



IC-ASEAN

"TOWARDS A BETTER ASEAN"



PROGRAM
BOOK

September 5-6, 2019
UNIVERSITAS ANDALAS

ABOUT THE CONFERENCE

Since the establishment of ASEAN (Association of Southeast Asian Nations) as a regional organization in 1967, it has played a significant role most importantly related to regional affairs and has also given notable contribution to the international arena. Undisputedly, ASEAN has been successfully fostering good relations among its members since its foundation. After completing the first period of its vision of an integrated regional community (ASEAN Community 2015), ASEAN is now preparing for the launch of ASEAN Community Vision 2025, supported by ASEAN Connectivity 2025.

As a regional organization, ASEAN has several major challenges that it needs to overcome. Internally, ASEAN still struggles with decision-making issues. As reported by UNCTAD in 2017, the participation of citizens in decisionmaking process is still considered low despite several Member States adopting a democracy system; people do not have direct involvement in this matter. Furthermore, ASEAN secretariat as a significant part of the organization has a main problem with limited funding to exercise projects.

Some practitioners and academics believe the secretariat is still lacking power within the system. Externally, ASEAN still faces a high-security issue related to the South China Sea dispute occurring in the region. The conflict is becoming problematic as it involves external actors, China and the United States and militaristic steps. The role of ASEAN is highly demanded and the organization should "remain more united" and "remain free of psychological manipulation" - an expectation which is often insisted on ASEAN

As a study center focusing primarily and solely on ASEAN, in collaboration with the Directorate General of ASEAN Cooperation, Indonesian Ministry of Foreign Affairs, the Center of ASEAN Studies Andalas University, host the International Conference on ASEAN (IC-ASEAN).

IC-ASEAN is a forum of academics and practitioners with the aim to be the platform of discussion for ASEAN related issues, to enrich and share understanding and various perspectives on ASEAN issues. It also platform to reflect on the challenges, successes and best practices of ASEAN Community 2015 and to provide in depth discussion on the outlook of ASEAN Community 2025.

CONFERENCE SCHEDULE

TIME	Wednesday, 04 Sept 2019
18.00-19.00	Participant Registration
19.00-20.00	Gala Dinner
20.00-20.05	Opening
20.05-20.20	Tari Pasambahan
20.20-21.20	Welcome Speech (Address)
21.20-21.30	Photo Session
21.30-22.00	Art Performance and Closing

TIME	Thursday, 04 Sept 2019
09.00-09.40	Opening
09.45-10.30	Remark and Keynote Speaker I : Riaz J.P Saehu (Director for ASEAN Socio-Cultural Cooperation)
10.30-11.00	Keynote Speaker II: Dr. Hassan Wirayuda (Former Minister for Foreign Affairs republic of Indonesia)
11.00-11.30	Keynote Speaker III: Prof Dr. Ir. Helmi, M.Sc (Chairman, Development Studies Doctoral Program, and Coordinator of SDGs Lab at Post-Graduate Program)
12.00-13.00	Keynote Speaker IV: Dr. Helena Varkkey (Department of International and Strategic Studies, Faculty of Arts and Social Sciences, University of Malaya)
12.00-13.00	BREAK and LUNCH
13.00-16.20	PANEL SESSION I (Room 1,2,3,4)
16.20-16.30	CLOSING DAY I

CONFERENCE SCHEDULE

TIME	Friday, 06 Sept 2019
09.00-09.10	Opening
09.10-09.40	Keynote Speaker V: Prof. Herman Joseph Kraft Department of Political Science Universiti of the Philippines Dilliman College of Social Sciences and Philosophy
09.40-10.10	Keynote Speaker VI: Dr. Bruno Jetin Director of the Institute of Asian Studies Universiti Brunei Darussalam
10.10-10.40	Keynote Speaker VII: Dr. Kumar Ramakrishna Head of Policy Studies and Head of National Security Studies Program S. Rajaratnam School of International Studies, Nanyang Technological University, Singapore
11.00-12.30	PANEL SESSION II (Room 1, 2, 3, 4)
12.30-13.30	BREAK and LUNCH
13.30-14.50	PANEL SESSION III
15.00-15.50	MC Closing Series
15.50-16.00	Closing Speech: Dr. Eng. Uyung Gatot Head of Institute for Research and Community Service Universitas Andalas
16.00	CLOSING IC-ASEAN 2019

DAY 1 PANEL 1

NAME	TITLE	TIME
Rendi Prayuda	The Factors That Caused The Asean Security Regime To Fail To Deal With The Transnational Crime Of Smuggling About Narcotics In The Southeast Asian Region	13.00-13.10
Aidinil Zetra, Ferra Yanuar Dodi Devianto	Political Participation Model Using Bayesian SEM Approach: Comparative Study Between Padang, Indonesia and Selangor, Malaysia	13.10-13.20
Johni Korwa	ASEAN Connectivity 2025: Shall Australia become the future member of ASEAN?	13.20-13.30
Saptopo Bambang Ilkodar	Legitimacy of ASEAN's Treaty of Amity and Cooperation	13.30-13.40
Mohamad Rosyidin	The Paradox of ASEAN Security Community: Arms Dynamic and the Culture of Peace in Southeast Asia	13.40-13.50
Putri Nilam Sari	Public Perception of Climate Change Issue in The 'Climate Village' Program	13.50-14.00
Tamrin Kiram, Indah Adi Putri	Local political contestation with national on the implementation of democracy and Good Governance in ASEAN countries	14.00-14.10
Abubakar Eby Hara, Agus Trihartono, Himawan Bayu Patriadi	ASEAN Responses to External Challenges from the Cold War to Indo-Pacific: Does ASEAN still Play Pivotal Role?	14.10-14.20
Imron Yarang	Thailand-Malaysia Cooperation Strategy in Conflict Resolution of Separatist Movements in Southern Thailand	14.20-14.30
Asrinaldi - Asril, Yoserizal, Hairunnas	Institutionalization of the Party System and the Future of Democracy in Southeast Asia: Comparison of Indonesia and Malaysia	14.30-14.40
Artha Yudilla	The Importance of ASEAN's New Indo Pacific Outlook for Indonesia's Global Maritime Fulcrum Policy	14.40-14.50
Nani Mulyati	Private Sector Criminal Liability for Corruption Offence in the Association of Southeast Asian Nations (ASEAN)	14.50-15.00
Himawan Bayu Patriadi, Abubakar Eby Hara, Agus Trihartono	ASEAN's Point of No Return: Indonesia in the Making of Regional Order	15.00-15.10
Gibran Mahesa Drajat	The Continuity of ASEAN Centrality within Indonesian Foreign Policy under President	15.10-15.20

	Joko Widodo	
Aiman Aizuddin, Salawati Mat Basir, Rohani Abdul Rahim, Muhammad Afiq Ahmad Tajuddin, Mohd Shukor Abdul Mumin	Trafficking In Persons Laws and Border Control Challenges in Malaysia: ASEAN Discourse	15.20- 15.30
Agus Trihartono, Abubakar Eby Hara, Himawan Bayu Patria	Bring "Old Paradigm" of the ASEAN Way Back in: Moving forwards to a Full-Pledge of ASEAN Political-Security Community (APSC)	15.30- 15.40

