

Public Policy and Indonesian Diplomacy for the Acceleration of International Goods Terminal Development

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Abstract

In this study, researchers focused on research on border diplomacy by the Indonesian side of Malaysia to accelerate the construction of the International Goods Terminal at the border of Entikong, Sanggau Regency, West Kalimantan, which the Indonesian Ministry of Transportation built to regulate and facilitate the flow of foreign goods in the border region. The approach used by researchers in this study uses a qualitative approach, the location chosen as the research location is adjusted to the area where the International Goods Terminal was built, namely in the Entikong Subdistrict, Sanggau District, considering that in this very strategic border region international economic activities are often carried out but governance and progress in the area are still lagging when compared to neighboring Malaysia. In determining the researcher's informant using a purposive technique, the informants in this study were Sanggau District Head, Entikong District Head, Sanggau Cross-border Post Head, and the Malaysian Consulate. The results of this study found that in the process of accelerating the construction of the International Goods Terminal to expedite international economic flows by increasing clear customs related to the export-import of goods through dry port lines or so-called International Goods Terminals this was done through border diplomacy by the Indonesian side through the Malindo Social Institution. Public policy on cooperation between Sosek Malindo and governments in diplomacy related to affirming the legal status of the construction of the International Goods Terminal is carried out to control the obstacles that arise in the effort to accelerate it.

Keywords

Indonesian Diplomacy; International Goods Terminal.

1. Introduction

Border Cross Agreement and Between the Government of the Republic of Indonesia and the Government of Malaysia on Border Crossing Agreement are efforts to advance and manage border governance. Both contain the determination of national boundaries and the right for each country with different sovereignty to have one rule with a common goal set together. This is part of diplomacy to reach an agreement on the rules governing border areas.

Diplomacy at the border is related to international relations' scope, including production processes and products (Sharp, Melissen, Duncombe, & Holmes, 2019). Attention to diplomacy activities in the border region focuses on structuring the part. The area which is on the border between countries in its arrangement will always be

bound by the cooperation formed between the two countries. The provision was made to make agreements that contain various interests of the two countries related to national interests and shared interests.

The factor that led to the agreement's formation was an interdependence between the two countries along the border. The interests of the agreed border areas are created and regulated through diplomacy from the two countries. They do not overlap with the two countries importance and do not burden the unilateral interests, primarily through humanitarian diplomacy. Humanitarian diplomacy is a conceptual framework used in achieving certain benefits (Permata, Hijrah, & Sinulingga, 2017). The interests to be obtained from the diplomacy of the two countries through an agreement on humanitarian diplomacy are formed covering the parts of national security, human security, economic benefits, social and cultural interests, political and structuring rights, and livelihoods owned by citizens of each country—countries based on mutual agreement on border areas that have been agreed.

Neighboring countries in the border region have their sovereignty. Therefore it is necessary to establish good relations between the two countries through diplomacy related to the interests to be achieved through cooperation in determining joint agreements. Thus a country needs to conduct diplomacy with other countries. That is because a state cannot make its interests without support through political policies achieved by diplomacy. It is also supported by factors supporting establishing good diplomacy and mutual benefit for both countries, such as moral identity.

Moral identity is the values, beliefs, and attitudes that drive human behavior (Kraus, et al., 2020). These values are also to understand what drives people to act for the benefit and welfare of others. The right of people to self-determination lies at the heart of the modern search for statehood. Today, the principle guarantees an actual nation-state world, where national boundaries create national boundaries, not vice versa (Abulof, 2019). Likewise, with the border regions in Indonesia. One of them is the border area, which can be easily accessed by land between Indonesia and Malaysia. The diplomacy pattern is also carried out to build mutually beneficial cooperation, such as in the West Kalimantan region, Indonesia. The West Kalimantan region, especially the Entikong District, is a border area with high economic activity. The map of the Entikong District area can be seen in the following figure.

