

Strategic Leadership in Indonesian Maritime Security and Its Relationship with the World Maritime Axis

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Abstract

Indonesia's geopolitical and geostrategic position certainly provides an opportunity for this archipelagic country to not only serve as a global economic pathway but also an international maritime security pathway which will ultimately position Indonesia as having a relatively high advantage and dependence on the maritime sector. Until now, the development of the national maritime sector still faces a number of obstacles. In order to be able to transform into a maritime country, Indonesia must have the capability to optimize the maritime area not only as economic centrality in sich, but also as a basis for the development of military strength plus defense. With Indonesia's geostrategic and geoeconomic position, Jokowi understands that it can be realized into a PMD (Poros Maritim Dunia/World Maritime Axis) policy. This is an important step in efforts to synergize strategies to improve the economy and on the other hand also directly strengthen Indonesia's maritime defense and security. This study will try to explain strategic leadership in the context of Indonesian maritime security. This research took the discussion of the idea of PMD. There are at least three elements that ideally the Indonesian government needs to have in the PMD idea so that it can properly deal with maritime security issues. By using qualitative research methods, this article tries to answer the question, three variables are lacking in the PMD idea, where these three are basic elements for countries to deal with maritime security issues as part of maritime policy, such as the case of Indonesia, as a country that wants to developing a

maritime-based economy. Findings from this study discuss Indonesia as a World Maritime Axis, Indonesian Maritime Doctrine, Indonesian Sea in the Perspective of MDA (Maritime Domain Awareness), and Indonesia's Maritime Security Strategy through the World Maritime Axis. From the discussion and findings of this study, it can be concluded that efforts to realize the nation's two strategic interests, namely the economy and security, were carried out by Jokowi through the PMD policy doctrine. Economic development requires defense and security stability, while defense forces require budget allocation support and economic capacity.

Keywords: Strategic Leadership, Indonesian Maritime Security, World Maritime Axis, Maritime Doctrine, Maritime Domain Awareness.

1. Introduction

Indonesia's geographical condition, which is located between two continents, Asia and Australia, as well as two oceans, the Pacific and the Indian, makes this country a liaison between countries in East Asia and Southeast Asia and South Asia. There are at least four strategic straits for global maritime traffic in Indonesian waters, namely the Malacca Strait, Sunda Strait, Lombok Strait and Makassar Strait (Chen, et. al., 2014, p. 68).

Indonesia's geopolitical and geostrategic position certainly provides an opportunity for this archipelagic country to not only serve as a global economic route but also an international maritime security route, which in the end will position Indonesia to have advantages and a relatively high dependence on the marine sector. Furthermore, the marine economy (maritime) becomes the basis for the design of national economic development through the idea of PMD (World Maritime Axis).

Until now, the development of the national maritime sector still faces a number of obstacles. In order to be transformed into a maritime country, Indonesia must have the capability to optimize the sea area not only as an economic centrality in sich, but also the basis for developing military and defense forces. The progress of Indonesia's maritime defense sector will support the national economy, thus leading to the ability to create state security stability. Maritime economic prosperity is difficult to achieve if it is not supported by maritime security. On the other hand, the maritime security sector becomes difficult to realize if there is no economic prosperity. Efforts to take care of maritime security are the key for the country to improve welfare and economic growth. Economic and security aspects in the maritime paradigm are related and mutually supportive (Al Syahrin, 2018).

With Indonesia's geostrategic and geoeconomic position, Jokowi understands that it can be realized as a PMD policy. This is an important step in efforts to synergize strategies to improve the economy and on the other hand also directly strengthen Indonesia's maritime defense and security. The center of world geopolitical and geoeconomic gravity has shifted from West to East, so Jokowi really needs to show that Indonesia will become PMD as well as a prosperous and authoritative maritime nation (President of the Republic of Indonesia, 2015). The maritime area will become a vital area for global economic life and the projection of national power in the future. The centrality of the role of the state is expected to continue to exist in this condition (Goldrick, 2013).

The emergence of maritime security issues begins with an understanding of the function of strategic water areas for the interests of countries in the world. The maritime area is the main vein of economic interaction and global security, thus making maritime security a very

crucial issue not only by Indonesia but also by other countries. Understanding and efforts to realize the marine area as a policy center is expected to be able to realize maritime security stability and national interests so that it has an impact on economic development and welfare (Nugraha et. al., 2016, p. 175).

As explained in the background section, the researcher will try to explain strategic leadership in the context of Indonesian maritime security. Researchers took a discussion about the idea of PMD. There are at least three elements that ideally the Indonesian government needs to have in the PMD idea in order to be able to deal with maritime security issues properly.

