

# Strategic Mapping of Maritime Potential to Strengthen Investment Development in Bintan Regency

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**Abstract** : Bintan Regency possesses significant maritime potential supported by capture fisheries, marine aquaculture, marine tourism, port services, and coastal areas connected to international trade routes. These potentials represent regional economic assets that can be developed into investment opportunities. However, maritime potential mapping in Bintan Regency has not yet been conducted comprehensively, resulting in limited specific information regarding maritime investment opportunities. The lack of spatial data, insufficient information on leading sectors, and the absence of integrated regional mapping have caused maritime economic opportunities to remain underutilized. This study aims to analyze the implementation of maritime potential mapping in supporting investment development in Bintan Regency. This research employed a descriptive qualitative approach through interviews, observations, documentation, and literature studies involving relevant regional government agencies. Data from the Central Statistics Agency of Bintan Regency in 2025 indicate that the fisheries sector, together with agriculture and forestry, contributed only around 7 percent to the Gross Regional Domestic Product of Bintan Regency. The findings show that maritime potential mapping has been carried out by the local government; however, it remains general, lacks cross-sector integration, and has not yet produced detailed investment information ready to be offered to potential investors.

**Keywords** : Maritime Potential, Investment, Potential Mapping, Bintan Regency

**Abstrak:** Kabupaten Bintan memiliki potensi maritim yang signifikan yang didukung oleh perikanan tangkap, budidaya perairan, wisata bahari, jasa pelabuhan, dan wilayah pesisir yang terhubung dengan jalur perdagangan internasional. Potensi-potensi ini mewakili aset ekonomi daerah yang dapat dikembangkan menjadi peluang investasi. Namun, pemetaan potensi maritim di Kabupaten Bintan belum dilakukan secara komprehensif, sehingga informasi spesifik mengenai peluang investasi maritim masih terbatas. Kurangnya data spasial, informasi yang tidak memadai tentang sektor-sektor unggulan, dan tidak adanya pemetaan regional yang terintegrasi telah menyebabkan peluang ekonomi maritim tetap kurang dimanfaatkan. Penelitian ini bertujuan untuk menganalisis implementasi pemetaan potensi maritim dalam mendukung pengembangan investasi di Kabupaten Bintan. Penelitian ini menggunakan pendekatan kualitatif deskriptif melalui wawancara, observasi, dokumentasi, dan studi literatur yang melibatkan instansi pemerintah daerah terkait. Data dari Badan Pusat Statistik Kabupaten Bintan tahun 2025 menunjukkan bahwa sektor perikanan, bersama dengan pertanian dan kehutanan, hanya menyumbang sekitar 7 persen terhadap Produk Domestik Bruto Daerah Kabupaten Bintan. Hasil penelitian menunjukkan bahwa pemetaan potensi maritim telah dilakukan oleh pemerintah daerah; namun, pemetaan tersebut masih bersifat umum, kurang terintegrasi lintas sektor, dan belum menghasilkan informasi investasi terperinci yang siap ditawarkan kepada calon investor.

**Kata kunci:** Potensi Maritim, Investasi, Pemetaan Potensi, Kabupaten Bintan

## INTRODUCTION

Bintan Regency is a strategic archipelagic region in the Riau Islands Province with maritime geographical characteristics dominated by water areas rather than land. The geographical position of Bintan, which is located close to Singapore and Malaysia and situated along international trade routes, provides substantial opportunities for the development of a maritime-based economy. These potentials include capture fisheries, marine aquaculture, marine tourism, port services, and coastal area development with significant economic value (Government of Bintan Regency, 2024).

The development of the maritime economy aligns with the national policy through the blue economy concept, which emphasizes the sustainable utilization of marine resources. The Indonesian government, through the Ministry of Marine Affairs and Fisheries, positions the marine sector as one of the new engines of economic growth. This sector is considered essential in enhancing regional competitiveness, expanding employment opportunities, and encouraging investment in coastal and marine areas (Ministry of Marine Affairs and Fisheries, 2023).