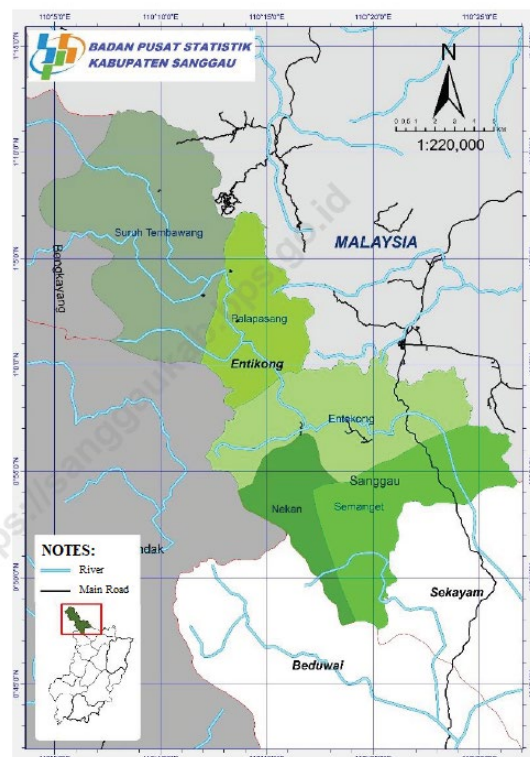


Figure 1. Entikong District's Map
Source: Badan Pusat Statistik Kabupaten Sanggau, 2018

Besides, the construction of cross-border posts has increasingly increased cross-border trade flows in the region—the booming business of producing natural resources and advancing technology. The lifestyle of border communities in Malaysia is an attraction for people to increase interaction. That made the government decide to tighten supervision and regulation in the border region to anticipate problems that would emerge. The area becomes an international trade route by land. In this case, the Indonesian government conducts border development policies by building or dry port international goods terminals.

The borders of Indonesia and Malaysia have historical and geographic proximity. The two countries have very close links with similar backgrounds, such as culture and language. Therefore it is necessary to establish good international relations between the two countries through diplomacy to avoid potential conflicts due to these similarities. The pattern of relations between the two also becomes one of the essences for a country with a territory directly adjacent to another country. The model shows how good diplomacy can be a solution to solve cross-border problems between countries.

Based on this background, researchers are interested in conducting research with the aim of analyzing and describing Indonesia's Public Policy and Diplomacy which is carried out to support the Acceleration of International Goods Terminal Development.

2. Literature Review

Policies can be defined as actions that actors intentionally take through a process. Such activities can be activities on social problems that require shifts in ownership and responsibility or lead to reform and modernization. Public policy can generally be defined as a legal system, regulatory measures, actions, and funding priorities related to specific topics announced by government agencies or their representatives (Serban, 2015).

The state has a role in mobilizing society towards the process's goals through public policy (Martoyo, Elyta, Herlan, & Arifin, 2020). The general policy process places its focus on the political process and politically involved stakeholders. It aims to determine what methods and means are used and explain stakeholders' role and influence in the policy process and decision-making, including in the international sphere through diplomacy.

Some of the prerequisites identified regarding the emergence of democratic public diplomacy are marked by the continued pressure on political society and the country's stability policy transformation. Several previous studies were conducted to comprehensively analyze the concept of foreign policy and look at several things that determine a country's foreign policy decision-making. Based on this research, it is known that strategies and useful ideas about what is needed by foreign policy and how such policy decisions are made. Like the media, technology has brought much foreign policy and diplomacy (AS, 2018). Diplomacy generally refers to the process of communication between the government and the foreign public to understand the ideas and ideals of its people, institutions, culture, and current national and policy goals. In other words, public diplomacy is aimed at foreign publics, and public diplomacy must distinguish strategies for dealing with such publics from the dissemination of domestic diplomacy.

Other previous research has focused on analyzing the conceptual framework for the inclusion of several criteria in evaluating the location of dry ports in developing countries from various stakeholder perspectives. The results of the study found four structures, including preliminary research to filter alternative sites for the development of dry ports; the grouping of stakeholders into three namely users, providers, and the general public; explanation of abstract methods related to diplomacy in dry docks; and conducting multi-criteria analysis related to processes up to the evaluation of dry port diplomacy in Vietnam (Nguyen & Notteboom, 2016). This research update is based on previous studies which focus on border diplomacy by the Malaysian Indonesian side to accelerate the construction of the International Goods Terminal at the Entikong border, Sanggau Regency, West Kalimantan, which the Indonesian Ministry of Transportation built to regulate and facilitate the flow of foreign goods in the region the frame.

