

Synchronization of maritime economic policy and marine tourism development: A critical review of the blue growth concept in East Java

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Abstract: This study aims to analyse the synchronization between Maritime Economic Policy (MEP) and Marine Tourism Destination Development (MTDD) within the blue growth framework in East Java, Indonesia, emphasizing the integration of governance, digital innovation, and stakeholder collaboration for sustainable maritime development. A qualitative integrative literature review method, using data sourced from Reputable Journals. Thematic analysis used to identify patterns of convergence, synergy, and gaps between MEP and MTDD. The findings reveal that East Java has implemented innovative governance practices, including the CETTAR digital platform and community based institutions such as BUMDes, which enhance transparency, coordination, and stakeholder engagement. However, key challenges remain, including fragmented institutional coordination, limited local participation, and inadequate policy integration across government levels. To address these, the study proposes a multidimensional MTDD framework encompassing environmental, economic, social, governance, and innovation components aligned with MEP's strategic pillars. The results emphasize the importance of adaptive governance, transparency, and inclusive participation to balance economic growth with marine ecosystem preservation. This research contributes to both theory and practice by providing a holistic multidimensional model for harmonizing maritime economic and tourism development policies, offering strategic insights and actionable guidance for policymakers, stakeholders, and researchers seeking to advance sustainable coastal and maritime development in East Java and similar regions. The model harmonizes maritime economic policy with tourism development by integrating environmental, economic, social, governance, and innovation pillars.

Keywords: Blue Growth, East Java, Maritime Economic Policy, Marine Tourism, Sustainable Development

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Introduction

The Indonesia, the world's largest archipelagic state, possesses vast maritime and natural resource potential that can drive national economic growth, strengthen the defence sector, and deliver socio-economic benefits to coastal communities; however, this potential remains unevenly realised due to structural and governance constraints (Rusdiana et al., 2021; Trenggono et al., 2025). Despite the country's formal commitment to the blue economy through the de-velopment of a national roadmap and emerging performance indices, implementation across provinces is highly variable, reflecting persistent challenges such as fragmented governance, regulatory overlaps, limited maritime and port infrastructure, weak inter-island connectivity, maritime security threats (e.g., piracy and illegal fishing), low public awareness of maritime strategic value, and ongoing environmental degradation caused by pollution and overexploita-tion (Indonesia Blue Economy Roadmap, 2023; Rahman et al., 2024; Trenggono et al., 2025).

Within this context, East Java emerges as a relatively strong performer in blue economy development, particularly through its marine tourism and fisheries sectors; nevertheless, systematic evidence examining the alignment between maritime policy, marine destination development and principles of good governance remains limited (Putri, 2024; Trenggono et al., 2025). Accordingly, this study investigates the extent to which maritime policy aligns with marine tourism development in East Java within a blue economy framework, while also exploring how governance mechanisms can enhance sustainable and inclusive maritime growth (Rahman et al., 2024; Trenggono et al., 2025; Putri, 2024). Indonesia must address these structural challenges through coherent policymaking, infrastructure modernization, enhanced maritime security, and stronger community participation (Dhaniswari & Rakhmagina, 2022).

The maritime sector represents a vital driver of national economic performance, international trade and sustainable development. Key achievements include increased fishery production, global leadership in seaweed output, and marine tourism revenues amounting to USD 8.5 billion in 2022. Furthermore, infrastructural initiatives such as the development of standardized eastern ports and the strategic Patimban Port have improved logistics efficiency and regional connectivity. Strengthened maritime patrols and regional cooperation have also enhanced trade stability. In alignment with Indonesia's National Long-Term Development Plan (2025–2045), these initiatives aim to double the maritime sector's contribution to GDP to 15% and advance Indonesia toward high-income nation status (Pandjaitan et al., 2025).

Ensuring the sustainability of maritime development requires effective marine resource management that balances economic utilization with ecosystem preservation. As noted by Abunawas (2024), sustainable marine management involves the responsible use of ocean resources, strict adherence to environmental regulations, enhancement of legal and ecological awareness, particularly among younger generations and the integration of local communities and customary institutions into marine conservation strategies.

A strategic framework for achieving these objectives is the blue economy, which emphasizes the sustainable and inclusive utilization of marine resources to promote socio-economic welfare without compromising ecological integrity. The blue economy encompasses key sectors such as sustainable fisheries, marine tourism, renewable ocean energy, maritime transport, and marine biotechnology. Its fundamental principles are ecological sustainability, social inclusivity and economic accountability (Danjuma et al., 2024). A central component of this approach is blue growth, which promotes inclusive, innovative, and sustainable marine-based economic expansion through three interrelated narratives: the economic (innovation-driven job creation), the ecological (sustainable resource management and conservation), and the social (community engagement and equitable benefit distribution). Together, these narratives foster a resilient and inclusive maritime economy (Dyrset, 2025).

The Indonesian government has begun operationalizing blue economy and blue growth principles through a series of national policies and strategic frameworks, as outlined in Table 1 novelties.

Table 1. Indonesian national policies and strategies on blue economy/blue growth

No.	Policy/Strategy	Related Institutions	Main Objective	Key Focus/Flagship Programs	Reference
1	National Medium-Term Development Plan (RPJMN) 2020–2024	Bappenas (National Development Planning Agency)	Promote inclusive and sustainable maritime economy	Strengthening marine and fisheries sector, value-added industries, maritime infrastructure	Bappenas (2020), <i>RPJMN 2020–2024</i>
2	Indonesian Ocean Policy (Presidential Regulation No. 16/2017)	Coordinating Ministry for Maritime Affairs and Investment (Kemenko Marves)	Realizing Indonesia as a Global Maritime Fulcrum	Integrated ocean governance, maritime security, small islands development	Presidential Regulation No. 16/2017
3	National Strategy for Blue Economy	Ministry of Marine Affairs	Sustainable and science-	Measured fishing, marine conservation, eco-friendly aquaculture	KKP (2021), <i>Blue</i>

4	(Blue Economy Roadmap 2021) Measured Fishing Program (PIT)	and Fisheries (KKP) KKP	based marine management. Sustainable fish stock management and fisher welfare	Fishing zones, quota-based fishing, industrialization of catch	<i>Economy Strategy KKP (2023), Measured Fishing Program (PIT)</i>
5	G20 Indonesia 2022 – Blue Economy Agenda	The Ministry of Foreign Affairs/Kemenlu, KKP, Bappenas	Promote global cooperation in marine issues	Blue carbon, coastal ecosystem protection, innovative marine financing	G20 Indonesia (2022), <i>Presidency Highlights KKP (2023), Draft of Blue Economy Roadmap Bappenas (2021), Voluntary National Review SDGs</i>
6	Indonesia’s Blue Economy Roadmap 2023–2045 (<i>in development</i>)	KKP, Bappenas	Transforming toward an inclusive, sustainable blue economy	Blue carbon, coral reef restoration, green investment	KKP (2023), Draft of Blue Economy Roadmap Bappenas (2021), <i>Voluntary National Review SDGs</i>
7	SDGs Agenda – Goal 14: Life Below Water	Bappenas, Ministry of Environment and Forestry (KLHK), KKP	Conserve and sustainably use marine resources	Marine pollution reduction, marine biodiversity conservation	KKP (2023), Draft of Blue Economy Roadmap Bappenas (2021), <i>Voluntary National Review SDGs</i>

(Source: Data processed by researchers, 2025)

Indonesia adopts the blue economy as a strategic pillar of national development, integrating marine conservation, economic growth, and coastal community welfare. As outlined in Table 1, policies such as Presidential Regulation No. 16/2017 and the RPJMN emphasize integrated marine governance through multi-stakeholder collaboration. Key strategies include quota-based fisheries management, ecosystem conservation, and sustainable aquaculture, alongside initiatives to promote industrialization and innovation to enhance sectoral value and fisherfolk livelihoods. On the global stage, Indonesia also advances issues of blue carbon and innovative ocean financing, aligned with SDG 14.

