republic of Indonesia has signed Presidential Regulation Number 16 of 2017 concerning Indonesian Maritime Policy. This Indonesian Maritime Policy is a general guideline for maritime policy and its implementation steps through programs and activities of
ministries/institutions in the field of maritime affairs which have been prepared in order to accelerate the implementation of the World Maritime Axis.

Thus, Law No. 17/2007 (National RPJP 2005-2025) and Indonesian Maritime Policy have provided direction for maritime and marine development which includes aspects that are very relevant to the mandate of the Preamble of the 1945 Constitution. These policies and laws have also identified various crucial issues in the effort and management of marine resources, encouraging policymakers to harmonize and synchronize regulations towards the unification of maritime law and national marine which is now partially fragmented.

One Act also important to note is Law No. 23 of 2014 on local governments. This law provides an explanation of the division of affairs in the field of maritime affairs and fisheries in the central, provincial and district/city governments.

Table 1 Affairs of marine and fisheries in the provincial government according to Law No. 23 of 2014 on Regional Government

<table>
<thead>
<tr>
<th>No</th>
<th>Sub-affairs</th>
<th>The provincial government</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Marine, Coastal and Small Islands</td>
<td>Management of marine space up to 12 miles outside of oil and gas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Issuance and utilization of ocean space under 12 miles outside of oil and gas</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Empowerment of coastal communities and small islands</td>
</tr>
<tr>
<td>2</td>
<td>Capture fisheries</td>
<td>Management of fish and marine areas up to 12 miles</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Issuance of capture fisheries business licenses for fishing vessels over 5 GT to 30 GT</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Determination of construction sites and management of provincial fisheries ports</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Issuance of permits and fishing vessels with sizes above 5 GT up to 30 GT</td>
</tr>
<tr>
<td>3</td>
<td>Fisheries Culture</td>
<td>Issuance of IUP in the field of fish cultivation whose business is across regency/city in 1 (one) Province</td>
</tr>
<tr>
<td>4</td>
<td>Marine Resources and Fisheries Supervision</td>
<td>Marine resources and fisheries surveillance up to 12 miles</td>
</tr>
<tr>
<td>5</td>
<td>Management and Marketing</td>
<td>Marketing business license issuance and management of fishery products across the district/city within 1 (one) Province</td>
</tr>
</tbody>
</table>

These national regulations have become the basis for the North Sumatra provincial government to ratify the North Sumatra provincial regulation No. 2 of 2017 concerning the spatial plan for the North Sumatra province in 2017-2037. This regulation provides a definition of the Provincial Spatial Planning (RTRWP) as a general spatial plan from the provincial area, which is the elaboration of the RTRWN, which contains provincial objectives, policies, spatial planning strategies; the spatial structure plan of the province; plan pattern of provincial land; the establishment of provincial strategic areas; provincial land use directives; and controlling the direction of provincial land utilization.

It appears that the RTRWP is a technical plan from the National Development Plan (RPN), therefore if the RPN states that the seventh mission of national development 2005-2025 is "Realizing Indonesia as an independent, developed, strong and nationally based archipelago"[16], then the RTRWP has a similar development plan.

Article 4 Regional Regulation on RTRWP The scope of the planning area covers the entire area of North Sumatra Province with a total area of approximately 183,449.17 km2 (one hundred eighty three thousand four hundred forty nine point seventeen square
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kilometers) covering: (a) land area of approximately 72,325.47 km² (seventy two thousand three hundred twenty five point forty seven square kilometers); (b) an ocean of approximately 110,000 km² (one hundred and ten thousand square kilometers); and (c) Lake Toba water bodies of approximately 1,123.70 km² (one thousand one hundred twenty three point seventy square kilometers). Furthermore, the RTRWP also made several articles governing the steps that must be taken by the North Sumatra provincial government in relation to the five pillars making Indonesia the World Maritime Axis. In particular, the RTRWP is in line with two commitments, namely commitment 2, which is the commitment to safeguard and manage marine resources by focusing on developing marine food sovereignty through the development of the fisheries industry by placing fishermen as the main pillar and commitment 3 namely commitment to encourage infrastructure development and maritime connectivity by building sea tolls, seaports, logistics and shipping industries, as well as maritime tourism.