3. Methods

Researchers used qualitative research methods to conduct research related to managing the International Goods Terminal construction's border acceleration. Qualitative research is used to examine the condition of natural objects. The researcher is a crucial instrument, with triangulation (combined) data collection techniques, data analysis is inductive, and the research results emphasize the true meaning of data. In this study, the researchers examined the acceleration process carried out by diplomacy between the two countries of Indonesia-Malaysia through the Sosek Malindo formal institution towards constructing an international freight terminal or a land port Entikong District. This research was conducted in Entikong Subdistrict, Sanggau Regency, because it is an international trade route between Indonesia and Malaysia.

Besides, this region is also a region left behind compared to other border areas with Malaysia. In determining the subjects in this study, the researchers used a purposive technique in which the researcher discovered the informants based on data requirements. The issues who became informants in this study were: Sanggau District Head, Entikong District Head, Head of the cross-border post at Entikong, and the Malaysian Consulate. The techniques in collecting data in this study are through interviews, observation, and documentation. Interviews were conducted to ask several questions to informants from the Sanggau District Office, Entikong District Office, cross-border posts, and the Malaysian Consulate related to research issues, namely the construction of an international goods terminal in Sanggau District, Entikong District. The observation was carried out by directly observing the development conditions in the international freight terminal Sanggau Regency, Entikong District. Documentation was carried out by searching for data in documents, archives, and work reports from the International Goods Terminal construction staff in Sanggau District, Entikong District.

4. Results and Discussion

4.1 Condition of Entikong Sub District Community

Geographically, Entikong District is one of the sub-districts located in the Sanggau Regency. To the north, Entikong is directly adjacent to Sarawak, which is an area of eastern Malaysia. In the east, the Entikong sub-district is bordered by the Sekayam sub-district. In the south, it borders with Sekayam sub-district and Landak district, and in the west, it connects the Bengkayang district.

The study results found that the available land in Entikong Subdistrict was dominated by forest and agricultural areas, namely 65%. The city was a protected area, and the rest was a cultivation area. The number of residents in Entikong continues to experience growth each year, where there is more male population composition than the female population's composition. According to data obtained from the Indonesian National Border Management Agency in 2015, most of the Entikong residents' livelihoods are farmers who focus on agriculture in paddy fields, dry land food crops, and plantation crops such as oil palm cocoa, and pepper. In 2018, it was recorded that the land in Entikong District was 50.689 hectares with the use of which can be seen in the following figure.

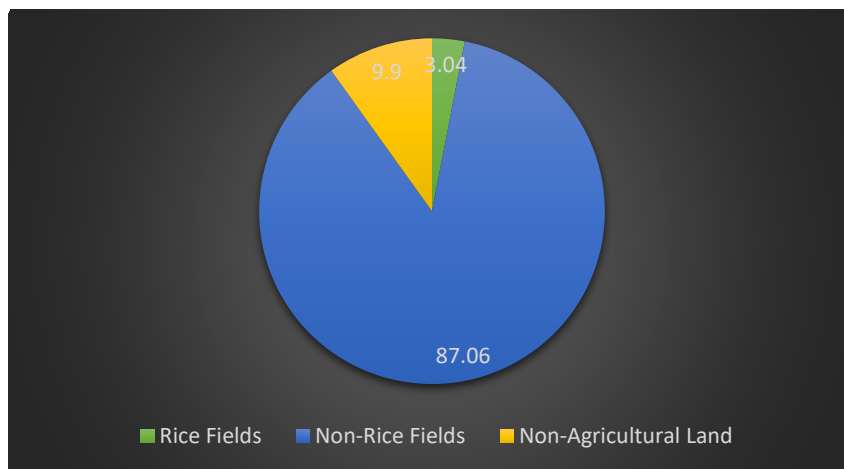


Figure 2. Percentage of Land Allocation in Entikong District
Source: Badan Pusat Statistik Kabupaten Sanggau, 2018

Local wisdom that is still fixated and limited around the results of Natural Resources alone makes the people of Entikong District still unable to compete with the border regions in Malaysia from advances in various aspects so that it is hoped that through the construction of this dry port it can create new jobs and improve the economy and progress of people's lives. The border, especially in the border area of Entikong District, Sanggau Regency.