Maritime-based development in archipelagic regions fundamentally does not merely regard the sea as an economic resource but also as the primary element in regional development direction. Bintan Regency, which is dominated by marine areas, requires development strategies that correspond to its archipelagic geographical characteristics. Therefore, investment development needs to focus on strengthening the marine sector, enhancing the capacity of coastal communities, and developing maritime-based interregional connectivity. This perspective is consistent with the view of Natuna, Samin, and Akhyari, who emphasized that maritime development should serve as the primary foundation for developing archipelagic regions to improve community welfare and strengthen the competitiveness of coastal areas (Natuna et al., 2009). Besides supporting economic growth, this approach also contributes to maintaining the sustainability of marine resource utilization.

The investment climate in Bintan Regency has demonstrated a positive growth trend. Data from the Investment and One-Stop Integrated Service Office of the Riau Islands Province (2026) recorded that investment realization in Bintan Regency reached IDR 18.22 trillion in 2025, increasing from IDR 12.24 trillion in 2024. This increase indicates high investor interest in the region's economic potential and strengthens Bintan's position as one of the regions with the highest investment achievements in the Riau Islands Province. Nevertheless, the growth of investment has not been fully accompanied by well-directed and specifically mapped maritime sector development, resulting in maritime-based investment opportunities remaining underutilized.

**Table 1. Investment Realization Development in Bintan Regency**

Year	Investment Value	Increase from Previous Year	Percentage Increase
2023	IDR 3.03 Trillion	-IDR 0.007 Trillion	-0.23%
2024	IDR 12.24 Trillion	IDR 9.21 Trillion	304%
2025	IDR 18.22 Trillion	IDR 5.98 Trillion	48.8%

*Source: DPMPTSP of Riau Islands Province, 2026*

Data from the Central Statistics Agency of Bintan Regency indicate that the agriculture, forestry, and fisheries sector contributed only around 7 percent to the Gross Regional Domestic Product of Bintan Regency in 2024. This condition demonstrates that the maritime potential owned by Bintan has not been fully transformed into the region's primary economic strength. In fact, marine resources and coastal areas possess substantial opportunities to be developed into leading investment sectors (BPS Bintan Regency, 2025).

**Table 2. Contribution of Economic Sectors to the Gross Regional Domestic Product of Bintan Regency in 2024**

No	Economic Sector	Contribution
1	Manufacturing Industry	48.26%
2	Agriculture, Forestry, and Fisheries	7.00%
3	Construction	10.14%
4	Wholesale and Retail Trade	9.32%
5	Accommodation and Food Services	8.21%
6	Transportation and Warehousing	5.44%
7	Other Services	11.63%

*Source: BPS Bintan Regency, 2025*

One of the factors contributing to the suboptimal development of maritime investment is the limited detailed and integrated mapping of regional potential. The local government already possesses general data regarding leading sectors; however, such information has not yet been able to describe specific locations, resource capacity, supporting infrastructure, and investment feasibility comprehensively. Consequently, potential investors still face information limitations in identifying maritime investment opportunities in Bintan Regency. Theoretically, regional potential mapping is an essential instrument in regional economic development planning. Blakely and Leigh (2017) explained that the identification of regional potential based on local resources is required to create targeted investment strategies. Furthermore, the place-based development approach emphasizes that local geographical characteristics should become the basis for formulating economic development policies to achieve greater effectiveness and sustainability (Barca et al., 2012).

Based on these conditions, this research is important to analyze the implementation of maritime potential mapping in Bintan Regency and to identify the obstacles causing the mapping results to remain unable to produce detailed investment information ready to be offered to investors. This research is expected to contribute academically to maritime-based regional investment studies and provide policy recommendations for the local government in optimizing maritime economic potential in Bintan Regency

## RESEARCH METHOD

This study employed a descriptive qualitative approach to analyze the implementation of maritime potential mapping in supporting investment development in Bintan Regency. This approach was selected because the research focused on obtaining an in-depth understanding of the actual conditions of maritime potential mapping, the actors involved, and the obstacles faced by the local government in generating more specific investment information.

The research was conducted in Bintan Regency by involving informants from the Investment and One-Stop Integrated Service Office of Bintan Regency, the Regional Development Planning Agency of Bintan Regency, the Fisheries Office of Bintan Regency, the Tourism Office of Bintan Regency, and other stakeholders related to maritime investment development. Informants were selected using purposive sampling techniques based on their relevance and knowledge concerning the research object (Creswell & Creswell, 2018).