First, policy making must be based on maritime doctrine. Therefore, the government ideally needs to make this doctrine first. Second, the government needs to develop MDA so that it can create new insights for every citizen so that they will voluntarily support the government. Furthermore, the government can focus itself on building seapower as a tool in overcoming various maritime security issues. This can only be done after the two previous elements have been fulfilled by the government.

The thinking and implementation of PMD proposed by Jokowi ideally needs to have a wider reach than just economic issues, such as maritime-based economic development, but also needs to pay attention to maritime security issues, which Indonesia needs to implement by involving the involvement of the Navy.

This needs to be done because maritime security is an important indicator of a government's success in implementing good maritime governance, namely when the state has the ability to minimize risks, overcome problems, and protect its citizens and national interests from all potential threats, especially those from the maritime sector. (Maritime Journal, 2014).

Researchers will try to explain three variables that are lacking in the PMD idea, where all three are basic elements for countries to deal with maritime security issues as part of maritime policy, such as the case of Indonesia, as a country that wants to develop a maritime-based economy.

As a first step, the state needs to have a maritime doctrine as a policy-making framework and also a state perspective on maritime security. Then, the country needs to have a complete understanding of all aspects of maritime security issues and disseminate them to policy makers and stakeholders in maritime security. The final step, after both have been fulfilled, the state can begin to develop sea power as a form of realization of these two elements (Edrian, 2017).

2. Literature Review

Strategic Leadership

Referring to Yusgiantoro (2020), there are at least eight points of strategic leader character, namely:

- 1) The Brave Man will make decisions. A brave man will be able to make a decision;
- 2) Dare to be unpopular with work orientation on the results achieved;

- 3) Prioritizing a persuasive approach, rather than coercive (violence);
- 4) Total Football style, namely To win the heart and mind of people. Has the ability to win hearts and influence the minds of those around him;
- 5) Pro as change agent;
- 6) Change agent conversion;
- 7) Have a vision: Clear messages what do you really want. Deliver every order and message clearly about what the organization really wants to achieve;
- 8) Guiding change management. Namely prioritizing change management in an effort to protect the organization and its personnel.

The researcher uses the PY Strategic Leadership Model as a rationale in this analysis because every point presented is relevant to the conditions that occur in contemporary times.

Maritime Doctrine

In simple terms, a doctrine can be defined as a thought or belief that is accepted as a regulator or regulator, and thus has the function of providing a framework to guide those who believe in it. Meanwhile, maritime is everything related to the sea and all activities that have a strong relationship with it and illustrates all objects related to the sea. Based on these two understandings, it can be concluded that maritime doctrine is thinking about the best way to solve a problem that guides its followers in overcoming maritime problems with maritime instruments in it. Maritime doctrine contains the principles of the state which provides direction for its actions to support national interests, especially in the maritime field where these principles are drawn from the experience of a country's maritime issues at the national and international levels (Salim, 2014).

Doctrine becomes a guide that is fundamental in nature and is believed to be true in order to overcome problems whose application is very dependent on the conditions prevailing at that time. A doctrine will be formed through a process of reasoning that is influenced by its concepts. Concepts in doctrine come from conclusions about a phenomenon or fact that appears directly before them. In its implementation, the doctrine was given and campaigned with implementation based on a relatively adequate understanding of the conditions that were taking place at that time (Salim, 2014). Doctrine is something that is flexible, dynamic, and can change at any time depending on the conditions and situations in which its supporters are located (Indian Navy, 2016). This is because doctrine becomes a way of thinking to solve problems.

Maritime Security

The traditional concept of security that has been developing so far is very relevant to the state, as well as the threat to the state that comes from outside the country is very close to the military dimension of its territory. At the beginning of its development in the 1980s, a new concept of security emerged regarding national security and international security, these concepts added to the understanding of the concept of security that came from political military power competition. He explained about comprehensive security or common security, these various principles are based on the assumption that no country can improve its security without increasing security in other countries. It is assumed that the problem of foreign threats faced by a country related to its national security is also a threat to international

security globally, especially in the area where the issue is developing. For example, nuclear developments, economic crises, environmental degradation, and so on.

The traditional understanding of the concept of security leads to new thinking due to the erosion of boundaries between countries, technological developments, interdependence (Burchill, 2001, p. 39) between states and non-states which now require joint discussion among various parties in overcoming issues that arise from within, or from outside the country or region. The increasing relations between countries and the increasing expansion of non-state actors playing a role in the global environment in various dimensions have created a certain issue in the world order. The vulnerability of threats that have political, economic, social and cultural dimensions as well as the military touches on unconventional issues by paying more attention to non-state actors (terrorists, International Non-Governmental Organizations, and so on).