However, implementing these maritime policies faces numerous obstacles. According to Suhardono (2023) in *Indonesian Maritime Policy: Formulation and Implementation*, there are approximately ten major challenges to maritime policy, as illustrated in Table 2.

Table 2. Maritime policy challenges in Indonesia

No.	Challenges	No.	Challenges
1	Fragmented institutional coordination hampers coherent maritime policy implementation due to overlapping agency mandates.	6	Limited community involvement reduces local engagement in maritime governance.
2	Weak maritime law enforcement leads to persistent violations such as illegal fishing and smuggling.	7	Lack of skilled maritime labor reflects gaps in education and vocational training.
3	Inadequate maritime infrastructure limits connectivity and logistics, especially in remote regions.	8	Centralized policymaking restricts regional autonomy in managing maritime affairs.
4	Poor marine resource management results in overexploitation, pollution, and stakeholder conflicts.	9	Geopolitical and global trade pressures demand stronger strategic maritime positioning.
5	Maritime security threats, including piracy and territorial violations, remain unresolved.	10	Regulatory misalignment with international standards hinders global maritime integration.

(Source: Suhardono, 2023)

East Java possesses significant maritime and tourism potential supported by community empowerment, environmental protection, and integrated destination management (Ardhanari et

al., 2024; Rukhus, 2020). Historically rooted in Indonesia's maritime heritage (Maulidan et al., 2024), East Java ranks among provinces with high blue economy indicators (Koesnadi et al., 2023). Initiatives such as Gili Labak tourism, Petik Laut Festival, and diving guide training demonstrate progress, yet comprehensive academic analyses of policy–tourism synergy remain limited.

A review of 30 studies reveals key gaps: weak local governance models, limited empirical evidence on intersectoral collaboration, underexplored institutional roles, absence of innovative financing schemes, and few cross-regional comparisons. As a diverse coastal region, East Java provides a natural laboratory for studying collaborative governance, digital integration and community-based blue economy practices. Existing research and policy initiatives underscore Indonesia's ambition to use the blue economy as a strategic pillar for achieving sustainable development and reducing regional disparities (Indonesia Blue Economy Roadmap, 2023). However, national-level frameworks and indices often obscure subnational variations in governance quality, institutional coordination, and community participation that determine actual outcomes on the ground (Hidayat, 2025; Trenggono et al., 2025; Rahman et al., 2024).

Several substantive gaps justify this research focus on East Java's marine destinations. First, at the conceptual–operational level, studies have outlined blue economy principles and proposed blue governance models for Indonesia, but there is limited empirical testing of these models at the provincial or local scale, particularly in tourism-oriented coastal regions (Hidayat., 2025;). Second, regarding governance and coordination, the literature highlights coordination problems and sectoral fragmentation in Indonesia's maritime governance, yet few studies systematically trace how these governance challenges affect the integration of maritime policy with marine tourism planning and destination management (Hidayat, 2025; Indonesia Blue Economy Roadmap, 2023). Third, at the spatial and comparative level, emerging blue economy indices show East Java as one of the better-performing provinces, but they provide little explanatory insight into which governance arrangements, policy instruments, and stakeholder configurations underpin this performance or where misalignments persist (Trenggono et al., 2025; Rahman et al., 2024). Fourth, in terms of community and equity, research on the blue economy in Indonesia increasingly notes the need for inclusive, community-based approaches, but there is scant evidence on how local communities, MSMEs, and customary institutions are integrated into marine tourism governance in East Java and how benefits are distributed (Handayani & Badi'ah, 2023; Putri, E. P. 2024;).

By addressing these gaps, the present study contributes empirically grounded insights into how principles of good governance, such as transparency, participation, accountability, and poicy coherence, are operationalized within East Java's marine tourism sector, and how this alignment (or misalignment) shapes progress toward a resilient blue economy (Hidayat , 2025; Trenggono et al., 2025; Rahman et al., 2024). This focus provides a "natural laboratory" for understanding how provincial maritime policies, destination development strategies, and multi-actor collaboration can be synchronized to support sustainable, inclusive growth in Indonesia's coastal regions (Indonesia Blue Economy Roadmap, 2023). This study, therefore, aims to examine the alignment between maritime policies and marine destination development in East Java and to evaluate how good governance principles can strengthen sustainable maritime growth within the blue economy framework.

Methodology

This study employs a qualitative library research design using an integrative literature review to analyse the synchronization between maritime economic policy and marine tourism development within East Java's blue growth framework. Drawing on Torraco's (2005) integrative review approach, the study synthesizes cross-disciplinary evidence from maritime economics, tourism studies, public policy, and environmental governance to construct a coherent conceptual model that explains both convergence and tension between maritime policy directions and marine destination development (Al Qur'an, 2025; Cho et al., 2022; Torraco, 2005).

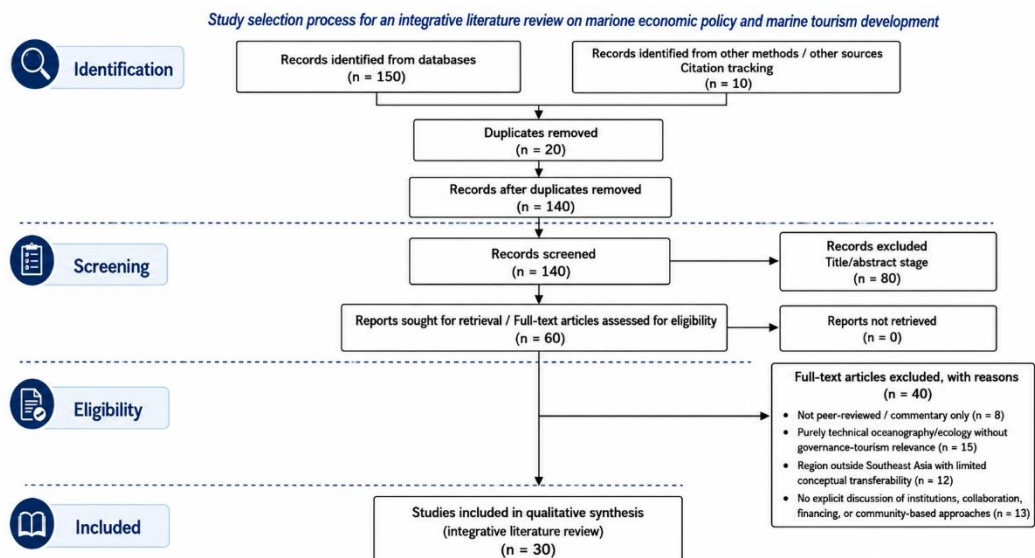
In contrast to a conventional thematic review that primarily organizes findings into descriptive themes, the integrative approach adopted here combines empirical and conceptual studies across disciplines, reconfigures existing categories, and generates higher-order, cross-

sectoral constructs that link maritime economic policy instruments, governance arrangements, and marine tourism outcomes. This enables the review not only to summarize prior work, but also to produce an integrative framework that specifies how blue growth and good governance principles are operationalised in East Java's marine destinations based entirely on existing published evidence, not primary field observation.

