

# THE DEVELOPMENT OF “JALUR REMPAH” TERMINOLOGY IN GLOBAL SCIENTIFIC PUBLICATIONS

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## ABSTRACT

Since 2017 the Ministry of Education and Culture has developed the Spice Route narrative for the political function of diplomacy during increasing cases of the North Natuna sea. Studies related to this spice route have been widely studied using several different terms. Different understandings in each country cause this difference in words. Therefore, as a narrative, consistency in the use of spice path terminology will significantly influence its implementation in scientific publications compared to records built without consistent language. We will examine the differences in terms of the “jalur rempah” known before and after 2017 to see the development of scientific publications. This article uses a qualitative method by studying literature on scientific references in the Scopus database. English-language scientific journals mention the "Jalur Rempah", written by the entire global community with various fields of knowledge from multiple countries. The results were obtained to explain the development of the different “jalur rempah” terms before and after 2017. Then it is associated with the development of scientific publications that study this matter until the result of the spice route issue still needs to be studied more deeply. The impact of strengthening the use of the term spice route is to introduce Indonesia globally as a country with natural resources rich in spices that are difficult to find in any part of the country.

**Keyword:**

## INTRODUCTION

The spice route was historically believed to exist by scientists but not the maritime silk route. The historical record began in 400 AD when an Indian writer named Kalidasa mentioned the term "Dvipantara" as a clove-producing archipelago in his collection of poems entitled Raghuvamsa (1). Historians believe Dvipantara is Nusantara or Indonesia, a maritime route to obtain spices from the archipelago, later recognized as a spice route by UNESCO (2). Although scientists recognize the existence of the spice route, the world also recognizes that the spice route is still largely unknown (3). One of the reasons for the blurring of the spice route configuration is the preciousness of spices. These spices came from hidden lands and were unreachable by people in Europe.

For this reason, spices and their route configuration were highly desired by Europeans. The spice trade route was essential for Europe as it contributed to developing European maritime capabilities. Europe is constantly looking for alternative ways to get supplies of spices because Asians are very powerful and have cut supply lines between Asia and Europe. One of these European efforts is to invest heavily in ships and other maritime capabilities. The spice trade had developed into a critical element of the European economy regarding investing in shipping. This fact was a wise decision to facilitate and increase business and made the advancement of European maritime technology fundamental at the time(4).

The Spice Route has been around for more than three millennia, and according to UNESCO, the Spice Route is the name given to the shipping network route that connects the East with the West. The spice route stretches from the west-south of Japan and connects with the archipelago (Indonesia) through southern India to the Red Sea to cross the Arabian-Egyptian mainland and continues to enter the Mediterranean Sea and south Europe. Seeing the spice route like that, a trip through this route can cover a distance of about 15,000 km. In addition, the silk and spices route stretches and surrounds Asia's vast continent. They connected Asians with people from the West and Europe. The spice silk route pushed through land and sea as a trade route. All means of land transportation and shipping on the silk route, caravans and ships always carried valuables. Spices, incense, silk, and porcelain are some of the Asian countries that western countries seek to exchange for silver, gold, wool and cotton fabrics. The exchange indeed contains enormous potential benefits for both parties, especially for western countries. The Silk Road started from Changan (modern Xi'an), the capital of ancient China, and passed through the heart of Central Asia to the eastern coast of the Mediterranean(5).

The Spice Route is a term adopted by Indonesia as an effort to reclaim the symbol of maritime glory that China previously claimed as the Maritime Silk Road. Spices which became a symbol of increasing the degree of European society were undoubtedly supported by the supply of the commodity itself (6). The traces of the glory of the spice trade have left a shipping lane known as the "Spice Route", which includes a wide shipping lane that connects the archipelago with various regions and countries on other continents across the ocean (7). The spice route can be interpreted as a diplomatic route, namely cultural connectivity, that places the archipelago as the world's maritime axis. And the purpose of revitalizing the spice route is as sustainable development capital for mutual prosperity and to participate in creating world peace.

One of the international publications discussing the spice route was in the 2012 UTMS Journal of Economics entitled Spice Route: Logistic Journey of Spices in Retail Supply Chain Perspective. This article discusses the routes and the distance travelled by spices from the farming location to the consumer in traditional and organized retailing (8). In addition, the article also mentions that spices have a high value, as valuable as gold and silver. Therefore, the construction of this spice trade route has been known as the spice route. The spice route at that time had revived the world economy from the end of the Middle Ages to the modern age. The middle age spice route was overseas and intercontinental; the driving force was searching for a way to reach the supply base. The contemporary spice route is global and intra-national in search of customers.

