



OCEAN CENTRES INDONESIA

PUTTING SAFETY AT THE HEART OF SUSTAINABILITY

*Fostering a safe and sustainable
ocean economy in Indonesia*

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FOREWORDS

Indonesia's ocean economy holds great promise, but its sustainability depends on whether safety is treated as a core priority. Through the message of "Safety at the Heart of Sustainability," Ocean Centres Indonesia seeks to place worker protection, operational resilience, and responsible governance more firmly within the country's ocean development agenda.

Hosted by the UN Global Compact and supported by Lloyd's Register Foundation, Ocean Centres Indonesia is implemented through UN Global Compact Network Indonesia as a locally led, multi-stakeholder platform. By bringing together government, business, labour, academia, and other partners, the initiative has helped build shared understanding of key safety priorities across ocean-based sectors, including regulation, supervision, human resources, infrastructure, reporting systems, technology, and safety culture.

This report captures that collective learning and marks an important step toward more practical and collaborative action. As Ocean Centres Indonesia enters its next stage, we hope this report will serve not only as a record of progress but also as a foundation for keeping safety at the centre of Indonesia's journey toward a more resilient, inclusive, and sustainable ocean economy".



Andi Patriana Rahim
Secretary General
United Nations Global
Compact Network
Indonesia

FOREWORDS

Indonesia's ocean economy is entering a period of major transition, shaped by growing expectations around sustainability, transparency, and responsible business practice. For developing countries, including Indonesia, this poses a difficult challenge: meeting increasingly high international standards while working within uneven domestic capacity. The way forward must keep safety as a non-negotiable priority while creating realistic and proportionate pathways for improvement.

In Indonesia, this challenge is especially complex. The scale of the archipelago, the diversity of sectors and actors, and the uneven capacities between national and local levels make implementation far more demanding than it may appear on paper. Indonesia therefore needs nationally grounded pathways that remain aligned with international safety principles, while allowing room for domestic adaptation, institutional strengthening, and gradual improvement.

This work must also be firmly evidence-based, even as safety-related information remains underreported, dispersed, publicly limited, and sometimes sensitive. Every accident carries a cost: the state loses potential revenue, businesses lose capital, while workers and communities lose lives. Through Ocean Centres, we seek to build the collaboration, knowledge, and safety culture needed to prevent accidents before they take away what cannot be replaced. In this way, Ocean Centres Indonesia helps ensure that safety reform is guided by data, trust, and collaboration, so that safety strengthens Indonesia's resilience, credibility, and long-term sustainability".



Randhi Satria
Country Lead, Ocean
Centres Indonesia
UN Global Compact
Network Indonesia

WHY PUT SAFETY AT THE HEART OF SUSTAINABILITY

For Indonesia, safety is especially important because its vast archipelagic geography, diverse vessels, and uneven infrastructure and capacity create varied operating conditions. International safety principles must therefore be translated into practical, proportionate national pathways, positioning safety as a foundation for social, environmental, and economic sustainability.

1. Safety makes sustainable growth possible. A sustainable ocean economy depends on the safety of ocean workers and coastal communities whose lives and livelihoods rely on it.

In Indonesia, safe maritime operations protect workers and coastal communities while sustaining inter-island transport, logistics, fisheries, and aquaculture. Reliable connectivity helps prevent remote islands from becoming isolated and limits supply disruptions that may

increase regional prices. Because many fishing activities are carried out by small- and medium-scale operators, safety measures must remain practical, proportionate, and suited to local operating realities.

2. Safe operations and resilient infrastructure protect people and help reduce environmental risks, supporting healthier ocean ecosystems.

For Indonesia, preventing accidents requires stronger vessel integrity, reliable port and coastal infrastructure, preventive maintenance, emergency preparedness, waste management, and risk-based engineering. Embedding safety

into design and daily operations can prevent spills, structural failures, pollution, and other avoidable incidents, while protecting workers, coastal communities, marine ecosystems, and the livelihoods that depend on them.

3. A safer, more responsible ocean industry reduces risk, builds investor confidence, and helps unlock sustainable blue finance and long-term growth.

Limited risk visibility, fragmented safety data, and uneven operational capacity can increase uncertainty for insurers, lenders, and investors in Indonesia's ocean economy. Stronger safety governance, transparent reporting, asset integrity, and operational oversight can improve

risk assessment and financing confidence. Treating safety as a core investment condition can protect productive assets, strengthen blue finance credibility, and support long-term competitiveness.

THE OCEAN CENTRES INITIATIVE

The **Ocean Centres initiative** is hosted by the UN Global Compact, the world's largest corporate sustainability initiative, and supported by Lloyd's Register Foundation, a global charity dedicated to engineering a safer world.

For the Ocean Centres initiative, safety and sustainability cannot be addressed separately. Safety is not only a matter of compliance or risk response; it is an enabling condition for sustainable development, climate resilience, investment and long-term prosperity. In this context, climate adaptation is also a safety strategy: by reducing exposure to hazards, strengthening resilience and enabling systems to cope with changing conditions, it helps prevent harm to people, infrastructure and communities. There is no blue economy without blue economy workers - fishers, port workers, seafarers - delivering their challenging jobs safely, supported by adequate standards, equipment and skills.

This safety-sustainability nexus is also increasingly relevant for unlocking finance and investment. As financial institutions, insurers and investors integrate operational, social, governance and reputational risks into their assessments, safety-related considerations are becoming more important within due diligence, ESG and investment decision-making processes.

Creating a **Safe and Sustainable Ocean Economy** is therefore not only a social imperative, but also an economic one. By helping stakeholders understand these interconnected risks and opportunities, the Ocean Centres seek to strengthen investor confidence, reduce barriers to finance and support investment in sustainable ocean development.

The Ocean Centres were set up in seven countries: Brazil, Ghana, Kenya, India, Bangladesh, Indonesia and the Philippines. The programme focuses on four key Action Areas:



The Ocean Centres initiative was officially launched during the UN Ocean Conference in Nice, France, in June 2025. Following the global launch, each participating country organised its own national launch and initiated a series of eight multi-stakeholder workshops, convening organisations from government, industry, the financial sector, academia, trade unions and civil society.

These dialogues were designed to identify and address the priorities, challenges, solutions, and opportunities shaping each country's transition towards a **Safe and Sustainable Ocean Economy**, including those related to climate change, the energy transition, emerging technologies and digitalisation.

This report forms part of a broader body of knowledge developed through the Ocean Centres initiative across the seven countries listed above. Together, the seven national reports

and the accompanying Global Report capture the key priorities, challenges, opportunities and recommendations emerging from locally led, multi-stakeholder engagement.

Each report was co-created through a series of in-person and online dialogues, reflecting the knowledge, experiences and perspectives voluntarily shared by participants in each country. Drafts were subsequently reviewed by Ocean Centres members and the respective National Safety Committee, whose feedback helped strengthen the accuracy, relevance and contextual grounding of the final report.

We invite readers to explore the full collection of reports and join us in advancing knowledge, partnerships and investment, implementing the recommendations, and working collaboratively towards safer and more sustainable ocean economies.



EXECUTIVE SUMMARY

This report highlights two priority sectors for Ocean Centres Indonesia: **Shipping & Ports**, and **Fishing & Aquaculture**. They were prioritised because they are central to Indonesia's ocean economy and face persistent safety challenges. **Shipping & Ports** support national mobility, logistics, trade, and inter-island connectivity, while **Fishing & Aquaculture**

sustain coastal livelihoods, food resilience, exports, and small- and medium-scale operators. **Ocean Renewable Energy (ORE)** and **Finance & Investment** remain important areas of analysis within the report, but they are positioned as emerging and enabling themes that support the wider safety agenda across Indonesia's ocean economy.

Ocean Centres Indonesia by the Numbers

8 NATIONAL WORKSHOPS

28
hours

844
Individuals

Note: Under "Organizations by Sector", "Others" includes individuals who participated in the workshops without representing a specific organisation or sector.

Organisations by Sector

115 Labour Unions & Professional / Sector Associations

107 Government & Public Institutions

101 Private Sector

47 Academia, Research, and Think Tanks

12 Civil Society, NGOs, and Multi-Stakeholder Platforms

6 Intergovernmental and International Organisations

2 Community, Indigenous, Women, or Youth-led Organisations

0 Finance & Investment

454 Others (Unknown Sector)

LAUNCH EVENT

3
Hours

119
Individuals

98 OFFICIAL MEMBERS

98
Organisations
0
Individuals

Three Things you Need to Know About Ocean Centres Indonesia

1 Indonesia's archipelagic geography, diverse vessels, uneven infrastructure, limited capacity, and many small- and medium-scale operators require international safety standards to be adapted to local realities.

2 The 8 Ocean Centres Indonesia Matrix translates stakeholder engagement into eight strategic priorities, including evidence-based research; governance; supervision and evaluation; OSH and safety culture; capacity building; infrastructure; protection of seafarers and fishers; and digitalisation and safety technology.

3 Stronger data, reporting, inspection, and supervision are needed to turn these priorities into prevention, learning, and better policy.