Search strategy and study identification

The review followed a structured multi-stage search process adapted from established guidance for transparent literature syntheses (Moher et al., 2009; Page et al., 2020). Electronic searches were conducted in major academic journal databases and indexing services that prioritize high-quality, peer-reviewed outputs in the social sciences and environmental fields, such as Scopus, Web of Science, Google Scholar, SINTA, and DOAJ. Search strings combined core keywords and Boolean operators, such as "blue economy" OR "blue growth" AND "maritime policy", "marine tourism" OR "coastal tourism", and "governance" AND "Indonesia" OR "South-east Asia". To capture contemporary policy and governance dynamics, the search was limited to publications between 2021 and 2025, while seminal conceptual and methodological works were added through backward and forward citation tracking (Braun & Clarke, 2006; Torraco, 2005).

An initial pool of records was generated by removing duplicates and screening titles and abstracts for relevance to the blue economy, maritime governance, and marine tourism. Studies were included if they: (1) were peer-reviewed journal articles or high-quality conference papers; (2) examined maritime policy, coastal or marine tourism, or sustainability governance in Indonesia or the wider Southeast Asian region; and (3) provided empirical or conceptual insights into policy-tourism linkages, governance arrangements, or blue growth strategies. Studies were excluded if they were non-peer-reviewed, focused solely on technical oceanography or pure ecology without governance/tourism relevance, or centered on regions outside Southeast Asia without clear conceptual transferability. All the PRISMA procedures can be seen in Figure 1.



(Source: Data processed by researchers, 2025)

Figure 1. PRISMA flow diagram conditions

Review Process And Derivation of The 30 Studies

The full-text screening phase applied the inclusion and exclusion criteria to all potentially relevant articles. Each article was assessed on topical focus (policy, tourism, governance, or blue economy); geographical relevance (Indonesia or comparable Southeast Asian coastal settings); and the presence of explicit discussion on institutions, collaboration, financing, or community-based approaches. Through this process, a final corpus of 30 studies was selected as the

analytical basis for the integrative review. These studies collectively span themes of maritime economic policy, marine tourism planning and management, blue economy implementation, coastal community development, and environmental regulation.

The synthesis of these 30 studies revealed several recurring gaps in the existing literature: weak or underdeveloped local governance models for coordinating maritime and tourism sectors, limited empirical evidence on intersectoral collaboration between government, private actors, and communities, underexplored institutional roles (including local governments, customary institutions, and tourism associations), the absence of well-documented innovative financing schemes for blue economy-based tourism, and a paucity of cross-regional or comparative analyses across Indonesian provinces. By systematically documenting how these gaps surfaced across the selected articles, the review positions East Java as a diverse coastal region that functions as a “natural laboratory” for examining collaborative governance, digital integration and community-based blue economy practices in marine tourism.

Data extraction, thematic analysis, and synthesis

Data from the 30 included studies were extracted using a structured matrix capturing: study context and location, methodological approach, policy instruments, tourism development strategies, governance arrangements, stakeholder constellations, and reported outcomes or challenges. Using Braun and Clarke’s (2006) thematic analysis framework, the extracted data were coded inductively and deductively. Initial codes reflect theoretically informed categories such as policy instruments, governance mechanisms, tourism models, blue growth applications, and community participation. These codes were then iteratively refined into higher-order themes that represent core dimensions of policy–tourism alignment: (1) policy instruments and regulatory frameworks; (2) marine tourism development strategies and destination governance; (3) blue growth and sustainability practices; (4) collaborative and multi-level governance; and (5) financing and innovation.

Torraco’s (2005) integrative synthesis was applied to move beyond description toward conceptual integration across disciplines. This involved comparing and contrasting findings within and across themes, identifying patterns of convergence (e.g., shared emphasis on sustainability and community involvement) and divergence (e.g., sectoral silos, inconsistent enforcement or unequal benefit distribution) and mapping how these dynamics manifest specifically in the East Java context. In line with an integrative review rather than a standard thematic synthesis, the extracted data were not only coded into topical themes but also recombined across disciplinary and sectoral boundaries to form higher-order categories that explicitly connect policy instruments, governance mechanisms, and tourism outcomes. This integrative step required iteratively re-examining and restructuring the initial code matrix so that constructs derived from maritime economics, public policy, and tourism studies informed one another, thereby generating new cross-cutting insights that would not emerge from a single-domain thematic analysis alone. The resulting synthesis underpins the development of an integrated analytical framework linking maritime economic policy, governance quality, and marine tourism development within a blue economy perspective.

Quality appraisal and trustworthiness

To ensure the quality and credibility of the evidence base, each of the 30 studies underwent critical appraisal using an adapted checklist based on CASP (2018) and CRD checklist (Aker et al., 2009) guidelines. The appraisal considered clarity of research aims, appropriateness of design, transparency of methods, validity and reliability of data, coherence between data and conclusions, and explicit discussion of limitations. Only studies meeting minimum thresholds of methodological rigour and relevance were retained in the final synthesis.

Trustworthiness was further strengthened through reflexivity and systematic documentation of review decisions (Lincoln & Guba, 1985). Reflexive notes were maintained throughout the screening, coding, and synthesis stages to monitor potential researcher bias, particularly regarding normative expectations about “good” blue economy or governance. An

audit trail recorded search strategies, inclusion/exclusion decisions, coding revisions, and theme development, enhancing transparency and replicability.

Overall, this integrative literature review offers a systematic, transparent, and replicable framework that bridges policy, tourism, and governance scholarship. It generates both theoretical refinements, by clarifying how blue growth and good governance principles intersect in coastal regions, and practical insights for policymakers and practitioners seeking to align maritime economic policy and marine tourism development in East Java and comparable Indonesian provinces.

Results and Discussions

Results

A. Mapping the Current Landscape of Maritime and Tourism Policy

To provide a robust empirical foundation for the identified research gaps, a systematic classification of the 30 analyzed studies was conducted. The following Table 3 categorizes these studies into three primary thematic domains: Maritime Economic Policy, Marine Tourism Development, and the Blue Growth Concept. This mapping illustrates the current academic landscape and highlights the lack of integrated synchronization between economic mandates and tourism execution in East Java, thereby justifying the necessity of this research.

