

Improving Security and Economic Opportunity Through Indonesia-Japan Maritime Cooperation Year 2016-2021

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Abstract

This study will analyze the Indonesia-Japan maritime cooperation in the construction of the Patimban Port. This cooperation, which is considered very important to support the progress of Indonesia's national port sector, also supports efforts to guarantee the security of Indonesia's maritime areas. The cooperation in the infrastructure sector between Indonesia and Japan through the Japan International Cooperation Agency (JICA) is building the Patimban Port in Subang, West Java, so that it can later become infrastructure supporting the consolidation of Indonesian ports, as is the case with the Tanjung Priok Main Port. This is to answer the problems faced by Indonesian ports, which in terms of infrastructure are still not ready and not sufficient to accommodate cargo related to the demands for the development of the growth of the flow of goods and services through sea ports which continues to increase. With the existence of the Indonesia-Japan project in the Patimban Port, it is hoped that it will support the national port system that can be well consolidated, as a unified sea freight shipping flow that can support each other to expedite the delivery of goods effectively and efficiently. So, with the existing progress, it will not only support the improvement of the quality of national ports and improve the economy. But is also realizing maritime security that is more well-managed by looking at the prospect of ports as an important sector in Indonesia's capability as a maritime country.

Keywords: Patimban Port, Maritime Cooperation, Maritime Security, Japan International Cooperation Agency (JICA)

Abstrak

This study will analyze the Indonesia-Japan maritime cooperation in the construction of the Patimban Port. This cooperation, which is considered very important to support the progress of Indonesia's national port sector, also supports efforts to guarantee the security of Indonesia's maritime areas. The cooperation in the infrastructure sector between Indonesia and Japan through the Japan International Cooperation Agency (JICA) is building the Patimban Port in Subang, West Java, so that it can later become infrastructure supporting the consolidation of Indonesian ports, as is the case with the Tanjung Priok Main Port. This is to answer the problems faced by Indonesian ports, which in terms of infrastructure are still not ready and not sufficient to accommodate cargo related to the demands for the development of the growth of the flow of goods and services through sea ports which continues to increase. With the existence of the Indonesia-Japan project in the Patimban Port, it is hoped that it will support the national port system that can be well consolidated, as a unified sea freight shipping flow that can support each other to expedite the delivery of goods effectively and efficiently. So, with the existing progress, it will not only support the improvement of the quality of national ports and improve the economy. But is also realizing maritime security that is more well-managed by looking at the prospect of ports as an important sector in Indonesia's capability as a maritime country.

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INTRODUCTION

Indonesia is a maritime nation with a sea area that significantly exceeds its landmass, encompassing 3.25 million km² of ocean and 55 million km² of Exclusive Economic Zone (EEZ) out of a total area of 7.81 million km². This highlights Indonesia's substantial potential in the maritime sector (Kementerian Kelautan dan Perikanan RI, 2020). Given this vast maritime capacity, port-related businesses have a highly promising outlook for future development. However, several pressing issues exist across Indonesian ports. The condition of national port infrastructure and facilities—particularly at major hubs like Tanjung Priok Port—remains inadequate in terms of both quality and capacity to meet rising cargo demands. These infrastructure shortcomings form the background for policy intervention to resolve logistical bottlenecks (PT Inti Pesan, 2012).

Moreover, prolonged dwelling times and cargo accumulation due to poor inspection management and limited capacity quotas at Tanjung Priok Port have disrupted the efficient flow of goods and services via maritime routes. According to data from PT Pelabuhan Indonesia (Pelindo), the number of shipping companies and vessels continues to grow each year, alongside a sharp increase in container traffic. This has compelled companies to invest trillions of rupiah to accommodate the rising flow of goods and services across the Indonesian archipelago. Ports nationwide have reported increases in container handling volumes ranging from 10% to 30%, with Tanjung Priok Terminal alone recording a 4.72% rise in container throughput. This trend underscores the urgent need for a container consolidation model capable of boosting throughput by more than 10% (Bisnis.com, 2017). When a primary port cannot meet increasing demand due to space limitations, it becomes essential to develop additional port areas as auxiliary facilities to support the main port and maintain the smooth flow of trade.

The challenges at major ports become critical threats when port infrastructure can no longer accommodate the movement of goods due to limitations in spatial planning and resource management. Such inefficiencies directly impact port effectiveness, raising concerns about the sustainability of existing port operations. This is particularly significant because ports function as strategic nodes for economic growth and investment, facilitating cargo handling and maritime trade—an essential advantage for a maritime nation like Indonesia. As stated by Rear Admiral TNI Aan Kurnia, S.Sos., Operational Assistant to the Chief of Staff of the Indonesian Navy, Indonesia holds strategic value and opportunities due to its geostrategic location. However, this position also poses risks to national sovereignty, especially given the estimated US\$1.2 trillion annual economic potential of Indonesia's maritime sector, which could employ up to 40 million people across 70% of its marine territory (UI, 2021).

The continued development of port infrastructure, particularly through strategic consolidation with supporting ports, offers a viable solution to the declining effectiveness of major ports. Consolidation strategies not only distribute the cargo load more evenly but also enhance the volume of goods that can be processed and transported efficiently through a coordinated and integrated port network.

If these issues are not addressed promptly, Indonesian ports will risk not only a tarnished reputation—particularly among business partners and foreign investors—but also significant disruptions to maritime economic activities. Delays in port operations can lead to reduced profitability and diminish the appeal of Indonesian port services to international stakeholders. Given the critical role of the port sector in driving national economic growth, the Indonesian government must seize this economic opportunity and implement targeted policy measures to resolve these challenges and stimulate sustainable economic development.

The inadequacy of infrastructure and limited port capacity in supporting economic activities has made international cooperation a strategic necessity. Indonesia's decision to partner with Japan in developing the Patimban Port is rooted in Japan's proven strengths in infrastructure and economic

development. As emphasized by Japan's Finance Minister, Taro Aso, the Japan International Cooperation Agency (JICA) is a key Japanese aid agency that emphasizes high-quality, globally recognized infrastructure development. This includes resilience to natural disasters, efficient post-disaster recovery planning, and collaborative financial lending models (Kurnia, 2021).

Japan's comparative advantage through JICA is further reinforced by its field-oriented development philosophy, its commitment to human security, and its emphasis on efficiency, effectiveness, and speed in project delivery. Moreover, the shared maritime identity of Japan and Indonesia enhances their strategic alignment in the Patimban Port initiative. The quality of JICA's programs and Japan's expertise in managing complex infrastructure projects offer solutions to Indonesia's infrastructural gaps and support its ambitions for port development.