Then the publication of the proceedings of the Eleventh United Nations Conference on the Standardization of Geographical Names in 2017 was obtained and entitled Maritime Silk Road or Spice Road. The article states that transporting spices was more convenient by maritime routes than land roads. This maritime road was known as Maritime Silk Road, best known as Spice Route. Based on Islamic, Iranian, Chinese and European resources and documents, Spice Route was a prosperous maritime route like a cultural bridge among these civilizations, having a prominent role in conveying culture and civilization (9).

Other proceedings regarding the spice route were also found at the 2021 International Conference on Arts and Culture entitled "Spice Route" Authority and Legitimacy In The Process Of Reconstructing National History Through Cultural-Historical Narrative. This article discusses the reconstruction of the national history of the spice route in Indonesia based on theoretically and practically actors. The report stated that the ideal image of Indonesia that the society is about to revive is a re-interpretation of the cultural-historical narrative of the spice trade in which the re-excavation of symbols of social cohesion and the present value system of society is assumed to be related to its history, particularly the trace as a maritime nation (10).

Then at the 2nd International Conference on Culture and Language in Southeast Asia in 2019, there was an article about the spice route entitled Spice Route and Islamization on The West Coast of Sumatra in 17th-18th Century. The article stated that the process of Islamization along the coast of West Sumatra followed the spice route, which had changed from traders to spreaders of Islam (11).

In the Indonesian government 2017, the Ministry of Education and Culture officially initiated the Spice Route proposal as the World Cultural Heritage to UNESCO (12). The historical narrative of the "spice route" belonging to the archipelago then has to deal with the claim of the "maritime silk road", which seeks to lay down its historical footprint. China has begun efforts to reconstruct the "silk road" along its mainland. Then, as an extension of the Silk Road, China connected it with the " Maritime Silk Road ". The various narratives that are built are related to the various economic and political intentions that surround them. The reconstruction of the "maritime silk road" is carried out by China in scientific spaces to build scientific branding on the "Maritime Silk Road". As a narrative contestation, the breadth and power of the spread of the spice route idea in international scientific articles will greatly affect the bargaining power of the "Spice Route" compared to the "Maritime Silk Road". This article seeks to explain the narrative of the spice route in the global scientific article 5 after it was proposed by Indonesia through the Ministry of Education and Culture so that it could be appointed as part of the world heritage. The purpose of this article seeks to describe how the spice route narrative in global scientific articles before the proposal of the spice route as a world heritage and after the spice route is proposed as part of the world heritage.

## **METHOD**

This article uses a qualitative approach with a literature review. The analysis technique used is content analysis. The scientific work used was obtained using the Scopus database. The first time that the equivalent of the term "spice trail" in English was made, the terms were 1) spice route, 2) spice road, 3) spice trail and 4) spice trail. After getting these terms, a search was carried out from the Scopus database with the term "spice route" with the period anytime. Next, look for the Scopus database with the term "spice road" with the period anytime. The data mining process was carried out on September 6, 2022. Next, look for the

Scopus database for the term “spice trail” with a period. Finally, a Scopus database search was conducted with the term “spice path” for some time. After collecting the database of the four terms “spice path” in English, we did a sweeping of data that did not match. The next process is to separate the data for publications conducted before 2017 and data for publications conducted starting in 2017. Based on the data for the selected publications, content analysis is carried out.

## FINDINGS

Based on the process described in the methodology, the term "spice path" has two entries. After validation, one entry is obtained because the other entry is repeated. The term "spice trail" obtained a total of 3 entries. After validation, two entries were obtained because the other entry was not published. The term "spice road" obtained two entries; both were valid publications. The term "spice route" consists of 24 entries, all of which are valid. The table that describes the publication of the four terms is presented in table I below:

**TABLE 1.** Various “Jalur Rempah” Terminology in International Publication

Term	Publication					Title	Abstract	Author Keywords
	Before 2017	Journal Article	Conference Paper	Book	Book Section			
Spice Route	7	1	2	1	2	2	8	3
Spice Road	1	1	-	-	-	-	2	1
Spice Trail	-	1	-	-	-	-	1	-
Spice Path	-	1	-	-	-	-	-	-
Summary	8	4	2	1	2	2	11	4
<b>2017 – 2022</b>								
Spice Route	7	2	-	1	1	2	9	4
Spice Road	-	-	-	-	-	-	-	-
Spice Trail	1	-	-	-	-	1	-	-
Spice Path	-	-	-	-	-	-	1	-
Summary	8	2	-	1	1	3	10	4