Table 3. Categorization of reviewed literature based on research focus and identified gaps

Category	No	Authors & Year	Core Focus
Maritime Economic Policy	1-5	Nanda et al. (2024), Habibie et al. (2024), Sungkawati (2024), Roziqin et al. (2024), Rianawati et al. (2024)	Blue Economy commitment, social infrastructure, innovation, and implementation in Indonesia.
	6-10	Yolanda & Marzaman (2024), Sujiwo & Nurlaili (2024), Moekahir et al. (2023), Buana et al. (2024), Masni et al. (2024)	Blue economy diplomacy, governance, women empowerment, and SDGs-based community development.
	11-14	Jaya, I (2024), Darajati (2023), Iswardhana (2023), Darajati (2024), Nurjannah & Mokodompit (2023)	Ocean health policy, maritime governance, regulation, and policy impacts on society and economy.
	16-20	Rahman et al. (2024), Zulkifli et al. (2023), Faustyna, F. (2024), Muammar & Mosyofa (2024), Halik et al. (2024)	Maritime defense economy, blue economy initiatives, transport security, and governance systems.
Marine Tourism Development	21-25	Andesta (2024), Faustyna (2024), Hidayat & Dzulkarnain (2024), Wulandari et al. (2025), Masjhoer et al. (2024)	Tourism quality, digital marketing, CBT ecotourism infrastructure, sustainability, and tourist satisfaction.
	26-30	Fathuddin & Mokodompit (2024), Ode Mansyur et al. (2025), Darmawan et al. (2025), Nasrun et al. (2025), Darmawan et al. (2025)	Community-based tourism, ecotourism strategies, and digital tourism governance.
Blue Growth Concept	Cross-cutting	Nanda et al. (2024), Habibie et al. (2024), Yolanda & Marzaman (2024), Darmawan et al. (2025), Zulkifli et al. (2023)	Integration of environmental, economic, social, governance, and innovation dimensions within Blue Economy and sustainable marine tourism frameworks.

(Source: Data Processed by Researchers, 2025)

1. Thematic Distribution of Literature

The reviewed literature shows that the Maritime Economic Policy category dominates existing publications, covering topics such as blue economy commitment, governance, maritime regulation, ocean health policy, social infrastructure, innovation, maritime security, and transport

systems. Across the 30 studies, a consistent emphasis emerges on governance effectiveness, stakeholder collaboration, and sustainable policy implementation as necessary conditions for supporting Indonesia's maritime development (Nanda et al., 2024; Habibie et al., 2024; Rahman et al., 2024).

Conversely, the Marine Tourism Development category, while present, is less extensively represented in the reviewed corpus. Studies in this group focus on sustainable tourism practices, community-based tourism, ecotourism, digital marketing, tourism infrastructure, and tourist satisfaction (Andesta, 2024; Faustyna, 2024; Darmawan et al., 2025). Importantly, the Blue Growth Concept appears as a cross-cutting theme rather than a standalone category, with only a subset of studies (e.g., Nanda et al., 2024; Zulkifli et al., 2023) explicitly integrating environmental, economic, social, governance, and innovation dimensions.

Key synthesis from the literature: Across the 30 reviewed studies, maritime policy and marine tourism development are mostly discussed separately. Only a limited number of studies specifically examine the synchronization between maritime economic policy and marine tourism development within an integrated blue economy framework. This gap is explicitly noted by Roziqin et al. (2024) and Trenggono et al. (2025).

2. Identification of Institutional Silos

Multiple reviewed studies report a clear institutional separation between the maritime and tourism sectors. According to Suhardono (2023) and Tamrin et al. (2024), maritime institutions in the documented cases tend to prioritize indicators such as port efficiency and maritime operational performance, while tourism authorities operate independently with a focus on visitor numbers and occupancy rates. Objectively, the reviewed literature reveals the absence of shared Key Performance Indicators (KPIs) that are jointly measured or utilized across these sectors. This finding is consistently reported across studies examining governance fragmentation in Indonesian maritime policy (Subagyo, 2019; Darajati, 2024). Blue Growth Metric Readiness.

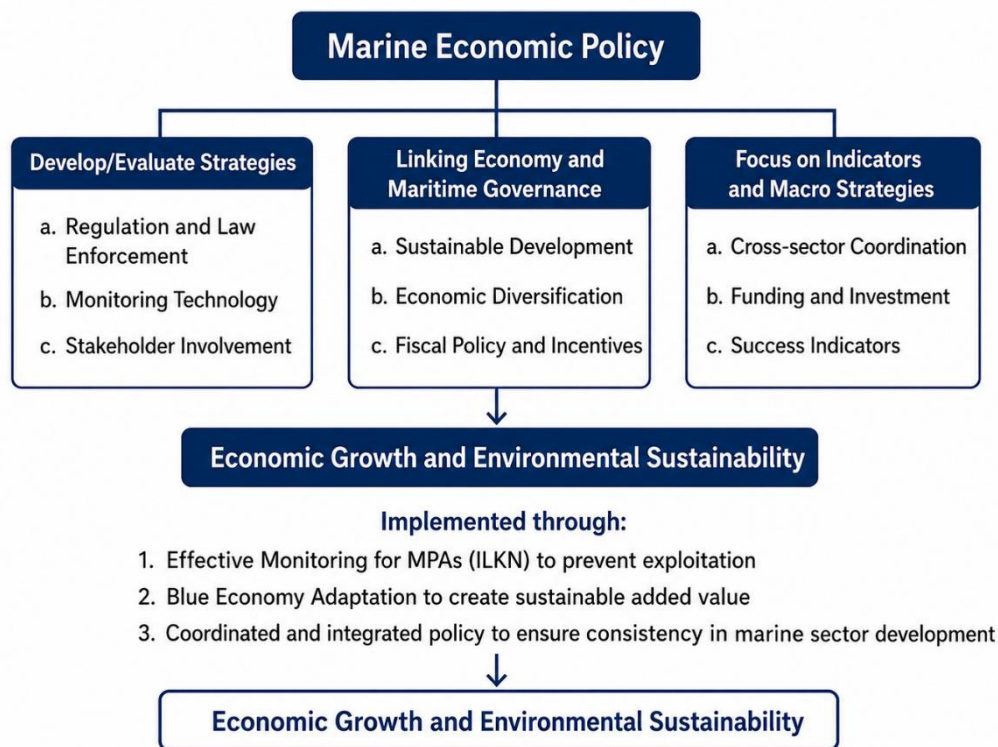
The majority of current studies still rely on the use of conventional economic indicators to measure the success of the maritime and tourism sectors. The most commonly used metrics are Gross Domestic Product (GDP) and employment absorption rates.

3. Structure of The Maritime economic policy (MEP)

Based on the synthesis of the available literature, most current studies still rely on conventional economic indicators (Gross Domestic Product/GDP and employment absorption rates) to measure the success of maritime and tourism sectors. Only a few studies (e.g., Trenggono et al., 2025; Cisneros-Montemayor et al., 2022) propose or apply integrated Blue Growth Metrics. From the reviewed data, the estimated readiness level of integrated Blue Growth Metrics in East Java Province is reported to be around 40%, although this figure is derived from qualitative assessments across multiple studies rather than a single empirical measurement.

4. Structure of the Maritime economic policy (MEP) as Documented

The reviewed literature identifies the structural components of the Maritime Economic Policy (MEP) as consisting of three interconnected pillars. The first pillar, Strategic Development and Evaluation, emphasizes the importance of long-term planning and continuous policy assessment to ensure adaptive and sustainable maritime economic growth (Cisneros-Montemayor et al., 2022). The second pillar, Integration with Effective Governance, highlights the role of transparent, accountable, and technology-driven institutional governance in supporting policy implementation and coordination across maritime sectors (Voyer et al., 2018; Labib, 2024). Meanwhile, the third pillar, Macroeconomic Indicators and Strategic Alignment, focuses on aligning maritime sector objectives with broader national and regional macroeconomic targets to strengthen policy coherence and development effectiveness (Trenggono et al., 2025).