With formal border access, the cross-border post of Entikong State has become a strategic area (Elyta, Almutahar, & Saing, 2019). This impacts the flow of freight, resources, and human commodities and their migration. In inflows and outflows through the official border gate and the conventional border gate, increased cargo, services, and people's movement occurs. Then, outflows and inflows of products and services suggest a rise in years dominated by the entry of goods into Indonesia.

4.2 History of the Construction of the International Goods Terminal

Make sure to describe all figures and add inferences. If needed, add statistical analysis here. The International Goods Terminal construction is the Indonesian government's response to problems in the border areas of the international trade channel's socio-economic sector. In connection with the phenomenon of illegal cross-border trade, any Malaysian goods entering Indonesia without official permission and Indonesian products entering Malaysia without procedures according to government regulations related to the export-import of rights are common phenomena in border region communities due to geographical proximity between the two and the ease of access which is also driven based on community needs factors which when compared to having to shop or sell goods to urban areas require additional time and costs thereby reducing the selling value which automatically impacts on profits compared to if directly to Malaysia.

Conventional trade statistics show that service trade currently accounts for only one-fifth of cross-border trade (Liu, et al., 2019). The trade-in services aim to facilitate the regulation of export and import goods. Thus, the work in services can be a driving force in improving West Kalimantan Province people, especially in the Entikong border region.

Trade-in services are also to increase employment. After the International Goods Terminal has been built, it will increase community business opportunities, positively impacting work. Supporting the International Goods Terminal construction, the Indonesian government intensifies and improves infrastructure development in the border

region to facilitate access to the International Goods Terminal to adjust the possible flow of goods with existing road capabilities.

4.3 Accelerating the Development of an International Freight Terminal through the Malindo Social and Cultural Forum as a Border Diplomacy Tool

The researcher first described border diplomacy's role and its correlation between Sosek Malindo's accelerating the construction of an international goods terminal in Entikong District. So, it can be seen how important the position of institutions such as institutions as a part of Border Diplomacy in conducting border diplomacy. Border diplomacy in its strategic objectives will help realize a country's diplomatic efforts towards other nations. This is important to do if you look at the border region's condition, prone to criminal activities such as smuggling drugs and weapons, illegal trade, transnational crime, and poverty.

The problem of poverty is an issue that must be followed up in border diplomacy. Public awareness about poverty is essential to encourage policymakers to act (Malul, 2019). These border issues can be resolved through border diplomacy. Conflicts that are prone to occur due to poverty in the border region itself are very complicated. Not only about territorial sovereignty and territorial boundaries, which are often the problem of the two countries that border each other. This is the main reason for the importance of seeking diplomacy between the two countries in the border region. Diplomacy also serves to anticipate and overcome potential conflicts that may have occurred in the two countries' border regions.

Conflicts in the form of "crime" and "fear of crime" have concepts related to behavior deviating from social norms and to express the consequences of this behavior in society (Çinği & Nadir, 2020). Conflicts arising from the construction of the International Goods Terminal are also unavoidable. However, the development can be accelerated so that what the Indonesian government aims to realize immediately is related to border communities' economic improvement. Besides, the event also provides benefits and ease of access both from Indonesia to Malaysia or vice versa in terms of diplomacy. Diplomacy is used to achieve the goals desired by diplomacy actors for their country's interests without burdening or harming other parties. Other countries involved can provide equal opportunities to attain domestic and international affairs.

The movement of people across national borders is a historic and ongoing phenomenon. Individuals aim to settle back permanently or remain temporarily in the destination country (Varela, Belen & Renee, 2020). The process takes place in general in the border region. In line with this, there are two principles of border diplomacy. First, clear borders will foster good neighborly relations. Second, a country cannot live peacefully if there is a dispute around it. Based on these two principles, Indonesia and Malaysia should, which up to now, still claim each other at several border points. Besides, a more intensive dialogue was also held to find the best solution for resolving the two countries' border issues.

