
INDONESIA SEA DEFENSE STRATEGY IN OVERCOMING MARITIME THREATS

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ABSTRACT

As the largest archipelagic country in the world, Indonesia has great potential to become a world maritime axis country. The maritime axis state is a strategic idea that is realized to ensure connectivity between islands and countries, develop the shipping and fisheries industry, improve marine transportation, and focus on maritime security. Indonesia's maritime security is an important part of the maritime axis system in Indonesia, and contains a quite complex mission that becomes both a challenge and a problem for the various parties involved. The understanding of the maritime security axis of the various parties involved is still not completely the same, due to the fundamental differences in the fields of work they are in. Trying to formulate various matters related to the maritime axis in Indonesia's maritime territory, based on a defense strategy, analysis of interests, threats and sea power. This research uses descriptive analysis method and interview method. the results in this study include; (1) The role of marine defense and resilience has not been optimal in maintaining the integrity of the nation and state; threat of foreign powers who want to take advantage of ZEEI waters; (2) Incomplete legal instruments in implementing marine defense and resilience; still limited facilities for carrying out sea security; (3) The increasing activities of terrorism, piracy and illegal fishing in Indonesian marine waters; and (4) The law enforcement is still weak against lawbreakers.

KEYWORDS: Maritime Axis, Naval Power, Security, Strategy, Threats.

1. INTRODUCTION

Indonesia is the largest archipelagic state in the world which is located between two continents, namely the Asian Continent and the Australian Continent, and connects two large oceans, namely the Indian

Ocean and the Pacific Ocean. Geographically, Indonesia is one of the largest archipelagic countries in the world. It has about 13,000 island groups with a coastline of approximately 99,093 km, which is also the longest in the world. From the area of waters, territorial seas and inland waters, approximately 2.7 million square kilometers, or about 70% of the area of the Republic of Indonesia or NKRI. With the addition of the Indonesian Exclusive Economic Zone (ZEEI) covering an area of 3.1 million square kilometers, the total sea area of Indonesia's national jurisdiction will be 5.8 million square kilometers. Such an area of the sea is of course a huge natural resource, both fisheries and seabed resources. The Indonesian nation certainly has a great opportunity to make the sea an important source of economic activity in order to improve mutual welfare. With this very strategic position, Indonesia's territorial waters are passed by the main route of ships from many countries, both merchant ships and naval vessels. from various countries in the world.[1]

Upholding the sovereignty of the territorial sea of the Unitary State of the Republic of Indonesia (NKRI), revitalizing marine economic sectors, strengthening and developing maritime connectivity, rehabilitating environmental damage and conserving biodiversity, as well as improving the quality and quantity of marine Human Resources (HR), are the main programs in President Jokowi's administration to realize Indonesia as a world maritime axis. To become a maritime country, inter-island and coastal infrastructure on each island is something that must be built and developed. This inter-island road must really be realized in order to facilitate and accelerate inter-island transportation in Indonesia.

Indonesia has great potential to become the world's maritime axis, considering that Indonesia is in an equatorial area, between the two continents of Asia and Australia, between the two Pacific and Indian oceans, as well as Southeast Asian countries. In order to become a global maritime axis, the port system in Indonesia must be modernized in accordance with international standards so that services and access at all ports must follow international procedures. (Maritime Security: International Law and Policy Perspectives from Australia and New Zealand will be of great interest to scholars of international law, international relations and maritime affairs, maritime industry professionals, private and government lawyers, as well as diplomats, consuls and government officials). The government in its vision and mission has a program to improve the management of Indonesia's marine and maritime resources, as well as the development of the fishery industry by building maritime strength. All of that is fully used for the welfare of the people.[2]

In this decade, there is a tendency that coastal areas and small islands are vulnerable to damage due to people's activities in exploiting their resources or due to natural disasters. Coastal Areas are land along the banks whose width is proportional to the shape and physical condition of the coast, at least 100 (one hundred) meters from the highest tide point towards the land.[3]

Maritime culture is an inseparable part of people's lives, especially those related to maritime and maritime affairs. Fishermen and coastal communities, for example, have local wisdom in managing

and utilizing marine resources so that the sustainability of their livelihoods is guaranteed to their children and grandchildren. The huge maritime and marine potential should be utilized for the welfare of the community. However, in reality this potential has not been optimally utilized. This has contributed to the high poverty rate.

2. RESEARCH METHOD

The research method used is qualitative research methods. Qualitative research is research that prioritizes problems of process and meaning / perception, where this research is expected to reveal a variety of qualitative information with researched and meaningful descriptions, which also does not reject quantitative information in the form of numbers or quantities.