The cooperation between Indonesia and Japan presents a significant opportunity to advance port infrastructure tailored to future port consolidation efforts. A wider consolidation network will improve the management of Indonesia's maritime zones, expand shipping access, and streamline cargo distribution systems. In the long term, such developments are expected to generate more equitable economic outcomes. The construction of Patimban Port, strategically located in Subang and within practical distance from the main port of Tanjung Priok, is well-positioned to serve as a complementary hub, facilitating easier implementation of a national port consolidation system.

Beyond addressing logistical inefficiencies, ensuring maritime security is also critical to sustaining economic activity and port operations. Guaranteeing secure and well-managed port systems—including the safe and efficient flow of goods—is essential. Therefore, maritime security must be supported by Indonesia's defense and security forces to ensure the orderly operation of the national port system.

This bilateral cooperation aims to reduce systemic backlogs and bottlenecks. According to liberalist theory in international relations, cooperation among states to achieve mutual interests leads to interdependence—a vital mechanism in global governance. This concept is evident in Indonesia's selection of Japan as a strategic infrastructure partner, reflecting national interests rooted in over six decades of successful bilateral relations. Many of these projects have involved experienced Japanese development partners with advanced technologies. Moreover, Indonesia's intent to secure a larger ownership stake and operational authority in such projects ensures long-term strategic value (Presiden RI, 2020).

The significance of this research lies in the fact that no prior studies have comprehensively analyzed Indonesia-Japan economic cooperation in port development with direct relevance to maritime security. The main contribution of this study is its analysis of how such cooperation influences the advancement of Indonesia's national port infrastructure and the enhancement of maritime security. Through port consolidation, more effective and efficient maritime logistics and sea freight distribution can be achieved—key indicators of port performance that have historically been underdeveloped.

This study also underscores the importance of the port sector in Indonesia's economic framework that was related with the research question on how can Indonesia and Japan in maritime cooperation enhance Indonesia's economic opportunity and maritime security. It aims to provide analytical insights that support future bilateral cooperation development between Indonesia and Japan in broader domains. Furthermore, this research is targeted at a wide audience, including policymakers within the Indonesian government and the broader international community.

RESEARCH METHOD

This research adopts a qualitative approach to examine the nature of maritime cooperation between Indonesia and Japan from 2016 to 2021, focusing on how such cooperation enhances economic

opportunities and maritime security. The qualitative method was chosen because it allows for an in-depth understanding of social, political, and economic phenomena within their real-life contexts (Creswell, 2013). In this context, qualitative research is appropriate to explore the perceptions, motivations, and outcomes of state-level cooperation, which often involve complex and non-quantifiable factors.

According to Denzin and Lincoln, qualitative research emphasizes interpretive and naturalistic approaches to the world (Denzin & Lincoln, 2011). This study seeks to explore how cooperation initiatives are formulated, implemented, and evaluated within the Indonesia–Japan bilateral framework. The focus is not only on what the cooperation entailed, but also on how and why it contributed to economic and security goals. The research particularly emphasizes the narrative and institutional dimensions of the collaboration, which require careful document analysis and contextual interpretation.

Data collection in this study relies on library research (literature review) and secondary data sources, including government documents, bilateral agreements, official speeches, news archives, reports from international organizations (e.g., JICA, UNCTAD), and relevant academic journals. This method allows the researcher to gather information on maritime cooperation policies, infrastructure developments (e.g., the Patimban Port project), and security initiatives undertaken during the studied period. As Bowen highlights, document analysis is a systematic procedure for reviewing or evaluating documents—both printed and electronic—that requires data selection, content review, and triangulation with other sources (Bowen, 2009).

The research uses thematic analysis to identify, analyze, and report patterns within data that are relevant to the research question. The thematic approach, as described by Braun and Clarke, helps in understanding how recurring themes—such as "strategic infrastructure development", "economic interdependence", and "maritime security coordination"—emerge across different policy documents and statements (Braun & Clarke, 2006). These themes are then interpreted within the framework of liberal institutionalism, which emphasizes cooperation, mutual benefit, and interdependence in international relations.

In order to validate the credibility and reliability of the data, this study applies triangulation by cross-checking information across multiple sources and authors. As Patton explains, triangulation strengthens a study by combining different kinds of data or methods. For instance, a bilateral agreement text may be compared with media analysis and official policy statements to ensure a holistic and unbiased interpretation (Patton, 1999).

Lastly, ethical considerations are addressed by ensuring accurate citation, representation of sources, and objective analysis. Since this study relies on publicly accessible documents and secondary data, no human subjects are involved, thus minimizing ethical risks.

RESULTS AND DISCUSSION

In *The Globalization of World Politics: An Introduction to International Relations* by John Baylis, Steve Smith, and Patricia Owens, published by Oxford University Press Inc., New York (2008), one of the major theoretical approaches in international relations—liberalism—is elaborated. This theory extends the concept of actors in international relations beyond the state, recognizing the significant roles played by multinational corporations, transnational actors, and international organizations in shaping global political dynamics. Liberal theorists emphasize the potential for cooperation among states, positing that national interests can best be achieved through collaborative arrangements that foster mutual benefit and interdependence—a fundamental aspect of contemporary international politics.

Liberalism views national interest not solely through a military lens but also includes economic, environmental, and technological dimensions. This broadened scope reflects the growing complexity of

international affairs in the globalized era. Supporting this view, Nuthaila Rahmah's 2017 undergraduate thesis titled *"Indonesia-Japan Relations in the Indonesia-Japan Economic Partnership Agreement in Agriculture"* employs international cooperation theory to analyze the foundation of the longstanding bilateral relations between Indonesia and Japan, which have been in place since 1958. According to this perspective, countries that are unable to fulfill their domestic needs independently must engage in international cooperation to ensure national survival and development, based on shared benefits that justify and legitimize such partnerships—even amidst unilateral or competitive global interests (Perwita & Yani, 2005).

The liberal approach and the theory of international cooperation align closely with the nature of Indonesia-Japan bilateral collaboration, particularly in the field of development. Each country pursues its respective interests within a framework of interdependence, aimed at implementing the agreed points of cooperation as effectively as possible. In the context of the Patimban Port development project—an object of this study—both Indonesia and Japan are driven by distinct but complementary motivations. The Japanese government seeks returns on its investment in infrastructure development in emerging economies like Indonesia, while Indonesia aims to overcome its own limitations in technological capability and port infrastructure—particularly the inefficiencies at Tanjung Priok, the country's main national port, which struggles to accommodate increasing cargo traffic.