In the concept of security, there is the concept of the origin of threats, which if during the Cold War the threat came from external to a country, at this time threats can come from domestic, usually related to primordial issues such as cultural, ethnic, and religious issues. For example, the separatist conflict triggered by ethnonationalism has become a concern for both national and international politics (Hermawan, 2007, p. 40).

The idea of maritime security as an issue that requires security, appears in every country with the influence of their respective external environment and the response that needs to be taken by countries that consider the issue as a threat that must be responded to immediately, so that maritime security has expanded its meaning towards the development of maritime security. Today's issues are increasingly complex. Maritime security is interpreted differently by each individual or organization depending on the various interests involved in it. However, on the other hand, maritime security is part of the expansion of the debate on the meaning of security. Maritime security has never been identified as an independent issue sector.

The concept of maritime security, traditionally defined as defense or protection of the state, defines and regulates the role and strategy of the navy (sea power). In times of peace, one of the functions of the navy is to secure SLOC (Sea Lanes of Communication) through prevention, surveillance and pursuit to support and facilitate international trade that supports the economic growth of a country.

Maritime security can be linked to economic growth. Ninety percent of international trade is carried out by sea. Then the sea has abundant fishery resources. Furthermore, the shipping and fishing industry developed into an industry that has great value and supports the economic growth of several countries in the world. Maritime security as any sustainable management effort can only be carried out in a safe and controlled situation.

In its development, maritime security is associated with human security. Human security is a UNDP (United Nations Development Program) proposal under the United Nations. The proposal focuses on the concept of security / security to the needs of the community and not the state. The UN Secretary-General's 2008 report on Oceans and the Law of the Sea distinguished seven types of threats:

- 1) Piracy and armed robbery;
- 2) Terrorist acts (acts of terrorism);

- 3) illicit trafficking in arms and weapons of mass destruction;
- 4) Illicit trafficking in narcotics;
- 5) Smuggling and trafficking of persons by sea (smuggling and trafficking of persons by sea);
- 6) IUU Fishing (illegal, unregulated and unreported fishing business);
- 7) Intentional and unlawful damage to the marine environment.

The European Union also has the same list, even adding, as follows:

1. Territorial maritime disputes, acts of aggression and armed conflicts between states;
2. Potential impacts of natural disasters, extreme events and climate change on maritime transport system and in particular on maritime infrastructure (potential impacts of natural disasters, extreme weather and climate change on maritime transportation systems and maritime infrastructure);
3. Conditions at sea and in the coastal zone that weaken the potential for growth and jobs in the marine and maritime sectors.
4. Cyber-attacks against shipping or maritime infrastructures.

As quoted by Keliat (2009), by adopting the framework of thinking from Buzan, Wæver, and Wilde (1998), the concept of maritime security seems to be between two different interactions of thought, namely between groups using traditional security frameworks and groups using non-security frameworks. -traditional. The first group (traditional) tends to limit the concept of security (de-securitization) while the second group (non-traditional) has a tendency to expand it (securitization). If the focus of traditional groups on referent objects (about what is threatened) is on state sovereignty and identity, non-traditional groups tend to expand it. If non-traditional groups tend to have a very broad security landscape regarding security problems, then traditional groups tend to limit them to violent conflict.

These two schools of security can be differentiated in the following explanation. The definition of security problems according to traditional schools is the activity of seeking security by the state and competition between countries for security. The search and competition is realized through confrontation, arms race, and war. As a result, the discussion on security (security landscape) according to this school is essentially an interstate problem. Meanwhile, non-traditional schools argue that such a security landscape is not sufficient. However, the security landscape must include intrastate security problems and transnational security problems. Intra-state security problems, for example, can arise from chaos in society and the state due to ethnic, racial, religious, linguistic or economic strata. Meanwhile, cross-national security issues are examples of various security threats originating from population issues such as migration, the environment and resources whose space cannot be limited at the national level. There are even scholars who state that the focus of concern should ideally be shifted from the country analysis unit to the group and individual analysis unit with various non-military issues, such as political security, economic security, food security, health security, and environmental security. This can be seen from scholars who support the concept of human security.

Strategy by Buzan (1987) is defined more specifically as an art in channeling and implementing to achieve the ultimate goal of policy and exploring military power to fulfill policy objectives. More broadly, strategy is defined as the art or science of realizing the ultimate goal of a conflict situation. (Buzan, 1987, p. 3). The strategy that combines all policies in all fields and all the strengths of the nation to achieve the above objectives is called a grand strategy or national strategy. Both the military, political, economic, and state have strategies to achieve goals that apply in times of peace and war. In order to understand the occurrence and prevent the occurrence of war. By understanding strategy as the application of military power for political purposes and the dynamics of interaction between nation-states in international politics, the strategy is not limited to military affairs but is also related to other factors of national interest such as politics, economy, or ideology (Luttwak, 1987, pp. 179-181).