(Source: Model processed by researchers, 2025)

Figure 2. Concept of MEP

B. The Synchronization between Maritime Economic Policies and Marine Destination Development in East Java

1. The Maritime economic policy (MEP)

The Maritime economic policy (MEP) functions as a central framework to promote maritime economic growth while maintaining marine sustainability, reflecting current blue economy governance thinking that integrates economic, social, and ecological dimensions (Cisneros-Montemayor et al., 2022; Trenggono et al., 2025). It is structured around three main pillars that translate broad blue economy principles into operational policy instruments, governance mechanisms, and measurable outcomes (Cisneros-Montemayor et al., 2022; Voyer et al., 2018). The Maritime Economic Policy (MEP) is structured around three main pillars to support sustainable and integrated maritime development. The first pillar, Strategic Development and Evaluation, focuses on regulatory enforcement, monitoring technology, and stakeholder engagement to ensure effective maritime management and collaboration among relevant actors. The second pillar, Integration with Effective Governance, emphasizes sustainable development, economic diversification, and fiscal incentives to balance economic growth with environmental protection while encouraging investment in maritime sectors. The third pillar, Macroeconomic Indicators and Strategic Alignment, highlights inter-sectoral coordination, financial and investment mechanisms, and measurable success indicators to ensure policy coherence and evaluate the effectiveness of maritime economic strategies.

Overall, the MEP promotes economic growth in tandem with marine sustainability through:

- Effective monitoring of MPAs to prevent overexploitation;
- Adoption of blue economy principles to generate sustainable value; and
- Establishment of integrated, coordinated policies to align development sectors, consistent with emerging "blue economy development" criteria that stress policy coherence, enabling conditions, and measurable implementation (Cisneros-Montemayor et al., 2022; Trenggono et al., 2025). Hence, the MEP demands a comprehensive, cross-sectoral, and measurable approach to ensure long-term impacts on both economic and environmental dimensions.

2. MTDD (*Marine Tourism Destination Development*) Framework

The results show that the proposed Marine Tourism Destination Development (MTDD) framework for East Java consists of five interrelated dimensions, namely environmental, economic, social, governance, and innovation dimensions. These dimensions represent the key elements required to support sustainable marine tourism development based on blue economy principles. The framework highlights the interconnection between environmental sustainability, community welfare, institutional effectiveness, and tourism competitiveness in coastal destinations (Cisneros-Montemayor et al., 2022; Sukran & Kurniawan, 2025).

The environmental dimension focuses on maintaining marine ecosystem sustainability through biodiversity conservation, carrying capacity management, waste control, and water quality monitoring. The findings indicate that environmental management integrates scientific assessment with community-based conservation practices to support sustainable tourism development in coastal areas, including conservation-based tourism initiatives such as turtle conservation destinations (Armono et al., 2020; Budiantoro et al., 2019; Andriani & Wijaya, 2022).

The economic dimension emphasizes the integration of blue economy principles with community-based tourism development. Key components identified include infrastructure development, market competitiveness, and revenue optimization. The findings further demonstrate the importance of balancing economic growth with environmental conservation and social equity through collaborative approaches, particularly pentahelix collaboration involving government, academia, communities, businesses, and media (Wahyudi et al., 2022; Triolita, 2024; Astari et al., 2023).

The social dimension highlights community participation, empowerment, and cultural preservation as important aspects of sustainable marine tourism development. The results indicate that fair benefit distribution, education, and skills development contribute to strengthening local community involvement and destination sustainability. In addition, cultural and religious diversity are found to enhance tourism value when managed inclusively within tourism activities (Ahman et al., 2024; Kusuma et al., 2023; Fauzi & Sari, 2025).

The governance dimension focuses on institutional coordination, policy integration, and regulatory framework development. The findings show that effective governance requires integrated planning systems, monitoring mechanisms, and stakeholder collaboration to improve policy implementation and institutional effectiveness. Collaborative governance approaches are also identified as important strategies for addressing institutional challenges in marine tourism development (Zakaria et al., 2018; Wibowo et al., 2024; Halik et al., 2024; N Shabrina et al., 2023).

The innovation dimension emphasizes digital transformation and technological advancement to strengthen destination competitiveness. The identified components include digital marketing, service innovation, sustainable operational practices, and research development. The findings suggest that innovation strategies contribute significantly to improving marine tourism promotion, destination management, and long-term blue economy competitiveness (Triolita, 2024; Ahmad et al., 2024; Yudhistira & Andini, 2024).

3. Synchronization between MEP and MTDD

The synchronization between MEP and MTDD can be seen from six aspects. Here is the explanation:

Strategic Pillars of MEP vs Dimensions of MTDD: Key Meeting Points

Several key synchronization measures for advancing marine tourism in East Java include: (1) aligning cross-sectoral policies and strengthening collaboration with regional institutions to ensure sustainable development; (2) utilizing digital technologies, such as the CETTAR e-governance system, to enhance conservation initiatives and tourism promotion; and (3) fostering active participation from coastal communities and private stakeholders in marine tourism policymaking. Further details are presented in Table 4.

Table 4. Strategic pillars of MEP vs dimensions of MTDD: Key meeting points

MEP Strategic Pillar	MTDD Dimension	Synchronization
Regulation & Law Enforcement	Governance Components	Harmonizing cross-sector policies and involving regional institutions to support sustainable marine tourism.
Technology Monitoring	Innovation	Utilizing digital technologies such as e-governance systems (CETTAR) to monitor conservation and promote tourism.
Stakeholder Engagement	Social & Governance	Encouraging participation of coastal communities and the private sector in marine tourism policymaking.

(Source: Data Processed by Researchers, 2025)

Integration of Maritime Economy and Development of Marine Tourism Destinations

The synchronization efforts in East Java encompass three main strategies: (1) integrating the blue economy framework with community-based marine ecotourism initiatives in coastal regions such as Banyuwangi, Situbondo, and Pacitan; (2) providing incentives and financial assistance to local marine tourism stakeholders, including fishermen groups, MSMEs, and youth communities engaged in tourism-related activities; and (3) implementing collaborative governance models, such as village-owned enterprises (BUMDes), tourism cooperatives, and public-private partnerships, to enhance coordination among local government institutions, tourism authorities, and coastal communities. Further details are provided in Table 5.

Table 5. Integration of maritime economy and development of marine tourism destinations

MEP Focus	MTDD Dimension	Synchronization
Economic Diversification	Economy	Integration of the blue economy with community-based marine ecotourism.
Fiscal Policy & Incentives	Economy	Provision of incentives and financial support for local marine tourism actors.
Cross-Sector Coordination	Governance	Collaborative models (regional enterprises, cooperatives, etc.) to support inter-agency coordination.

(Source: Data Processed by Researchers, 2025)

Ecosystem and Sustainability Principles

The synchronization strategies that can be implemented include: (1) establishing marine conservation zones that simultaneously support tourism destinations, such as turtle conservation initiatives in Trenggalek; (2) applying blue economy principles to the management of marine tourism attractions to ensure sustainability and resource efficiency; and (3) developing performance indicators that measure both conservation outcomes and economic growth within the tourism sector. Further details are presented in Table 6.

Table 6. Ecosystem and sustainability principles

MEP Objective	MTDD Focus	Synchronization
Marine Resource Sustainability	Environment	Establishment of marine conservation zones that support tourist destinations (e.g., turtle conservation in Trenggalek).
Blue Economy Adaptation	Environment & Innovation	Implementation of blue economy principles in the management of marine tourism attractions.
Success Indicators & Monitoring	Evaluation	Development of achievement indicators based on conservation and tourism economic growth.