Data collection techniques included in-depth interviews, field observations, documentation, and literature studies of regional planning documents, statistical data, and investment reports. Secondary data were obtained from the Central Statistics Agency of Bintan Regency, the Investment and One-Stop Integrated Service Office of the Riau Islands Province, and other relevant regional government documents.

Data analysis employed the interactive model developed by Miles, Huberman, and Saldaña (2014), consisting of data collection, data condensation, data presentation, and conclusion drawing. To ensure data validity, this study applied source triangulation and method triangulation techniques to enhance the accuracy and scientific accountability of the findings.

## RESULTS AND DISCUSSION

### Maritime Potential of Bintan Regency as a Source of Regional Investment

Bintan Regency possesses a regional structure dominated by marine areas, causing regional development activities to be strongly associated with the utilization of marine resources. Based on data from the Central Statistics Agency of Bintan Regency, the total area of Bintan Regency reaches approximately 88,038.54 km<sup>2</sup>, consisting of around 1,318.21 km<sup>2</sup> of land area, while the remaining area comprises marine waters distributed across several coastal and island districts (BPS Bintan Regency, 2025). These characteristics provide Bintan with comparative advantages in developing a maritime-based economy. Furthermore, its geographical proximity to Singapore and Malaysia, as well as its strategic location along international trade routes, create substantial opportunities for attracting investment in marine sectors, logistics, and marine tourism.

**Table 3. Regional Characteristics of Bintan Regency**

Regional Component	Area
Total Area	88,038.54 km <sup>2</sup>
Land Area	1,318.21 km <sup>2</sup>
Marine Area	86,720.33 km <sup>2</sup>
Percentage of Marine Area	98.50%
Number of Districts	10 Districts
Regional Characteristics	Coastal and Archipelagic Area

**Source: BPS Bintan Regency, 2025**

One of the primary maritime sector potentials in Bintan Regency originates from capture fisheries. Bintan's marine waters are located within strategic fishing areas containing abundant fishery resources. Research conducted by Faisal *et al.* (2021) explained that the fishery resource potential in Bintan waters reaches approximately 106,018 tons annually, with an allowable catch limit of 50,287 tons per year. The leading commodities include pelagic fish, demersal fish, squid, shrimp, and other marine products with high economic value. These potentials create investment opportunities in modern fishing industries, fishery distribution chains, cold storage facilities, and marine product processing industries.

**Table 4. Fishery Production Potential in Bintan Regency**

Commodity Type	Annual Production Potential
Pelagic Fish	42,500 tons
Demersal Fish	28,300 tons
Shrimp	15,700 tons
Squid	9,518 tons
Other Marine Products	10,000 tons
Total Potential	106,018 tons

**Source: Faisal *et al.*, 2021**

Besides capture fisheries, the marine aquaculture sector also possesses substantial investment potential. Several areas, including Bintan Pesisir District, Gunung Kijang District, and Teluk Sebong District, have become development zones for grouper fish, snapper fish, seaweed, and other aquaculture commodities. The Ministry of Marine Affairs and Fisheries (2023) explained that marine aquaculture has become one of the national priority sectors in supporting the blue economy concept. Favorable water quality conditions and high export market demand make this sector highly promising for investment development in Bintan Regency.

**Table 5. Marine Aquaculture Potential Areas in Bintan Regency**

District	Leading Commodity	Area Characteristics	Investment Potential
Bintan Pesisir	Grouper Fish	Calm Waters	High
Gunung Kijang	Seaweed	Open Coastal Area	Medium
Teluk Sebong	Snapper Fish	Close to Tourism Routes	High
Teluk Bintan	Vaname Shrimp	Good Port Access	High
Mantang	Floating Net Cage Aquaculture	Archipelagic Area	Medium

**Source: Fisheries Office of Bintan Regency, 2025**

Other maritime potentials have developed within the marine tourism sector. The Lagoi area has evolved into an international tourism destination and has become one of the primary drivers of regional economic growth. Data from the Central Statistics Agency of Bintan Regency (2025) indicate that the accommodation and tourism service sectors continue to experience growth alongside the increasing number of domestic and international tourist arrivals. Besides Lagoi, the Trikora Beach area, mangrove tourism, and marine tourism in eastern coastal Bintan also possess investment opportunities in resort development, marine transportation services, and coastal-based creative economy development.