Cross-cutting Findings from the Blue Safety Wheels Presented in “Outputs”



- 1** Weak safety culture, fatigue, skills gaps, poor reporting and supervision, and limited protection and access.
- 2** Limited monitoring, aging assets, maintenance gaps, uneven procedures, and weak infrastructure.
- 3** Weather exposure, limited early warning, pollution and waste risks, hazardous cargo, and changing marine conditions.
- 4** Fragmented governance, uneven HSSE implementation, weak oversight, unclear coordination, and inaccessible compliance pathways, remain key gaps.
- 5** High upgrade costs, limited safety-risk transparency, financing gaps, weak insurance mechanisms, and unclear risk benchmarks.

Opportunities for Safe Blue Growth

- Shipping:** Prioritising safety-ready vessels, proportionate standards and digital monitoring can modernise domestic shipping, including smaller vessels, and improve reliability and investor confidence.
- Ports:** Developing safer port and berth infrastructure, backed by blue finance, electrification and integrated safety systems, can improve reliability, resilience and green port growth.
- Fishing:** Affordable safety equipment, locally grounded training, digital tools and inclusive blue finance can strengthen small- and medium-scale fisheries, traceability and resilience.
- Aquaculture:** Safer production systems, certification, traceability and targeted finance can improve quality, market access, competitiveness and inclusive, responsible aquaculture growth.
- Offshore Renewables:** Safety-by-design, technical guidelines and targeted finance, aligned with Indonesia’s marine conditions, can improve Ocean Renewable Energy reliability, investability and responsible growth.

Finance and Investment Implications of Safety Challenges

- Shipping:** Strengthening safety governance, connected risk reporting, and maritime insurance and reinsurance can build investor confidence, support fleet modernisation, and strengthen long-term sector resilience.
- Ports:** Investing in safer infrastructure, digitalisation and integrated HSSE systems, supported by blended finance and TKBI alignment, can strengthen resilience, competitiveness and sustainable investment.
- Fishing:** Expanding inclusive blue finance, practical vessel upgrades and risk visibility can protect small-scale fishers, strengthen livelihoods and build long-term resilience.
- Aquaculture:** Targeted finance for safer production, environmental safeguards, certification and traceability can protect consumers, improve market access and strengthen aquaculture viability.
- Offshore Renewables:** Safety-by-design, baseline data, harmonised guidance and risk-based planning can reduce investor uncertainty, improve bankability and support responsible Ocean Renewable Energy development.

A CALL TO ACTION: KEY RECOMMENDATIONS AT A GLANCE

The recommendations below highlight the priority actions emerging from the findings of this report. They provide an at-a-glance overview for the business, government and finance sectors, while the complete set of recommendations is presented in the chapter A Call to Action: Recommendations by Action Area.



Business

- Embed safety in governance, risk management, workforce competency, maintenance, emergency preparedness and near-miss reporting.
- Invest in practical safety improvements across vessels, ports, facilities and emerging infrastructure, tailored to workers and local realities.
- Build safety culture through learning, supervision, transparent reporting and collaboration with workers, communities, regulators and experts.



Government

- Develop context-sensitive safety pathways aligned with international principles and Indonesia's geography, vessel diversity and operator realities.
- Strengthen supervision, inspection, certification and enforcement to improve field implementation and follow-up.
- Improve safety data systems so accidents, incidents and near-misses are recorded, analysed and shared in aggregated form.



Finance

- Integrate safety performance, risk transparency and operational resilience into lending, insurance and investment decisions.
- Expand blue finance, blended finance and risk-sharing to make safety upgrades accessible across shipping, ports, fisheries, aquaculture and Ocean Renewable Energy.
- Build investable safety pipelines by financing equipment, digital monitoring, workforce skills, resilient infrastructure and certification readiness.



A full-page background image featuring a wind turbine on a beach at sunset. The sky is a mix of orange, pink, and blue, with a bright light source on the left creating a lens flare effect. The ocean is calm, and the wind turbine stands prominently in the foreground.

“ Safety is a precondition of all sustainable business practices, and the role of UN Global Compact is to provide business and governments with clear guidance on how to embrace safety in their sustainability journey. ”

Erik Giercksky

Head, Ocean Stewardship Coalition
United Nations Global Compact

INTRODUCTION

About this Report

This report brings together the main insights generated through Ocean Centres Indonesia's implementation process, drawing from the workshop series, stakeholder engagement, and emerging evidence-based analysis across priority ocean sectors. It is intended to capture the key safety challenges, highlight areas requiring stronger collective attention, and support a more informed discussion on how to strengthen safety as a foundation for a resilient and sustainable ocean economy in Indonesia.

Readers will find more detailed discussion on the safety challenges, stakeholder perspectives, and emerging recommendations related to shipping and

ports, fishing and aquaculture, Ocean Renewable Energy, and finance and investment, as these areas were most consistently reflected throughout Ocean Centres Indonesia's activities and stakeholder consultations. The report provides less detailed treatment of sectors or issues that were not yet explored in depth during the current implementation period, not because they are less important, but because the report is grounded in the evidence, discussions, and engagement processes that have taken place so far. In this sense, the report should be read as both a record of current learning and a foundation for deeper analysis, continued dialogue, and more targeted action in the next phase of Ocean Centres Indonesia.

Who is this Report for?

This report is intended for all stakeholders who have a role in shaping a safer, more resilient, and more sustainable ocean economy in Indonesia. It provides a shared reference for understanding the

country's safety challenges, the priorities identified through the Ocean Centres Indonesia process, and the practical areas where stronger collaboration is needed.

1 **For policymakers and regulators**, this report offers evidence-based insights to support the development of more context-sensitive safety policies, supervision systems, inspection practices, and implementation pathways. It is particularly relevant for institutions working across maritime transport, ports, fisheries, aquaculture, labour protection, environmental management, energy, infrastructure, and sustainable finance.

2 **For businesses and industry actors**, this report highlights why safety should be treated as part of core operational resilience, not only as a compliance requirement. It can support companies, port operators, vessel owners, fisheries and aquaculture businesses, and emerging Ocean Renewable Energy actors in identifying practical safety improvements, strengthening internal systems, improving workforce readiness, and reducing operational and reputational risks.

3 For workers, labour unions, professional associations, and coastal communities, this report recognises that safety must be grounded in the lived realities of those who work at sea, in ports, in fishing and aquaculture operations, and across coastal production systems. It aims to support more inclusive dialogue on decent work, social protection, safety culture, access to training, and the protection of small-scale and informal workers, who are often exposed to higher risks.

4 For academia, research institutions, safety experts, and civil society organisations, this report provides a basis for further research, policy reflection, advocacy, and technical collaboration. It identifies areas where stronger evidence, better safety data, cross-sectoral research, and practical knowledge exchange are needed to support prevention, learning, and long-term safety improvement.

5 For finance actors, investors, insurers, development partners, and international organisations, this report shows that safety is also an investment and risk-governance issue. By improving safety data, operational transparency, infrastructure readiness, and workforce protection, Indonesia's ocean sectors can become more resilient, more credible, and better positioned to access sustainable blue finance and long-term investment.

Our Two Priority Areas

Indonesia's ocean economy depends on sectors that connect its islands, sustain coastal communities, and support national food and economic systems. Therefore, Ocean Centres Indonesia focuses on two priority areas—**Shipping and Ports**, and **Fishing and Aquaculture**—where safety is essential to protecting people, maintaining reliable operations, and enabling sustainable growth.



As an archipelagic country, Indonesia relies heavily on shipping and ports to move people and goods, support maritime trade, maintain inter-island logistics, and prevent remote regions from becoming isolated. The sector is a priority because safety failures can disrupt supply chains, increase regional price pressures, endanger workers and passengers, and weaken operational reliability. Uneven vessel conditions, port infrastructure, workforce competence, supervision, and reporting systems reinforce the need for safer and more context-sensitive modernisation.



Fishing and aquaculture are priority sectors because they sustain coastal livelihoods, national food security, seafood exports, and a large number of small-, medium-, and community-based operators. However, access to safety equipment, practical training, early warning information, reporting systems, and standard operating procedures remains uneven. Strengthening safety in these sectors must therefore be practical, proportionate, and grounded in local operating realities, while also supporting worker protection, product quality, environmental responsibility, and long-term resilience.

BACKGROUND

Why does Ocean Centres Indonesia exist?

Ocean Centres Indonesia serves as an agent of change, helping to place safety more firmly at the centre of Indonesia's ocean development agenda. As ocean-based sectors continue to expand, the initiative promotes the understanding that safety

is not only a matter of compliance but a strategic condition for protecting people, strengthening operational resilience, reducing avoidable risk, and supporting the long-term sustainability and credibility of ocean-based industries in Indonesia.

Why Locally Led?

Ocean Centres Indonesia is locally led because safety challenges in Indonesia must be addressed with solutions grounded in national realities. While international principles remain important reference points, Indonesia continues to face uneven implementation capacity across

sectors and regions. A locally led approach therefore makes it possible to translate broader safety standards into context-sensitive pathways that are more practical, credible, and responsive to the country's own institutional, geographic, and operational conditions.

Why a multistakeholder collaborative platform?

Ocean Centres Indonesia is designed as a multi-stakeholder collaborative platform because safety challenges in the ocean economy are systemic. They cut across regulation, operations, labour conditions, infrastructure, reporting systems, and investment decisions, meaning no single institution can address them effectively

on its own. By bringing together government, industry, workers, academia, and other knowledge and implementation partners, the platform helps create a shared understanding, strengthen coordination, and support more practical, evidence-based solutions.

Why Long-term?