The definition of research is an organized investigation, or a careful and critical investigation in finding facts to determine something. Researchers will collect various information data that is relevant and related to the research topic. In-depth information about the sea lanes owned by countries around the Southeast Asian waters, it is inevitable that this region is an important part of the world's maritime axis. Indonesia, which is an archipelago, has 39 straits that are interconnected with other straits in the Asian region. With such conditions, Indonesia actually becomes a barometer and even the key to regional stability.[4]

The position of the researcher in this study is as a key instrument. This research is not to test a hypothesis so that the findings in the study will be presented as a result of the research. This research method is divided into three processes; First, in addressing the problems that have been selected, a literature study is used on the importance of the maritime axis. Second, this research is continued with the implementation of an analytical model designed into a writing system that can be tested with data. Third, draw conclusions on security in Indonesian territorial waters.

Data Collection and Analysis

The data that has been collected is tested for validity using triangulation techniques. Furthermore, the data were analyzed using the model inductive technique and then described in words to reveal a conclusion. Qualitative research is a naturalistic research because it is conducted to examine a natural object. Furthermore, this type of research is qualitative descriptive research, which is a form of research that aims to provide an overview of the various kinds of data collected objectively from the field. This descriptive research is to describe situations or events in a systematic, factual and accurate manner regarding the facts of Indonesia's role as a maritime axis country in terms of security.

In choosing sampling, researchers used purposive sampling method. Purposive sampling is carried out by considering subjects and objects that are considered representative as units of analysis based on research needs. Types of research methods can be classified based on, objectives, and natural setting of the object under study. Based on the objectives, research methods can be classified into basic research, applied research and research and development. Furthermore, based on the level of

naturalness, research methods can be grouped into experimental, survey and naturalistic research methods. resource persons are selected with the consideration that they can correctly answer and know the existing phenomena related to state security as a maritime axis.[5]

Researchers use observations and interviews in collecting. Interviews are a medium to collect information data in the form of oral questions and answers between researchers and sources. Observation will complement the interview process. The interview is an effective tool for collecting social data in the form of information about the human being studied, including qualitative researchers. Regarding the "what" in question. Determine in advance and no changes can be made during the field research. [6]

This interview is open-ended, in which the researcher asks the participants general questions that allow the participants to freely share their views. Furthermore, qualitative interviews, in which the researcher conducts face-to-face with participants or interviews by telephone. Interviews were conducted to deepen existing data in the field and the data obtained was more balanced. Interviewed interviewees are parties who understand the research issues, including the Navy, Marine and Fisheries Ministry (KKP), Stakeholders related to Indonesian waters as well as parties related to the research.

The data obtained from these sources is primary data, while secondary data is obtained through books, journal articles and documents related to this research. The data that has been collected in the data collection stage is then carried out for further analysis or processing and is presented as an accurate source of information. In qualitative research, data analysis is carried out simultaneously during data collection and after data collection. There are 3 stages in the process of analyzing or processing data, namely the process of data reduction, data display, and the process of drawing conclusions and verification. The data analysis technique in this study used the interactive model theory developed by Miles, Huberman, and Saldafia.[7]

3. RESULT AND DISCUSSION

"World Maritime Axis" is the vision proclaimed by President Joko Widodo during his campaign as a presidential candidate. This vision was first put forward in the third round of the presidential candidate debate around July 2014. There are problems in the context of Indonesia's position as a maritime and archipelagic country, namely:

1. Until now, the Indonesian nation did not yet have a national policy on maritime state security and integrated supervision. The existing policies have only been sectoral in nature, even though security as a maritime axis country has high inter-sectoral linkages;
2. Weak understanding and awareness of the meaning and meaning of Indonesia as a country with a maritime axis in terms of geography, politics, economy, social and culture;
3. Until now, the state has not determined who is fully responsible for the security of the waters in realizing the country as the world's maritime axis in terms of absolute deep water territory being the

sovereignty of the Indonesian nation. This means that none of the foreign ships may enter Indonesian waters without a permit; and

4. Weak defense and state resilience from the aspect of the sea which includes:

- a. The role of marine defense and resilience has not been optimal in maintaining the integrity of the nation and state; threat of foreign powers who want to take advantage of ZEEI waters;
- b. Incomplete legal instruments in the implementation of marine defense and resilience; there are still limited facilities for carrying out marine safeguards;
- c. The increasing activity of terrorism, piracy and illegal fishing in Indonesia's marine waters; and
- d. There is still weak law enforcement against law violators.[8]

"Public optimism in the maritime sector has also increased compared to last year and a significant increase has occurred in the field of maritime infrastructure development such as sea and port tolls as well as the commitment to realizing a large maritime nation and strengthening maritime defense". Legal issues in the maritime and maritime sector are multicomplex, given the many other sectors that are interrelated. As a result, overlapping regulations, sometimes even contradicting one regulation with another.[9]

Another problem is related to the many cases of illegal fishing. Generally, the locations of these thefts are in eastern Indonesia and Natuna Island waters as a result of infrastructure imbalances, especially the Indonesian marine patrol fleet. The sinking of foreign vessels caught stealing fish in Indonesia's marine areas must be carried out carefully, especially not in violation of international regulations and bilateral agreements with neighboring countries.