These mutual interests converge in the development of the Patimban Port, with the shared goal of enhancing the performance and competitiveness of Indonesia's port sector and overall economy. Although the cooperation is primarily structured as a government-to-government initiative, it also involves non-state actors as permitted under bilateral agreements. Notably, the Japan International Cooperation Agency (JICA) acts as the intermediary provider of soft loans for the project, while private development companies also participate to accelerate and ensure the effective execution of the port's construction.

National Port Challenges

In her 2014 thesis titled *"The Strategy of Tanjung Priok Port as an International Hub Port: A Comparative Study with the Port of Singapore,"* Devi Arnita highlights that Tanjung Priok Port in Jakarta—Indonesia's largest and busiest international port—has been developed to maintain its role as a regional logistics center aimed at enhancing industrial competitiveness in the global trade and investment climate. As Indonesia's main maritime gateway, Tanjung Priok handles approximately 60% of the country's total cargo volume, making it a vital pillar of both national and international economic connectivity (Arnita, 2014).

Given its critical role within the national transport and logistics system, Tanjung Priok is expected to continuously support Indonesia's trade and economic activities. However, several structural and operational barriers hinder its transformation into a full-fledged international hub. Key challenges include outdated infrastructure and superstructure, as well as underperformance when compared to regional competitors such as the Port of Singapore. As a result, Tanjung Priok remains less attractive to major shipping lines, particularly those operating large mother vessels for loading, unloading, and transshipment operations.

While the volume of container handling at Tanjung Priok has increased significantly over the past three years, this progress has not alleviated management concerns at Indonesia Port Corporation (IPC). The port's infrastructure continues to lag far behind that of global ports. For example, typical shortcomings of Indonesian ports include shallow berth depths, relatively short wharf lengths, and limited cargo handling equipment. These limitations prevent Tanjung Priok from accommodating large-scale vessels, thereby reducing its competitiveness on the international stage (Arnita, 2014).

This underscores the importance of Tanjung Priok as a national port with strategic economic connectivity. However, the persistent challenges it faces in infrastructure, superstructure, and operational efficiency pose significant risks to the smooth flow of goods and services. If unaddressed, these constraints could result in logistical disruptions and economic losses, while also damaging the reputation of Indonesia's port sector due to perceived inadequacies.

To overcome these challenges, Tanjung Priok requires consolidation with other nearby ports that possess adequate infrastructure and capacity. The rationale is to establish a coordinated and efficient transport and logistics system that can relieve congestion, distribute cargo more effectively, and enhance overall national port performance. In this context, the development of Patimban Port is viewed as a strategic solution to address Indonesia's national port inefficiencies and to support broader maritime and economic goals.

Development of Indonesia-Japan Infrastructure Cooperation

In the article *"Enhancing Indonesia-Japan Bilateral Cooperation"* by a Junior Researcher in International Relations at the Research Center of the Indonesian House of Representatives (DPR RI), published in *Majalah Tinjauan Singkat Isu Aktual dan Strategis*, Vol. IX, No. 02/II/Puslit/January/2017, it is stated that bilateral relations between Japan and Indonesia have existed since 1958 (Badan Keahlian DPR RI, 2017). Over the years, this cooperation has resulted in several key agreements, including the *Strategic Economic Partnership Agreement* in 2006 and the *Indonesia-Japan Economic Partnership Agreement* in 2007. More recently, the *Indonesia-Japan Maritime Forum* was established in 2016. These developments reflect a strong and evolving partnership, further emphasized by the visit of Japanese Prime Minister Shinzo Abe to Indonesia on January 15-16, 2017. The visit aimed to reinforce bilateral ties, with a particular focus on strengthening cooperation in economic, trade, and investment sectors.

To date, Indonesia has benefited substantially from the bilateral relationship, particularly due to its economic orientation. The growth of Japanese trade and investment in Indonesia has increased the country's reliance on Japan as a development partner. This was evident during Prime Minister Abe's visit, when Indonesia requested Japan to accelerate the development of Patimban Port in Subang, West Java, including the formation of a US\$3 billion joint venture or consortium, supported by soft loans from the Japan International Cooperation Agency (JICA). This reflects a bilateral partnership founded on mutual needs: Japan seeks Indonesia's support in defense and regional security—especially in the South China Sea and the Korean Peninsula—while Indonesia relies on Japan for advancements in economy, trade, investment, infrastructure, and maritime development.

Nike Astria Sinaga's article *"Japan-Indonesia Cooperation through the Japan International Cooperation Agency (JICA) in the Giam Siak Kecil-Bukit Batu Biosphere Reserve, Bengkalis Regency (2012-2014)"* illustrates the nature of Japan's international development assistance. Japan's cooperation through JICA channels financial and technological support to developing countries, including Indonesia, within the framework of *Official Development Assistance (ODA)* (Sinaga, 2015). JICA is a dedicated agency that manages Japan's ODA with the aim of contributing to global peace and sustainable development. Its assistance includes technical support, concessional loans, and grants, designed to enhance human resources, facilitate technology transfer, and develop infrastructure in recipient countries, all tailored to their national development priorities. Since its inception, JICA has significantly contributed to the advancement of developing countries in sectors such as education, health, and the economy.

In line with evolving global needs, JICA has formulated a vision of promoting inclusive and dynamic development. Its mission focuses on maximizing Japan's experience and technological expertise to support

basic governmental systems, public service structures, and institutional and human capacity development in partner nations. The overarching goal is to reduce poverty and stimulate long-term economic growth.

This article highlights the growing scope of Indonesia–Japan cooperation in investment and infrastructure, grounded in mutual national interests and expressed through specific bilateral programs and policies. Notably, JICA plays a crucial role as Japan’s vehicle for delivering ODA, which includes approximately IDR 40 trillion in soft loans allocated for the development of the Patimban Port. This form of technical and financial assistance reflects the shared objective of enhancing infrastructure development and technology utilization for Indonesia’s long-term growth in a globalized and rapidly evolving environment.