Bintan Regency also possesses potential within port services and maritime logistics sectors, supported by the existence of Sri Bintan Pura Port as one of the regional mobility gateways and the Lobam Industrial Area, which supports industrial and export activities. This infrastructure provides investment opportunities in logistics, warehousing, goods distribution, and maritime industry development. According to Blakely and Leigh (2017), regions with strong transportation connectivity tend to possess higher investment attractiveness due to distribution efficiency and broader market accessibility.

The diversity of maritime potential in Bintan Regency demonstrates that regional investment development does not rely solely on one particular sector but is distributed across various interconnected marine subsectors. Capture fisheries require support from supply chains and storage industries, marine aquaculture requires production infrastructure and market access, while marine tourism requires transportation connectivity and supporting area development. On the other hand, the existence of port infrastructure and industrial zones also creates opportunities for integration between marine sectors and regional logistics and trade activities. These conditions indicate that Bintan's maritime potential possesses diverse investment characteristics, thereby requiring more specific identification based on regional characteristics, commodity types, and development needs within each area.

### **Investment Realization Development in Bintan Regency**

Investment development in Bintan Regency over the last three years has shown a highly significant growth trend. Data from the Investment and One-Stop Integrated Service Office of the Riau Islands Province recorded that investment realization in Bintan Regency reached IDR 3.03 trillion in 2023, increased sharply to IDR 12.24 trillion in 2024, and rose again to IDR 18.22 trillion in 2025. This increase demonstrates an acceleration of investment inflows within a relatively short period and reflects growing investor confidence in Bintan's investment climate. These achievements have also positioned Bintan as one of the regions with the highest investment growth in the Riau Islands Province after Batam (DPMPTSP Riau Islands Province, 2026).

The increase in investment was influenced by the existence of industrial zones and tourism areas that had developed earlier. The Lobam Industrial Area became one of the manufacturing industry centers contributing to the inflow of foreign and domestic investment. Furthermore, the international tourism area of Lagoi has become a magnet for investment in accommodation, property, and tourism service sectors. This condition indicates that investment in Bintan remains concentrated within sectors possessing relatively mature infrastructure and business ecosystems. Based on data from the Central Statistics Agency of Bintan Regency (2025), the manufacturing industry sector still dominates the regional economic structure, contributing 48.26 percent to the Gross Regional Domestic Product of Bintan Regency. Meanwhile, the agriculture, forestry, and fisheries sector contributes only around 7 percent. This condition demonstrates that maritime sectors, particularly fisheries and other marine activities, have not yet become the primary sectors

within regional economic structures or investment realization despite Bintan possessing extensive marine areas.

Compared to its existing maritime potential, the increase in investment realization has not fully reflected the optimization of marine sectors as new sources of economic growth. Incoming investments remain concentrated in manufacturing industries, property, and large-scale tourism sectors. Meanwhile, investment opportunities in capture fisheries, marine aquaculture, seafood processing industries, fishery logistics, and community-based marine tourism have not yet developed significantly. This condition reflects a gap between maritime resource potential and the direction of regional investment development. This phenomenon demonstrates that high investment realization does not automatically reflect regional investment diversification. Bintan Regency has successfully attracted large-scale investors; however, investment distribution across sectors remains uneven. In this context, maritime potential mapping becomes essential for identifying marine subsectors possessing high economic value so that investments are not solely concentrated within conventional sectors but are also capable of encouraging more inclusive and sustainable maritime economic growth.

### **Implementation of Maritime Potential Mapping by the Local Government**

The implementation of maritime potential mapping in Bintan Regency has been carried out as part of the local government's effort to identify investment opportunities that can be developed. In this context, the Investment and One-Stop Integrated Service Office (DPMPTSP) of Bintan Regency plays a central role in collecting regional investment potential information, including maritime sectors. The mapping process is conducted through the collection of potential data from various economic sectors, which are subsequently compiled into regional investment profile documents and digital-based investment promotion media (DPMPTSP Bintan Regency, 2025). One concrete form of this process is the development of the Bintan Investment Platform managed by DPMPTSP Bintan Regency. This platform contains lists of investment projects, business locations, estimated investment values, and brief descriptions of the proposed business sectors. The existence of this digital platform demonstrates the local government's effort to present investment information in a more transparent and accessible manner for investors (DPMPTSP Bintan Regency, 2025).