Improving safety requires sustained engagement over time. It involves building trust across stakeholders, strengthening capacity, improving coordination, and gradually translating dialogue into more durable changes in policy, business practice, and institutional behaviour. A long-

term approach is therefore essential not only to maintain momentum but also to ensure that safety improvements become more deeply embedded in Indonesia's ocean economy rather than remaining one-off responses to isolated concerns.

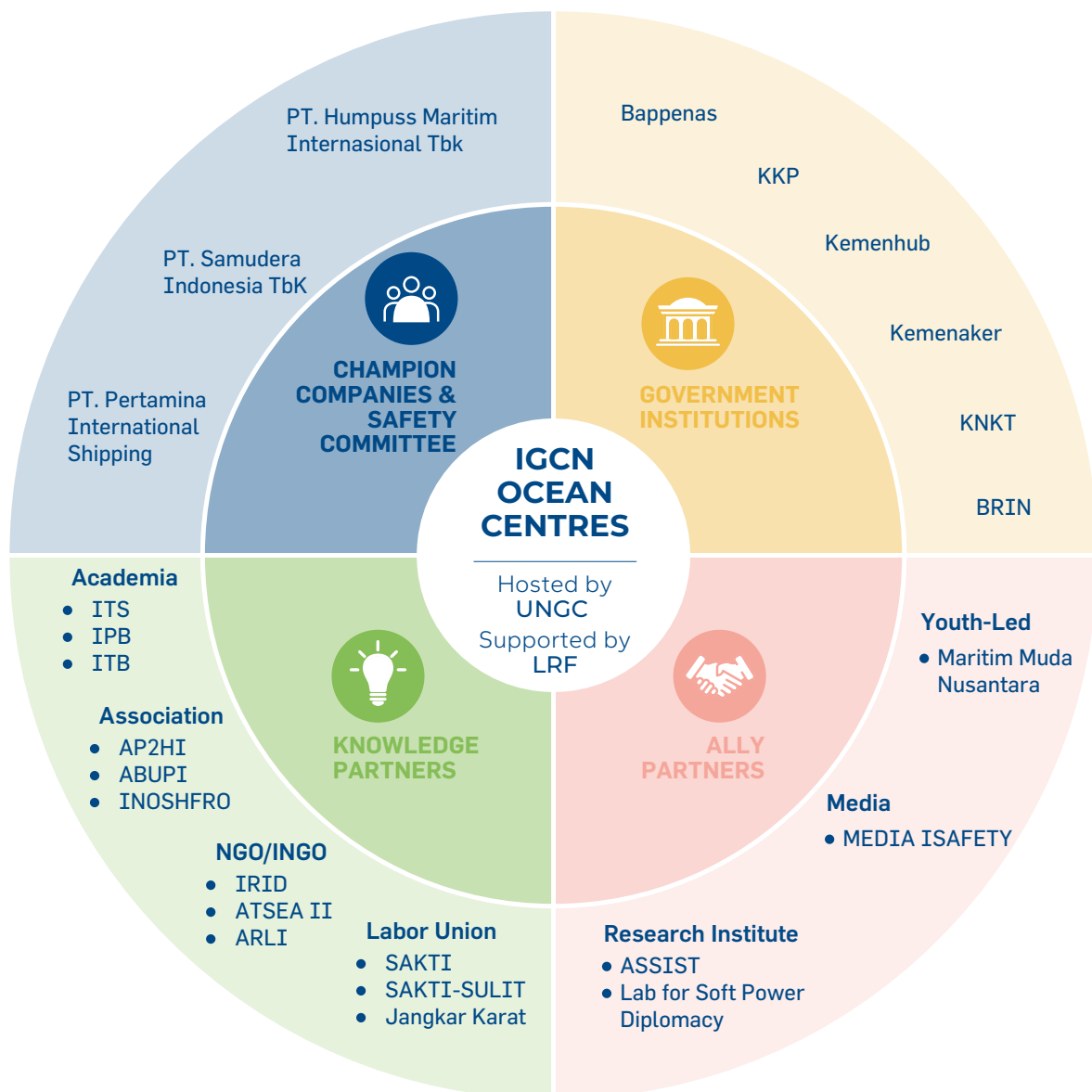


OCEAN CENTRES INDONESIA: JOURNEY TO DATE

Governance Structure

Ocean Centres operates through a collaborative governance model that combines global strategic coordination with country-level leadership, ensuring methodological consistency across the seven participating countries while empowering locally led implementation. In addition to supporting Ocean Centres with funding, Lloyd's Register Foundation facilitates access to relevant knowledge and networks.

The governance structure of Ocean Centres Indonesia was designed to support coordinated stakeholder participation, practical implementation dialogue, and stronger alignment between safety, sustainability, operational realities and blue economy development priorities. It is organised as you can see below:



National Level

Ocean Centres Indonesia was organized through a national coordination structure that connected three main pillars: government stakeholders, champion companies and private-sector actors, and a local safety committee/expert network. This structure helped ensure that the initiative remained policy-relevant, practically informed, and grounded in safety knowledge across priority ocean sectors.

Stakeholders Level

At the stakeholder level, Ocean Centres Indonesia brought together a broad mix of local and national stakeholders, complemented by selected international stakeholders, to conduct workshops and facilitate dialogue. This included actors from government, business, labour, academia, research, civil society, and wider development and knowledge communities.



Capacity Building

1 Ocean Centres Indonesia Country Lead

A core part of Ocean Centres Indonesia's capacity-building approach is the Country Lead's role in translating the global Ocean Centres mandate into a nationally grounded safety agenda. The Country Lead serves as a strategic convener and safety advocate, connecting government institutions, businesses, labour representatives, academia, civil society, and knowledge partners around shared safety priorities in Indonesia's ocean economy.

This capacity has been strengthened through engagement with Lloyd's Register Foundation's wider safety knowledge ecosystem, including Resilience4Port, the Maritime Just Transition Task Force, Safetytech Accelerator, the International Fund for Fisher Safety, and the Decarbonization Hub. These engagements provided knowledge on port resilience, maritime just transition, safety innovation, technology-enabled risk reduction, fisher safety, and the safety implications of decarbonisation.

2 UN Ocean Conference, June 2025. Nice, France

The Ocean Centres launch session at the 2025 United Nations Ocean Conference in Nice, France, provided an important capacity-building moment for the Ocean Centres Indonesia Country Lead.

Through direct exchange with Sanda Ojiambo, Secretary-General and CEO of the UN Global Compact; Erik Giercksky from the UN Global Compact Ocean Stewardship Coalition; Thomas Thune Andersen, Chairman of Lloyd's Register Foundation and Lloyd's Register Group; and Dr Ruth Boumphrey, Chief Executive of Lloyd's Register Foundation, the Country Lead gained valuable perspectives on the global vision, partnership model, and strategic direction of the Ocean Centres initiative.

These exchanges helped strengthen Ocean Centres Indonesia's connection to the wider global Ocean Centres community, while reinforcing the importance of locally led implementation, cross-country learning, and global safety knowledge. They also provided a stronger foundation for translating the global mandate of Ocean Centres into Indonesia's national context, particularly in positioning safety as a core element of sustainable ocean development.

3 Meeting, Focus Group Discussion, Seminar, Webinar, Workshop, Learning Session, Community and Academic Engagement.

• Country Lead Engagement

- **Bilateral meetings with government institutions** were conducted by the Country Lead to strengthen policy understanding and institutional alignment, while connecting Ocean Centres Indonesia's safety agenda with national priorities, regulatory discussions, and evidence-based policymaking.

- **Focused academic and technical** with Safety Committee members, universities, research institutions, companies, and knowledge partners helped the Country Lead translate operational and field-level concerns into structured learning, technical reflection, and policy-relevant insights.
 - **Participation as a speaker in seminars, conferences, webinars, and public events** enabled the Country Lead to share practical insights, broaden outreach, and extend Ocean Centres Indonesia's safety messages beyond the core workshop series.
- **Ocean Centres Stakeholder Engagement and Capacity Building**
 - **Bo Workshops, focus group discussions, webinars, and learning sessions** brought together government representatives, companies, labour unions, professional associations, academics, safety experts, and other partners to examine sector-specific challenges, exchange experience, and identify opportunities for collaborative action.
 - **Community-based engagement in coastal areas** involved fishers, workers, families, local organisations, and community representatives to strengthen grassroots safety culture and connect safety with family resilience, livelihoods, and local social and economic realities.
 - **Practical capacity-building pathways** were also developed for engaged stakeholders, particularly labour unions. Ocean Centres Indonesia connected their representatives with accredited safety-training institutions to access recognised safety training and certification, helping translate stakeholder engagement into practical competency development.

The Methodological Innovation

- **Cross-sector co-design** — Ocean Centres Indonesia used a consultative and co-creative approach, combining expert panels, dialogue sessions, and stakeholder exchange to turn fragmented safety concerns into more feasible, shared interventions.
- **Multilevel collaboration** — The initiative connected national dialogue with wider cross-country and global processes, linking local stakeholder engagement, safety committees, and workshop discussions with the broader Ocean Centres architecture.
- **Locally led, Globally Connected, evidence-based** — Ocean Centres Indonesia relied on locally grounded knowledge, nationally tailored workshops, and evidence gathered through stakeholder engagement to ensure that safety discussions remained relevant to Indonesia's own institutional and sectoral realities.