DAY 1 PANEL 2

NAME	TITLE	TIME
Nurmasari Situmeang, Wiwiek Rukmi Dwi Astuti, Asep Kamaluddin Nashir	Implementation of Local Government Policy of Kabupaten Bogor in enactment of ASEAN Economic Community towards footwear Small and Medium Industry	13.00- 13.10
Wenny Ira Reverawaty, Muhammad Yusuf	The Sustainable Protection of Peatland: Study in Jebus Village, Kumpeh District, Muaro Jambi	13.10- 13.20
Nur Aslamiah Supli, Sari Mutiara Aisyah, Retno Susilowati	Implementation of ASEAN Consensus and Indonesian Law of NO.18/2017 for Indonesian Women Migrant Worker	13.20- 13.30
Afrima Sari	Morphophysiology Characteristics of Rice Varieties (<i>Oryza sativa</i> L.) Germination in High Temperature	13.30- 13.40
Risma Rahmatunisa, Ratih Kurniasari	Organoleptic and Crispness Properties of Purple Sweet Potato, Soybean Flour, and Red Kidney Bean Flour Flakes	13.40- 13.50
Yoserwan, Elwi Danil, Elwitis	Harmonization of Regulation on Mutual Legal Assistance by Indonesia in Eradicating Transnational Economic Crime in ASEAN Economic Community	13.50- 14.00
Muhammad Afiq Ahmad Tajuddin, Rohani Abdul Rahim, Kamarudin Abu Bakar	Basic Support Accorded to Migrant Workers in Malaysia: Balancing AEC Agenda	14.00- 14.10

Hardijanto Saroso, Olivia Hamzah, Warsono Warsono, Sukarso Sukarso	The Role of Investments on Pharmaceutical Company Performance that was Mediated with Advertising, Raw Materials, Training and Number of Labors	14.10- 14.20
Zidni Ilman Navia	Ethnobotany of wild edible fruit species and their contribution to food security in the North Aceh region, Indonesia	14.20- 14.30
Wetria Fauzi	The Concept of Sharia Insurance Arrangement in ASEAN Countries	14.30- 14.40
Delfi yanti	An ASEAN Comprehensive Investment Agreement (ACIA) Policy in the Capital Investment Law of Indonesia for ASEAN Economic Community	14.40- 14.50
Magdariza dan Dewi Enggriyeni	The Juridicia Review of Law Amendment of Brand and Geographic Indication in Trading Liberalization of ASEAN and the Influence to Indonesia	14.50- 15.00
Adrianto, Syamsurizaldi, Aidinil Zetra	Improvement of Teacher Education Qualification of Primary Kerinci Regency Education Office School and State Junior High School in Facing the Asean Economic Community (AEC) by Kerinci Regency Education Office	15.00- 15.10
Desyska Novita, Maryam Jamilah	China Public Diplomacy toward Myanmar on Belt and Road Initiative Project	15.10- 15.20
Donard Games	Enhancing Innovation for Competitiveness: What Could Indonesia Learn from Malaysia and Thailand	15.20- 15.30
Elsa Widia	Can Foreign Direct Investment (FDI) Reduce Unemployment in Home Country? Analysis for ASEAN 5	15.30- 15.40

DAY 1 PANEL 3

NAME	TITLE	TIME
Indra Jaya Wiranata, Khairunnisa Simbilon	Lampung Province Potential Strategic Mapping in Facing IMT-GT 2020	13.00- 13.10
Fitriyani Yulawati, Wiwi Widiastuti	Indigenous Women's Response to Modernization in Kapung Naga Tasikmalaya District	13.10- 13.20

Aprilia Restuning Tunggal	The Patterns of Diplomatic Relations between Indonesia and Egypt through Pondok Modern Darussalam Gontor and Al-Azhar University in Cairo	13.20- 13.30
Novi Amalia	Role of Islamic Boarding School as Instrument of Multitrack Diplomacy (Track 5 Education): Case Study Role of Pondok Modern Darussalam Gontor in International Cooperation	13.30- 13.40
Radhita Chairani	The Influence of the Presence of Woman on Board to Company Performance In Indonesia	13.40- 13.50
Sohul Sitongkir, Mohammad Ihsan, Ade Perdana Siregar	Lifestyle and User Preferences Online Transport Service	13.50- 14.00
Ike Revita	Psychopragmatic Factors of the Action of Verbal Violence toward Women in DKI Jakarta	14.00- 14.10
Miswanto, Alfi Husni	The Readiness of People in Border Area to Deal with Social Change in Berakt Village, Teluk Sebong Sub-District, Bintan Regency, Kepulauan Riau Province	14.10- 14.20
Soni Aulia, Ria Ariany, Hendri Koeswara	Implementation of Save Maninjau Policy on Maninjau Lake	14.20- 14.30
Wiwi Widiastuti, Fitriyani Yulawati, Taufik Nurohman	Deliberative Leadership Model of Indigenous People in Kampung Naga Tasikmalaya District	14.30- 14.40
Hasri Jamil, Amelia Yuliana Abd Wahab, Wan Hasim Wan Teh, Zulkifli Harza, Ahmad Firdaus Ahmad Syabudin	Mahathir - Jokowi's Soft Power in the Malay Archipelago: Strengthening Bilateral Relations through Internationalization of Higher Education	14.40- 14.50
Anatona, Nopriyaman, Yudhi Andoni, Febriani Rahayu Putri	Human Trafficking in Southeast Asia in VOC Archives	14.50- 15.00
Verinita Arsyia	The Perspective of Foreign Tourists from ASEAN countries in Shariah Compliance Hotel in Indonesia	15.00- 15.10
Wannofri Samry	Minangkabau and Malay Identity: Historical, Cultural and Mass Media Perspectives	15.10- 15.20

Dessy Kurnia Sari	Hate and Love Feelings to Neighbour Countries: Why do Indonesian People Boycott Malaysian Products?	15.20- 15.30
Hafrida ., Bunga Permatasari, Dimar Simarmata	The Opportunities and Challenges in the Implementation of Payment for Environmental Services in the Management of Customary Forests in Jambi Province	15.30- 15.40

DAY 1 PANEL 4

NAME	TITLE	TIME
Mohd Shukor Abdul Mumin , Aiman Aizuddin, Rohani Abdul Rahim	Migration and Public Security Threat in Sabah: A Legal Analysis	13.00- 13.10
Bustanuddin, Dasril Radjab	The Implementation of Government Policies in Managing Customary Forests in Kerinci Regency	13.10- 13.20
Kamarudin Abu Bakar , Rohani Abdul Rahim, Muhammad Afiq Ahmad Tajuddin	Development and Human Rights: Are they Compatible?	13.20- 13.30
Retno Kusniati, Helmi	Development of Fair and Equitable Sharing Law on Access and Utilization of Genetic Resources of Indigenous People	13.30- 13.40
Dicky Hida Syahchari, Hardijanto Saroso, Rusdi Musa Ishak, Onny Juwono	Investigating The Impact Of Compensation and Knowledge Management On Organizational Commitment On Civil State Employees Of The Government Of The Cilegon City /	13.40- 13.50
Kiswanta Kiswanta	Utilizatin of Solar-Cell and Termoelectric as Chcap Air Cooler Environmentally Fricndly	13.50- 14.00
Widya Rahmawati	Evaluating the Effectiveness of Training with the Kirkpatrick Method (Study of Semen Padang Hospital Employees)	14.00- 14.10
Annisa Rahman	Business Strategy, Earnings Management and Readability of Narrative Information of The Annual Report	14.10- 14.20
Andri Donal	The Use of ICT in learning ESP at Agribusiness Study Program University of Pasar Pengaraian	14.20- 14.30
Yulnafatmawita	Soil Organic Carbon Stock at the Upper Kuranji Watershed under Wet Tropical Rainforest Region	14.30- 14.40