From several definitions related to border diplomacy above, the government is the main actor in diplomacy. All full authority over any state relations policy based on national interests can be agreed upon and implemented based on government approval. The government is an actor who has the power to make decisions or agreements involving other countries. However, non-state actors also play an essential role in the success of diplomacy between countries, such as involving international legal actors to oversee and enforce how an agreement that was agreed upon later will not be an obstacle that can cause conflict in the future.

Border social, cultural, and economic development is carried out in collaboration through the Malindo Social and Political Institution. In dealing with problems in the border region, bilateral diplomacy is becoming more effective in conducting diplomacy between countries. Several countries can also directly agree with their respective countries in the border region to determine land and sea boundaries. As in the Indonesia-Malaysia border, the Indonesian government's problem is overcoming local governments in the socio-economic field through the International Goods Terminal construction is preventing illegal trade. Sosek Malindo, as one of the border diplomacy actors who are also a formal institution, collects information and presents information related to the

Indonesian government's efforts in the development and management of borders towards Malaysia to reach an agreement with a vision.

This is undoubtedly related to economic globalization at the end of the twentieth century, bringing to the world market expansion to areas previously outside the orbit of market relations; communities worldwide have been affected by globalization's challenges (Bugra, 2020). The Malindo Social Forum has become a forum for border diplomacy interaction between Indonesia and Malaysia. Sosek Malindo is an institution/working group/forum that functions as a mediator of information exchange between the two countries and formulates a program related to what is needed by the region to be synergized with the interests of the border regions of Malaysia, Sarawak, and Sabah.

The pattern of proper work mechanisms and functional implementation of the Malindo social network has not yet achieved excellent results. It is not supported by other instruments involved and has more authority. Replied to the Governor and the SPC. This institution is not an institution with adequate funds, adequate infrastructure, and human resources at the regional level. The local government also does not yet have the authority to enter into international agreements plus legal protection that does not guarantee this institution.

On the other hand, the Regional Government does not yet have the authority, so it is back to the Regional Sosek Malindo Working Group, limiting mediators and reporting information only. In supporting the acceleration of the construction of this dry port, it is still an obstacle is the access point in and out of Indonesia-Malaysia itself precisely in the cargo access point that carries goods later, based on geographical conditions that it is necessary to open a road through the hill in Entikong to Malaysia but to do so it is essential a re-agreement with Malaysia through the local government.

The importance of immediately operationalizing the International Goods Terminal and smoothing and regulating the speed of the flow of goods in international trade interactions is also expected to overcome illegal goods trade, a common phenomenon among border communities hereditary. Sosek Malindo, through the cooperation of the Indonesian government in the area in the socio-economic agreement between Indonesia and Malaysia through various checks and safeguards in the border lanes, there is coordination with Malaysian customs and checkpoints at specific points that allow illegal trade. The collaboration carried out by Malindo Socio-Economic emphasized the legal implications of the problem.

It is associated with the conception of the problem that occurred. Notion tends to treat scarcity as a constant variable while obscuring more powerful, political, and historical questions (Bergius, Benjaminsen, Maganga, & Buhaug, 2020). As efforts to accelerate towards a more tangible direction, Sosek Malindo and Bappeda fully support border diplomacy regarding lobbying in terms of developing lanes to facilitate access to and from Indonesia-Malaysia cargo. This is done through several stages. The first stage was diplomacy towards Malaysia to agree on the lane's opening. The second stage, Sosek Malindo and the local government would continue the results of the discussion.

Based on the results of this study, a model of Public Policy and Indonesian Diplomacy for the Acceleration of International Goods Terminal Development has been formulated as follows.