Given the absence of previous studies analyzing Indonesia–Japan cooperation specifically in the context of Patimban Port development, this research draws upon a range of relevant literature to assess the presumed relationship between Patimban’s development and the advancement of Indonesia’s national port sector. As a strategic infrastructure project located in Subang, Patimban is envisioned as a supporting facility to the national logistics and transportation system centered around Tanjung Priok Port.

The findings of this study aim to offer analytical contributions that enrich the broader discourse on Indonesia–Japan development cooperation, particularly in the maritime and port infrastructure sectors. This partnership is especially compelling due to the centrality of ports in supporting national development. Furthermore, it offers a viable solution to Indonesia’s port infrastructure challenges—most notably at Tanjung Priok—which is currently unable to meet the increasing demands of national and international cargo traffic.

Indonesia–Japan Cooperation Relations

Bilateral cooperation between countries is often rooted in shared perceptions and common objectives on specific issues. This also applies to the collaborative relationship between Indonesia and Japan. Before discussing in detail the development of maritime cooperation through the construction of Patimban Port, it is important to understand the historical context that has shaped this bilateral partnership. Notably, cooperation between the two countries predates the formal establishment of diplomatic relations. In 1954, shortly after joining the Colombo Plan, Japan welcomed 15 Indonesian trainees—marking the beginning of its technical assistance to Indonesia. Since the establishment of diplomatic relations in 1958, Japan has consistently extended support to Indonesia.

Japan has become the largest donor to Indonesia, contributing approximately 45% of the country’s cumulative Official Development Assistance (ODA) since 1960. Among the 190 countries and territories that have received Japanese ODA, Indonesia is the largest recipient, a fact that clearly demonstrates the strength of their bilateral ties in which by the end of the 2016 fiscal year, Japan had provided Indonesia with a cumulative total of over 5.5 trillion yen, or approximately IDR 668 trillion (JICA, 2021).

Since gaining independence in 1945, Indonesia—an archipelagic nation with a rich diversity of ethnicities—has developed under the national motto *Bhinneka Tunggal Ika* (Unity in Diversity). Under the leadership of Presidents Sukarno and Suharto, Indonesia pursued national development anchored in the principles of growth, equity, and stability. Japan supported these efforts through consistent ODA contributions (JICA, 2021). Despite a temporary setback caused by the Asian Financial Crisis, Indonesia resumed steady socio-economic development in the mid-2000s and joined the G20 in 2008. As a leading country in ASEAN, Indonesia plays a key role in promoting regional peace and stability, and remains a trusted partner of Japan in addressing global issues.

Given Japan’s status as Indonesia’s largest bilateral aid donor, and Indonesia’s position as the top recipient of Japanese ODA, the bilateral cooperation has significantly contributed to Indonesia’s

development, particularly in the infrastructure sector. Since the formal establishment of ties in 1958, several key agreements have been forged between the two nations. These include the 2006 Strategic Economic Partnership Agreement, the 2007 Indonesia–Japan Economic Partnership Agreement (IJEPA), and the formation of the Indonesia–Japan Maritime Forum in 2016 (Badan Keahlian DPR RI, 2017). To date, Indonesia has benefited substantially from this bilateral cooperation, which has primarily focused on economic, trade, and investment sectors. The increasing presence of Japanese trade and investment in Indonesia has led to greater reliance on Japan as a strategic partner. This was notably reflected in Indonesia’s expressed interests during the visit of Prime Minister Shinzo Abe.

The positive trajectory of Indonesia–Japan bilateral relations is further exemplified by the official visit of Japanese Prime Minister Shinzo Abe to Indonesia on January 15–16, 2017. The visit aimed to strengthen bilateral cooperation, with economic, investment, and trade relations remaining the primary focus of discussions (Badan Keahlian DPR RI, 2017). Among the various agreements emphasized during the visit was the joint development of infrastructure, particularly the construction of the Patimban Port in Subang, West Java, which also aligns with Indonesia’s broader maritime advancement agenda.

The Patimban Port project represents a major infrastructure initiative, with plans to establish a joint venture or consortium valued at approximately US\$3 billion. This initiative is being supported through a soft loan scheme facilitated by the Japan International Cooperation Agency (JICA) (Badan Keahlian DPR RI, 2017). JICA plays a central role in channeling Japan’s Official Development Assistance (ODA), which aims to support peace and development across the international community by leveraging Japan’s financial and technological resources (Sinaga, 2015).

JICA’s ODA offerings include technical assistance, loans, and grants tailored to the specific needs and interests of partner countries. These efforts typically focus on strengthening human resource capacity, facilitating technology transfer, and supporting infrastructure development through a combination of technical cooperation, concessional loans, and grant aid. Approximately 90% of Japan’s ODA to Indonesia has been provided in the form of loans to support critical national infrastructure development—such as power generation, irrigation, flood control, land reclamation, railways, and road networks. These projects play a vital role in boosting Indonesia’s economic growth and improving national connectivity. Notably, during times of economic uncertainty, such as the 1997 Asian Financial Crisis, Japan extended support through non-project loans, aimed at stabilizing Indonesia’s balance of payments and assisting with economic recovery and structural adjustment programs.

In addition to financial cooperation, technical collaboration has proven highly effective in human resource development and the introduction of new systems and technologies. This form of cooperation has fostered bilateral ties based on people-to-people relationships. According to a 2014 IPSOS Hong Kong survey conducted across seven ASEAN countries, 95% of Indonesian respondents recognized Japan as a reliable friend, and 92% acknowledged that Japanese technical and economic cooperation had contributed significantly to Indonesia’s development. These longstanding exchanges and mutual understanding have become invaluable assets for both countries.

Looking forward, it is expected that Indonesia and Japan will continue their partnership beyond conventional development agendas to address broader challenges such as maritime development, disaster risk reduction, social security, urbanization, and global concerns like climate change. JICA, in particular, has been instrumental in supporting development efforts in various sectors—including education, healthcare, and the economy—in many developing countries.

To achieve these goals, JICA has articulated its vision of promoting inclusive and dynamic development. The agency seeks to contribute to poverty reduction and economic growth by leveraging Japan’s experience and technology, enhancing public service systems in alignment with societal needs, and

supporting the institutional and human resource development necessary for effective governance (Sinaga, 2015). Japan's proactive engagement through JICA in countries such as Indonesia demonstrates a shared commitment to deepening bilateral cooperation, particularly in investment and infrastructure, aligned with mutual interests and implemented through targeted programs and policies designed to achieve shared objectives.