The table shows that 4 terms of adaptation of “spice route” into English had occurred before 2017. Prior to 2017, there were 17 Scopus-indexed publications that used the terms “spice route”, “spice road”, “spice trail”, and “spice trail”. paths". The term “spice route” is used by 7 journal articles, 1 conference paper, 2 books, 1 book section, and 2 reviews. The term “spice road” is used by 1 journal article, 1 conference paper. The term “spice trail” is used by 1 conference paper. The term “spice path” in the period prior to 2017 is not used by any Scopus indexed publication. In the 2017-2022 period, there were 12 Scopus indexed publications that used the terms “spice route” and “spice trail”. The term “spice route” is used by 7 journal articles, 2 conference papers, 1 book section, and 1 review.

The Scopus-indexed publication using the oldest English term for “spice route” dates back to 1993. The term used by this publication is “spice route”. The term “spice route” appears in the abstract of the article Clermont R., Samter J., Fisher A. (13) discussing cultural interactions, which include foods, customs, and beliefs that must be managed with unity effort and cooperative effort. Clermont et al. write in the journal *Geriatric Nursing*. The term spice route is used by Clermont et al. to describe cultural interactions which, according to him, existed before the spice route was formed.

The second oldest term used in Scopus-indexed publications is “spice trail”. The term “spice trail” was used by Beit A., Wieczorek I. in the conference paper of the 2nd International Conference on Product Focused Software Process Improvement, PROFES 2000 (14). “Spice Trail” is used as an abbreviation for Software

Process Improvement and Capability Determination (SPICE) is an emerging international standard ISO/IEC 15504 that integrates software industry best practices and provides a framework for assessing software processes. The term "spice trail" used by Beit A. Wieczorek I in the paper, although it is a translation of "spice trail", is not related to the substance of the "spice trail", which will be used as world heritage. The term “spice trail” is next used by Grace S., Lloyd C., and Perry A. in the 2020 journal *Drugs: Education, Prevention and Policy* (15). Grace S., Lloyd C., Perry A write about synthetic cannabinoid receptor agonists. The term “spice trail” describes transitions in synthetic cannabis receptor agonists (SCRAs) use in English prisons and on release. “Spice” or “Black Mamba” is a term used by a prisoner for synthetic cannabis receptor agonists. Based on the two explanations, the entire use of the term "spice trail" contained in the Scopus-indexed publication database does not match the meaning of the "spice trail" that the Indonesian government is trying to build.

The third oldest term for "spice path" in English is "spice path". The term “spice path” was used the first and last time by Thiel T. in 2004 (16). Thiel wrote the paper *Have I really met timing? - Validating primeTime timing reports with spice on Proceedings - Design, Automation and Test in Europe Conference and Exhibition*. Thiel uses the term "spice path" to describe a computer simulation in the form of Application specific integrated circuits. The term “spice path” in Scopus-indexed publications is only used for that paper. Based on this explanation, the term "spice path" is not connected with the "spice path" narrative that will be proposed as a world heritage.

The last term that describes “spice road” in Scopus indexed publications is “spice road”, which first appeared in 2010 (17). Waksman S.Y., Teslenko I. wrote an article entitled 'Novy Svet Ware', an exceptional cargo of glazed wares from a 13th-century shipwreck near Sudak (Crimea, Ukraine) - Morphological typology and laboratory investigations in the *International Journal of Nautical Archeology*. Waksman & Telenko uses the term “spice road” to describe The Novy Svet shipwreck, demonstrating connections with the Black Sea, the Byzantine capital and territories, the Mediterranean and possibly the spice roads. The relationship between the Black Sea, the Byzantine capital and territories, and the Mediterranean presented in the journal article follows the narrative of the "spice route" developed by the Government of Indonesia.

Based on this explanation, the English term for “spice road” published by Scopus, which is congruent with the narrative the Indonesian government is trying to build, is “spice road”. The Spice Road is contained in a journal article and a proceedings paper. Both scientific papers were published in 2010 and 2011. Waksman & Teslenko described the spice road as “The

transitional route of Italian (Genoa) merchants after the fall of the Latin Empire of Constantinople in 1261". The route connected the Black Sea with the Mediterranean trade network and Asia's spice and silk route. As a result of this change of route, Italian (Genoese) merchants who developed their coastal network had a strong influence on the spice trade in the Black Sea and also had an important share in the trade of the rest of the Byzantine Empire. The term "road" in the spice road in the sentence is influenced by the impression of a land route/road, which is the main trade route in the Mediterranean and is connected to the Silk Road / another land route. Yildirim & Oban (18) describes the "spice road" as "Royal Road, Silk Road, Spice Road, and the railroad connecting the interior of Anatolia and ports along the Aegean Sea have contributed not only to the development of trade but also to the agricultural heritage of the people of Indonesia humans in Izmir and the West Anatolia region". The use of the term "road" in the narrative refers to the route of Izmir and Anatolia which is dominated by land travel.