Abdullah, Taroman Pasyah, MH Sofyan Hasan, Iza Rumcsten	Legal Aspect Of Literary Speech (Oral) As a Cultural Art Society In South Sumatra	14.40-14.50
Arif Juliandri Kuswanda	Screening of Total Carotenoid Pigments from Freshwater Microalgae	14.50-15.00
Hasdi Putra, Nabila Ulfa Walmi, Afriyanti Dwi Kartika	A Data Mining Approach for Prediction of Rice Production Using Backpropagation Artificial Neural Network Method	15.00-15.10
Nila Anggreiny	Parenting efficacy pada ibu korban kekerasan dalam rumah tangga	15.10-15.20
Denny Yohana, Rahmi Desriani	The Effect of Environmental Accounting Disclosures and Environmental Performance on Corporate Financial Performances	15.20-15.30
Syahrizal, Lucky Zamzami, Eka Putra	Urban Fisherman Social Mobility : Study of Fisherman communities in Padang city	15.30-15.40

DAY 2 PANEL 1

NAME	TITLE	TIME
Debbi Affianty	ASEAN and the Challenges of Rohingya Problem	13.00-13.10
Ignatius Agng Setyawan	The assessment of Indonesian role on managing conflict in the South China Sea	13.10-13.20
Beche Bt Mamma	"ASEAN countries and a mistrust attitude towards China"	13.20-13.30
Suyani Indriastuti	The Implementation of Human Security Framework in ASEAN Community	13.30-13.40
Rahmah Ismail	The Need for Children's Toy Safety Policy in ASEAN	13.40-13.50
Pazli Mahyuddin	Implementation of Master Plan on ASEAN Connectivity Justice 2025	13.50-14.00
Muhammad Ichsan Kabullah, Dr. Hendri Koeswara, Didi Rahmadi, Roza Liesmana	The Influence of Policy Alienation Between Asean Countries on the Reducing of Forest Fire in Riau	14.00-14.10
Yanuar Syam putra; Theta Murty; Dian Afrilia	The Standardization of Traditional Medicine for Progressive Law Protection of Consumers in Palembang	14.10-14.20

Najmi, Delfiyanti	The Juridicial Review on Dispute Settlement of Border between ASEAN Member States According to ASEAN Charter	14.20-14.30
Sari Mutiara Aisyah, Nur Aslamiah Supli, Angelina Hosana Zefany Tarigan	ASEAN Cooperation on Environmentally Sustainable Cities: Implications For Development in Palembang (South Sumatera)	14.30-14.40
Rifky Dermawan	Securitizing the Environment: A Case of Marine Debris in Southeast Asia Region	14.40-14.50
Sofia Trisni , Alfian Miko	The potential source of conflict in ASEAN Sea water	14.50-15.00
Abdul Halim, Putiviola Elian Nasir	Influence of interest groups in Indonesian Humanitarian Assistance Policy Making to Rohingya in 2017	15.00-15.10
Inda Mustika Permata, Bima Jon Nanda	The Securitization of Cyber threat in ASEAN	15.10-15.20
Zulkifli Harza, Bima Jon Nanda, Inda Mustika Permata	The Urgency for Security Sector for Trafficking Crime in ASEAN: Human Trafficking in Malacca Strait	15.20-15.30

DAY 2 PANEL 2

NAME	TITLE	TIME
Azhar	Law Enforcement of Waste Management in Efforts Reducing Flood Risk in ASEAN Countries: a case study of Indonesia	13.00-13.10
Haiyyu Darman Moenir	ASEAN 2025: Challenges in the Establishment of the ASEAN Identity	13.10-13.20
Fitrisia Munir	Micro-region as Entity for the Sustainable Development ASEAN Community: Case Study Riau Islands Area	13.20-13.30
Mohammad Ihsan	Positioning Strategy and Destination Image of Lake Sipin Jambi	13.30-13.40
Cifebrima Suyastri	The Regional Open in Southeast Asia "is there a threat or chance for Indonesia as Quintessential Transit Country?"	13.40-13.50
Rio Sundari	Analysis of ASEAN's (Association of Southeast Asian Nations) Role in Dealing with the Problem of Alleged Persecution by the Myanmar Government against Rohingya Ethnicities	13.50-14.00
Doly Nugraha Harahap	Halal Tourism: A New Face for ASEAN Tourism	14.00-14.10

Fauzan Fauzan, Helmi Helmi, Zulkifli Harza, Sri Oktavia	EU Citizenship and Relevancy for ASEAN in Sustainable Refugee Management through the Role of TNCs	14.10- 14.20
Laila - Isona	Culture's potency in medical education to survive in Global Competition: A Mini Review	14.20- 14.30
Dewi Anggraini	Pattern of Violence in Mining Conflict in West Sumatra (Study in Pasaman Regency and Solok Regency)	14.30- 14.40
Erwin, Ardila Putri	Challenge and Opportunities of Sustainable Tourism in ASEAN. Study Case: Mentawai Island, West Sumatra, Indonesia	14.40- 14.50
Ardila Putri	Diaspora Engagement Policies of ASEAN Member Countries: Indonesia, Philipines, Vietnam	14.50- 15.00
Silvi Cory	The Potential of ASEAN in Economic Cooperation for Japan, South Korea and China	15.00- 15.10
Anita Afriani S, Patriyan Rizki, Putiviola Elian Nasir	Indonesia in the ASEAN-China Free Trade Regime	15.10- 15.20
Stivani Ismawira Sinambela, Ibnu Zulian	The Impact Of ASEAN Economic Community: Case Study The Fishermen in Belawan	15.20- 15.30

DAY 2 PANEL 3

NAME	TITLE	TIME
Ayulia Fardila Sari	The Effectiveness of Whatsapp and Instagram as SADARI Health Promotion Meda to Prevent Breast Cancer	13.00- 13.10
Zaini	Low-cost and Reliable Battery Energy Storage System to Promote Clean Solar Energy Generation	13.10- 13.20
Agung Wibowo, Rida Rahim	The Effect of Capital Structure on Profitability of Electricity Companies in Southeast Asia	13.20- 13.30
Bobo Rizki Ananda, Roni Ekha Putera, Ria Ariany	Innovation of Health Services in Pariaman Hospital	13.30- 13.40
Hardijanto Saroso, Hadir Hudiyanto, Bambang Purnomo Sidik, Parwanto Parwanto	Micro And Small Business Development Through Innovation And Business Risk Adjustment Toward Digital Business through ICT Adoption	13.40- 13.50