Stakeholder Engagement

Phase 2A

During Phase 2A, stakeholder engagement focused on building the initial foundation for Ocean Centres Indonesia through stakeholder mapping, targeted outreach, and early institutional engagement. This phase helped introduce the initiative to key government actors, companies, knowledge partners, and wider ocean stakeholders, while establishing Ocean Centres Indonesia as a locally led platform for discussing safety as part of sustainable ocean development.

Phase 2B

During Phase 2B, stakeholder engagement was expanded through the workshop series and cross-sector dialogue involving government, industry, labour unions, academia, civil society, and technical experts. This phase helped surface recurring safety challenges across shipping and ports, fishing and aquaculture, Ocean Renewable Energy, and finance and investment, while strengthening shared understanding that safety risks in Indonesia's ocean economy are systemic and require collective action.

Phase 2C

During Phase 2C, stakeholder engagement is being directed toward more focused, evidence-based, and action-oriented collaboration. Building on the findings from previous phases, this stage aims to deepen engagement through thematic discussions, interviews, consultations, and co-design processes that can translate shared concerns into practical recommendations, policy-relevant outputs, and feasible pathways for safer ocean sectors in Indonesia.

Workshops

Eight In-Country Workshops

The in-country workshops served as the main platform for Ocean Centres Indonesia to convene national stakeholders and identify priority safety challenges across ocean-based sectors. Through the workshop series, participants from government, industry, labour unions, academia, civil society, and technical experts contributed perspectives on regulation, supervision, workforce capacity, safety infrastructure, reporting systems, and practical pathways for strengthening safety in Indonesia's ocean economy.

Two Cross-Country Workshops

The cross-country workshops provided a space for Ocean Centres Indonesia to connect local safety priorities with wider learning across the global Ocean Centres network. These sessions – one focused on Blue Finance and the other on Maritime Decarbonisation – enabled exchange among participating countries, helping Indonesia reflect on shared challenges, compare emerging approaches, and position its local experience within a broader Global South dialogue on safer and more sustainable ocean economies.

Additional Agenda

Beyond the formal workshop series, Ocean Centres Indonesia also carried out additional engagement through focus group discussions, seminars, webinars, and community-based empowerment activities. These agendas helped deepen engagement on selected issues, expand outreach to broader stakeholder groups, and translate cross-sector dialogue into more practical learning, including discussions on Ocean Renewable Energy, maritime safety, worker protection, and community-level safety awareness.

Seminar, Webinar, and Forum Engagement

The Ocean Centres Indonesia Country Lead participated as a speaker, discussion participant, or programme representative in forums including Safe Work Indonesia 2025, AIHII, the International FISH Platform Conference, Clinovation 2026, the World Safety Organization Roundtable, and the Blue Ocean Strategy Forum 2025–2026. These engagements supported knowledge exchange, stakeholder networking, and wider promotion of Ocean Centres Indonesia's safety agenda.

Focus Group Discussion on Ocean Renewable Energy

Ocean Centres Indonesia convened a focused discussion with academics, researchers, engineers, and professionals on the safety of Ocean Renewable Energy. The session explored safety-by-design, risk-based engineering, structural reliability, workforce readiness, technical guidance, and governance needs for responsible Ocean Renewable Energy development in Indonesia.

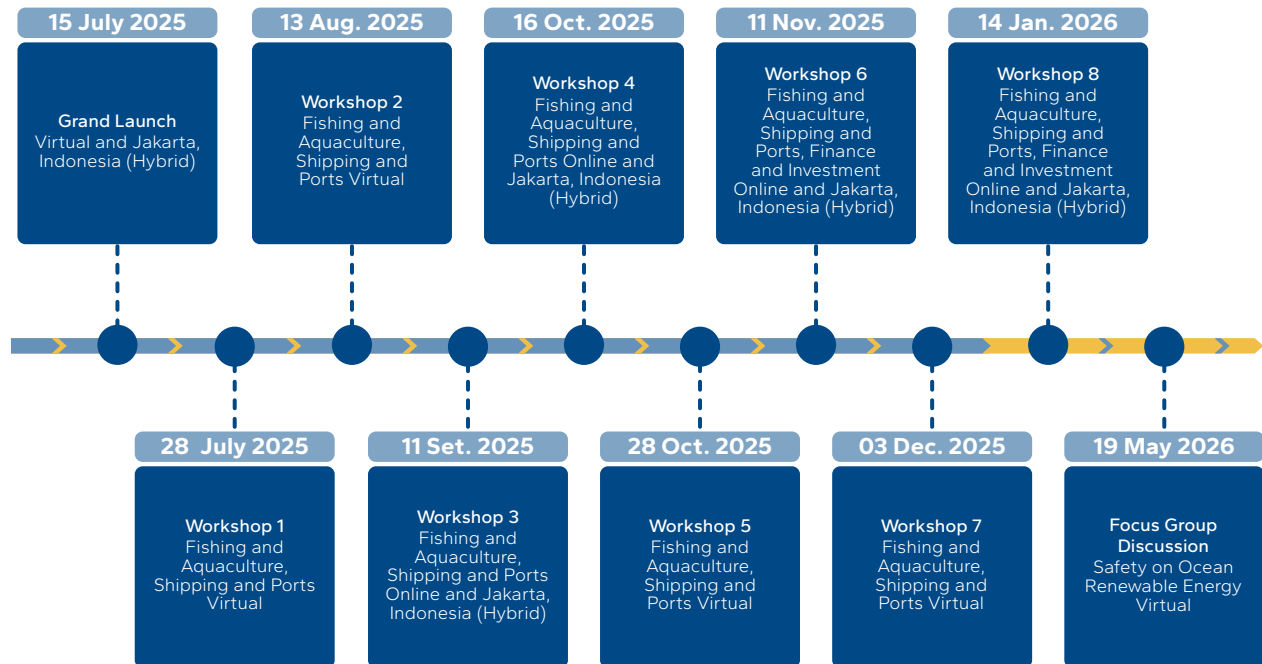
Community-Based Empowerment

Ocean Centres Indonesia participated in the 2026 Fisheries Workers Jamboree and developed coastal empowerment activities with labour unions, local government, community leaders, financial institutions, and academia. These initiatives connected occupational safety and fisher protection with family resilience, financial literacy, livelihoods, and grassroots safety-culture transformation.

Certified Safety Champion Training

Ocean Centres Indonesia joined certified World Safety Champion training with representatives of engaged labour unions. The programme strengthened practical competencies in safety culture, accident prevention, risk management, behavioural observation, and safety leadership, while enabling participants to become certified Safety Champions within their organisations and communities.

Ocean Centres Indonesia Timeline





“ Safety is the foundation of Indonesia’s journey toward Swarna Samudera — Indonesia’s aspiration for a prosperous and sustainable ocean — where economic growth protects lives, strengthens resilience, and respects the people who sustain the sea. ”

Y.W. Junardy
President,
UN Global Compact Network Indonesia

OUTPUTS

Blue Safety Wheel

The Blue Safety Wheels translate the findings from the Indonesia process into a structured view of the main safety challenges affecting five ocean industries: shipping, ports, fisheries, aquaculture, and Ocean Renewable Energy. It groups the findings under five safety dimensions: worker safety, operational safety, environmental and climate-related safety, regulatory and governance gaps, and safety-related finance and investment constraints. This helps show where risks are sector-specific, where they recur across industries, and where coordinated interventions could deliver wider impact.



1: Human factors remain critical, including fatigue, weak safety culture, competency gaps, poor near-miss reporting, unsafe supervision, and limited social protection.

2: Vessel readiness depends on hull integrity, inspections, emergency equipment, navigation and communication systems, disciplined maintenance, and attention to smaller and supporting vessels.

3: Pollution prevention, safe adoption of alternative fuels and technologies, and decarbonisation require safety-ready systems, clear procedures, and coordination.

4: Context-sensitive standards, connected reporting, consistent follow-up, and clearer coordination among operators, companies, and regulators are needed across vessel categories.

5: High modernisation costs, aging assets, limited risk transparency, constrained safety financing, and weak insurance and reinsurance mechanisms can reduce investment confidence.





1: Worker safety depends on HSSE competence, consistent cargo-handling procedures, effective supervision of heavy equipment and stevedoring, reporting, and coordination among operators, authorities, and worker representatives.

2: Operational safety requires reliable infrastructure, maintained assets, Safe Port-Safe Berth implementation, equipment reliability, and stronger ship-port coordination.

3: Hazardous cargo, ship waste and sewage, limited reception facilities, air, noise, and water-quality risks, and climate pressures require resilient port management.

4: Overlapping roles, uneven HSSE implementation, weak stevedoring arrangements, limited competency requirements, and fragmented oversight reduce performance.

5: Infrastructure upgrades, digitalisation, workforce training, certification readiness, and integrated HSSE systems require sustained investment to improve reliability and competitiveness.





1: High-risk work, limited safety equipment and early warning access, weak protection for small-scale and informal fishers, and limited emergency preparedness remain major concerns.

2: Informal practices, limited procedures, weak monitoring of incidents, weather and vessel condition, and low adoption of safety-management systems reduce resilience.

3: Weather exposure, climate variability, limited real-time warnings, and the isolation of remote fishing communities increase risks at sea.