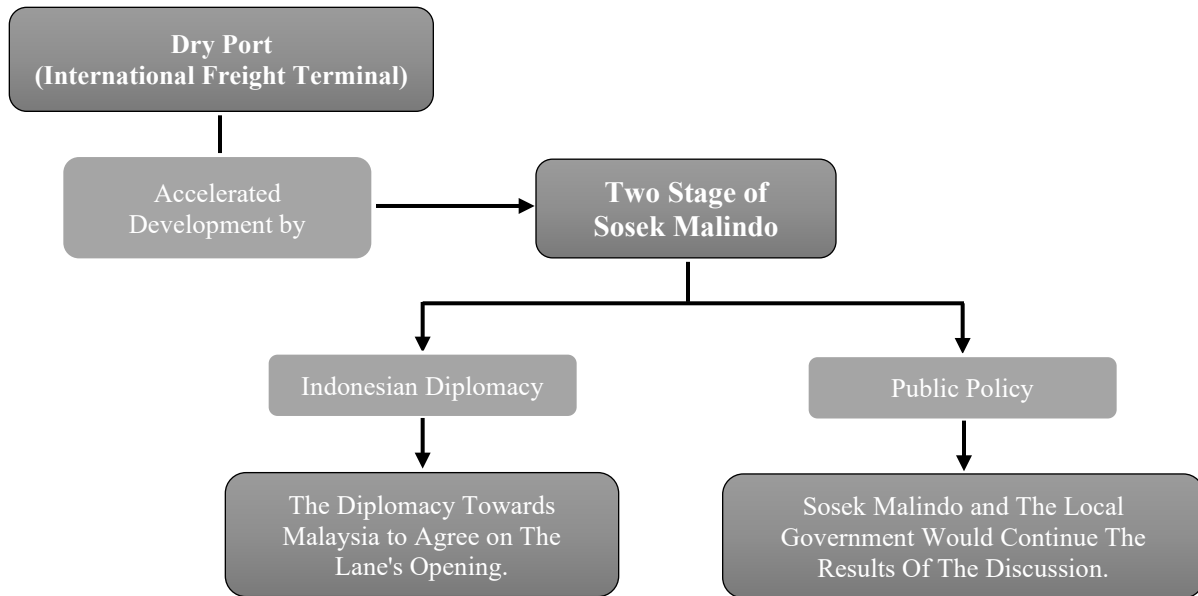


Figure 3. The Model of Public Policy and Indonesian Diplomacy for the Acceleration of International Goods Terminal Development
 Source: Researcher, 2019

6. Conclusion

The Indonesian government's program related to the policy of developing Dry or Land Ports called International goods terminals is the right policy associated with the conditions in the Entikong border region itself indeed requires a container for carrying out export and import trade transactions to Malaysia by the laws and regulations in force in Indonesia. The construction of the International Goods Terminal is also the Indonesian government's response to the backwardness of the West Kalimantan border region, especially Entikong, compared to the border region in Malaysia to improve the people's economy by facilitating access to international trade, which directly also reduces the level of cross-border crime related to illegal trade and increases business opportunities and work for the community so that it does not necessarily only work in the agricultural sector by relying on private land alone. Still, the city can expand creativity in work and knowledge with the International Goods Terminal construction.

The effort to accelerate the construction of the International Goods Terminal in Entikong Subdistrict, Sanggau Regency, was carried out because of obstacles, namely the creation of an International Goods Terminal which was deemed not to have a robust legal umbrella-making local investors hesitate to become developers of the International Goods Terminal project. Based on the results of the research, it is known that there are two stages in realizing the legal umbrella for the sosek malindo law to accelerate the construction of the international goods terminal in entikong, namely first through the diplomacy towards Malaysia to agree on the lane's opening and second, namely through sosek malindo and the local government would continue the results of the discussion.

Besides, the construction was carried out because of limited access to open cargo traffic lanes in Indonesia and Malaysia. Cooperation between Sosek Malindo and local governments in diplomacy related to affirming the International Goods Terminal construction's legal status was then carried out to control these obstacles. The obstacles that arise are also addressed through rules governing the International Goods Terminal's management and functions and those related to efforts that can accelerate development, such as land expansion or road opening. Diplomacy must also be carried out on Malaysia to open a cargo lane to Malaysia that can be done through the Malindo Indonesian Socio-Economic relationship to Malaysia so that it can hold further discussions on discussions

to get decisions based on mutual agreement accompanied directly by the Government of Indonesia so that there is proper strengthening that guarantees to convince the instruments supporting instruments in accelerating the construction of the Entikong International Goods Terminal.

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Biography

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