(Source: Data processed by researchers, 2025)

Innovation, Digitalization, and Open Governance

The synchronization initiatives that can be implemented in East Java include: (1) utilizing digital marketing and data-driven destination information systems (smart tourism) to enhance the promotion, management, and monitoring of marine tourism in line with maritime economic

priorities; and (2) leveraging the CETTAR platform to ensure transparency, facilitate policy integration, and improve public service delivery within the maritime sector. This platform strengthens the alignment between maritime economic policies and marine tourism governance through digital innovation. Further details are provided in Table 7.

Table 7. Innovation, digitalization, and open governance

MEP Focus	MTDD Component	Synchronization
Monitoring Technology	Innovation	Use of digital marketing and data-based destination information systems (smart tourism).
Transparent Governance	Governance	CETTAR is a platform for transparency, integration of policy data, and public services in the maritime sector.

(Source: Data processed by researchers, 2025)

Community Engagement and Social Equity

The synchronization strategies that can be implemented in East Java include: (1) expanding community roles in the planning and management of marine tourism destinations to ensure active local participation in decision-making processes and strengthen community ownership of tourism development; and (2) recognizing local wisdom, traditional customs, and cultural heritage as integral elements of tourism attractions to promote cultural preservation while enhancing the uniqueness and authenticity of marine tourism experiences. Further details are presented in Table 8.

Table 8. Community engagement and social equity

MEP Strategy	MTDD Social Dimension	Synchronization
Stakeholder Engagement	Local Empowerment	Expanding the role of communities in planning and managing marine tourism destinations.
Social Inclusivity	Social & Cultural Equity	Recognizing local wisdom, traditions, and cultural heritage as part of tourism attractions.

(Source: Data processed by researchers, 2025)

Multi-level Government Coordination

The forms of synchronization that can be implemented in East Java include: (1) establishing cross-sectoral and multi-level collaborative institutions, such as regional maritime forums, to enhance coordination and policy coherence; and (2) aligning the Marine Tourism Destination Development (MTDD) framework with the National Medium-Term Development Plan (RPJMN) and national blue economy policies to ensure integrated and sustainable implementation. Further details are provided in Table 9.

Table 9. Multi-level government coordination

MEP Challenge	MTDD Implication	Synchronization Solution
Institutional Fragmentation	Exclusion of key stakeholders in local tourism development	Establishment of collaborative institutions across sectors and government levels (e.g., regional maritime forums).
Central-Regional Perception Gaps	Desynchronized policy implementation	Alignment of the MTDD framework with the National Medium-Term Development Plan (RPJMN) and national blue economy policies.

C. Good Governance Principles and Policy Coherence for Sustainable Maritime De-velopment in East Java Province: An Integrative Literature Review

1. Digital Governance Innovations and Transparency Mechanisms

East Java has emerged as a leader in digital governance through the CETTAR platform (Cepat, Efektif, Transparan, Terpercaya, Akuntabel, Responsif), which integrates web and mobile applications to enhance transparency, accountability, and efficiency in public administration (Labib, 2024). Digital innovations such as e-procurement have further strengthened fraud prevention and accountability when supported by an ethical organizational culture and robust internal control mechanisms (Putri et al., 2025). However, the effectiveness of these technologies remains limited due to inadequate socialization and partial implementation, indicating that digital transformation requires institutional adaptation, effective change management, and active stakeholder participation, especially in complex maritime governance systems (Labib, 2024).

2. Collaborative Governance Models and Stakeholder Engagement

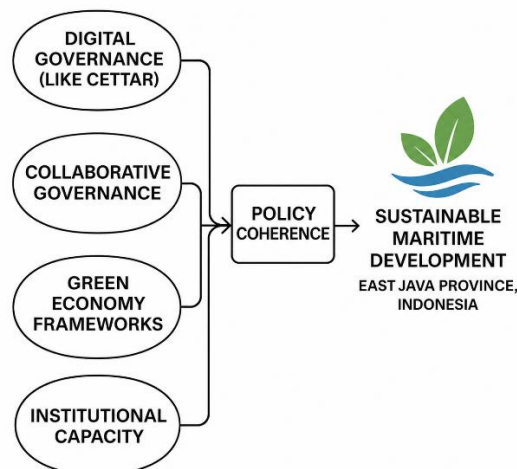
Collaborative governance serves as a key approach in East Java's regional and maritime development, emphasizing coordination among government, community, and private sectors. In Sumenep Regency, ineffective collaboration is primarily caused by weak stakeholder networks and infrequent interactions, while leadership emerges as a critical factor in sustaining cooperation (Haris et al., 2024). Institutional innovations such as cooperatives and village-owned enterprises (BUMDes) enhance long-term collaboration by developing social capital and institutional capacity (Haris et al., 2024). Moreover, research on coastal tourism governance in Dalegan Beach reveals fragmented institutional participation, particularly from the East Java Maritime and Fisheries Service, highlighting the urgent need for integrated stakeholder inclusion to achieve coherent and sustainable maritime policy implementation (Tamrin et al., 2024).

3. Green Economy Integration and Sustainable Development Frameworks

East Java showcases leadership in applying green economy principles through the Surabaya–Kitakyushu Green Sister City initiative, which models sustainable governance adaptable to maritime contexts (Chairunnisa & Kusumadewi, 2024). The framework institutionalizes sustainability across decision-making, implementation capacity, green economic systems, and socio-ecological aspects. Provincial policy development should continue emphasizing contextual strategies, capacity building, and evaluation, while ensuring community participation and social equity as core elements of environmentally responsible maritime governance (Chairunnisa & Kusumadewi, 2024).

4. Institutional Capacity and Performance Management

The enhancement of institutional capacity in East Java underscores the understanding that effective governance relies on both organizational development and human empowerment.



(Source: Data processed by researchers, 2025)

Figure 3. Good governance principles and policy coherence for a sustainable maritime development framework

Research indicates that good governance only enhances organizational citizenship behavior when mediated by self-empowerment and workplace spirituality, emphasizing the need for parallel personal and institutional capacity building (Mennita & Tias, 2023). Similarly, adaptive governance frameworks in state universities (PTNBH) that integrate transparency, accountability, and participation have improved institutional performance while remaining contextually responsive (Asandimitra & Kusumawati, 2025). At the village level, studies on Village Development Boards (BPD) in Jombang demonstrate how Law No. 6/2014 institutionalizes participatory planning, implementation, and monitoring, reinforcing accountability and inclusivity within coastal community governance central to maritime development.

D. Policy Integration Challenges and Opportunities

Governance practices in East Java face notable challenges in achieving cross-sectoral and multi-level policy integration, particularly within coastal tourism governance where fragmented stakeholder engagement hampers coordination (Tamrin et al., 2024). The exclusion of provincial maritime and fisheries services from local policymaking further illustrates how administrative boundaries hinder effective collaboration despite shared objectives (Tamrin et al., 2024).

Nonetheless, successful cases in Sumenep Regency demonstrate that collaborative governance emphasizing social capital and institutional innovation can bridge these policy gaps. The creation of dedicated collaborative institutions offers a strategic model for uniting land- and sea-based governance through sustained inter-sectoral cooperation (Haris et al., 2024).