4: Formal frameworks often do not reflect small-scale operations, requiring proportional rules, accessible training and certification, stronger oversight, and pathways that recognise local knowledge.

5: Limited affordable capital constrains vessel improvements, minimum safety equipment, practical technologies, training, and emergency readiness, especially for vulnerable communities.





1: Uneven safety procedures, limited occupational-health safeguards, capacity gaps, and insufficient training expose workers, especially in small-scale and community-based operations.

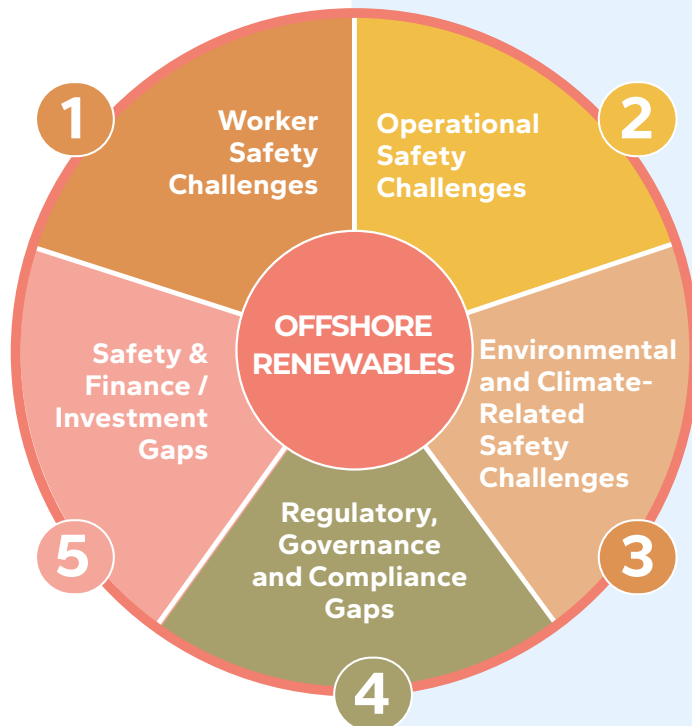
2: Inconsistent SOPs, limited risk control in farming and processing, weak hazard monitoring, and uneven emergency preparedness reduce operational resilience.

3: Wastewater, biosecurity risks, chemical use, climate pressures, and difficulty scaling environmental and occupational safeguards increase safety risks.

4: Limited guidance, uneven implementation, and weak integration of occupational safety with biosecurity, HACCP, quality management, and environmental audits constrain performance.

5: Limited financing for safety infrastructure, operating systems, emergency readiness, safer facilities, and certification hinders improvement, particularly among smaller and remote operators.





1: Limited sector-specific competency, emerging marine risks, and uneven workforce preparedness reinforce the need for safety-by-design from the earliest project stage.

2: As an emerging maritime infrastructure sector, Ocean Renewable Energy faces limited baseline safety data, immature operating systems, and insufficient guidance from planning through operation.

3: Strong currents, waves, corrosion, biofouling, extreme loads, material fatigue, sea-level rise, and changing marine conditions can affect structural reliability and maintenance.

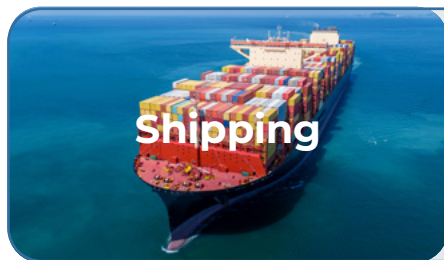
4: Harmonised guidance is needed for site selection, structural reliability, navigation marking, SOPs, emergency response, crew transfer, and hazardous-area compliance.

5: High upfront costs, fragmented technical references, limited risk data, and unclear benchmarks can constrain assessment, pricing, financing, and bankability unless safety is integrated early.

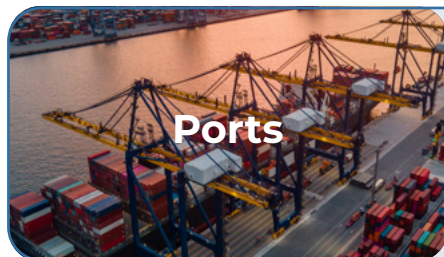


Opportunities for Safe Blue Growth

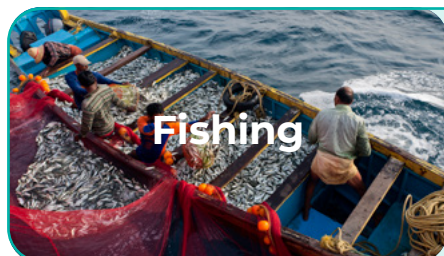
Across all ocean industries, stronger safety systems create major opportunities for safe blue growth. Improved safety reduces operational risks, increases investor confidence, and enhances the bankability of projects — unlocking new flows of public and private finance. Modern, climate-resilient, and safety-aligned operations boost productivity, reduce losses, improve worker well-being, and expand access to global markets and certifications. In this way, safety becomes a growth enabler: accelerating digitalisation, green innovation, blended-finance partnerships, and the development of resilient and sustainable ocean value chains.



- Safety-ready vessels, stronger inspections, and modern monitoring can improve fleet reliability and resilience.
- Context-sensitive safety standards can accelerate the modernisation of domestic and smaller vessels.
- Digital safety reporting can strengthen transparency, operational decision-making, and investor confidence.



- Safer port and berth infrastructure can support more efficient, compliant, and investment-ready operations.
- Public-private partnerships and blue finance can accelerate safer facilities, certification, and competitiveness.
- Green ports, electrification, energy efficiency, and integrated safety systems can strengthen climate resilience and future readiness.



- Affordable safety equipment and practical vessel upgrades can strengthen resilient small- and medium-scale fisheries.
- Safety training based on local knowledge and minimum safety kits can improve protection while reflecting local realities.
- Low-cost technology, better data, and inclusive blue finance can strengthen traceability, productivity, product quality, and resilience.



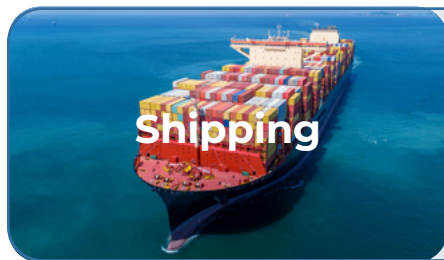
- Basic safety infrastructure and safer production systems can strengthen reliable, competitive, and certifiable aquaculture.
- Integrating safety with HACCP, quality management, and traceability can improve certification, product quality, and market access.
- Targeted finance and policy support can enable safer, more inclusive, and environmentally responsible growth.



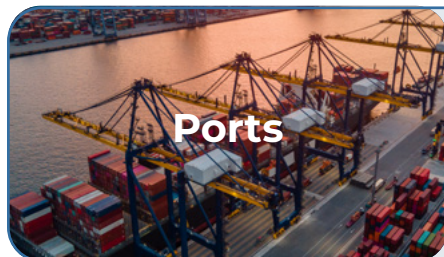
- Safety-by-design can support reliable ORE pilots aligned with marine conditions and industrial readiness.
- Risk-based design, structural reliability, and long-term maintenance can improve safety, credibility, and bankability.
- Research-industry collaboration, enabling policies, technical guidance, and targeted finance can build a safer ORE ecosystem.

Finance and Investment Implications of Safety Challenges Across Ocean Industries

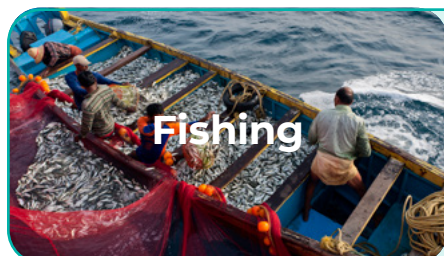
Across ocean industries, safety gaps raise perceived risk, insurance and reinsurance costs, and investor uncertainty, weakening the bankability of modernisation and climate-resilient projects. Stronger safety systems can reduce risk and provide investment signals. Closing the financing gap will require blended finance, blue bonds, results-based finance, and impact investment, supported by Indonesia's sovereign blue bond programme and recognition of fisheries and marine sectors under the Indonesia Taxonomy for Sustainable Finance (TKBI V3).



- Safety-risk transparency and fleet integrity influence investor confidence and modernisation.
- Smaller operators face higher costs for safety upgrades and compliance.
- Stronger safety governance, digital monitoring, and maritime insurance can reduce risk and attract investment.



- Safer ports require investment in infrastructure, digitalisation, workforce training, and HSSE systems.
- Strong safety performance improves productivity, reliability, and competitiveness.
- Blended finance and public-private partnerships can accelerate safer port modernisation.



- Limited finance constrains investment in safety equipment and vessel upgrades.
- Underreported risks reduce access to safety-related finance.
- Inclusive blue finance can strengthen worker protection, productivity, and fisheries resilience.



- Safety investment supports operational continuity, product quality, and certification.
- Smaller operators face high compliance and infrastructure costs.
- Targeted finance can strengthen safer production, traceability, and market access.



- Limited safety data and evolving standards increase investment uncertainty.
- High upfront costs affect project bankability.
- Safety-by-design and risk-based planning can reduce risk and strengthen investment readiness.