The bilateral cooperation between Indonesia and Japan is grounded in a shared perception of mutual necessity. Japan, for instance, indirectly relies on Indonesia's strategic support in defense and security, particularly in managing potential threats in the South China Sea and the Korean Peninsula. At the same time, Indonesia depends on Japan for assistance in key sectors such as the economy, trade, investment, infrastructure, and maritime development, in order to fulfill its national objectives.

In terms of infrastructure development, Indonesia and Japan have undertaken numerous collaborative projects aimed at enhancing national connectivity and promoting equitable development across Indonesian regions. A notable example is the construction of arterial road networks in Sumatra, with a 2,500 km north-south corridor, approximately 60% of which has been developed through Indonesia-Japan cooperation (JICA, 2021). This project has played a pivotal role in driving regional economic growth.

The development of ferry transport between Java and Sumatra has significantly reduced travel time from five hours to less than two hours per trip. Additionally, the frequency of crossings has increased from once daily to around 100 round-trips per day (JICA, 2021). This improvement has drastically enhanced cargo transportation between industrial areas around Jakarta and resource-rich Sumatra—particularly in minerals, agriculture, and forestry.

Beyond infrastructure that fosters connectivity, Japan has also contributed to post-disaster infrastructure reconstruction in several regions across Indonesia. Japan provided timely aid following major disasters, including the 2004 Indian Ocean Earthquake and Tsunami, the 2006 Central Java Earthquake, and the 2009 offshore Padang Earthquake. These multifaceted efforts included dispatching the Japan Disaster Relief Team and supporting various recovery and reconstruction projects (JICA, 2021). Over the past 60 years, Japan's cooperation has adapted to Indonesia's evolving needs—ranging from infrastructure and regional development to economic policy support and emergency disaster response.

Japan's support aligns with Indonesia's national development strategies across various administrations. Regionally, Japan has prioritized equitable distribution of development benefits and resource interconnectivity. In the past, development in the transportation sector predominantly focused on regional mobility; however, as ASEAN nations have moved to strengthen intra-regional connectivity, there has been a growing need to integrate surrounding economic activities. Consequently, Indonesia is increasingly expected to become a key node in global production and trade networks.

Despite progress, Indonesia still faces challenges in logistics due to high physical distribution costs. This has prompted continued collaboration with Japan on transportation infrastructure, especially in Greater Jakarta, where the concentration of manufacturing industries necessitates accelerated economic growth driven by the private sector. Recently, Japan's assistance has shifted toward technical cooperation in sub-sectors such as road, air, port, and maritime transport, in response to tighter budget constraints.

Although Indonesian government institutions and private enterprises have improved their technical capacities, further assistance—particularly in technology transfer from Japan—remains necessary for advanced infrastructure development, including innovations such as subway systems. Financial support, coupled with Japanese technological expertise, is a key value of Japan's ODA in this sector (JICA, 2021).

As part of this cooperation, JICA—the implementing agency for Japanese ODA—has extended a soft loan of approximately IDR 40 trillion for the development of the Patimban Port project, which is the focus of this study. This contribution represents a form of technical cooperation aligned with both countries' interests in infrastructure management and technology utilization. It is expected to enhance development effectiveness and support Indonesia's long-term growth by addressing present-day demands and future challenges driven by globalization and modernization.

Port Development Dynamics and Operational Effectiveness in Indonesia

As an archipelagic nation stretching from Sabang to Merauke, Indonesia inherently requires strong inter-island connectivity to promote equitable and comprehensive economic development. The importance of development within a country cannot be separated from the government's responsibility to not only safeguard national interests but also ensure the welfare of its people. In this context, national welfare is closely linked to the consistent fulfillment of various supporting aspects—chief among them being the smooth functioning of economic activities, particularly trade flows facilitated through different modes of transportation.

Trade plays a significant role in enhancing national welfare, especially when it involves strategic routes bustling with economic activity. In essence, the denser the volume of trade and economic activity, the greater the movement of goods, leading to accelerated economic growth and regional development. Among the most crucial trade routes are maritime lanes, particularly for Indonesia, whose strategic location is intersected by major international shipping lanes known as the Indonesian Archipelagic Sea Lanes (ALKI). These routes represent not only valuable assets of Indonesia's maritime territory but also strategic points of interest both now and in the foreseeable future.

These maritime routes serve as vital corridors for trade and goods distribution, involving a wide range of actors, including state and non-state entities, corporate groups, and business enterprises that rely heavily on them. As such, ports play an indispensable role in facilitating loading, unloading, and sea transportation logistics. This underscores the necessity for robust national policies to regulate and manage port operations, particularly those with strategic significance for international trade.

Ports in Indonesia, especially those situated along major trade routes, are vital components of the national maritime economy and are inextricably linked to maritime security. However, the effectiveness of port operations still faces multiple challenges, particularly those concerning vessels, cargo, and port services. Given that goods transported via sea must undergo inspection and handling at ports before moving on to land-based transportation systems, seamless port operations become critical. As emphasized by Nasution, it is not only the physical port infrastructure that matters, but also the supporting systems—such as terminals, warehouses, stockpiling yards, navigation and communication systems, cargo handling equipment, and administrative offices—that ensure efficient service delivery.

Common issues that hinder port activities include extended dwelling time, waiting time, demurrage fees, and a shortage of adequate equipment and skilled human resources (Herdian, 2021). A prime example of a strategic port in Indonesia is the Port of Tanjung Priok. Located in Jakarta, it is Indonesia's largest and busiest international port and is classified as a Primary Port. Its continuous development efforts aim to maintain its role as a regional logistics hub, enhancing industrial competitiveness in international trade and attracting investment (Arnita, 2014).

The high volume of trade passing through Tanjung Priok positions it as a key gateway for national and international economic connectivity, acting as a backbone of national development by handling approximately 60% of Indonesia's inbound and outbound cargo. Due to its critical role in national transportation and logistics, the port requires constant modernization and evaluation to meet growing

demands. Nonetheless, despite its strategic importance, Tanjung Priok faces persistent challenges. These include lagging infrastructure and suprastructure quality, and operational inefficiencies that pale in comparison to regional benchmarks such as the Port of Singapore. Consequently, Tanjung Priok is less attractive to major shipping line operators and mother vessel carriers for loading, unloading, and transshipment activities (Arnita, 2014).

