

**“Indonesia’s Role
in supporting the Coral Triangle Initiative on Preserving Coral Reefs, Fisheries
and Food Security”**

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Professor Praktikto described various opportunities for Indonesia to capitalize on its rich natural and cultural resources. He spoke of the potential development of fisheries, coastal areas, marine biotechnology, ecotourism and transportation throughout the archipelago. Dr. Praktikto also discussed challenges and opportunities to promoting development while simultaneously managing natural resources. For instance, he listed a series of possible areas for future international collaboration, including: 1) mariculture development; 2) fisheries management; 3) improving satellite data for resource surveillance as a means to combat illegal fishing; 4) renewable energy development; and 5) Outer Island management for conservation and ecotourism.

It is within this framework that he discussed the Coral Triangle Initiative (CTI): an international collaborative effort to safeguard marine and coastal resources for future generations shared among Indonesia, the Philippines, Malaysia, Papua New Guinea, the Solomon Islands and Timor Leste. The 5.2 million square kilometers of the Coral Triangle is home to the highest diversity of marine life on earth, including

75% of the world’s known coral species, over 30% of the world’s coral reefs and over 3,000 species of fish. The CTI is also a multilateral engagement, with ongoing support from the World Bank, the Asian Development Bank, the Global Environmental Facility and USAID. Together these organizations assist the Government of Indonesia to support coral rehabilitation and management, particularly across specific regions of a “Coremap.”

Indonesia’s strategic goals include safeguarding 10m hectares of Marine Protected Areas by 2010, and doubling that number by 2020.

Indonesia’s priorities for the CTI include improving food security, promoting tourism, enforcing coastal community protection and seeking investment options for continued economic growth. Its plan of action is centered on designating “priority seascapes” and vulnerable ecosystems throughout the coastal zones. There is also a need to socialize the program through information campaigns and engagement with NGOS, environmental experts and the general public. As a step towards

meeting these goals, Dr. Praktikto spoke of an upcoming ministerial summit and 2009 World Ocean Conference that would bring key stakeholders together from the scientific and policy communities to discuss a declaration on marine biodiversity and climate change.

Q: How will the Government of Indonesia integrate the CTI “Coremap” with other development initiatives?

A: We have attempted to integrate different activities within our 5-year development plans (RPGM). This would include community business management programs within medium-range development planning scenarios. However, we will look to NGOs and international organizations as key implementers of the Coremap strategy, and not solely to development subcontractors for assistance.

Q: Does the Government of Indonesia, through its Ministry of Fisheries, monitor or control environmental standards for sea products? For instance, crabmeat sold in US grocery stores is often labeled as originating “from Indonesia”. Can the government provide labels that demonstrate adequate safeguards are in place?

A: Indonesia tries to control the number of ports that are in compliance with export regimes to various countries, such as the US and the EU member states. The quality control standards are set to FAO requirements for some, but not all, ports. Additionally, there are currently 40 testing laboratories in Java and 39 among Indonesia’s provinces to ensure marine food safety.

Q: Which organization(s) are responsible for marine enforcement within the Government of Indonesia? In terms of improved VMS surveillance capabilities, is marine surveillance data available for

resource management and not just for national security?

A: In response to your first question, several national laws complicate effective marine enforcement in Indonesia. Eight organizations are responsible for different aspects of the Law of the Sea, each with different mandates. In my opinion, we should simplify the bureaucracy to better coordinate marine affairs. As for your second question, we’ll look into the use of surveillance data for resource protection.

Q: Could Indonesia establish better standards in marine safety? This is particularly pressing in light of a recent ferry accident off Sulawesi last month with many passengers killed. Who is responsible for ensuring the safety of Indonesia’s seagoing vessels?

A: The Ministry of Transportation is responsible for the protection of all ferry passengers. The Bureau of Classification is tasked with certifying the seaworthiness of vessels including ferries, but lax safety provisions and inadequate accounting for all ships continues to mar effective safety measures for seagoing travelers.

Q: Indonesia has set up ambitious targets to preserve up to 10 million hectares of Marine Protected Areas (MPAs) by 2010. What is the process taken to implement the MPAs?

A: One of the most important functions in implementing MPAs is to strengthen local governance among the Provinces. Given that we have already preserved marine areas off Kalimantan and Papua, Indonesia is close to meeting its 2010 target. That said, we anticipate working closely with bilateral and multilateral partners to expand the number of vulnerable ecosystem areas within Indonesia’s region of the Coral Triangle Initiative.