Civil Society : Maritime Hub and Sea Highways Should Be Environmental and Social Friendly

Joint Pers ReleaseYLBHI – WALHI – KIARA – JATAM – Change.org – Greenpeace
JAKARTA, 23 September 2014 - The coalition of civil society environmental organizations and social movements assess jargon “world maritime hub and sea highways” that often echoed by elected-President, Joko Widodo, in practice will be vulnerable to deviated and misguided if it is not preceded by real action to restore the environment and ensure the rights of local communities and small-scale fishermen on the management of marine and coastal areas. Thus shared viewpoint which presented by a number of activists representing the Legal Aid Foundation, Walhi, Kiara, Jatam, Change.org and Greenpeace, in a press conference held at the Secretariat of the Legal Aid Foundation, Jakarta (23/09).

"We need to take a critical outlook and gave a number of action advices related to the two big ideas, world maritime hub and sea highways, as the policy of the next government, so that the local community does not back into a victim of development that are not environmental and social friendly," said Longgena Ginting , head of Greenpeace Indonesia. He also appealed to the doctrine of the ideas considered important in encouraging Indonesian Marine Shared Vision 2025, which has been declared by the civil society. "No more environmental destruction of small islands, such as the case of the iron ore mining of PT. Mikgro Metal Perdana, Bangka Island, North Sulawesi, "he said again.
Ode Rakhman, Coastal and Marine Campaigner of WALHI, stating that there are a number of environmental social issues should be a concern and priority to be resolved first. Including the cancellation of Benoa Bay reclamation, cancellation of Batang Power Plant and environmental audit of the mining activities that are conducted by Freeport and Newmont which for years allegedly polluting Indonesia sea. "Some of these action advices have submitted to Jokowi Transition Team, and it is important to be taken at the beginning as a measure that Jokowi-JK’s maritime vision is really sincere and different, it means also corrects a number of development policies of the previous regime which obviously has violated the rights of coastal communities and environmental sustainability, "said Ode.
Martin Hadiwinata, from Law and Policy Advocacy Division of People's Coalition for Fisheries Justice (KIARA), reveals that it is important for the next government to immediately revise various laws and regulations of coastal and ocean governance, which has precisely led to the impoverishment of fishing communities and provide a slot for foreign domination of fish resources, sea space and small islands in Indonesia. "Conception of maritime hub and sea highway policy should not even be a highway for foreign investors to continue to control our sea," Martin warned. "We must also reject and stop the migration mode of foreign fishing vessels operating in the Indonesian sea," he added.
Bagus, JATAM Campaigner, also warned, do not let the idea ofsea highway deviated fromits original purpose. "We agree and support that aims to reduce the price disparity, increase connectivity, smooth flow of supply of food and basic goods between islands," added Bagus. "It's just that we strongly disagree that the idea of sea highway apparently used to accelerate the exploitation and transportation of mining materials, particularly those in coastal areas and small islands," said Bagus. "We must ensure that the idea of sea highway is not part of and continuation of MP3EI’s bad practices," he said again.
Meanwhile, Ridwan Bakar, activist of the Indonesian Legal Aid Foundation (YLBHI), revealed that the approach of the development in previous regimes was full of human rights violations and cause social problems and serious land conflicts. "We must also keep an eye, that the idea of maritime hub and sea highway really present to increase the state exemplary in enforcing the law and not continue the bad behavior from the past development, which is displacing and criminalizing the citizens," said Ridwan.
As Arief Aziz, activists of Change.org, invites Indonesia people and all the elements of civil society to critically oversee and provide input so that the conception of the world maritime hub and sea highway goes in line with the future goals of a change for a better Indonesia. "The spaces of public participation in monitoring the development should open wide, the next government should be more transparent, not anti-criticism, including building public disclosure system that actually provides the data that is constantly updated and can be accessed by the public," said Arief.
A Coalition of non-governmental organization that monitors coastal and marine development policy is also planning to invite Jokowi-JK in November 2014 to direct dialogue with civil society in a national workshop forum to criticize andopenly formulate further conceptions of the world maritime hub and sea highway, in order to give birth to a road map for the recovery of coastal and marine ecosystems that are part of the agenda of Indonesia's development priorities.
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