The limited interest of major shipping operators or mother vessel operators in conducting loading and unloading activities at Tanjung Priok Port is closely tied to the increasing volume of goods flowing through this port. Despite a significant rise in container throughput at Tanjung Priok over the past three years, this growth has not been adequately supported by corresponding improvements in port infrastructure. When compared to world-class international ports such as the Port of Singapore, Tanjung Priok still lags behind in terms of both the quantity and quality of its infrastructure and suprastructure. This gap has become a major constraint in handling high-density cargo operations efficiently.

From an infrastructural standpoint, Indonesian ports typically suffer from shallow water depths, relatively short quay lengths, and limited port facilities, including inadequate cargo handling equipment. Specifically, the limited draft depth prevents Tanjung Priok from accommodating large mother vessels. Consequently, the combination of suboptimal infrastructure, underdeveloped suprastructure, and underperforming operational capacity has failed to meet the increasing demand for cargo handling at the port.

Moreover, as the primary hub for national and international logistics, the challenges faced by Tanjung Priok Port pose a potential threat to the smooth flow of goods and services. If left unresolved, these issues could adversely affect not only the port's operational efficiency but also its international reputation. The inability to match global standards in port service delivery may damage the image of Indonesian national ports in the eyes of international stakeholders and investors.

In light of these challenges, it is imperative that Tanjung Priok undergoes comprehensive improvement and evaluation. This effort may require strategic integration and coordination with nearby ports that already possess more advanced infrastructure and suprastructure. Given the growing pressure for Tanjung Priok to continuously adapt to emerging challenges, the port must evolve into a sustainable logistics hub that supports Indonesia's broader economic and trade activities.

In this context, the development of Patimban Port is increasingly seen as a viable and strategic solution to national port-related issues. By serving as a complementary gateway, Patimban Port is expected to relieve the logistical burden on Tanjung Priok, enhance the national cargo handling system, and streamline transport and logistics networks more effectively.

The Role of Indonesia-Japan Maritime Cooperation through the Development of Patimban Port for Economic Opportunities and Maritime Security in Indonesia

Before delving further into the maritime cooperation between Indonesia and Japan—particularly in the development of Patimban Port—it is crucial to understand the strategic foundations that position both countries as key bilateral partners. Indonesia's stability is vital not only for the region but also for the international community, including Japan. As a leading regional power, Indonesia accounts for approximately 40% of ASEAN's population, economy, and landmass, and is the only G20 member from Southeast Asia. For Japan, Indonesia also holds significant geopolitical value, serving as a critical node for free and open maritime transport and trade. Politically, Indonesia is a democratic partner that upholds core values such as freedom, democracy, and the rule of law. Thus, Japan finds it essential to remain actively involved in Indonesia's development from a long-term strategic perspective.

To achieve sustainable socio-economic development, Indonesia requires a tailored development model to address challenges stemming from rapid growth, including regional disparities, disaster risk reduction, environmental preservation, enhancement of democratic quality, maritime security, and development of remote regions. Addressing these issues demands both medium- and long-term policies, alongside multi-layered efforts such as strengthening local government capacity and improving mechanisms for allocating development funds to social sectors.

Indonesia and Japan face many shared challenges, some of which remain unresolved even in Japan's own domestic context. In this regard, collaborative thinking and joint problem-solving between the two nations present an effective approach. While traditional Japanese cooperation methods have generally applied Japanese experience to the Indonesian context, a more reciprocal and collaborative model is emerging, wherein both countries exchange experiences and co-develop solutions to shared issues.

It is expected that this collaborative thinking approach will yield increasingly tangible outcomes, including mutual learning from proven programs in both countries. Furthermore, the international partnership between Japan and Indonesia holds the potential to generate substantial added value. Indonesia, with its long-standing experience in South-South Cooperation (SSC)—including hosting the historic Asia-Africa Conference—has seen many of its projects with Japan evolve into Triangular Cooperation (SSTC). Indonesia's strong leadership in implementing the Sustainable Development Goals (SDGs) also positions it as a model for international cooperation, urging developed countries to actively contribute to planning, monitoring, and evaluation processes. Public-private partnerships aligned with the SDGs across multiple levels are anticipated to yield significant returns.

As Indonesia is expected to achieve upper-middle-income country status in the near future, Japan is encouraged to consistently offer high-value development cooperation in alignment with Indonesia's evolving circumstances. In addition to Official Development Assistance (ODA) loans provided to the Indonesian government, further efforts to mobilize private sector funds—leveraging public funds as a catalyst—are also essential. Utilizing JICA's private sector investment finance schemes presents a valuable avenue for promoting this agenda. Japan's continued support of Indonesia's sustainable socio-economic development underscores the shared commitment to global challenges and mutual advancement (JICA, 2021).

This study aims to examine the significant impact of Indonesia-Japan cooperation in the development of Patimban Port on enhancing Indonesia's economic prospects and maritime security. To evaluate the extent of this influence, it is necessary to consider how national port infrastructure development—through strategic consolidation of Patimban Port with the main hub of Tanjung Priok—affects the national maritime transport and logistics system. Based on a comprehensive analysis of infrastructure cooperation between Indonesia and Japan, the development of Patimban Port in Subang represents a critical pillar of Indonesia's national development and economic strategy, especially considering Indonesia's geographic advantage as a maritime nation.

The influence of Patimban Port, as documented in existing literature, is considered instrumental in addressing various challenges faced by Indonesia's national port infrastructure, particularly in terms of improving the quality of both infrastructure and superstructure to meet the growing demand for maritime freight and logistics services. This study seeks to analyze the structural limitations experienced by Indonesia's principal ports, particularly Tanjung Priok Port, which continues to face issues related to inadequate infrastructure and limited capacity, rendering it insufficient to meet the demands of an integrated national transportation and logistics system.

These persistent port-related issues provide a compelling rationale for the establishment of Indonesia-Japan cooperation on the development of Patimban Port in 2018—a strategic policy decision

aimed at overcoming infrastructure bottlenecks. The bilateral project is not only backed by Japan's Official Development Assistance (ODA) through the Japan International Cooperation Agency (JICA), which provided concessional loans, but also involves significant participation from the private sector in the port construction process to ensure timely and efficient execution.

The development of Patimban Port extends beyond addressing existing logistical constraints; it also builds upon the evaluation of Tanjung Priok Port as the central hub of Indonesia's maritime system. By supporting Tanjung Priok through the establishment of an auxiliary port with strategic functions, the Patimban project plays a critical role in reinforcing Indonesia's port network. The port's development is part of a broader Indonesia-Japan maritime cooperation initiative that places strong emphasis on the future potential of the maritime and port sectors.