Asniati Bahari	Analysis of Local Government Web Transparency of South East Asia Countries: A Case Study in Indonesia	13.50-14.00
Toti Srimulyati	The Effect of Matriarchat Culture, Mentor Processing, and Development Program on Firm Performnce of Family Business Succession in Minangkabau, West Sumatra-Indonesia	14.00-14.10
Febriamarani Malinda, Rogayah, Yanuar Syam Putra	The Regulation of Internet as Literacy Media for Cyber Community	14.10-14.20
Verni Juita	The Impact of Financial Technology (FINTECH) on Accounting Education and Practice in West Sumatera	14.20-14.30
Rahmi Surya Dewi; Ermita Arif	Fighting aganst Political Hoaxcs: Improving Media Literate in Building a Communication Culture on Social Media	14.30-14.40
Rita Rahayu, Fiqha Haqqi Alsakina	The Comparative Analysis of Company Performance before and after the Adoption of IT Governance (Case Study on Manufacturing and Mining Listed Companies in IDX)	14.40-14.50
Ridho Darman, Surya Afnarius	Developing WebGIS for Buildings in Nagari Koto Gadang, Agam Regency, West Sumatra Province	14.50-15.00
Marizka Marizka, Surya Afnarius	Development of Web and Mobile GIS Application of Disaster in Padang to Support Tourism of West Sumatra Province	15.00-15.10
Haris - Suryamen	Development of GIS-Based Public Participation for Online Data Collecting System of Disaster Mitigation Management	15.10-15.20
V.L. Sinta Herindrasti	Indonesia Maritime Connectivity, Development Equality and ASEAN Connectivity	15.20-15.30

DAY 2 PANEL 4

NAME	TITLE	TIME
Fachrina Fachrina	The Role of Government and Community Leaders for Prevention of Sexual Violence	13.00-13.10
Aziwarti aziwarti	Resilience Family Early Marriage	13.10-13.20
Fadli Fadli , Abdi Dharmaa, Mai Efdia, Nurainas, Rani Asmarayanic, Nasril Nasir	Activity-guided antifungal of Piper aduncum L., Piper ciliacteum C. DC. and Piper Curtisii C. DC. leaves extracts against Ceratocystis fimbriata: black rot disease in rubber plants	13.20-13.30

Syamsurizaldi, Nisa Ul Husna	Literature Study about Half Rubber Treatment Processing by Village Ownership Agency as Empowerment Model in Rural Increasing Rubber Farmers Income in	13.30- 13.40
Roni Ekha Putera, Tengku Rika Valentina	Importance of Early Information In Earthquake Disaster Risk Reduction: Learning From Experience West Sumatra Earthquake 2009	13.40- 13.50
Ridha Aditya Nugraha	Seamless Air Connectivity in ASEAN: Reviewing Airline Ownership and Control Rules	13.50- 14.00
Lasmi - Yupita, Syamsurizaldi	The Influence of Private Business Credit (KUR) toward Employee Income in Empowerment UMKM n Solok Selatan District	14.00- 14.10
Sukanda Husin	The Implementation of International Environmental Principles in Decisions of National Courts	14.10- 14.20
Rayna Kartika	Examining the Accountability and Internal Control of Mosque's Financial Management Practices in Padang (Case Study on 5 Big Mosque's in Padang)	14.20- 14.30
Delfia Tanjung Sari, Hesti Rahmizah	Dependency Ratio on Saving in Indonesia	14.30- 14.40
Desmaisi, Jendrius, Magdaliza Masri	Divorced Woman Than Remarried : A Social Prakteice In Nagari Padang Gantiang	14.40- 14.50
Emizal Amri, Nora Susilawati, Reno Fernandes	Integration of Voter Education into Subjects in Formal School	14.50- 15.00
Suherdian Antoni	Implementation of the Policy for the Establishment of Village-Owned Enterprises in the Era of the ASEAN Economic Community in South Solok Regency	15.00- 15.10
Khairunnisa, Alfian Miko, Syamsurizaldi	Implementation of Halal Food Policy in Padang City and Southeast Asia	15.10- 15.20
Azmi Fitrisia, Wannofri Samry	The Heritage of Bagan Siapi Api : From Colonial to Indonesia Government	15.20- 15.30
Dicky Hida Syahchari, Hardijanto Saroso, Harry Sutanto, Irwan R. Oswan	"The motivation of the mediation function is a variable towards the organizational commitment on the public officials in the government of the city of Cilegon"	15.30- 15.40

The Implementation of International Environmental Principles in Decisions of National Courts in Some Selected ASEAN Countries

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Abstract

In the past, many national courts in ASEAN Countries have engendered several decisions which did not create sense of justice for environmental justice seekers due to environmental pollution and/or damage. Many courts set the defendants free from the accusation and/or claim because the accusation and/or the claim lacked of constitutional and legal grounds. This was caused by two reasons. Firstly, the existence of substantive law is not sufficient enough so that many polluters escaped from environmental claims and/or accusations. Secondly, the reluctance of national judges in implementing international environmental law principles for the cases that they tackled became another causal factor to create environmental justice for justice seekers. Actually, the judges can utilize international environmental principles to resolve and adjudicate national environmental cases. One of landmark example is the case of *Oposa et al. v. Fulgencio S. Factoran, Jr. et al* (G.R. No. 101083). In this case the Supreme Court of the Philippines the Court stated that the right to a balanced and healthful ecology under the Declaration of Principles must be implemented in State Policies of the Constitution. Currently, a few national courts have implemented international environmental principles as legal consideration in making decisions, which fulfills the sense of justice. This paper is aimed at describing the international environmental principles stipulated in the 1992 Rio Declaration. This paper is also meant to explore the implementation of international environmental principles in several court decisions of some selected ASEAN Countries, notably Indonesia, the Philippines, and Malaysia.

Keywords: international environmental principles, environmental law

The Implementation of Human Security Framework in ASEAN Community

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Abstract

Human security is a people-centred approach to security which was first used in its current sense by the United Nations Development Programme (UNDP) in its annual *Human Development Report* (HDR) of 1994. The essence of human security is the protection and preservation of fundamental human freedoms, including freedom from want (poverty and unemployment), fear (violence and conflict), and indignity (displacement and human rights abuses). The United Nations (UN) emphasises that the human security approach is a framework to assist member states in identifying and addressing widespread and cross-cutting challenges to the survival, livelihood and dignity of their people. However, the Association of Southeast Asian Nations (ASEAN), whose state members are also member of the UN, has not made any reference to the term 'human security' in its formal documents. Indeed, the ASEAN Way which is the governing value in ASEAN has focused on state-centred as opposed to people-centred security. Nevertheless, the establishment of ASEAN Community in 2015 shows that there has been a transformation from state-centred to people-centred security in ASEAN. Using a process tracing methods, this paper aims to trace the underlying factors of the transformation and also to investigate the extent to which ASEAN Community has virtually implemented the term 'human security'. This paper argues that ASEAN Community has governed the protection of people's freedom as proposed in the human security approach. However, it more focuses on freedom from want as opposed to freedom from fear and to live in dignity. While there is an increase in harmonisation of sustainable economic development which can lead to freedom from want, the value of non-interference as part of the ASEAN Way inhibits ASEAN to actively realise the notion of freedom from fear and indignity in its member states.