Quoting Mahan (1918), maritime security guarantees through the control of sea transportation or communication routes by maritime powers is a condition for achieving a level of control over opponents and controlling conflict situations, and sea power will ensure the welfare of the nation of a country if it is supported by six elements that influence sea power, namely: geographical position, geographical shape, area, population, people's character, and government attitude. Mahan added, the main content of the naval strategy is to control the sea, a superior navy, destroy the opponent, and control the sea through trade and geographical advantages.

Referring to Corbett (2005), naval strategy is not only related to warfare, but also the development of tactics, logistics, government command and control, ships, weapons, communications, and other aspects of the navy and technology. Corbett added, the function of the navy to achieve command of the sea, including: First, preparing a combat fleet as a command of the sea resistance at the level of active and passive resistance. Second, the resistance to fight the invasion in times of peace or war. Third, providing security for maritime routes for trade. Fourth, blockade the opponent's beach or harbor. Fifth, carry out joint operations, both for defensive and offensive conditions. The fleet must always be ready to attack the opponent's territory under any conditions and be able to cooperate with the core forces, including on the ground and in the air. Finally, sixth, prepare a bombing strategy into the opponent's vital territory.

In the context of implementing maritime defense, a country in a situation of an increasingly widespread external environment, the threat level in the waters cannot stand alone, but ideally gets support from all elements of society, the government and also professional soldiers.

3. RESEARCH RESULTS AND DISCUSSION

Indonesia as the World Maritime Axis

At the East Asia Summit (East Asia Summit) forum in Naypyidaw, Myanmar, November 13, 2014, President Jokowi presented the concept of the marine sector known as PMD (World Maritime Axis). If translated into English, this PMD becomes GMN (Global Maritime Nexus). According to President Jokowi, the development of the marine sector is Indonesia's focus in the 21st century and emphasizes the 5 (five) main pillars of PMD, namely:

1) Maritime culture: rebuilding Indonesia's maritime culture through redefining Indonesia's national identity as a maritime country.

2) Maritime economy: managing and conserving the nation's maritime resources at the same time.

3) Maritime connectivity: prioritizing maritime infrastructure development, construction of transportation facilities and infrastructure and marine tourism.

4) Maritime diplomacy: optimizing soft power in dealing with regional threats and increasing bilateral and multilateral cooperation in the maritime sector.

5) Maritime security: preparing hard power to strengthen Indonesia's maritime defense forces in an effort to secure Indonesian territory.

Indeed, the speech still leaves ambiguity about a more operational definition and objective to be used as a guide for government implementing officials. Therefore, the concept of PMD must be further clarified, especially regarding its definition, objectives, and position in relation to Indonesian geopolitics, as well as its relation to the Jokowi Government's foreign and defense policies. The explanation can be from the study of international relations, or more specifically from the study of geopolitics. This is because the naming of the World Maritime Axis already contains the concepts of geography (maritime) and politics (axis and world).

From various scientific discussions, three groups of concepts for the definition of PMD have emerged, especially regarding the definition of the word "axis." The first group defines the axis as the axis or center, which defines PMD as a vision to make Indonesia the center of world marine activities. For the first group, PMD is more likely to be translated into English as GMF (Global Maritime Fulcrum). The second group interprets the axis as alignment, as in the past there was the Beijing-Pyongyang-Jakarta axis. For the second group, PMD tends to be translated into English into GMA (Global Maritime Axis). For the second group, there is an alignment to be built between Indonesia and other regional powers that can support Indonesia's strategic position and national interests. But there is also a third group that defines the maritime axis as a maritime shipping lane, so that PMD is defined as Indonesia's vision to dominate the world's maritime shipping lanes. This group tends to translate PMD into GMN (Global Maritime Nexus) (Yani and Montratama, 2015).

The statement that Indonesia is a maritime country without a clear implementation becomes a problem. It is certain that the implementation needs to have a common vision from all components of the nation where the same vision can be built if there is a fundamental paradigm shift. This change can be started by formulating a maritime doctrine that acts as a guide in the unification of the maritime vision. Ideally policy makers have an understanding and state that Indonesia is a maritime country both in terms of geographical and historical contexts. In order to realize this, the Indonesian nation needs to first turn into a nation with a maritime perspective. In addition, there must be an awareness that in building this nation it is necessary to develop sea power with a strong naval fleet (TNI AL) as the main element, as well as a strong cooperation between maritime stake holders in maritime issues.