**Table 2** Articles of North Sumatra Province Regulation No. 2 of 2017 concerning Spatial Planning for North Sumatra Province in 2017-2037 which is in line with the pillars making Indonesia the world's maritime axis

<table>
<thead>
<tr>
<th>Pilar makes Indonesia a maritime axis</th>
<th>Articles of North Sumatra Provincial Regulation No. 2 of 2017 concerning Spatial Planning for North Sumatra Province 2017-2037</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commitment two is a commitment to maintain and manage marine resources with a focus on building the marine food sovereignty through the development of the fisheries industry by placing the fishermen as the central pillar.</td>
<td>Article 27 Paragraph (6) mentions the cultivation area that includes the designation of the area of fisheries and marine</td>
</tr>
<tr>
<td></td>
<td>Area Development Plan Designation of Fisheries and Marine Resources; paragraph (1) Regional spatial pattern designation covers an area of fisheries and marine aquaculture, fisheries and fish processing; Paragraph (2) Development of aquaculture and marine fisheries and public waters, covering all districts / cities; Paragraph (3) Development of fisheries product processing area located in the centers supporting fisheries; Paragraph (4) Development of allotment area fisheries conducted in areas that have potential and suitable for the development of fisheries and marine, among others:(a). Development of agromarinepolitan area covering the west coast, east coast, and Nias Islands; (b). Development of the Minapolitan area, covering the west coast, east coast, and Nias Islands; (c). The development of fish seed centers spread throughout the North Sumatra Province; (d). The fish landing base (PPI) to support capture fisheries activities spread across the East Coast and West Coast of North Sumatra as listed in Appendix XXVII is an integral part of this regional regulation; (e). Development of Coastal Fisheries Ports (PPP) on the West Coast, East Coast, and Nias Islands; (f). Integrated cold storage development to support the national fish logistics system at fish production and distribution centers and fishery products, including Medan City, Sibolga City, Tanjungbalai City, Batubara Regency, Deli Serdang Regency, Central Tapanuli Regency, Mandailing Natal Regency, and Nias Islands.</td>
</tr>
<tr>
<td>Commitment three is a commitment to encourage the development of infrastructure</td>
<td>Article 8 The transportation network system includes the sea transportation network system which includes (a) port structure; (b). Shipping line. Plan transportation system is aimed at the optimization and development of the transport network structure</td>
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<td></td>
<td>Article 11 Development of the network system of rivers, lakes, and crossings include improving and expanding the service network transport stream,</td>
</tr>
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</table>
and maritime connectivity by building a marine highway, ports, logistics and shipping industry and maritime tourism

<table>
<thead>
<tr>
<th>Article 13</th>
<th>Paragraph (1) The development of the port structure is a seaport including (a) the main port; (b), collection port; (c). Feeder port, which consists of 1) regional feeder port; and 2) local feeder ports. Paragraph (2) Arrangement of shipping flow includes (a). General shipping lanes and crossings; and (b). Shipping lanes enter the port.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Article 14</td>
<td>Paragraph (1) Development of port arrangements that exist within the province; paragraph (2) Development of sea transportation along the east coast of North Sumatra by water bus. Paragraph (3) Development of ports along the east coast of North Sumatra to support sea transportation along the east coast of North Sumatra. Paragraph (4) Development of ports to encourage economic growth in the area on the west coast of North Sumatra. (5) Kuala Tanjung Port Development set up as an international hub port in Indonesia's western gate in the order of the National Logistics System.</td>
</tr>
</tbody>
</table>

It is seen that the basic formulation RTRWP referring to Law No. 17 of 2007 on the national development plan Year 2005-2025 has adapted to the provisions of Law No. 23 of 2014 on local governments and the idea of the president of the Republic of Indonesia government period 2014-2019.