A CALL TO ACTION: RECOMMENDATIONS BY ACTION AREA

Based on the findings of this report, the following recommendations provide a practical roadmap for action across each Ocean Centres Action Area. While they emerged from a broad multi-stakeholder dialogue involving government, industry, the financial sector, academia, trade unions and civil society, they are primarily directed to businesses, governments and the finance sector, recognizing their capacity to shape policy, mobilize investment and drive implementation at scale. Their successful implementation, however, will depend on the continued collaboration of all sectors of society engaged in the Ocean Centres Initiative.

To support implementation, the recommendations are organized into two indicative time horizons according to their expected level of complexity, coordination and investment requirements. While some actions can be initiated immediately using existing capacities, others require longer-term planning, institutional strengthening and broader collaboration.

SHORT-TERM ACTIONS (UP TO ONE YEAR)

Focus on measures that can be pursued through existing structures, including regulatory reviews, stronger safety procedures, better reporting, and targeted training.

MEDIUM- TO LONG-TERM ACTIONS (BEYOND ONE YEAR)

Address deeper reforms requiring policy change, institutional strengthening, infrastructure investment, expanded certification systems, and stronger conditions for Blue Finance.





Shipping and Ports

Short Term Recommendations

BUSINESS

- Review basic safety training methods and strengthen day-to-day safety procedures across ship and port operations, especially for loading, unloading, berthing, emergency readiness, and near-miss reporting.
- Start targeted workforce development for crews, port workers, and stevedoring personnel, focusing on safety culture, HSSE competence, risk awareness, and practical use of digital safety tools.
- Pilot more connected safety reporting and monitoring practices between vessels, terminals, port operators, and company operations to reduce fragmented information and support faster preventive action.

GOVERNMENT

- Review existing operational guidance and supervisory practices to improve implementation consistency across shipping, ports, stevedoring, and loading/unloading operations.
- Strengthen risk-based supervision and reporting follow-up by improving the connection between inspection, reporting, corrective action, and digital safety monitoring systems.
- Support pilot initiatives on stevedoring workforce safety and integrated ship, cargo, passenger, port garbage, and waste management at selected public ports, special ports, and terminals.

FINANCE

- Begin incorporating safety readiness into financing discussions, including operational safety, reporting quality, infrastructure preparedness, and port service reliability.
- Support pilot financing for safety equipment, digital reporting tools, workforce training, stevedoring safety improvements, and integrated port waste management capacity.
- Encourage early collaboration between financiers, operators, and public actors to identify practical safety improvements that are feasible, visible, and scalable.

Medium-Long Term Recommendations

BUSINESS

- Invest in safety-ready vessels, berths, monitoring infrastructure, and asset maintenance systems so that fleet and port modernisation improve both operational efficiency and safety performance.
- Embed continuous competency development and safety culture improvement for crews, port workers, and stevedoring personnel as part of long-term operational transformation.
- Align internal systems with context-appropriate and interoperable safety standards to make shipping and port operations more reliable, transparent, and resilient over time.

GOVERNMENT

- Develop more context-sensitive regulatory pathways to ensure safety standards are applied more consistently across vessel categories, port settings, stevedoring operations, and diverse operational realities.
- Modernise inspection, certification, and national safety data systems to support stronger evidence-based oversight, reporting, corrective action, and connected decision-making across shipping and ports.
- Build an integrated governance framework that links infrastructure upgrades, digitalisation, workforce development, stevedoring safety, and port waste-management capacity into a coherent maritime safety agenda.

FINANCE

- Create enabling conditions for blue finance, blended finance, public-private collaboration, and maritime insurance or reinsurance mechanisms to support fleet modernisation, berth upgrading, and safer operational systems at scale.
- Support the development of clearer safety benchmarks and project pipelines so improvements in shipping and port safety become easier to assess, finance, insure, and replicate.
- Position safety investment as a driver of resilience, competitiveness, service reliability, operational credibility, and long-term investment readiness.

Fishing and Aquaculture

Short Term Recommendations

BUSINESS

- Strengthen basic safety practices through pre-departure checks, emergency preparedness, and minimum safety equipment in fishing and aquaculture settings.
- Expand practical workforce training through accessible safety modules, refresher sessions, and community-based learning.
- Improve internal procedures that link worker safety with product handling, hygiene, and environmental management.

GOVERNMENT

- Reinforce implementation of existing safety regulations through clearer operational guidance, stronger field follow-up, and consistent supervision.
- Expand targeted training, certification support, and local safety outreach to strengthen implementation capacity at community and operational levels.
- Improve coordination between safety, labour, and environmental oversight functions across diverse coastal and production contexts.

FINANCE

- Support practical safety investments such as minimum safety kits, emergency equipment, and basic facility improvements.
- Link financing conversations with safety readiness so that vessel upgrading, workplace facilities, and safer production systems are recognised as operational resilience.
- Encourage pilot support for community-based safety improvement to bridge the gap between willingness to improve and the affordability of implementation.

Medium-Long Term Recommendations

BUSINESS

- Invest in practical safety upgrades for small-scale vessels, equipment, and aquaculture production facilities that remain realistic and accessible.
- Link safety improvements with product quality, traceability, and operational reliability to strengthen market readiness and competitiveness.
- Build business systems that integrate training, supervision, and SOPs to improve everyday safety performance over time.

GOVERNMENT

- Strengthen context-sensitive regulatory pathways that are applicable to small- and medium-scale fisheries and community-based aquaculture.
- Expand certification, inspection, and monitoring systems connected to worker protection, environmental management, and product quality.
- Build an integrated governance framework linking occupational safety, coastal livelihoods, training institutions, and environmental stewardship.

FINANCE

- Create inclusive blue finance pathways for vessel improvement, safety equipment, and safer aquaculture infrastructure.
- Support investable project pipelines that combine worker safety, product quality, traceability, and environmental responsibility.
- Develop risk-sharing and blended-financing approaches to make safer fisheries and aquaculture modernisation more attainable.



Offshore Renewables

Short Term Recommendations

BUSINESS

- Begin integrating safety-by-design into early Ocean Renewable Energy project planning, including site assessment, technology selection, structural design, installation, operation, maintenance, and emergency access.
- Develop initial SOPs and risk registers for offshore construction, turbine operation, crew transfer, emergency response, and maintenance activities.
- Conduct basic workforce readiness planning, including competency needs, certification pathways, safety training, and emergency preparedness for future Ocean Renewable Energy workers and operators.

GOVERNMENT

- Map existing regulations, standards, codes, and recommended practices that can serve as initial references for Ocean Renewable Energy safety.
- Convene technical dialogue among research institutions, academia, industry, regulators, and professional associations to clarify minimum safety expectations for Ocean Renewable Energy pilots.
- Require early-stage Ocean Renewable Energy pilots to be supported by technical assessment, safety justification, emergency planning, and, where relevant, hazardous-area compliance.

FINANCE

- Begin treating Ocean Renewable Energy safety readiness as part of early project bankability, including site-risk assessment, structural reliability, workforce preparedness, monitoring systems, and maintenance planning.
- Support small-scale feasibility and pre-investment studies that include safety assessment, risk-based engineering, hazardous-area review, and long-term operation and maintenance needs.
- Encourage early collaboration between financiers, developers, regulators, and technical experts to identify Ocean Renewable Energy pilot projects that are technically feasible, safety-aligned, and suitable for future scaling.

Medium-Long Term Recommendations

BUSINESS

- Invest in safety-ready Ocean Renewable Energy pilot infrastructure, including site-specific technology selection, structural reliability, monitoring systems, inspection routines, and long-term maintenance.
- Develop long-term workforce capability for offshore construction, turbine operation, crew transfer, inspection, maintenance, emergency response, and hazardous-area operations.
- Develop small-scale and phased Ocean Renewable Energy projects with research institutions, engineers, professional associations, and end users to ensure alignment with real economic needs before wider scaling.

GOVERNMENT

- Develop harmonised technical guidelines for Ocean Renewable Energy safety that translate existing regulations, standards, codes, and recommended practices into Indonesia's maritime context.
- Strengthen an enabling governance framework that aligns energy planning, maritime safety, navigation safety, environmental safeguards, certification, and emergency response.
- Establish long-term mechanisms for Ocean Renewable Energy testing, certification, safety monitoring, navigation marking, incident reporting, and periodic review of structural and operational performance.

FINANCE

- Create blended-finance and risk-sharing mechanisms to support Ocean Renewable Energy pilot projects, particularly where high upfront costs and long-term maintenance needs affect bankability.
- Support investable Ocean Renewable Energy project pipelines that combine safety-by-design, clear end-user demand, technology feasibility, grid or local-use planning, and credible risk assessment.
- Recognise safety and operational reliability as key indicators of investment quality and long-term project resilience.

Finance and Investment



Short Term Recommendations

BUSINESS	GOVERNMENT	FINANCE
• Integrate safety into investment planning and capital expenditure decisions, so that safety infrastructure, workforce readiness, and digital systems are treated as part of operational resilience. • Improve internal safety and risk information to make projects easier to assess, compare, and discuss with financial institutions and development partners. • Identify a small pipeline of finance-ready safety improvements, such as monitoring systems, emergency equipment, safer facilities, and workforce training.	• Incorporate safety considerations into public financing dialogue, blue economy planning, infrastructure priorities, and investment promotion. • Integrate basic safety indicators into project screening criteria and public financing discussions to make safety risks more visible in early funding decisions. • Strengthen coordination among safety, infrastructure, and finance stakeholders so that financing decisions better reflect operational realities and policy priorities.	• Introduce safety-sensitive screening and due diligence so financing decisions pay closer attention to operational risk, infrastructure readiness, and reporting quality. • Support clearer information, capacity-building, and shared guidance for safety-related investments, especially for sectors and operators facing higher access barriers. • Strengthen dialogue among financiers, operators, development partners, and regulators to identify practical, bankable, and safety-aligned investment priorities.