Keywords: ASEAN Community, ASEAN Way, human security

Power Relations with Democracy on Political Practice in ASEAN Countries

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Abstract

Although there are similarities in the form of democratic institution found in Southeast Asia countries, but the application the form of democracy are different according to different environmental factors, such as social, economic and cultural factors. Some of the influence of these environmental factors differ between the notion of democracy as the universal idea found in daily practices with the theory of democracy as a result of long history from the ancient Greek to the modern democratic principle. Therefore, there is a missing link between democratic theory contained in state constitution with the democratic practices in local community. The form of representative democracy contained in the Constitution of the State as a form of theory differs from the practice of democracy deliberative on the form of leaders and the way of the decision to be used in local communities. The following article explains the concept of power in Southeast Asia society that have concrete characteristics, originating from one source, limited in number, and do not question the aspect of morality of power as a distinct feature from the concept of modern power that is abstract, originating from many sources, unlimited in number, and dispute in morality of the power. Through the use of the qualitative methods and phenomenological approach, it was found the missing link between the theory of democracy practiced with the universal ideas of democracy practises in Southeast Asian countries stemmed from differences in the concept of power that differ from traditional concept of power with the modern concept of understanding.

Keywords: political power, political democracy, public sphere, Southeast Asia

The Effect of Matriarchat Culture, Mentor Processing, and Development Program on Firm Performance of Family Business Succession in Minangkabau West Sumatera-Indonesia

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Abstract

This study aims to examine the effect of Matriarchat Culture (MC), Mentor Processing (MP, and Development Program (DP) variables on Firm Performance (FP) of family business succession (FBS) in Minangkabau West Sumatera-Indonesia. The sample of this study are Family Business (FB) in Minangkabau (West Sumatera), Indonesia. Analysis techniques use SEM-PLS version 3. The finding in this study shows that the MP and DP affect on FP significantly. The contribution of this study related the matriarchat culture in Minangkabau (West Sumatera-Indonesia). All research independent variables (4) significantly influence the success of the FBS through matriarchat culture as a mediating variable. The results of this study show the factors MC, MP and DP effected on FP. It indicated that this model can be used to FB in Minangkabau to plan the succession of FB.

Keywords: Matriarchat Culture, Mentor Processing, Development Program, Firm Performance, Family Business Succession, Minangkabau

Indonesia Maritime Connectivity, Development Equality and ASEAN Connectivity

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Abstract

Awareness to develop Indonesia as maritime state is starting since the government of President Joko Widodo in 2015. It was started by government vision "Road to Change for Sovereign, Independent Indonesia" which then converted into the Middle and Long Term National Development Planning 2015-2019. In his first term, Jokowi abled to conduct "fundamental economic transformation", where consumption-based political budget has been changed into production-based, infrastructure development, and Indonesia's centric development perspective to

push more equal development; where one of its aspect is vision of sea as united factor or Indonesia vision as maritime state where ocean, sea, strait and bay are the future of Indonesia. One of main argument in the development of Indonesia maritime connectivity is that the existence of connectivity will overcome unequal development between Western Region and Eastern Region – something which is very important in the formation of strong maritime state. How far the vision of connectivity of Indonesia maritime is realized? What is the impact of physical connectivity especially maritime connectivity in the form of Sea Toll to the people's welfare in Eastern Region of Indonesia? This paper will analyze the small part of this 'big question' by reviewing the progress of Sea Tol development, constraints and challenges which are found and implication for the development of ASEAN Connectivity.

Keywords: maritime state, maritime connectivity, sea toll, unequal development, ASEAN connectivity

The Perspective of Foreign Tourists from ASEAN Countries in Shariah Compliance Hotel in Indonesia
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Abstract

This study aims to analyze the perspective of foreign tourists from ASEAN countries on sharia compliance hotels in Indonesia in terms of the variables of tourist perception, tourist value and revisit intention. This study was conducted because of differences in the perspectives of foreign tourists from ASEAN countries on the variables of tourist perception, tourist value and revisit intention in ASEAN countries. Researchers used frequency distribution with the SPSS version 23 program. The population of this study was foreign tourists from ASEAN countries who had stayed at least once in sharia compliance hotels in Indonesia. This study used a sample of 100 respondents with a purposive sampling method. The results of this research show that the average foreign tourists from ASEAN countries provide a positive perception of the concept of Sharia compliance hotels in Indonesia with the highest average value in the financial dimension, namely management and financial facilities based on sharia compliance. Foreign tourists are happy to be able to stay at a sharia-based hotel and give a good rating on the statement that they are visiting the hotel again to stay at the hotel. It can be concluded that sharia compliance hotel services are rated as good by foreign tourist from ASEAN countries. Therefore, an increase in services in sharia-based hotels should be improved so that sharia compliance hotels can improve their competitiveness in ASEAN countries such as Malaysia.

Keywords: Sharia compliance hotel, tourist perception, tourist value, revisit intention, ASEAN

The Impact of Financial Technology (FINTECH) on Accounting Education and Practice in West Sumatera
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Abstract

This study is focused on examining the development of FinTech in Indonesia, especially in West Sumatera. In particular, this study wants to observe the impacts, opportunities and challenges presented by FinTech on the field of accounting education and professional accounting profession in West Sumatera. Through literature studies and in-depth interviews with stakeholders in the accounting sector in West Sumatera and applying triangulation analysis, this study found that management in accounting education institutions, practitioners and regulators viewed the development of fintech very positively which was not seen as just a challenge but also a good opportunity for accountants and prospective accountants to be able to increase their readiness and capacity to face the era of digital technology. For this reason, the response they have prepared is the preparation of regulations related to the activities of accountants in various fields that relate with the digital world, curriculum development, update and improvement teaching material related to digital technology along with supporting activities such as company visit, workshops and trainings both for the student and the lecturers.

Keywords: accounting education, accountant and financial technology

INDONESIA MARITIME CONNECTIVITY, DEVELOPMENT EQUALITY AND ASEAN CONNECTIVITY

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Abstract

The awareness to develop Indonesia as maritime state has started since the government of President Joko Widodo in 2015. It was started by government vision —Road to Change for Sovereign, Independent Indonesia which then converted into the Middle and Long Term National Development Planning 2015-2019. In his first term, Jokowi was able to conduct —fundamental economic transformation, in which consumption-based political budget has been shifted into production-based, infrastructure development, and Indonesia-centric development perspective to push more equal development. One of its aspect is vision of sea as unity factor for Indonesia; Indonesia acting as maritime state where ocean, sea, strait and bay are the future of Indonesia. One of main argument in the development of Indonesia maritime connectivity is that the existence of connectivity will overcome unequal development between Western Region and Eastern Region – something which is very important in the formation of strong maritime state. How far the vision of connectivity of Indonesia maritime is realized? What is the impact of physical connectivity especially maritime connectivity in the form of Sea Toll for the people's welfare in Eastern Region of Indonesia? This paper will analyze the small part of this 'big question' by reviewing the progress of Sea Toll development, constraints and challenges which are found as well as implication for the development of ASEAN Connectivity.

