

## **CHAPTER IV**

### **CONCLUSION**

#### **4.1. Conclusion**

The overflowing arrival of Rohingya refugees boats involves a migration route to Indonesia as one of the most approachable countries for their sea journey. Beside the geographical factor, Indonesia is usually chosen as the disembarkation point due to its weak maritime surveillance. This condition encourages the opportunities for people smuggling agencies and human trafficking perpetrators to take advantage within the refugees' migration journey. Along the migration process, most of the Rohingya refugees have witnessed and/or experienced abusive traits from their smugglers and traffickers, cornering the Rohingya refugees' safety and raising a maritime security concern.

Most of the Rohingya refugees' migration journey does not stop in Indonesia as a permanent and final destination. Instead, Indonesia only counts as a transit country before they continue their journey to Malaysia. As a minority group who does not have a proper nationality documentation, the Rohingya refugees can only rely on smuggling agencies and human trafficking to transport them to their actual destination. The desperation has led them onto another smuggling cycle followed by the risk of being trafficked along the Indonesian maritime territory.

Based on the maritime security matrix analysis, the Rohingya refugees issue can be linked as a marine safety concept where people smuggling and human trafficking occur as the main feature of the migration routes to Indonesia. The categorization becomes more feasible as the speech act coming from the President

as the authorized actor justify the existence of human trafficking involvement. Thus, the marine securitization framework proves how the issue of Rohingya refugees is perceived as a threat by the Indonesian government. Additionally, since the actors involved were not limited to state actors, the issue of the Rohingya refugee crisis can be categorized as a non-traditional maritime security threat incorporating transnational crime.

The securitization framework analysis has proven how the involvement of people smuggling and human trafficking has sent a threatening signal to Indonesia maritime security which caused several security practices being implemented by Indonesia government to manage the Rohingya refugees as a threat. Within that observation, this research can conclude that Rohingya refugees' cross-border migration impacted Indonesian maritime security as a maritime security threat which involves non-traditional maritime security threat indication—people smuggling and human trafficking. Remarkably, the perceived threat has forced Indonesia to set up some regulations and actions from maritime domain awareness (MDA), activities at sea, law enforcement, and coordination on different levels.

#### **4.2. Recommendations**

Indonesia maritime security has a lot of room for improvement as the threat landscape keeps on growing in the maritime sector. Identifying the threat and effects of the Rohingya refugee crisis to Indonesia maritime security is only the first step of surpassing the current status of Indonesia maritime security. Further analysis on the impact report of each strategy and regulations is needed to develop a better

maritime governance to combat the non-traditional maritime security threat occurring in Indonesian water territory. Additionally, further research can be continued to tailor a policy recommendation to combat the similar issue in the maritime security sector.

This research only focuses on how Indonesia perceives the Rohingya refugee crisis as a threat, particularly as a non-traditional maritime security threat through Christian Bueger's conceptual framework of maritime security. To get further understanding of maritime security and its relations with refugees migration, the writer hoped this research can be continued with a different perspective and may become a basis of reviewing the previous strategies and to develop a new set of strategies in the future.