Medium-Long Term Recommendations

BUSINESS	GOVERNMENT	FINANCE
• Build investable safety project pipelines that link safety improvement with productivity, traceability, certification readiness, and climate resilience across ocean industries. • Embed safety more systematically into corporate governance and long-term business strategy so that investment decisions better reflect operational risk, resilience, and competitiveness. • Strengthen project documentation, disclosure, and impact reporting to make safety-related investments more credible, replicable, and attractive to financiers.	• Develop a credible taxonomy for safety-related investments to clarify which projects qualify as safety-enhancing blue economy investments. • Create enabling conditions for blue finance and blended finance through stronger rules, public support mechanisms, and institutional coordination. • Integrate safety more explicitly into blue economy metrics, risk governance, and investment frameworks so that safety becomes part of mainstream economic planning.	• Expand blended finance structures, including first-loss mechanisms, partial credit guarantees, and risk-sharing facilities, to make safety infrastructure and modernisation more bankable. • Deploy innovative instruments such as blue bonds, debt-for-nature swaps, results-based financing, and ocean impact funds according to the risk profile of each ocean sector. • Position safety as a core investment quality signal by linking it more directly with resilience, operational continuity, and long-term sector credibility.

CASE STUDIES

In this report, the Case Studies section adopts a forward-looking perspective by presenting stakeholder-developed initiatives with strong implementation and investment potential. Rather than documenting completed projects, it highlights concrete opportunities identified by national stakeholders to address practical safety, sustainability and resilience challenges across Indonesia's priority ocean sectors.

Each initiative responds to a specific local need and, together, they demonstrate the breadth of solutions emerging across Indonesia's ocean economy. Their implementation, however, will depend on securing the necessary financing, partnerships and policy support. By showcasing these initiatives at this stage, Ocean Centre Indonesia seeks to catalyse the collaboration and investment needed to transform today's priorities into tomorrow's success stories.

For more details:

1 CASE STUDY – SHIPPING AND PORTS: Ocean Centres Indonesia Champion Companies: Advancing Integrated Safety Leadership in Indonesia's Shipping Industry

Ocean Centres Indonesia Champion Companies—PT Pertamina International Shipping (PIS), PT Humpuss Maritim Internasional Tbk (HUMI), and PT Samudera Indonesia Tbk through Samudera Daya Maritim (SDMar)—demonstrate complementary approaches to strengthening safety in Indonesia's shipping industry. PIS integrates HSSE into leadership, operational decision-making, vessel management, workforce development, and compliance with international standards such as TMSA and SIRE. Through the Pertamina Safety Approval vessel-vetting mechanism, fleet renewal, digitalization, artificial intelligence, and predictive analytics, PIS recorded zero crew fatalities and 40.5 million safe man-hours in 2024.

HUMI reinforces operational safety through internationally recognized occupational health and safety standards, regular risk monitoring, emergency simulations, and training on the proper use of personal protective equipment, supporting its zero-accident objective and

earning a Zero Accident Award in 2021. Complementing these technical and operational measures, SDMar addresses the human dimension of maritime safety through mental health training focused on stress management, resilience, occupational health, early detection, and supportive crewing systems. Together, these Ocean Centres Indonesia Champion Companies show that safer and more competitive maritime operations require the integration of technical standards, strong safety governance, workforce preparedness, digital innovation, and seafarer well-being.



2 CASE STUDY – SHIPPING AND PORTS: Indonesia maintained its White List status under the Tokyo MoU for two consecutive years - Directorate General of Sea Transportation

Indonesia successfully maintained its White List status under the Tokyo MoU for two consecutive years, reflecting international recognition of the country's Port State Control performance and compliance with global maritime safety standards. After remaining on the Grey List from 1993 to 2019, Indonesia entered the White List in 2020 through strengthened coordination between the Directorate General of Sea Transportation and relevant institutions. Key measures included mandatory pre-departure inspections for Indonesian-flagged vessels sailing internationally, involving ship safety inspectors and Port State Control Officers before the issuance of sailing approval.

The results indicate measurable improvement in vessel compliance. Of 583 inspections conducted over three years, only 22 Indonesian-flagged vessels were detained, with annual detentions declining from 11 in 2019 to 6 in 2020 and 5 in

2021. The Indonesian Classification Bureau's performance rating also improved from medium to high. This achievement demonstrates how stronger inspection, regulatory enforcement, and compliance with IMO and ILO standards can improve maritime safety, reduce detention risks, strengthen international confidence, and enhance the competitiveness of Indonesia's shipping and logistics sector.



3 CASE STUDY – FISHING AND AQUACULTURE : Indonesia Ratifies ILO Convention No. 188 to Strengthen Protection for Fishing Vessel Crews

The Government of Indonesia issued Presidential Regulation No. 25 of 2026 on the Protection of Indonesian Fishing Vessel Crews, formally ratifying ILO Convention No. 188. The regulation marks a major step toward establishing decent and humane working standards in the high-risk capture fisheries sector. It provides comprehensive protection covering recruitment, minimum working age, competency and medical requirements, social security, employment agreements, occupational safety and health, fair remuneration, working and rest hours, accommodation, food, and repatriation.

The ratification is reinforced by Minister of Marine Affairs and Fisheries Regulation No. 4 of 2026, which strengthens the governance of fishing vessel crewing and clarifies the responsibilities of vessel owners, recruitment agencies, and crew members. Indonesia is also progressing toward ratification of the 2012 IMO Cape Town Agreement to improve fishing vessel safety from design and construction through to operations. Together, these measures demonstrate a more integrated approach to protecting fishing crews through stronger labour standards, legal certainty, social protection, and vessel safety governance.

4

CASE STUDY – FISHING AND AQUACULTURE : Ocean FarmITS: Integrated Offshore Aquaculture and Marine Tourism Innovation

The Marine Study Centre of Institut Teknologi Sepuluh Nopember (ITS) developed Ocean FarmITS, an offshore floating aquaculture structure designed for Indonesia's open-water conditions. Inspired by semi-submersible offshore platforms, the structure is engineered to maintain stability in strong waves and currents and can withstand waves up to 6 meters. It combines fish farming for large pelagic species, such as tuna and snapper, with a floating marine tourism facility. The upper deck accommodates a floating hotel, the lower deck supports aquaculture operations, and submerged nets are used for fish cultivation.

Ocean FarmITS integrates structural safety, clean energy, and local economic development. The facility is equipped with emergency safety systems, including inflatable lifeboats and lifebuoys, while solar panels provide renewable energy for the floating hotel. With nearly 100% domestic content, an estimated structural lifespan of 15 years, and the potential for investment recovery within a production cycle of 7 to 12 months, the model offers fishers two potential income streams from aquaculture and tourism. Ocean FarmITS demonstrates how engineering innovation can support safer offshore operations, sustainable seafood production, renewable energy use, and diversified coastal livelihoods.



KEY ACHIEVEMENTS

1 Establishing the global–local foundation.

Ocean Centres Indonesia began by connecting the global mandate of Ocean Centres with Indonesia's national context. The Executive Dialogue, the initiative's introduction at the 2025 United Nations Ocean Conference, and the Grand Launch in Jakarta helped position safety as part of Indonesia's broader sustainable ocean economy agenda.

2 Building a national multi-stakeholder platform.

The initiative brought together government institutions, businesses, labour representatives, academia, research institutions, civil society, and knowledge partners. This helped create a trusted space for dialogue on safety challenges that cut across regulation, operations, infrastructure, workforce capacity, reporting systems, and investment.

3 Delivering the Workshop Series as a shared learning process.

Through Workshop Series #1–#8, Ocean Centres Indonesia moved from broad issue mapping toward more structured discussions on safety standards, regulation, capacity building, infrastructure, technology, environmental and worker safety, and collaborative solutions. This process helped clarify Indonesia's main safety priorities across Shipping and Ports, Fishing and Aquaculture, and Finance and Investment.

4 Expanding the agenda to Ocean Renewable Energy.

Ocean Centres Indonesia expanded its safety discussion to Ocean Renewable Energy through a dedicated FGD on the safety of emerging ocean energy development. This milestone strengthened the programme's attention to safety-by-design, engineering readiness, structural reliability, technical standards, governance preparedness, and investment readiness in a sector that is still in its early stages in Indonesia.

5 Connecting Indonesia with cross-country and global learning.

Indonesia participated in cross-country Ocean Centres exchanges, including discussions on Blue Finance and decarbonisation. These engagements helped connect Indonesia's local safety priorities with wider global conversations on sustainable ocean development, risk, finance, and resilience.

6 Moving toward evidence-based and action-oriented.

Following the workshop series, Ocean Centres Indonesia began consolidating findings into the 8 Ocean Centres Indonesia matrix and preparing more targeted policy-relevant, public-facing, and implementation-oriented outputs. This marks a transition from dialogue and diagnosis toward practical recommendations, intervention design, and stronger evidence-based safety advocacy for Indonesia's ocean economy.