Keywords: Maritime State, Maritime Connectivity, Sea Toll, Unequal Development, ASEAN Connectivity.

INTRODUCTION

Indonesia as a maritime country has been proclaimed explicitly since the government of President Joko Widodo in 2015 in the form of Global Maritime Fulcrum policy which has been written in two important documents about Indonesia Maritime Policy that are National Document on Indonesia Maritime Policy and Action plan of Indonesia Maritime Policy 2016-2019. Systematically the Development of Maritime Indonesia is divided into five clusters of priority programs, which are (i) Maritime Border of Sea Space, Maritime Diplomacy, (ii) Maritime Industry and Sea Connectivity, (iii) Natural Resources Industry and Maritime Service and management of Maritime Environment, (iv) Defence and Maritime Security and (v) Maritime Culture [1].

As part of the second priority Maritime Industry and Sea Connectivity, Indonesia maritime connectivity become an urgent priority as prerequisite for economic growth and balancing economic gap between Eastern and Western part of Indonesia. Maritime connectivity is realized through Sea Toll program, a new diction which need a new understanding method so that the short, medium and long term goals of Sea Toll program can be achieved. So far the development of Toll Road shows progress but obstacles and challenges are still great considering the broad area of Indonesia's sea and ASEAN connectivity master plan which continue to be developed. The continuity of Indonesia maritime development will impact not only to the sub-region economy of Indonesia but in the future it will contribute to the regional level of ASEAN connectivity.

RESEARCH METHOD

The study is conducted by using qualitative method where the research subject is the government of Republic of Indonesia together with related agent and ministry like Ministry of Transportation, Ministry of Public Works and Housing, Ministry of Industry, Meteorological, Climatological and Geophysical Agency, National Border Management Agency, Coordinating Ministry for Economic Affairs and various

State Owned Enterprises. While research object is policy and strategy of maritime connectivity development including its challenges. The research is analytic since analyzing causal relation between connectivity problem faced by Indonesia and its policy and strategy of implementation. Descriptive analysis is used to describe maritime connectivity in the Indonesia shipping routes.

Data collection is conducted through various methods of literature study and interview. Literature data was used in the form of documents of constitution, regulation, policy, report, news, articles and research report. Interview has been conducted by doing discussion with resource person from Ministry of Transportation and state owned shipping enterprise and researchers. To clarify the phenomenon, researcher was also using concepts of other disciplines like Planology, Transportation, Economy, Law and Geopolitics where the whole understanding of connectivity phenomenon of Indonesia maritime was enriched with critical interpretation on qualitative and quantitative data and become synthesis based on the researcher's perspective.

RESULT AND DISCUSSION

Concept of Connectivity

The idea of connectivity has emerged and has risen since the development of modern economy. Connectivity becomes the important part of every plan of infrastructure development with more increasing trend. It was proved by the high demand of investment in linking community, economic resources even among countries. Asian Development Bank study has estimated that Asia Pacific region will need investment up to \$26 trillion by 2030 to fulfil its need of networks of transportation, energy and telecommunication as basic infrastructure for interaction of economy, politic and social [2].

Different agencies employ varying definitions of connectivity. Connectivity is characterized as networks and as a set of interconnected nodes, which can be a person, firm, city, countries or other spatial entity [2]. Connectivity sometimes is meant as multilayer concept consists of various networks in different scale from the local, regional and global. Connectivity is an attribute of a network and is a measure how well connected any one node to all other nodes in the network. The value of connectivity is in the role expected in the node, the cost to access the node and reliability to connect to the node. Connectivity has three important attributes: a physical domain, information and financial flows [2]. The large resources aimed at lowering costs, often with an emphasis on physical connectivity. Therefore in its maritime development connectivity, Indonesia firstly is thinking how one place (node, port) can be connected to other place (node, port) and through that node connectivity of hinterland can be developed. The main goal is to distribute the daily need of goods from the main node and flowing to the destination node and vice versa. Thus it can be achieved in increasing interaction, productivity, competition and market opportunity among ports in Western part and Eastern part of Indonesia.

Development Strategy of Indonesia Maritime Connectivity

The development of maritime connectivity become main agenda of Indonesia by proclaiming Global Maritime Fulcrum where Indonesia is seen as sovereign, progress, independent and strong maritime state which able to provide positive contribution to the secure and peaceful region and world based on its national interest (Attachment I Regulation of President of Republic Indonesia No 16 Year 2017 about the Indonesia Sea Policy) and become part of great scheme of Indonesia maritime development (picture 1). The document stated that the development of Global Maritime Fulcrum basically consists of (1) Developing Indonesia maritime culture; (2) Guarding sea and its resources by focusing on developing sea food sovereignty through fishing industry by placing fishermen as the main pillar; (3) Giving priority to the infrastructure development and maritime connectivity, by building sea toll, deep seaport, logistics and shipping industry and maritime tourism; (4) Strengthening maritime diplomacy, cooperation in the maritime field, eliminating conflict sources in the sea like illegal fishing, sovereign violation, regional conflict, piracy and sea pollution; and (5) Building maritime defence power to maintain sovereignty and maritime resources and as a form of responsibility in keeping shipping safety and maritime security [1].

Picture 1. Schematic Program of Maritime Development and 5 Clusters of Priority Program



Source: Picture from [3]

The reason behind the program is clear that although the capital owned by Indonesia is big in form of sovereign area and sovereign rights as the largest archipelagic state in the world which its implication that international community has to sail through this sovereign area for variety of reasons – like navigation, communication, optic cable installation, gas pipe and goods and services trade; its strategic geographic aspect – its intersecting position between continent and sea; having position between middle and global powers; beside aspect of natural resources and sea resources; but without connectivity all potencies will not create welfare for the whole nation.

Map 1. Indonesia as the Biggest Archipelagic State and its Archipelagic Provinces



Source: Picture from [4]

Specifically, the progress of maritime connectivity always related to expectation to lowering the gap between Western and Eastern part of Indonesia. The inequality of GDP contribution shows the difference of economic prosperity of both areas. The map below shows that contribution of GDP of Sumatera is 23.8%, Java is 58.0% (Western Part), Bali-Nusa Tenggara is 2.5%, Kalimantan is 8.7%, Sulawesi is 4.8% and Papua is 2.2% (Eastern part) [5].

Map 2. Contribution of GDP (Gross Domestic Product) among Western and Eastern Region of Indonesia



Source: Picture from [6]

The left behind area in Indonesia is shown by red and yellow colour in the map below. Red colour shows regions which economically is still minus.