Indonesian Maritime Doctrine

Referring to Mervyn Piesse (2015), it is stated that the maritime doctrine policy under Jokowi shows Indonesia's consistency in domestic issues that must be internationalized. The maritime doctrine policy shows Jokowi's firmness which departs from the assumptions of material and non-material losses such as piracy and fishing theft. This policy doctrine shows that so far there is still a lack of public trust in the Indonesian government in overcoming

problems that always repeat themselves every year. The maritime doctrine policy has made Indonesia change the multilateral paradigm to be unilateral.

Quoting Iis Gindarsah and Adhi Priamarizki in the paper Indonesia's Maritime Doctrine and Security Concerns, it is explained that Jokowi's maritime doctrine policy is a policy that shows significant changes. This change is seen by Jokowi's desire to make Indonesia a country that exists in the maritime field or globally exists maritime. The policy rests on the strength of Indonesia's multi-ethnic maritime culture. Rebuilding Indonesia as a global maritime power is the implementation of Soekarno's Trisakti so that Indonesia does not forget the sea as a national power. Based on direct borders with the Indian Ocean and the Pacific Ocean, Jokowi intends to rebuild Indonesia as a regional and international maritime defense base.

The realization of the Indonesian Maritime Doctrine ideally contains a fairly comprehensive explanation and illustration of how Indonesia prepares itself in times of peace and war, especially in maritime security issues. The doctrine will explain the position of the Navy as the front line in dealing with maritime security issues and its role in the government's maritime policy to synergize other existing maritime institutions. This doctrine will also emphasize the role and contribution of the Indonesian Navy in the country as a whole and together with other components in protecting Indonesia's national interests. Furthermore, maritime doctrine also explains the active role of the Indonesian Navy and other maritime institutions in building maritime power in Indonesia towards a great maritime nation (Edrian, 2017).

Indonesian Seas in the Perspective of MDA (Maritime Domain Awareness)

The concept of MDA (Maritime Domain Awareness) is basically a comprehensive understanding of aspects related to maritime and affecting security, safety, economy, or the environment, and will play an important role in formulating maritime policies in the world and ensuring the safety of maritime trade (Marselio, 2013). In its efforts to ensure maritime security, relatively adequate state capabilities and strength are needed to ward off all forms of threats that destabilize maritime security. This can be started if the state has a good awareness of the sea and builds orientation in maritime security issues from an international scale.

Maritime security is an important issue that needs attention for Indonesia because of the geographical position of this country which is located between two continents, namely Asia and Australia. This strategic value lies not only in the trade aspect, but also in the shipping aspect, considering that IMO (International Maritime Organization) has recognized Indonesia's marine area, which is divided into three parts in the ALKI (Indonesian Archipelago Sea Lane), as a shipping lane for ships, which is also regulated in Government Regulation Number 37 of 2009 (Djalal in Ho and Bateman, 2012). In addition, Indonesia is also obliged to protect its maritime territory from all threats considering Indonesia's status as a country whose maritime security is an indicator for maritime stability in the Southeast Asian region (Suwarto, 2013).

At the implementation level, MDA is a somewhat different matter from maritime doctrine which is only exclusively understood by maritime policy makers. Apart from having to be understood by policy makers, this MDA in the future is an insight that must be known and understood by the community as an awareness so that the community can be involved and participate together with policy makers in supporting maritime policy. Support, participation, and community involvement are important because it shows that the maritime policy taken by the government is not a product of the interests of the government an sich but the interests of

all elements of the nation and state including the community so that maritime policies taken will create synergy between the government and the community.

Indonesia's Maritime Security Strategy through the Global Maritime Axis

The maritime area is a vital route for various interactions of global interests. This makes maritime security an important issue for many countries in the world, and includes not only economic interests but also defense interests. Maritime stability is very much needed in order to maintain the interests and economic growth, and become a source of security. The geographical landscape in the form of islands and directly adjacent to a number of countries results in many potential threats that appear before Indonesia. The threat consists of several things. First, the threat of maritime border conflicts. The territorial conflict or dispute in the South China Sea is a border issue that has not yet been resolved. The territorial dispute has involved not only Indonesia but also other countries in Southeast Asia, namely Brunei Darussalam, the Philippines, Malaysia and Vietnam.