Furthermore, digital governance platforms such as CETTAR enhance policy coherence by promoting transparency, accountability, and information sharing across sectors (Labib, 2024). Yet, comprehensive strategies remain necessary to address both technical and cultural barriers that limit the full realization of integrated governance in the maritime sector (Labib, 2024).

E. Integrating Environmental, Economic, Social, Governance, and Innovation Dimensions

Based on the literature gathered, author classified them into 5 main categories based on its characteristics, dataset, and discussion. The reviewed references can be seen in Table 10 below.

Table 10. Categorization of selected literature according to five key analytical pillars

No	Authors & Year	Title (Short)	Env	Eco	Soc	Gov	Innov	Indexing
1	Nanda et al. (2024)	Blue Economy Commitment Indonesia	✓	✓	✓	✓	-	Other Indexed Journals
2	Habibie et al. (2024)	Social Infrastructure for Blue Economy	✓	✓	✓	✓	✓	Scopus-Indexed Journal
3	Sungkawati (2024)	Blue-Green Economy & SDGs	✓	✓	✓	✓	-	Other Indexed Journals
4	Roziqin et al. (2024)	Local Blue Economy (Sumenep)	✓	✓	✓	✓	✓	Scopus-Indexed Journal
5	Rianawati et al. (2024)	Innovation & RBV	-	✓	✓	✓	✓	Scopus-Indexed Journal
6	Yolanda & Marzaman (2024)	Blue Economy Diplomacy	✓	✓	✓	✓	✓	SINTA-Indexed Journal
7	Sujiwo & Nurlaili (2024)	Governance & BEDI	✓	✓	✓	✓	-	SINTA-Indexed Journal
8	Moekahir et al. (2023)	Women in Blue Economy	✓	✓	✓	✓	✓	Other Indexed Journals

9	Buana et al. (2024)	Blue Economy Implementation	✓	✓	✓	✓	-	Other Indexed Journals
10	Masni et al. (2024)	Community Empowerment SDGs	✓	✓	✓	✓	-	Other Indexed Journals
11	Jaya, I (2024)	Ocean Health Policy (IKLN)	✓	-	✓	✓	✓	Other Indexed Journals
12	Darajati (2023)	Blue Economy Regulation	-	✓	✓	✓	-	SINTA-Indexed Journal
13	Iswardhana (2023)	Maritime Governance DIY	-	✓	✓	✓	-	SINTA-Indexed Journal
14	Darajati (2024)	Governance Blue Economy	✓	✓	✓	✓	-	SINTA-Indexed Journal
15	Nurjannah & Mokodompit (2023)	Maritime Policy Impact	-	✓	✓	✓	✓	Other Indexed Journals
16	Rahman et al. (2024)	Maritime Defense Economy	✓	✓	✓	✓	✓	SINTA-Indexed Journal
17	Zulkifli et al. (2023)	Blue Economy Initiative	✓	✓	✓	✓	✓	Other Indexed Journals
18	Muammar, N., & Mosyofa, A. (2024)	Sea Transport Security	-	✓	✓	✓	✓	Other Indexed Journals
19	Muammar & Mosyofa (2024)	Maritime Transport Policy	-	✓	✓	✓	✓	Other Indexed Journals
20	Halik et al. (2024)	Sound Governance Maritime	-	✓	✓	✓	-	Other Indexed Journals
21	Andesta (2024)	Marine Tourism Quality	✓	✓	✓	-	✓	Other Indexed Journals
22	Faustyna (2024)	Digital Marketing Tourism	-	✓	✓	✓	✓	SINTA-Indexed Journal
23	Hidayat & Dzulkarnain (2024)	CBT Ecotourism Infrastructure	✓	✓	✓	✓	-	SINTA-Indexed Journal
24	Wulandari et al. (2025)	Marketing Capability Sustainability	✓	✓	✓	-	✓	Other Indexed Journals
25	Masjhoer et al. (2024)	Tourist Satisfaction	✓	✓	✓	-	-	SINTA-Indexed Journal
26	Fathuddin & Mokodompit (2024)	Community-Based Tourism	✓	✓	✓	✓	-	Other Indexed Journals
27	Ode Mansyur et al. (2025)	Ecotourism Strategy Wakatobi	✓	✓	✓	✓	-	Other Indexed Journals
28	Darmawan et al. (2025)	Digital Tourism Governance	✓	✓	✓	✓	✓	SINTA-Indexed Journal
29	Nasrun et al. (2025)	Ecotourism Strategy (repeat)	✓	✓	✓	✓	-	Other Indexed Journals
30	Darmawan et al. (2025)	Digital Governance (repeat)	✓	✓	✓	✓	✓	SINTA-Indexed Journal

(Source: Data Processed by Researchers, 2025)

The synthesis of the selected literature reveals that the integration of environmental, economic, social, governance, and innovation dimensions within maritime economic policy and marine tourism development remains uneven and structurally fragmented. While environmental considerations are consistently acknowledged, as seen in Sungkawati (2024), Jaya (2024), and Hidayat and Dzulkarnain (2024), they are largely positioned as normative commitments rather

than operational priorities, indicating a gap between sustainability discourse and practical implementation. Similarly, the economic dimension is strongly emphasized across studies such as Rianawati et al. (2024), Zulkifli et al. (2023), and Masni et al. (2024), yet it tends to prioritize growth and value creation without sufficiently addressing the risks of sectoral dependency and uneven distribution of benefits. In contrast, the social dimension highlighted in Moekahir et al. (2023), Vega Buana et al. (2024), and Fathuddin and Mokodompit (2024) demonstrates a consistent recognition of community participation and empowerment; however, these approaches are often framed at the level of programmatic intervention rather than embedded within broader structural transformation.

More critically, governance emerges as both the most dominant and most problematic pillar. Studies by Darajati (2023; 2024), Sujiwo and Nurlaili (2024), and Rahman et al. (2024) repeatedly point to persistent issues of policy fragmentation, weak institutional coordination, and overlapping authority, suggesting that governance challenges are not merely technical but systemic. Despite frequent calls for integrated and collaborative governance, literature lacks clear models for effectively synchronizing maritime policy with tourism development in practice. Furthermore, the innovation dimension although present in studies such as Roziqin et al. (2024), Habibie et al. (2024), and Darmawan et al. (2025) remains underdeveloped and is often limited to digitalization and infrastructure support, rather than being conceptualized as a transformative driver of sustainability and governance reform.

Discussions

Implications of Thematic Disparities and "Academic Silos"

The uneven thematic distribution identified in the literature goes beyond merely describing the current research landscape; it highlights a pervasive "academic silo" effect. The heavy concentration of studies focused exclusively on either maritime economic policy or marine tourism with very few bridging the two implies that theoretical frameworks and subsequent policy recommendations are often formulated in isolation. This disciplinary fragmentation hinders the holistic operationalization of Blue Growth, suggesting that current governance structures may inherently favor macroeconomic indicators over integrated, sustainable tourism development at the local level.

Institutional Silos and the Policy Vacuum

The absence of shared Key Performance Indicators (KPIs) among maritime and tourism institutions translates directly into a tangible policy vacuum. When maritime authorities prioritize infrastructural metrics such as port efficiency without aligning them with tourism carrying capacities or destination needs, the resulting disconnect jeopardizes the socioeconomic benefits intended for coastal communities. These institutional silos reveal that structural fragmentation is not just an administrative hurdle, but a fundamental barrier to achieving the synergistic goals of the blue economy.