Picture 3. Map of location of the Left behind Region in Indonesia



Source: Picture from [7]

According to priority of B program of Maritime Industry and Sea Connectivity, therefore the government of Indonesia determined five main activities of (i) shipping, (ii) Sea Port, (iii) Shipping Industry, (iv) Shipping Safety and (v) Business Incentive and Investment Climate including ministries and authority which responsible to develop including Ministry of Transportation, Ministry of Public Works and Housing, Ministry of Industry, Search and Rescue National Agency, Meteorological, Climatological and Geophysical Agency, Coordinating Ministry for Economic Affairs. Schematically. Those five priority activities can be describe as below:

Picture 2. Schematic Program of Maritime Industry and Sea Connectivity



Source: Picture from [3]

It has been realized that reliable sea connectivity (Sea Toll) is a need of Indonesia as vast archipelagic state so that sea connectivity must able to connect the important points from Sabang until Merauke. The expectation to Sea Toll mainly is to reduce regional disparity among Western and Eastern region of Indonesia, solution for smooth commodity exchange, increasing people mobility and economic development equality. The implementation of Sea Toll also to increase sea toll performance through improvement of domestic and international shipping and increasing the role Indonesia's sea transportation [1]. In the short term Sea Toll aims to connect isolated region to be more open, able to distribute basic need of the people regularly which is the main task of government. With the availability of regular transportation the impact is more on the availability of goods, stability and lowering the price of basic goods like rice, sugar, oil, egg of people in the remote and isolated areas. And the most important thing is to develop the potency of local people. Nationally, sea toll will lowering national logistic cost, increasing competitiveness of national product, balancing amount of transportation/cargo among regions and encourage new central economy [8]

The Progress of Sea Toll Program

The initial ide of Sea Toll was conveyed by Joko Widodo together with Jusuf Kalla during the presidential election campaign on 2014 and starting with basic idea how to find solution toward the low supply of basic goods that implicate in emerging of price disparity in the remote and isolated and border areas. Sea Toll is defined as direct, regular and scheduled sailing either having or not having container to be transported. Sea Toll will sail based on schedule determined by government. Sea Toll will start from producer region to the consumer in the remote and neglected and border areas. The remote and left behind area is prioritized because of its limited condition which is difficult to be connect, having limited road infrastructure and small population. These conditions are creating assumption that those areas are not potential and not interest to be developed. From the commercial aspect, the sailing to remote areas is not profitable so that government's role is needed.

Base on Presidential Decree Number 106 Year 2015 about Public Service for Goods Shipping the assignment for operating Sea Toll was given to PT PELNI and two years later also distribute to PT ASDP Indonesia Ferry and other company which join under the Indonesian National Shipowners Association (INSA). Two new routes were decided that were T3 Tanjung Perak-Larantuka-Lewoleba-Rote-Sabu-Waingapu (2076 miles), T4 Tanjung Priok- Manokwari – Wasior – Biak (4644 miles) in 2015, and in 2016 there were 6 routes and in 2017 become 13 routes and finally in 2018 totally there were 15 routes.

The existing Sea Toll routes is as followed based on The Decision of Directorate General of Sea Transportation Number AL. 108/5/17/DJPL-17 dated December 20 2017 about Routes Networks of Goods Transportation in the Sea:

1. Route T1: Teluk Bayur – Pulau Nias (Gunung Sitoli) – Mentawai – Pulau Enggano – Bengkulu (Main Ship)

2. Route T2: Tanjung Priok – Tanjung Batu – Blinyu – Tarempa – Natuna (Selat Lampa) – Midai – Serasan – Tanjung Priok (Main Ship)
3. Route T3: Tanjung Priok – Belang-Belang – Sangatta – Nunukan – Pulau Sebatik (Pulau Nyamuk) – Tanjung Perak (Main Ship)
4. Route T4: Tanjung Perak – Makassar – Tahuna – Tanjung Perak (Kapal Utama) Tahuna – Kahakitang – Buhias – Tagulandang – Biaro – Lirung – Melangoane – Kakorotan – Miangas – Marore – Tahuna (Feeder)
5. Route T5: Tanjung Perak – Makassar – Tobelo – Tanjung Perak (Kapal Utama) Tobelo – Maba – Pulau Gebe – Obi – Sanana – Tobelo (Feeder)
6. Route T6: Tanjung Perak – Tidore – Morotai – Tanjung Perak (Main Ship)
7. Route T7: Tanjung Perak – Wanci – Namlea – Tanjung Perak (Main Ship)
8. Route T8: Tanjung Perak – Biak – Tanjung Perak (Kapal Utama) Biak – Oransbari – Waren – Teba – Sarmi – Biak (Feeder)
9. Route T9: Tanjung Perak – Nabire – Serui – Wasior – Tanjung Perak (Main Ship)
10. Route T10: Tanjung Perak – Fak-fak – Kaimana – Tanjung Perak (Main Ship)
11. Route T 11: Tanjung Perak – Timika – Agats – Merauke – Tanjung Perak (Main Ship Crossing)
12. Route T 12: Tanjung Perak – Saumlaki – Dobo – Tanjung Perak (Main Ship)
13. Route T13: Tanjung Perak – Kalabahi – Moa – Rote (Ba'a) – Sabu (Biu) – Tanjung Perak (Main Ship)
14. Route T14: Tanjung Perak – Larantuka – Adonara (Terong) – Lewoleba – Tanjung Perak (Main Ship)
15. Route T15: Tanjung Perak – Kisar (Wonreli) – Namrole – Tanjung Perak (Main Ship). (Public Relations Directorate General of Sea Transportation).

The map of operation route of goods transportation in the sea is as follow:

Map 4. Operation Route of Goods Transportation in the Sea



Source: Picture from [6]

The new routes are expected able to change the economic map of Indonesia in the future, especially to push the local economy activity facilitate transportation and marketing to the western part of Indonesia. Besides opening various new routes, the government also planning to procure shipping fleet with high safety standard of pioneer ships, livestock ships, container ships to distribute goods to various remote islands. The new ship is using domestic dockyard in Palembang, Batam and Madura and it is ensure that in 2018 it has already available 100 ships of toll road all over Indonesia where all of it are pioneer ship. Sea toll scheme will also be implemented through various alternative cooperation with private company. Ministry of Transportation through Directorate General of Sea Transportation and dockyard of PT Adiluhung SI and PT Bahtera Bahari Shipyard also making 5 unit of livestock ships during budget year 2015-2017 to support distribution of cow/buffalo to achieve self-supporting meat all at once implementing principle of animal welfare [10].

Another aspect related to sea toll program is the availability of port infrastructure. Connectivity will be built if port as a place for ship to dock and load of goods and people fulfil the international standard and

requirement. Therefore infrastructure of port as part of new route also be developed, among other (i) Wanci Port, Wakatobi Southeast Sulawesi, (ii) Namlea Port Buru, Maluku, (iii) Saumlaki Port, Southeast Maluku (iv) Calabai Port, Dompu, NTB, (v) Larantuka Port, Flores NTT, (vi) Lewoleba Port, Lembata, NTT, (vii) Baa Port, Rote Nado, NTT, (viii) Tahuna Port, Sangihe Island, North Sulawesi, (ix) Daruba Port, Morotai, North Maluku, (x) Selat Lampa Port, Natuna, Kepulauan Riau, (xi) Malakoni Port, Enggano, Bengkulu, (xii) Sikakap Port, Mentawai, West Sumatera, (xiii) Belang-Belang Port, Mamuju, West Sulawesi, (xiv) Sangatta Port, East Kutai, East Kalimantan, (xv) Sungai Nyamuk Port, Nunukan, North Kalimantan, (xvi) Namrole Port, South Buru, Maluku, (xvii) Soasio Port, Tidore Islands, North Maluku, (xviii) Tobelo Port, North Halmahera, North Maluku (xix) Manitingting Port, East Halmahera, North Maluku, (xx) Dobo Port, Aru Islands, Maluku, (xxi) Wasior Port, Teluk Wondama, West Papua, Nabire Port, Papua, (xxiii) Serui Port, Yapen Islands, Papua, (xxiv) Kaimana Port, Papua, (xxv) Pomako Port, Mimika West Papua [10].