Another term that is congruent with the meaning of "spice route" developed by the Government of Indonesia is "spice route". Based on the table, there are 4 scientific papers specifically entitled "spice route": 2 were published before 2017, and 2 others were published in the 2017-2019 period. Sidebotham and Bourgeois et al.'s works were published before 2017, and Sharma and Kumoratih et al. were published in the 2017-2019 period. The year 2017 was the cut-off that was used based on the initiation of the Ministry of Education and Culture to propose the "spice route" as a world heritage (12).

Sidebotham (19) states the spice route as "The Maritime Spice Route", which connects China, Korea, and Southeast Asia, to the Persian Gulf, Arabia, and Africa via South Asia. According to Sidebotham, The Maritime Spice Route was one of the 5 most important travel routes at that time, namely: 1) Amber Route, 2) Salt/slave route, 3) Trans-Arabian Incense Route, 4) Silk Road, and 5) Maritime Spice Route. Sidebotham provides a special term "maritime" for spice routes which are not provided on the other 4 routes including Silk Road though. This shows the spice route as a very special route as the main route of sea travel at that time. Maritime Spice route is connected with Berenike Trogydytika third century B.C.E., however maritime spice route was never a major competitor of the more northerly and more famous terrestrial route (20).

Bourgeois, Parthasarathi, Hategan narrated the contribution of the "spice route" as an aid in psychiatry (21). Bourgeois et al classified seven groups of spice ingredients that have psychoactive effects. The seven ingredients are: 1) dried fruit or seeds, 2) Dried flower buds, 3) Arils, 4) Barks, 5) Roots, 6) Rhizomes, and 7) Stigmas. The seven groups of spices also contain psychoactive compounds that can alter C.N.S. function so that they can be misused for relaxation purposes. They can also be toxic in excessive amounts.

Sharma (22) in a journal article published in 2017 tries to interpret the ancient spice route by conducting a limited re-discovery of the Asian and African continents that were once part of the ancient spice route. Sharma explores the history of the alliance of India and African countries in the context of the spice route. The focus of analysis that Sharma is trying to explore is human rights, sustainable development and tech transfer in the historic alliance. The context of the spice route that Sharma reminded of was the presence of Indian sailors who traded cardamom, cloves, cinnamon and black pepper to the east coast of Africa as far as Mauritius, Madagascar, and South Africa to Zimbabwe and Kenya.

The conference paper written by Kumoratih, Anindita, Ariesta, and Tholkhah in 2021 aims to strengthen national identity in connection with the proposal for the spice trade route as a world cultural heritage (12). Kumoratih et al. stated that democratization and globalization had provided space for people to strengthen the narrative of the spice route and not rely solely on government efforts. National and international community literacy is needed because one of several factors taken into account in the approval of the nomination of the "spice route" as a world heritage by UNESCO is public knowledge of the subject, including the implications of the "spice route" in a broader context. Public knowledge regarding the subject, including its implications in a broader context, is considered for the approval of the nomination of Spice Route by UNESCO.

In addition to scientific works that use the term "spice route" as the title, the Spice Route narrative is corroborated by various publications of 11 other scientific works published before 2017. "Spice route" is mentioned in the 8 scientific publications in its abstract (13)(23)(24)(25)(26)(27)(28)(29) and 3 other scientific publications mentioned in the author keyword (30)(31)(32). Clermont mentions the spice route as an old figure of speech for cultural interaction. Srebrnik wrote the spice route as a figure of speech in which Mauritius was inhabited after the trade sea route was formed. Pach demonstrates the existence and importance of the spice route that leads from the Black Sea through Wallachia to Transylvania and then into the interior of Hungary. Imazio alludes to the spice route's connection with the Friuli-Venezia Giulia as one of its stopping points. Wilkman conveys the serious effort the North is making in finding the spice route. Griffith, Armon, and Thompson alluded to the spice route as an old figure of speech for international trade. Madaleno wrote the spice trail in Portuguese as "rota das especiarias". In his English abstract, the spice route is referred to as a point of search for medicinal spices for the people of Kochi, which has been used since the 16th Century. Reid investigates the shift in the concept of a good port on the "maritime silk route" and "spice route" in South and Southeast Asia. Bond alluded to the "spice route" as an international trade route from which the West exchanged tea, coffee and cocoa. Birlouez linked the "spice route" to the spice trade that began 5,000 years ago and led to the discovery of the "New World". Burdick associates the "spice route" with Patagonian Cinnamon and Pepper.