CONCLUSIONS

Ocean Centres Indonesia has shown that safety is not a peripheral issue in the ocean economy, but a foundational condition for sustainable development itself. Across the programme, the initiative consistently reinforced the message of “Safety at the Heart of Sustainability,” positioning safety as closely connected to worker protection, operational resilience, environmental responsibility, investment confidence, and the long-term credibility of ocean-based sectors.

The Ocean Centres process has also made clear that Indonesia’s safety challenges are deeply interconnected across sectors. The workshop series and stakeholder engagement revealed recurring issues around regulatory coherence, implementation gaps, human resources, safety infrastructure, data and reporting, technology adoption, overlapping authority, financing barriers, and cross-sector coordination. These findings suggest that safety risks cannot be addressed through isolated interventions alone; they require context-sensitive, evidence-based, and collaborative solutions that connect policy, practice, finance, and local knowledge.

In this context, Ocean Centres Indonesia has demonstrated its strategic value as a trusted convening platform. Through recurring dialogue,

stakeholder exchange, and a gradual shift from diagnostic discussion to collaborative solution-building, the initiative has helped build a shared understanding that safety must be treated as a serious, cross-cutting priority for Indonesia’s ocean economy. This includes strengthening formal systems in shipping, ports, fishing, aquaculture, and Ocean Renewable Energy, while also ensuring that grassroots awareness, affordable training, a culture of reporting and learning, social protection, and community-based safety leadership are not left behind.

Looking ahead, Ocean Centres Indonesia is entering its next phase with a stronger foundation to move from dialogue toward more targeted action. The consolidation of evidence, refinement of sectoral priorities, and preparation of policy-relevant and public-facing outputs all point to a programme that is becoming more focused, structured, and implementation-oriented. This report should therefore be seen not as the end of a discussion, but as a transition point toward the next stage of work: shaping practical interventions, strengthening collaboration, and carrying forward a more evidence-based safety agenda for Indonesia’s ocean economy.

“ Looking ahead, Ocean Centres Indonesia is entering its next phase with a stronger foundation to move from dialogue toward more targeted action...”



ACKNOWLEDGEMENTS

This report reflects a collective commitment to placing safety at the heart of Indonesia's sustainable ocean economy. Our deepest appreciation goes to the ocean workers, seafarers, fishers, port workers, aquaculture communities, coastal families, and local actors whose lived experiences, resilience, and insights have helped shape the foundation of Ocean Centres Indonesia. Their realities remind us that safety must begin with people and must remain connected to the communities who sustain the ocean economy every day.

We extend our sincere appreciation to all stakeholders who have contributed to the Ocean Centres Indonesia process, including government institutions, businesses, labour representatives, professional associations, academia, research institutions, civil society organisations, development partners, and members of the Ocean Centres Indonesia Safety Committee. Their knowledge, openness, and continued engagement have been essential in identifying safety challenges, shaping practical recommendations, and strengthening a shared understanding of Indonesia's ocean safety priorities.

We also recognise the invaluable support of the United Nations Global Compact, the UN Global Compact Ocean Stewardship Coalition, Lloyd's Register Foundation, and the wider Ocean Centres global community. Their trust, technical knowledge, and commitment to locally led action

have helped strengthen Ocean Centres Indonesia as a platform for collaboration, learning, and evidence-based safety improvement.

Finally, we acknowledge the dedication of the UN Global Compact Network Indonesia team and all partners who have supported the implementation of Ocean Centres Indonesia. This report is not only a record of what has been learned, but also a shared call to continue building safer, more resilient, and more sustainable ocean industries for Indonesia's journey toward Swarna Samudera.

Y.W. Junardy

President

UN Global Compact Network Indonesia

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- **Patricia Furtado de Mendonça**, Global Lead, Ocean Centres



TESTIMONIALS



"Ocean Centres serve as a cross-sectoral coordination platform that enables closer collaboration among government, academia, maritime industries, labour, and coastal communities to achieve safe and sustainable ocean development. This platform serves as a significant initiative to strengthen evidence-based recommendations aligned with the ocean program and Indonesia's marine ecosystem. The findings and recommendations adopted from several workshops will provide significant contributions for government policy formulation, strengthening the national maritime safety guideline and framework and supporting Indonesia's sustainable blue economy agenda."

Mohamad Rahmat Mulianda, S.Pi, M. Mar

Director of Maritime Affairs and Fisheries,
National Development Planning Agency

"Ocean Centres Indonesia has provided a valuable space for collaboration, learning, and the exchange of ideas among stakeholders in the marine and fisheries sector. For BPPSDM KP, this initiative is not only important for strengthening human resource development but also for building stronger international partnerships and promoting sustainable ocean governance.

We appreciate the positive collaboration that has been developed so far and believe that Ocean Centres will continue to contribute to a more sustainable and resilient ocean future."

Dr. I Nyoman Radiarta

Director General of the Agency for Marine Affairs and Fisheries Extension and Human Resources Development (BPPSDM KP), Ministry of Marine Affairs and Fisheries, Republic of Indonesia



"As part of the Transportation Safety Research Group at the Research Centre for Transportation Technology, BRIN, I see Ocean Centres as an important platform for connecting academic institutions, research organizations, and industry stakeholders who share a common concern for maritime transport safety.

We are very open to collaboration through Ocean Centres to address current and future challenges in maritime safety."

Ludfi Pratiwi Bowo, S.T., M.MST., Ph.D.

Associate Researcher,
Human Factors and Transportation Safety, BRIN



"Through our collaboration with Ocean Centres Indonesia, AP2HI is set to integrate advanced technology, data compliance, and responsible fishing practices. This partnership is vital to maintaining the competitiveness of Indonesian tuna in global markets while minimizing our ecological footprint"

Janti Djuari

Founder & CEO,
Indonesian Pole & Line and Handline Fisheries Association (AP2HI)

"Through Ocean Centres Indonesia, Samudera Indonesia sees an important opportunity to strengthen alignment with international safety standards and continuously improve our maritime services to be safer, more reliable, and globally competitive. This collaboration supports our commitment to bringing Indonesian maritime services toward international quality."

Bani Mulia
CEO

PT Samudera Indonesia Tbk



"Ocean Centres Indonesia provides an important collaborative platform to strengthen sustainable and responsible maritime practices across the industry. Through active participation in internal and cross-country workshops, focused group discussions, and local reporting initiatives, PIS sees this program as highly relevant in supporting safer, greener, and more resilient shipping operations.

As a national shipping company, we believe collaboration among industry players, government, academia, and global stakeholders is essential to address future maritime sustainability challenges. PIS remains committed to contributing actively to initiatives that promote HSSE excellence, seafarer wellbeing, and sustainable ocean governance in Indonesia."

Ir. H. Surya Tri Harto, MT., MBA

President Director,
PT Pertamina International Shipping



"Ocean Centres Indonesia is a strategic bridge for uniting industry, government, and global stakeholders to make safety the foundation of a sustainable ocean economy."

On behalf of ABUPI, we hope Ocean Centres will continue to stand with us in supporting government programs, strengthening port connectivity, and driving higher maritime safety standards across Indonesia."

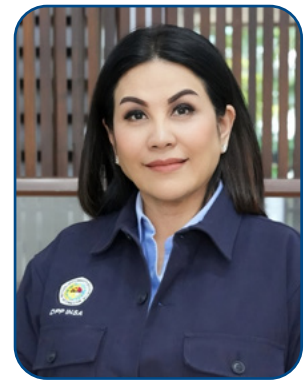
Liana Trisnawati

Chairwoman,
Association of Indonesian Port Business Entities (ABUPI)

"The Indonesian National Shipowners' Association appreciates the role of Ocean Centres Indonesia as one of the initiatives that contribute to strengthening Indonesia's maritime sector as an archipelagic nation. We believe that cross-sector collaboration of this kind will further enhance competitiveness and support the future growth of Indonesia's maritime economy."

Carmelita Hartoto

Chairwoman,
Indonesia National Shipowner Association

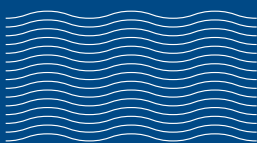


ANNEXES

To ensure that the main report remains concise and accessible, these Annexes provide supplementary information and supporting materials for readers wishing to explore specific topics in greater depth.

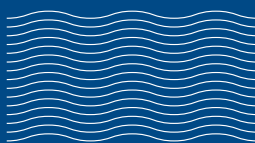
Annex I:

Detail on National
Operational Safety
Challenges below the
Blue Safety Wheel



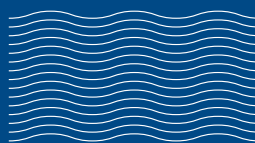
Annex II:

Short and Medium-
Long Term
Recommendations



Annex III:

Workshop
Documentation
and Report



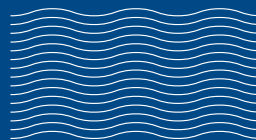
Annex IV:

Additional
Testimonials



Annex V:

List of
Contributors &
Acknowledgements



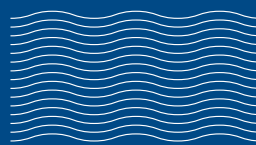
Annex VI:

Additional
Information on
Indonesia
Case Studies
and Glossary



Annex VII:

Official
Members





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