Sea Toll program cannot be implemented without cooperation of various parties. The coordination of Sea Toll is under Coordinating Ministry of Maritime Affairs. Technically it will be conducted by Ministry of Transportation, Ministry of Trade and some State Owned Enterprise. PT PELNI is acting as fleet liner operator or as operator of goods transportation by scheduled ship. Those operation is in accordance with the role of PELNI as one of government instrument with mission of people welfare especially pioneering and other intervention in the field of sailing. So far Indonesia still has many remote and isolated islands which has no service from shipping company therefore equal prosperity has not achieved yet. Government responds by providing pioneer shipping as the main instrument. The specific task of PT PELNI is as operator with main responsibility of shipping from container yard (CY) to CY of departing port to destination port; issue formal letter for load as operator and provide transportation for left behind and isolated islands according to ship availability and sail worthiness that operated based on assigned route and conducting sailing as scheduled. While the task of Ministry of Transportation whose giving task according to Presidential Regulation 106/2015 through regulation of Ministry of Transportation PM 4 Year 2016 and PM 161 Year 2016; provide facility and loading tools and determine routes of goods shipping. Ministry of Trade will focus on implementation of marketing of goods and provide goods which is supported by Local Government and PT PELNI; control good price in the destination together with local government and receiving recommendation from local government about good which is needed and business actors in each destination route.

Route availability, transportation facility (ship fleet) and port infrastructure in implementing connectivity is not enough yet. To activate local economy it has to be supported by having supply and buying of local production. Ministry of Transportation and Ministry of State Owned Enterprise therefore synergies several enterprises like PT PELNI, PT Semen Indonesia (Persero) Tbk, PT Perusahaan Perdagangan Indonesia, PT Perinus, PR RNI dan Perum BULOG to form center of logistics for good distribution called as —Rumah Kital, based on Letter of Ministry of Transportation Number. AL, 005/4/17 Phb-2017 to support sea toll as consolidation media to prepare distribution flow from mainstream to downstream [10]. “Rumah Kita” therefore is established in several regions like Manokwari-Papua, Serui-Papua, Timika- West Papua, Morotai- North Maluku, Tarempa-Riau Islands, Merauke-Papua, Tidore- North Maluku and Saumlaki-Southeast Maluku (<https://www.infokbn.com/pemerintah-siapkan-13-titik-gudang-logistik-rumah-kita>). The purpose of —Rumah Kital are (i) lowering logistic cost of distribution flow, (ii) reduce disparity of main goods price, (iii) stable price since inflation is monitored, (iv) develop new economic centre, (v) increase connectivity of commodity among islands and (vi) as storehouse for reserve of main goods.

Benefits of Sea Toll for People of Eastern Part Indonesia

Theoretically three main attribute of Sea Toll program of physical domain, communication and finance flow can be described as concrete benefit for Indonesia. Sea Toll clearly connect islands previously isolated. Sea toll also creates new networks and connect nodes previously not formed yet and not connected yet. The opening of new routes, preparedness of new pioneer ships fleet, development of new port and opening of connectivity among islands through centre of logistics from outside and inside islands in the form of “Rumah Kita” program are part of physical connectivity of Sea Toll. While information and finance flow become part of aspects that will follow physical aspect which has been realized.

One of the main focus of Sea Toll is whether there is lowering of sea transportation cost of goods, whether there is increasing of load factor and whether sea toll able to lowering basic needs of good price for people in Eastern part of Indonesia? Actually it has been reported that transportation cost by using commercial ship and sea toll ship is decreasing into 50% [11]. If before route of Surabaya-Merak costs Rp10-11 million (private ship) by using sea toll the price is only Rp6 million. Similar to route of Surabaya-Fakfak by using private ship costs Rp10-11 million, but it only Rp4.9 million by using sea toll ship. The occupancy rate of PELNI ship is reported increase average become 80%, with details as follows:

Table 1. Performance of Goods Transportation Implementation 2017

Code of Route Operation	Ship Name	Load Capacity (Full) Teus	Load Capacity (Full) Ton	Average of Load Realization (Tonnes)	Load Factor (%)	Length of Sailing (hari/vo y)	Voyage Done (call)	Cat: Vol determined
T-13	KM Freedom	192	3840	98	85%	26	3	115
T-11	KM Mentari Perdana	199	3980	120	104 %	27	2	115
T-3	KM Caraka Jaya Niaga III-22	115	2300	86,5	75%	25	2	115
T-12	KM Meratus Ultima	247	4940	63	55%	27	3	115
T-5	KM Caraka Jaya Niaga III-32	115	2300	64	56%	25	3	115
Total/Average		868	17360	432	75%			575
T-6	KM Caraka Jaya Niaga III-4	-	2400	300	13%	9	6	-

Source: [10]

Sea toll impact toward lowering of goods price can be found on route Tanjung Perak-Biak [3] where the price of flour before Rp 10.000/kg become Rp 7.600/kg (minus 32%). Rojo Lele rice per zak from Rp269.000 become Rp238.000 (minus 13%), oil from Rp15.000 become Rp13.000 per liter (minus 15%). On route operation of Makassar-Manokwari the decrease of small chili is 75% from Rp75.000 to Rp40.000, egg is 20% from Rp60.000 become Rp50.000

The challenge of sea toll is still great, considering that geographical range of Indonesia is very fast. The need of ship for logistics and people transportation for various activity among islands certainly will increase and to fulfil ship fleet in various size will need large amount of fund. Intraregional connectivity in Indonesia is expected to be grow continuously starting by initiative and commitment of government Indonesia and only by developing connectivity consistently, Indonesia can contribute to the development of ASEAN connectivity.

CONCLUSION

It is the responsibility of government of Indonesia to open connectivity among Western and Eastern part of Indonesia so that development gap in terms of social and economic development can be resolved. The government has implemented Sea Toll program as media to open greater connectivity by providing subsidy, pioneer ship for goods, ship for livestock, developing additional port including specific facilities like crane, rifer container for fresh meat, providing central logistic, urging synergy with private sector and continue evaluate and monitor price of basic needs. Government recognizes that the program far from

ideal but with the starting of program the weaknesses can be found and resolved. Some challenge has to be met among other things are the need of ship from the hub to the destination port that has to be followed by development networks of mode of transportation to the hinterland either by river, land or air transportation; developing synergy with various stakeholders mainly private and local government to distribute more massive goods and development of local products to fill return route; providing suitable facility of loading and unloading to develop hinterland around destination port and reduce and monitoring price disparity.

At the end initiative of sea toll program as part of greater maritime policy development will be part of Indonesian contribution in the ASEAN connectivity program since without connectivity in the local level/national there will not connectivity in the regional level which is bring benefit to the people of Indonesia.

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