The Shortcomings of Current Blue Growth Metrics

While conventional economic indicators (e.g., GDP contribution and employment rates) remain dominant in the reviewed studies, this reliance fundamentally misaligns with the multidimensional nature of Blue Growth. These traditional metrics fail to capture the complex, cross-sectoral interactions required for sustainable development, such as ecological preservation and social equity. The implication is that without the adoption of integrated, multi-dimensional indicators, current policy evaluations are conceptually incomplete. This reliance on narrow metrics risks legitimizing unsustainable resource exploitation disguised as "blue" development.

Digital Governance and CETTAR: A Potential Pathway

The synthesis of the literature indicates that digital innovations play a critical role in modernizing marine governance. The incorporation of platforms such as CETTAR suggests a promising pathway to enhance transparency, policy integration, and service efficiency within the

maritime sector. However, because this finding is drawn from a limited number of studies in the current integrative review (e.g., Labib, 2024), claims regarding its comprehensive success must be approached with caution. Rather than definitively filling the empirical gap, the case of CETTAR serves as a preliminary indicator of how technology might support blue economy governance, highlighting the need for extensive primary field research to validate its efficacy across varied local contexts.

Theoretical Justifications of the MEP Framework

The proposed three-pillar Maritime economic policy (MEP) structure comprising strategic evaluation, effective governance integration, and macroeconomic alignment corresponds closely with contemporary blue economy governance thinking. By synthesizing these elements, this framework provides a theoretical justification for a paradigm shift toward multi-level, cross-sectoral coordination. It aligns provincial policy implementation with evolving global sustainability criteria, emphasizing that institutional capacity building must occur simultaneously with infrastructural development.

Policy and Practical Implications for Regional Governance

The findings of this integrative review offer actionable insights for regional policymakers, particularly within the provincial government of East Java. To bridge the identified institutional silos, bodies such as the Regional Development Planning Agency (Bappeda), the Department of Marine Affairs and Fisheries (DKP), and the Department of Tourism and Culture (Disbudpar) must transcend isolated planning cycles. Practically, this requires the co-design of a unified regulatory framework that mandates shared budgetary allocations for coastal infrastructure, ensuring that port expansions or marine conservation efforts simultaneously support sustainable tourism access. Furthermore, local governments should institutionalize capacity-building programs for Village-Owned Enterprises (BUMDes), equipping local communities with the financial literacy and digital tools necessary to manage marine destinations independently, thereby translating the theoretical pillar of social sustainability into local economic resilience.

Conclusions

This study employed a qualitative integrative literature review of 30 peer reviewed studies to examine how Maritime Economic Policy (MEP) aligns with Marine Tourism Destination Development (MTDD) in East Java within the blue economy and blue growth framework. The analysis shows that the synchronisation of MEP and MTDD is central to advancing Indonesia's blue economy agenda, as it links macro-level maritime policy instruments to concrete governance practices, digital innovations, and community-based tourism initiatives at the provincial level. The findings demonstrate that, where policy design, digital governance (e.g. the CETTAR platform), and collaborative institutions (such as BUMDes and regional forums) are aligned, East Java is better able to translate national blue economy commitments into improved destination management, enhanced stakeholder participation, and more inclusive coastal welfare. Conversely, persistent institutional fragmentation, uneven local participation, and limited integration of environmental and social objectives into economic planning continue to constrain the full realization of blue growth in the province. Overall, the study confirms its initial aim by showing that synchronized maritime policy and marine tourism development, supported by good governance principles, are necessary conditions for sustainable and resilient maritime development in East Java. Theoretically, the study advances existing work on blue economy governance by proposing a three-pillar MEP model and a multidimensional MTDD framework that explicitly articulate how policy, governance, and tourism dimensions interlock. The three-pillar MEP model moves beyond earlier accounts that treat maritime policy as a broad strategic narrative by specifying three operational pillars strategic development and evaluation, integration with effective governance, and macroeconomic indicators and strategic alignment and detailing the associated instruments (regulatory enforcement, monitoring technologies, stakeholder engagement, fiscal incentives, and coordination mechanisms) that enable blue growth in practice. The multidimensional MTDD framework extends conventional sustainable tourism models by

adding governance and innovation as fully fledged pillars, alongside environmental, economic, and social dimensions, and by specifying how digital platforms, collaborative governance arrangements, and community-based initiatives jointly support marine tourism as a blue economy sector. In doing so, the study fills a documented gap in the literature, which has tended to treat maritime policy, tourism development, and blue growth as parallel rather than integrated domains, and offers a coherent conceptual lens for analyzing policy–tourism alignment in other coastal regions. Practically, the findings highlight several priorities for policymakers and practitioners. First, governance reforms should focus on institutionalizing cross-sectoral coordination forums and clear division of roles between maritime, tourism, and environmental authorities to reduce policy fragmentation and overlapping mandates. Second, the strategic use of digital governance tools such as CETTAR can enhance transparency, monitoring, and service integration, but must be accompanied by adequate socialization, capacity-building, and change management to avoid superficial implementation. Third, strengthening community participation and social equity through village-owned enterprises, cooperatives, and inclusive planning mechanisms is essential to ensure that blue economy benefits are distributed fairly and that local knowledge and cultural assets are embedded in marine tourism development. Together, these implications suggest that effective blue economy implementation in East Java requires not only robust policy frameworks but also sustained investment in institutional capacity, digital infrastructure, and community empowerment.

Limitation

This study is subject to several limitations that should be taken into account when interpreting its findings. First, the evidence base is restricted to 30 peer reviewed studies published mainly between 2021 and 2025, which may underrepresent earlier or non English language work relevant to maritime governance and marine tourism in East Java and other Indonesian provinces. Second, the integrative review relies on secondary data and does not include primary fieldwork with policymakers, practitioners, or local communities; consequently, some contextual nuances, informal governance practices, and emerging initiatives may not be fully captured. Third, the proposed three-pillar MEP model and multidimensional MTDD framework are derived from synthesis and conceptual integration rather than direct empirical testing, meaning that their robustness and transferability to other settings remain to be validated. These limitations underscore the need for caution in generalising the findings beyond the reviewed literature and the East Java context, while also pointing to avenues for empirical refinement.

Future Research

Future research can build on this integrative review in several ways. Empirically, mixed method designs that combine policy analysis, stakeholder interviews, and quantitative indicators could test and refine the three-pillar MEP model and MTDD framework, allowing re-searchers to assess how specific policy instruments, governance mechanisms, and innovation practices affect tourism, socio economic, and ecological outcomes in East Java and other coastal provinces. Comparative studies across Indonesian regions, or between Indonesia and other Southeast Asian maritime states, would help evaluate the extent to which the East Java experience is distinctive or replicable and would contribute to stronger cross regional theorisation of blue economy governance. Methodologically, future work might employ scenario modelling or systems dynamics simulations to explore how changes in fiscal incentives, digital monitoring, or community participation alter the balance between economic growth, environmental protection, and social equity in marine tourism destinations. Finally, more fine grained research on innovative financing mechanisms, community owned business models, and metrics of blue growth readiness would complement the conceptual contributions of this study and support evidence based policy design for sustainable and inclusive maritime development.

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