This emerging condition has worried the region, especially since Indonesia's maritime strategic position is very vital and influential in the ASEAN border conflict map. Two-thirds of the total area of Southeast Asian waters is the territorial waters of Indonesia. Based on these conditions, Indonesia will certainly play a central role in regional security and stability (Leong, et. al., 2005). The vulnerability to Indonesia's territorial sovereignty was then added to by conflicts over claims to several islands by neighboring countries, particularly Malaysia. This situation needs to be handled by the government in order to avoid the disintegration of the nation such as the release of Sipadan and Ligitan Islands (Chen, et. al., 2014, p. 39). Protection of territorial sovereignty is Indonesia's top priority. Based on this, the Jokowi government is determined to uphold territorial sovereignty against any disturbances and optimize diplomatic efforts to resolve border issues with neighboring countries. The problem of regional borders with surrounding countries is so urgent that the government must discuss it as a special agenda and find alternative solutions for its resolution.

The interests of various countries outside the region in the territorial waters of Southeast Asia must also be considered. The main interests of these countries, especially those of big countries such as China, the United States and Japan, are the ease of maritime access and the availability of resources for the geoeconomic interests of these countries. Indonesia's strategic position, in this case ALKI, can make it easy and light for the logistics of intercontinental trade to be carried out by these big countries. This geostrategic paradigm plays an important role in interregional security interactions on the Asian and Australian continents. The interests of countries outside the region in Indonesian waters must be anticipated and responded to appropriately by Indonesia (Hardiana & Trixie, 2014).

Second, maritime security issues that also need attention are various non-traditional threats, including piracy, maritime terrorism and separatism. Social unrest among sea users, piracy and piracy, illegal immigrants and logging, and smuggling are also problems that need to be resolved immediately. The increasing number of international ships passing through Indonesian waters raises the potential for maritime piracy crimes. This phenomenon is not only assessed as a form of vulnerability from the security aspect but also the potential for enormous economic losses. (Muhammad, 2014).

Third, is the threat of illegal fishing (illegal fishing). According to data from the Ministry of Maritime Affairs and Fisheries (2014), the potential value of natural resource wealth in the marine and fisheries sector is projected to reach US\$ 171 billion per year. More specifically, the potential value includes coastal areas of \$56 billion, biotechnology \$40 billion, fisheries

\$32 billion, petroleum \$21 billion, marine transportation \$20 billion, and marine tourism \$2 billion. Such great potential exists amid the limited supervision of the apparatus and the patrol boat fleet, making Indonesian waters a special attraction for many foreign parties to fish illegally.

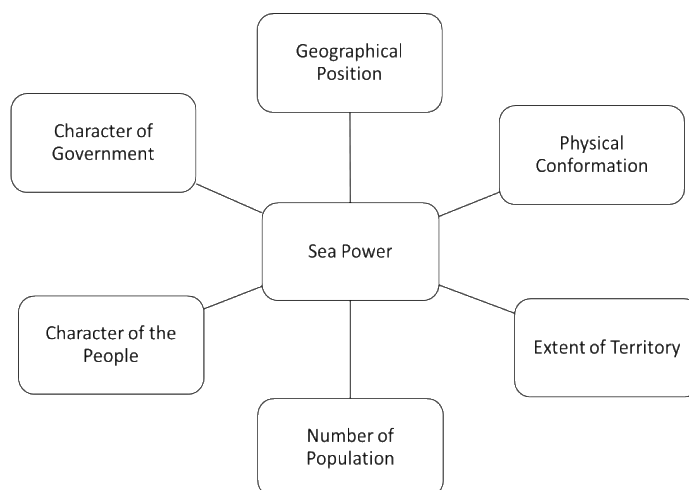
PMD ideas can be developed through a strong conception and implementation in terms of security and economy. Security and economy must be reciprocal that strengthens. Difficulties in carrying out trading activities in the maritime sector will arise if the maritime situation is not safe. The important role of security in supporting economic and trade prosperity has become an absolute requirement for countries that want to advance their maritime sector.

Security is an important issue that also invites the return of the maritime state discourse. The not yet optimal economic potential of maritime confirms that Indonesia's maritime defense infrastructure is so weak. Global changes argue that regarding the urgency of maritime trade routes, security issues become important for Indonesia not only to maintain its sovereignty in the An Sich Sea but also to provide security guarantees for international logistics ships passing through Indonesian waters. This situation raises awareness that there are still many anomalies in Indonesia's defense policy, which so far have been too oriented towards strengthening the military system on the ground and neglecting the development of maritime policy postures. In fact, the shape of the geographical area of Indonesia is an archipelagic country that has many strategic straits in international shipping (Paskarina, 2016).

The strategy to build infrastructure through private financing is realized through the construction of a marine highway and the eradication of illegal fishing. This effort is the realization of an awareness that the prosperity and future of the nation is largely determined by the management of marine resources. The final objective of this awareness is the realization of the idea of PMD which gives birth to a new construction of national identity that is linked to the welfare and prosperity of the community and pride as a maritime country that has the ability to maintain the sovereignty of its territory (Paskarina, 2016).