This cooperation gained political momentum during Japanese Prime Minister Shinzo Abe's official visit to Indonesia on 15–16 January 2017, which focused on strengthening bilateral economic, investment, and trade ties. It underscores the strategic necessity of improving Indonesia's port infrastructure as a prerequisite for achieving national economic prosperity. Given Indonesia's geographic nature as an archipelagic state situated along key international trade routes, port development is a cornerstone of sustainable economic growth and regional connectivity.

In response to the limitations identified in national port evaluations—particularly in Tanjung Priok—developing an additional port such as Patimban has become an imperative. Given the constraints in expanding Tanjung Priok Port, Patimban is positioned as a complementary facility designed to absorb growing cargo volumes and enhance national port capacity. This port is developed under the framework of Indonesia-Japan cooperation on strategic infrastructure, aiming simultaneously to advance the maritime sector. The construction of Patimban Port in Subang, West Java, was formalized through a joint venture valued at approximately USD 3 billion, backed by soft loans from JICA (JICA, 2021).

Japan's provision of development aid through JICA to emerging economies like Indonesia reflects a model in which financial and technological resources are channeled through structured Official Development Assistance (ODA) (Sinaga, 2015). The cooperative relationship between Indonesia and Japan is based on the principle of mutual benefit, aligning both countries' strategic interests in infrastructure development and competitive advantage (Perwita & Yani, 2005). This reciprocal view reinforces their commitment to achieve shared outcomes through collaborative policies and strategic planning.

The Indonesian government continues to prioritize the expansion of international port infrastructure as a means to boost the country's export market. As stated by Capt. Mugen Suprihatin Sartoto, Director of Sea Traffic and Transportation at the Ministry of Transportation, Patimban Port is among three major national port projects being aggressively developed, alongside the new ports in Ambon and Palembang (Ariesta, 2021).

The projected economic and social benefits of the Patimban Port development are substantial. According to official estimates, the port is expected to contribute to GDP growth with an Economic Internal Rate of Return (EIRR) of 30.75% and an economic Net Present Value (NPV) of IDR 29.3 trillion. The construction phase alone is anticipated to create approximately 55,367 jobs, with an additional 1,550 direct and 1,500 indirect jobs in the post-construction period (Ariesta, 2021). These projections reflect the port's potential to generate significant economic benefits not only through employment creation but also by enhancing port performance and reducing congestion at Tanjung Priok.

Patimban Port is expected to relieve the Tanjung Priok Port of an estimated 7.5 million TEUs of container traffic, thereby alleviating land-side congestion and streamlining access (Ariesta, 2021). This strategic decongestion allows for more efficient cargo handling and greater operational capacity at both

ports, supported by enhanced facilities and advanced unloading equipment. The overall effect is a more effective, sustainable, and competitive maritime logistics system that supports Indonesia's broader economic and trade ambitions.

The development strategy for Patimban Port is not intended to function in isolation from Indonesia's main port system. Rather, its presence is envisioned as a strategic consolidation with Tanjung Priok Port and other ports in the region, enabling mutual support and improved flow of goods and services along Indonesia's maritime corridors. In addition to its physical development, President Joko Widodo emphasized the acceleration of Patimban Port as a National Strategic Project, recognizing its vital role in stimulating economic growth and trade, particularly in West Java and surrounding regions. As part of a broader economic triangle encompassing Kertajati Airport and the industrial zones in Bekasi, Karawang, and Purwakarta, Patimban is central to the integration of industrial, tourism, and agricultural hubs.

This forward-looking projection illustrates how Patimban Port aligns with a model of consolidated port development—complementing the main port by distributing logistical loads and facilitating efficient maritime operations. During a presidential visit in November 2019, President Jokowi reviewed the port's development, which had seen a significant increase in projected investment from IDR 29 trillion to IDR 50 trillion. The total area of Patimban Port spans approximately 654 hectares, with 300 hectares designated for container and vehicle terminals, and an anticipated capacity of 7.5 million TEUs (Ariesta, 2021).

By establishing Patimban as a national port consolidation node, the government aims to decentralize economic activities, alleviating the operational burden on Tanjung Priok while maximizing Patimban's capacity. Minister of Transportation Budi Karya Sumadi noted that vessels with relatively smaller cargo capacities could be consolidated at Patimban, offering a strategic alternative route not limited to Singapore and Malaysia (Sukarno, 2020). This redistribution is expected to improve logistics efficiency by reducing time and transportation costs.

Hence, the urgency behind the Patimban Port project is closely tied to economic imperatives. Its strategic location supports the flow of trade and cargo operations from Tanjung Priok and offers a viable alternative along Indonesia's national shipping lanes. Notably, both pre- and post-construction phases of Patimban Port have generated significant employment opportunities, serving as indicators of regional economic growth. These benefits highlight the port's critical role in addressing long-standing logistical challenges and in contributing to Indonesia's broader economic development.

The mutual perception between Indonesia and Japan regarding the critical role of infrastructure and economic growth underpins the relevance of this case study to the liberal theory in international relations. Liberalism emphasizes the potential for cooperation and mutual benefits among states, underscoring interdependence as a key factor in global politics. The Indonesia-Japan partnership in this context demonstrates how one country views the other as a strategic collaborator, with Japan providing technological capabilities that support Indonesia's infrastructure development objectives. These capabilities empower Indonesia to enhance its port infrastructure as a national asset aligned with evolving trade and economic demands.

Beyond economic prospects, the Patimban Port project also presents opportunities for maritime security enhancement. Maritime security encompasses a state's ability to safeguard its territorial integrity in maritime zones and to address a range of potential threats and challenges. This concept can be understood through multiple analytical lenses:

1. Its relational matrix with other maritime concepts such as maritime safety, naval power, blue economy, and resilience;
2. The securitization framework, which reveals how maritime threats are constructed and how political claims are made to address divergent political and ideological interests; and

3. Security practice theory, which allows for an examination of what actors actually do in practice when they assert the goal of enhancing maritime security.

Together, these frameworks enable a comprehensive mapping of maritime security. The strategic value of Patimban Port, therefore, lies not only in its commercial utility but also in its potential as a complementary security node. Its post-construction role includes supporting the Indonesian Navy (TNI AL) as part of a broader maritime defense posture, thereby reinforcing Indonesia's territorial sovereignty and operational readiness in regional waters.