The information displayed on the platform indicates that the fisheries sector has been included among regional investment opportunities. Several listed projects include vaname shrimp aquaculture, fishery product processing industries, and the development of other fishery commodities. One vaname shrimp aquaculture project has an estimated investment value of approximately IDR 14 billion, while a fishery processing project is valued at around IDR 50 billion (DPMPTSP Bintan Regency, 2025).

Marine tourism potential has also begun to be included as part of regional investment offerings. Information on the investment platform indicates the existence of mangrove area development projects, coastal resort development, and marine tourism village development projects. One listed project is the development of a mangrove tourism area in Bintan with an estimated investment value of around IDR 500 million. This indicates that the mapped maritime sector does not solely focus on fisheries activities but also includes coastal-based service economies (DPMPTSP Bintan Regency, 2025). Industrial areas with maritime connectivity have also been incorporated into the identification of investment opportunities. The Galang Batang Special Economic Zone is one example of an area possessing access to international trade routes and directed toward supporting export-based industries. According to investment area data, this region

is projected to attract investment reaching IDR 36.25 trillion and absorb thousands of workers (DPMPTSP Bintan Regency, 2025).

The data collection process still largely depends on previously available sectoral documents. Information such as land area, leading commodities, production potential, and investment needs are generally recompiled by DPMPTSP Bintan Regency to formulate investment profiles. This approach causes the mapping process to focus more on data inventory rather than deeper investment analysis. Limitations begin to emerge when investors require more specific information regarding project locations, production capacities, infrastructure conditions, and estimated business profits. Such information is not yet fully available within the current mapping results. Consequently, the presented data remain general and have not entirely fulfilled investor requirements during investment decision-making processes (Mulyana, 2022).

These conditions demonstrate that maritime potential mapping in Bintan Regency has functioned as an initial stage for identifying investment opportunities; however, the quality of generated information still requires strengthening. The need for more detailed spatial data, integration between sectoral information, and the preparation of investment-ready projects remain major challenges in the development of regional maritime investment.

### **Problems in Mapping Maritime Investment Potential**

The first limitation in maritime potential mapping in Bintan Regency can be observed in the quality of the data, which remains general in nature. Information available in regional investment documents generally only displays project names, investment values, and brief descriptions of business sectors. Such data do not yet provide detailed explanations regarding production capacity, potential area size, estimated market demand, or the level of investment land readiness. This condition causes the generated information to remain insufficient in providing comprehensive descriptions to investors. According to Blakely and Leigh (2017), regional information that lacks detail will reduce the effectiveness of regional investment strategies.

Another problem relates to the limited spatial data possessed by the local government. Most maritime potentials in Bintan Regency have not yet been mapped using detailed geographical coordinates. Marine aquaculture areas, fishing zones, and marine tourism locations are still mostly presented in administrative descriptive forms. In fact, spatial information is essential for investors in assessing accessibility, infrastructure proximity, and business risk levels. According to the Food and Agriculture Organization (2022), spatial mapping constitutes an important instrument in managing marine sector investments.

Another issue arises from the lack of integration between sectors related to maritime investment. Information regarding fisheries, marine tourism, industrial areas, and infrastructure remains stored in separate documents. This condition forces DPMPTSP Bintan Regency to repeatedly recompile data when preparing investment information. This process often creates inconsistencies between documents and slows the preparation of more mature investment projects (DPMPTSP Bintan Regency, 2025).

Limitations are also visible in the economic valuation aspect of maritime potential. Most mapping activities still stop at the stage of resource identification without calculating the economic value that can be generated. For example, marine aquaculture potential has not been equipped with business profit projections, investment return estimations, or export market analyses. In fact, such information constitutes one of the primary considerations for investors in determining investment decisions (World Bank, 2021).

Supporting infrastructure aspects have not yet been comprehensively mapped. Information regarding road access to investment locations, electricity availability, clean water supply,

telecommunication networks, and logistics facilities has not been presented in detail within maritime investment profiles. In reality, maritime sectors are highly dependent on infrastructure connectivity to support efficient distribution and operational activities. The lack of clear information can increase perceptions of investment risk. Human resource limitations also constitute obstacles in the mapping process. Maritime investment data management requires capabilities in spatial analysis, economic data processing, and digital technology utilization. However, such technical capacities remain limited, causing mapping processes to rely heavily on manual document compilation. According to Creswell and Creswell (2018), institutional capacity strongly influences the quality of data-based policies.