According to Mahan (1918), to build a strong sea power, several conditions are needed that will greatly affect the effort, namely (see Figure Elements of Sea Power):

1. Geographical position or geographic location;
2. Physical conformation or physical properties;
3. Extent of territory or area;
4. Number of population or total population;
5. Character of the people;
6. Character of the government or the character of the government.



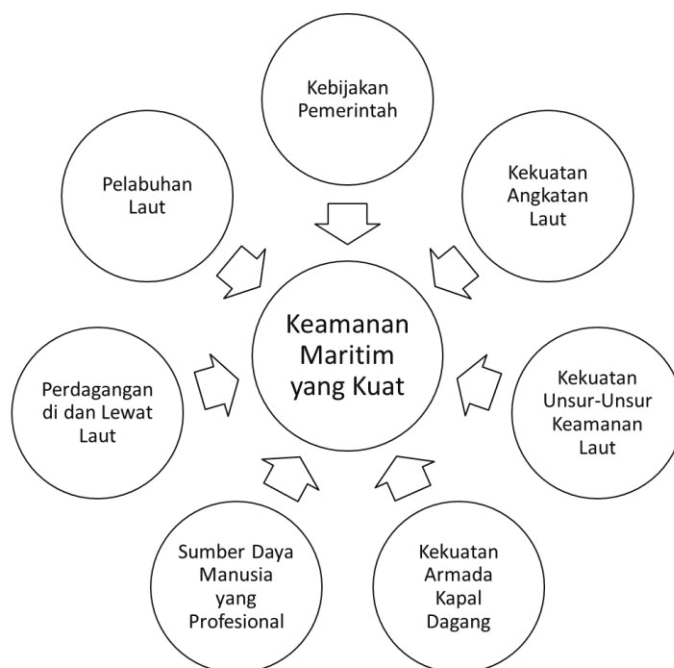
Gambar Elements of Sea Power (Teori sumber)

Sumber: Mahan (1918, pp. 28-29).

Referring to the six elements that are influential in building sea power, Indonesia already has most of the prerequisites in question. With the vast territory of the country, and the vast seas that exist in Indonesia, the Indonesian people in fact have great potential to utilize existing natural resources. The geographical position between two continents and two oceans makes Indonesia a major shipping route in the world. In addition, the large population makes Indonesia have great potential to dominate regional and even global maritime.

Some Indonesian children realize that there are still many shortcomings of this nation to make it a strong nation at sea. Some efforts must be carried out in a planned and systematic manner. The following are some factors that need to be considered in building a strong Indonesian maritime security, based on Mahan's view, which is clashed with elements of Indonesian maritime security and the goals to be achieved in building a strong Indonesian maritime security.

So the various factors that influence in building a strong maritime security are (see Picture of Factors Affecting Indonesian Maritime Security): government policies, naval strength, strength of maritime security elements, strength of the merchant ship fleet, professional Indonesian human resources, trade at and by sea, and by sea port. To build a strong maritime security means that we need to build or fix these influential elements (Anwar, 2016).



Gambar Faktor yang Mempengaruhi Keamanan Maritim Indonesia

Sumber: Anwar (2016).

Government policy is a very important factor in building strong maritime security. Government policies are carried out in order to realize President Jokowi's PMD vision. What the Government of Indonesia currently needs to do is to follow up this vision into policies that are more operational in nature, so that the government and the private sector as actors in the maritime sector have a clear framework.

The next factor is the Indonesian Navy, which makes a significant contribution to Indonesia's strong maritime security. The capability of the navy is built to be able to perform three functions at once, namely the military function, the constable function, and the diplomatic function. In order to enforce sovereignty at sea, the navy must be able to carry out four kinds of battles, namely battles over water, underwater battles, amphibious battles, and special battles. Naval forces, which consist of warships, marines and bases, as well as aircraft in carrying out their missions are integrated into a unified weapons system called SSAT (Integrated Fleet Weapon System). These various powers need to be continuously improved in order to be able to monitor and defend Indonesian waters.

The third factor is the strength of government elements that carry out law enforcement missions at sea and maintain environmental preservation in the maritime environment which needs to be continuously improved. This increase was carried out because violations of the law at sea were increasingly widespread, including illegal fishing by foreign fishermen, people smuggling, weapons, narcotics, and various other prohibited items.