This aspect is particularly crucial given the vast maritime territory of Indonesia, which consists of a diverse archipelago and widely varying distances between islands. The importance of maritime patrols to ensure security and territorial integrity is paramount. If we draw an analogy, present-day threats do not solely originate from external actors, but may also emerge from internal vulnerabilities—posing actual threats that could compromise Indonesia's capacity to safeguard its maritime domain. Hence, the establishment of additional security posts at newly constructed ports, such as Patimban, not only strengthens the national port system as an integrated whole, but also provides a strategic foundation for ports to serve as maritime security outposts.

These outposts play a pivotal role in facilitating rapid and effective responses to maritime threats, given the geographic distribution and connectivity among ports across Indonesia's waters. Emergency security operations may be required at any time and location; therefore, a robust and well-prepared infrastructure network enables effective communication and coordination. This supports the liberal theory proposition that states incapable of fully addressing domestic needs often require international cooperation to ensure their survival and to achieve national interests in an interdependent global system.

In this context, the Indonesia-Japan partnership emphasizes mutual gains in development cooperation. The principle of mutual benefit underpins the rationale for international collaboration, reinforcing the liberal theory's perspective that cooperative engagements can coexist with and support national interest-based, and sometimes competitive, unilateral actions.

Within the case study of the Patimban Port development project, each country has pursued its own strategic interests. For Japan, the cooperation aligns with its policy to gain returns through infrastructure investment in developing countries like Indonesia. For Indonesia, the partnership is essential in overcoming technological limitations and addressing the operational constraints of the national main port, Tanjung Priok, whose inefficiencies have hampered the flow of goods and services amidst increasing cargo demands.

These converging interests have manifested in a collaborative effort to develop Patimban Port, aiming to enhance the efficiency of the port sector and the broader economy. Despite being based on a government-to-government (G2G) framework, the cooperation also involves other actors under mutually agreed arrangements—such as the Japan International Cooperation Agency (JICA), which functions as a soft lender intermediary, and private infrastructure development firms, whose participation supports the timely and effective implementation of the project.

Indonesia-Japan maritime cooperation between 2016 and 2021 can be most effectively analyzed through the lens of non-traditional security (NTS), which broadens the concept of security beyond conventional military threats to include transnational, non-military, and human-centered challenges (Caballero, 2008). In the maritime domain, such challenges encompass piracy, illegal, unreported and unregulated (IUU) fishing, maritime accidents, environmental degradation, and humanitarian assistance and disaster relief (HADR). These issues are particularly salient for Indonesia as a maritime archipelagic state and for Japan as a major trading nation heavily dependent on secure sea lines of communication. The cooperation initiatives undertaken during this period—such as capacity-building for maritime law

enforcement, technical assistance, and maritime safety programs—reflect a shared understanding that maritime insecurity undermines not only national security but also economic stability and regional development (Buzan, 1998).

Closely related to the NTS perspective is the concept of maritime security governance, which views maritime space as a shared domain requiring collective management through rules, institutions, and cooperative mechanisms rather than unilateral military control (Bueger, 2015). This approach emphasizes the maintenance of “good order at sea” through law enforcement cooperation, adherence to international maritime law, and the strengthening of civilian maritime institutions. In this context, Indonesia–Japan cooperation—particularly through coast guard collaboration, vessel assistance, training programs, and information-sharing mechanisms—contributed to enhancing Indonesia’s maritime governance capacity. By improving surveillance, enforcement, and regulatory capabilities, this governance-oriented cooperation helped reduce security gaps in Indonesian waters, thereby increasing predictability and stability for maritime economic activities such as shipping, fisheries, and port operations (Till, 2009).

From a liberal institutionalist perspective, the Indonesia–Japan maritime partnership illustrates how cooperation can be sustained through shared interests and institutionalized interaction rather than formal military alliances (Keohane, 1984). Liberal institutionalism posits that institutions reduce uncertainty, facilitate information exchange, and enable repeated interactions that build trust among states. During the 2016–2021 period, maritime cooperation was embedded in bilateral agreements and supported by broader regional frameworks, allowing both Indonesia and Japan to address non-traditional maritime challenges without escalating strategic rivalry. Japan’s assistance aligned with its normative commitment to a rules-based maritime order, while Indonesia utilized this cooperation to advance its Global Maritime Fulcrum agenda and strengthen domestic maritime capabilities (Ministry of Foreign Affairs of Japan, 2015).

Furthermore, Indonesia–Japan maritime cooperation demonstrates a clear security–economy nexus, in which improved maritime security directly contributes to expanded economic opportunity (Krahmann, 2003). Effective responses to non-traditional maritime threats reduce risks to trade routes, fisheries resources, and coastal infrastructure, thereby fostering a more stable environment for economic growth. By enhancing Indonesia’s capacity to ensure maritime safety and enforce maritime law, the cooperation indirectly supported economic activities dependent on secure seas, including international commerce and sustainable marine resource management. This reinforces the argument that maritime cooperation addressing non-traditional security concerns functions not merely as a security policy instrument but also as a long-term investment in economic resilience and regional development (Samuels, 2019).

Overall, Indonesia–Japan maritime cooperation during 2016–2021 reflects a broader shift toward cooperative, governance-based, and non-traditional approaches to maritime security. Anchored in shared norms, institutional frameworks, and functional needs, this partnership illustrates how maritime cooperation can simultaneously enhance security and economic opportunity while contributing to regional stability in the Indo-Pacific.

CONCLUSION

This study finds a strong relationship between the development of Patimban Port and the advancement of Indonesia’s national port sector. As a strategic infrastructure project, Patimban complements the capacity of Tanjung Priok and strengthens Indonesia’s transportation and logistics network while creating opportunities for economic growth and improved maritime security. The

cooperation between Indonesia and Japan in building the port reflects a shared recognition of infrastructure as a driver of economic development. By leveraging its archipelagic characteristics, Indonesia is able to optimize port performance, generate employment, and enhance community welfare through more efficient port operations.

To fully realize these benefits, the Indonesian government must play an active evaluative role during and after construction, ensuring that infrastructure use, management standards, and human resource capacity align with operational needs. Strong policy frameworks and organizational management are essential to maximize the port's effectiveness and to capture regional and international trade opportunities. Additionally, coordination between port authorities and national security institutions such as the TNI and POLRI is necessary to establish ports as key points for maritime security, enabling effective monitoring and response to potential threats within Indonesia's maritime domain.

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