Changes in market conditions also create particular challenges in maritime investment mapping. Fishery commodity prices, marine tourism demand, and maritime logistics industry developments are highly dynamic. Data that are not updated regularly will quickly become irrelevant. This situation forces investors to seek more updated information before making business decisions. The geographical condition of archipelagic regions also creates challenges in field data collection. The distribution of small islands throughout Bintan Regency causes verification of investment potential to require greater costs and longer periods. Not all coastal areas can be routinely monitored by the local government. Consequently, several local investment potentials have not been optimally identified.

These various limitations indicate that the challenges of maritime investment potential mapping in Bintan Regency are not only related to data availability but also concern information quality, institutional capacity, and the dynamics of the maritime sector itself. These conditions cause the mapping results to remain unable to produce detailed, accurate, and investment-ready information that investors can utilize as a basis for business decision-making.

### **The Impact of Mapping Limitations on Maritime Investment Development**

The limitations of maritime potential mapping in Bintan Regency directly affect the transformation process of economic potential and influence investment realization in maritime sectors. Existing data remain largely descriptive and have not yet fully explained the business feasibility of potential areas. Investors require more detailed information before investing capital, including production capacity, estimated profits, business risks, and infrastructure support. When such information is unavailable, investment realization processes tend to proceed more slowly. This situation causes many maritime potentials to remain only at the initial identification stage.

The lack of clear location information constitutes one of the most visible impacts of weak investment mapping. Many investment opportunities are only listed based on administrative area names without indicating specific location points. In reality, investors require certainty regarding area accessibility, distance from ports, environmental conditions, and land status. When location information lacks detail, investors must conduct independent additional surveys requiring more time and costs. This condition can reduce investor interest in regional maritime projects. Another impact is reflected in the slow investment decision-making process. Investors generally compare regions before determining business locations. Areas possessing more complete data tend to be selected more quickly because they are considered more prepared to receive investment. Conversely, the limited information available in Bintan Regency causes investment negotiations to frequently require additional stages for field data verification.

These conditions also affect the region's investment competitiveness at the regional level. Batam, for example, already possesses more mature industrial infrastructure and more structured investment information. Investors prioritizing efficiency tend to choose regions with higher levels of business certainty. Consequently, Bintan's maritime potential faces strong competition in

attracting new investment. The seafood processing industry is among the sectors affected by mapping limitations. Fishery raw material availability is actually substantial; however, information regarding sustainable production volumes, distribution chains, and industrial requirements remains incomplete. This condition causes fishery downstream investment development to remain suboptimal. Marine products continue to be marketed mostly in raw forms with relatively low added value.

## CONCLUSION

Bintan Regency possesses substantial maritime potential supported by extensive marine areas, strategic international trade routes, and abundant marine resources. These advantages create significant opportunities for investment development in fisheries, marine aquaculture, marine tourism, and maritime logistics sectors. However, maritime investment development has not yet been fully optimized because investments remain concentrated in manufacturing and large-scale tourism sectors. The study reveals that maritime potential mapping conducted by the local government is still general in nature and has not yet provided detailed, integrated, and investment-ready information. Limitations in spatial data, sectoral integration, economic valuation, and institutional capacity have reduced the effectiveness of investment promotion and slowed maritime investment realization. Therefore, optimizing maritime investment development requires strengthening digital-based mapping systems, integrating cross-sector data, implementing Geographic Information Systems (GIS), and developing Investment Project Ready to Offer (IPRO) schemes. With more accurate and integrated mapping, Bintan Regency has strong potential to become a competitive and sustainable maritime investment center in the Riau Islands region.

## SUGGESTIONS

The local government of Bintan Regency is expected to strengthen maritime potential mapping through the development of integrated digital-based information systems and Geographic Information Systems (GIS) to produce more accurate, detailed, and investment-oriented data. Cross-sector collaboration among fisheries, tourism, infrastructure, and investment agencies also needs to be enhanced to support more effective investment planning and promotion.

In addition, regular data updates and the preparation of Investment Project Ready to Offer (IPRO) documents are necessary to improve investor confidence and accelerate maritime investment realization. Future researchers are also encouraged to conduct more in-depth studies regarding the economic feasibility, spatial analysis, and sustainability aspects of maritime investment development in coastal and archipelagic regions.

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