Nine other scientific papers that mention the "spice route" were published for 2017 - 2019. The "Spice route" mentioned 2 scientific publications in their abstracts and keywords (33)(34) and 6 other scientific publications mentioned in their abstracts (35)(36)(37)(38)(39)(40), and 1 scientific publication mentions only the author keyword (41). In his body paper, Chhibber conveys the spice route within the framework of cooperation between India and ASEAN, Japan, Mongolia, Iran and countries in Central Asia as a counter to the Maritime Spice Route policy developed by China. Wulung seeks to integrate the earth's heritage with the cultural heritage of spices, especially in geoparks that are passed by the spice route through the development of geotourism routes. Kunnappilly states The significance of certain port town in the ancient spice route such as Pliny, Strabo, Chithalai Chathanar and Illango Adigal. Krishnaraj, Gunaseelan, Arunmozhi, Sumandiran mention the "spice route" in the context of supply chain management activities along the spice route. Dominy et al stated that The Red Sea is one of the trade routes (the spice route) that has been around for thousands of years. Blecher explores the practice of trade zakat of the Mamluk era along the spice route. Durak wrote of Trebizond's advantages as a port city that was landlocked but connected to the Iranian and Iraqi markets at the end of the Silk Road and spice route. Teczke wrote of the

existence of the Spice Route as the main maritime trade route between East and West, while the Silk Road was the main trade route on the Eurasian Continent. Divakaran includes the term "spice route" only in the keywords and not in the text of the article. However, these keywords relate to all the papers that discuss the production and processing of spices in India.

**TABLE 2.** The Spread Of “Jalur Rempah” Paper

Term	Correspondent Address	Sponsor	Language	Doc Type
Spice Route	7 not stated	1 Archipelagic and Islands States (A.I.S.) 24 not stated	21 English	14 article
	1 Canada		2 French	2 book
	1 Chile		1 Portuguese	2 book chapter
	1 Finland			3 Conference paper
	1 France			3 review
	3 India			
	2 Indonesia			
	1 Italy			
	1 Portuguese			
	1 Turkey			
	1 U.K.			
	4 U.S.			
	Spice Road		1 Turkey	0
1 France			1 conf paper	

Based on the correspondent address in table 2, it appears that the "spice line" has been written by no less than 11 countries. The author who wrote the most "spice path" came from the U.S.A. with a total of 4 writings. The second-most author who wrote the "spice path" came from India with a total of 3 papers. Indonesia, which initiated the "spice route" as a new world heritage, issued the same number of papers as Turkey and France, namely 2 papers. 7 other posts do not mention the correspondent address.

Based on the language used, there are 3 languages, namely English, French, and Portuguese. The most written English-language papers are 23 papers. 2 French papers, and 1 Portuguese paper. Thus the spread of the writing of the "spice line" at least reached readers in English, French and Portuguese-speaking countries.

The sponsor involved in the publication of the "spice line" is the Archipelagic and Islands States Forum. Archipelagic and Islands States sponsored 1 conference paper entitled "The role of visual communication design to increase public literacy on the history of Spice Route in supporting Indonesia's proposal toward UNESCO's World Cultural Heritage". The article was written by Kumoratih, Anindita, Ariesta, Tholkhah, whose address is Indonesian correspondence. For the writing of the paper, Kumoratih, Anindita, Ariesta, Tholkhah were also funded by Binus University located in Indonesia.

## CONCLUSION

Prior to 2017, articles related to the spice route, which is synonymous with world heritage, totalled 15 papers consisting of 13 papers using the term "spice route" and 2 papers using the term "spice road". The initiation of the spice route as a world heritage by Indonesia has not yet shown an impact on international publications indexed by Scopus, as evidenced by the fewer published papers relating to the "spice route", namely 11 papers. The distribution of



the author and the language of the new spice line paper reaches 11 countries with 3 languages. The sponsorship of the new spice line will take place in 2021, with 1 sponsor.

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