4.3. The challenge of the North Sumatra Provincial Government in preparing marine management related to the Indonesian Maritime Axis

The challenge according to the Big Indonesian Dictionary (KBBI) Online means things or objects that inspire determination to improve problem-solving skills; stimulation (to work harder and so on). Difficulties when implementing something is a challenge to work harder as well as the readiness of the North Sumatra provincial government. The study entitled "Readiness of the Medan City Government (Malacca Strait) in the Face of the Chinese Maritime Silk Road and the World Maritime Axis" found several challenges faced by the North Sumatra provincial government.

First, the lack of popularity of the term maritime axis in the local government environment. The reasons raised by the informant during a focus group discussion is a limited description of the duties and functions set out in the regulations governor in 2016.

"the language of the maritime axis has not been used by the provincial government, while its readiness is already there, culinary readiness, tourism, and others. The maritime axis, now there is also a plan to open the field from the crossroads to Guang Zhou, and even Sumut provides support for facilities, with support from the center. The sea is why there is no cruise ship as one of the potentials, collect data on potential areas, then look for opportunities to be marketed to investors ..." (FGD on July 5, 2018)

In addition, the regulations related to the idea of Indonesia as a maritime axis still at the level of the center as proposed one informant when performing the in-depth interview."

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already, already in the sea transportation department on the fifteenth floor, Medan Merdeka Barat ...” (Independent interview on May 24, 2018).

Second, the new regulations in the area of North Sumatra RTRWP namely North Sumatra provincial Regulation No. 2 of 2017 on spatial planning in North Sumatra province in 2017-2037

"the echo of the maritime axis has been heard. Spatial Planning Regulations, there are still a number of regencies/cities that still have not finished their RTRW, and are submitted to the bappeda to be hastened ... The RTRW Regional Regulation cannot cover marine affairs because the sea has its zone. Moreover, we cannot map it ourselves, and are being made on the RTRW of marine/marine zones, tourism industry, sand, etc. ... once gave permission about dredging the sand then the marine minister was angry because there were no national regulations related to the distribution of the sea zone. Marine zones and others will be covered, either fisheries, cultivation, including marine waste disposal, there must be a spatial regulation sea ",(FGD on July 5, 2018).

Both of the above research findings are challenges to be homework North Sumatra provincial government. Strategic ideas about Indonesia into the world maritime axis can only be achieved if each region such as northern Sumatran province of the coastline of 1,300 km, of which 545 km is the length of the East Coast line is willing to work together with the central government. Another important thing is the position of the east coast of northern Sumatra bordering the Malacca Strait must be maintained and managed the properly marine environment[17]. If not, then the large losses can occur for the next generation.

5. CONCLUSION & SUGGESTIONS

This study concludes that the North Sumatra Provincial Government’s understanding of the Indonesian Maritime Axis is quite good based on information obtained from research informants who are ten government institutions in North Sumatra Province that have duties in the fields of maritime, environment and industry and are domiciled in Medan. Second, the North Sumatra provincial government has qualified readiness to make Indonesia as a maritime shaft through the legal aspects: namely the province of North Sumatra region Regulation No. 2 of 2017 on spatial planning in North Sumatra province in 2017-2037. Third, the challenges faced by the government of North Sumatra are not yet familiar with the term maritime axis among government staff with the use of the term maritime axis in the regional regulation document.

Furthermore, this study provides recommendations namely. First, the North Sumatra provincial government must disseminate the Spatial and Regional Plan (RTRW) of North Sumatra Province in 2017-2034 specifically related to the world's maritime axis and the protection and management of the sea on the east coast of North Sumatra dealing Malacca Strait. Second, the world Maritime Axis should consider aspects of the marine environment given the potential for pollution and/or destruction of the marine environment on the eastern coast of North Sumatra province. Finally, the North Sumatra provincial government should establish coordination among institutions involved in the protection and management of the sea on the east coast of North Sumatra facing the Strait of Malacca in order to realize the world's maritime axis.

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