Then is the factor of the Indonesian merchant ship fleet that must continue to be improved, both in terms of quantity and size of ships. As the strength of this fleet increases, its ability to transport people and goods, domestically and internationally, can increase. This plays a role in improving the wheels of the Indonesian economy. All parties must encourage

the creation of a conducive situation for investment in this sector, both from the government and the private sector. The end result is an increase in welfare and national unity.

The fifth factor is that reliable and professional Indonesian human resources are a very important component for the development of strong maritime security. For this reason, it is necessary to encourage the formation of various schools, campuses, universities, training institutions, which can produce professionals with a maritime spirit and spirit, as well as traders and entrepreneurs in the maritime sector.

The sixth factor is the need to encourage trade at and by sea, by increasing the volume of trade. For this reason, it is necessary to increase the production of various raw materials, raw materials, as well as the results of the maritime industry, by cultivating all the existing economic potential. For this reason, various creativity and innovations are needed to increase production in this sector. In addition, it needs to be supported by good and healthy arrangements so that a conducive business climate can be maintained.

Finally, the seventh factor, seaports have an important role, because they are a benchmark for the number of ships and the volume of cargo that can be loaded and unloaded. Merchant ships and naval vessels as well as state security apparatus require sophisticated ports that can provide complete services for various ships that stop by or will fill and unload their cargo. Various sea ports must be able to be built in many areas in Indonesia, equipped with professional port management and modern loading and unloading equipment.

4. CONCLUSIONS AND RECOMMENDATIONS

From the discussion that has been done, there are several things that can be concluded. Indonesia's national interest in the maritime sector consists of three elements, (Anwar, 2016) namely maintaining territorial integrity and state sovereignty, maintaining maritime resources and domestic and international commercial shipping, and achieving the welfare of the Indonesian nation.

Several threats in Indonesian waters that need to be a top priority include territorial disputes between countries, illegal fishing, piracy at sea, narcotics smuggling, and people smuggling. In addition, the elements that are the scope of Indonesia's maritime security are state sovereignty and territorial integrity, a sea free from lawlessness, shipping security and safety, and resource preservation and maritime security.

Another conclusion that can be used as a recommendation is to obtain strong Indonesian maritime security, there are several urgent factors that need to be considered or addressed (Anwar, 2016) namely government policies, naval strength, the strength of maritime security elements, the strength of the merchant ship fleet, human resources, trade at and by sea, and seaports.

Efforts to realize the two strategic interests of the nation, namely the economy and security, are carried out by Jokowi through the PMD policy doctrine. Economy and security can be illustrated as two sides of one coin. Economic development requires defense and security stability, while defense power requires budget allocation support and economic capacity. The distribution of defense budget allocations is strongly influenced by the size of a country's income. Meanwhile, a country's income is a reflection of the country's capability to protect and utilize its natural resources with superior defense and technology. The synergy between the development of the economic and security aspects carried out in the PMD policy

has been going well although there are still many security issues that must be paid more attention to, (Al Syahrin, 2018) especially related to the potential threat of border disputes, coordination between institutions and ministries, problems of modernizing the defense system and improvement of maritime technology which in the end also supports the ability to secure Indonesia's territorial waters.

The maritime security discourse in the PMD idea is still not ideal because the Government seems to focus more on the economic aspect and the various elements supporting Indonesia's maritime policy have not been fulfilled. By paying attention to maritime security as a parameter for the success of a maritime-oriented state government, Jokowi should focus more on maritime security issues which can be started in stages starting from the establishment of a Maritime Doctrine, the establishment of the MDA, and the development of military power.

Indonesia's process towards becoming a strong and respected maritime nation is indeed not easy, but it will be achieved if Indonesia can maintain the stability of the security of its waters and the surrounding waters where it is supported by strategic policies regarding maritime and military that play a strong role in it. (Edrian, 2017) The involvement of the military is important because it is impossible to develop the economy and maintain sovereignty and national interests in the maritime sector if it does not have a strong military element that functions to protect, control, and supervise state security in the maritime sector.

As the largest maritime country in the region, Indonesia certainly needs to optimize its role. The initial step can be taken by agreeing that the history of war over trading resources in this region and its strategic sea lanes is about the sovereignty and honor of the country that must be protected. Furthermore, it is present at sea. (Wirasuta, 2013) Based on mathematical calculations, based on the action of the radius and range of its detection equipment, one frigate can monitor an area of 200,000 km² of sea, while an offshore patrol vessel belonging to the Indonesian Navy currently does not require sophisticated weaponry. , also does not require high military standards, because what is needed is quantity so that at any time it is able to be present throughout the waters of the archipelago, so that marine wealth and Indonesian territorial sovereignty are safe. Present at sea (Presence at Sea) is the minimum ability required by a Navy.

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