Another important issue is the elimination or prohibition of using fishing gear that can cause damage to the seabed, coral reefs, and hinder and destroy the growth of marine biota. On the other hand, over fishing occurs. In making regulations prohibiting the use of fishing gears, it is necessary to conduct a specific study regarding the social, cultural, economic, resource and environmental conditions. The rules should be aimed at limiting the fishing ground, fishing routes, size of the ship, the strength of the ship's engine, and fishing gear specifications including the size of the mesh and fish separator. Meanwhile, maritime issues are of course closely related to territorial sea boundaries. The release of Sipadan Island and Ligitan Island, as well as the emergence of problems in the Ambalat area are the result of a lack of understanding of maritime and territorial boundaries.

Until now, it has been felt that various problems are still visible, including the disagreement of various parties regarding the meaning and scope of maritime security itself, what are the threats that require priority handling compared to other threats, what are the priorities that need to be built in terms of security maritime sector, as well as what factors need to be considered if we build a strong maritime security. The author determines that the scope of the problem in this paper is "The Indonesian Government's Efforts to Maintain Maritime Security?" This paper was prepared with the intention that

various parties who are indeed involved or interested in matters relating to Indonesia's maritime security, have the same perception of matters related to the efforts of the Indonesian government in maintaining Indonesia's maritime security.

3.1 Indonesia's global security

The concept of national security of the Republic of Indonesia is clearly and firmly recorded in paragraph IV of the preamble to the 1945 Constitution. Therefore, the government, with all its potential and resources, is obliged to maintain national security by:

1. Protect all citizens and all spilled Indonesian blood;
2. Promote general welfare and the intellectual life of the nation; and
3. To participate in carrying out world order based on eternal peace and social justice.[10]

The mandate of the constitution is mainly on the shoulders of the executive to carry out the task of national defense which means upholding the external sovereignty of the state as a manifestation of external threats using military force (external sovereignty by force). In addition, the government has the duty to carry out diplomacy in the world community to safeguard external sovereignty, especially in terms of external sovereignty. efforts to develop external sovereignty by diplomacy. Meanwhile, internal or internal (internal sovereignty), the government (executive) is tasked with advancing the general welfare and educating the life of the whole nation and state.

The communitarian understanding (reciprocity between individuals and their communities) which is mandated by the Preamble of the 1945 Indonesian Constitution, shows that the concept of a nation is human citizens of Indonesia (human). Thus people centered security (human security) in the Indonesian context is not referred to as individual security or mere human security but a reciprocal relationship that cannot be separated between citizen security as part of national security. Indonesia is the largest archipelagic country in the world with a coastline of approximately 81,000 km. Indonesia has more than 17,000 islands and its sea area covers 5.8 million km² or about 80% of the total area of Indonesia. In fact, Indonesia is an archipelagic state, the existence of Indonesia as an archipelagic country was recognized in 1982 through the United Nations convention on the law of the sea (UNCLOS). Maritime security is influenced by the actions and patterns of interaction between the actors involved. The maritime security concept lies between two ideas:

1. the group uses a traditional security framework,
2. groups using non-traditional frameworks.[11]

Indonesia's strategic role and awareness of the importance of the sea to improve the economy is an urgent need for Indonesia so that it requires a maritime security concept that will bring Indonesia's economy strong. Maritime itself is a system that connects the global pulse of countries in the world and is the most important way in the continuity of the global economy. Based on these interests, Indonesia's strategic position can be categorized into 4 (four) major groups, including:

1. Indonesia as a strategic cross position (strategic junction);
2. Indonesia as a strategic fishing ground;
3. Indonesia as a strategic business potential (strategic potential business) and;
4. Indonesia as a key strategic partner.

As a signatory to the 1982 UNCLOS, Indonesia has the obligation to implement the 1982 UNCLOS into its national law, including regarding archipelagic countries, setting state borders with neighboring countries, and jurisdictional boundaries with the free sea. In line with the enactment of UNCLOS 82, the main priority in implementing the ratification is the determination of maritime boundaries with neighboring countries. As the largest archipelagic country in the world, Indonesia has maritime borders with 10 (ten) countries. The settlement of maritime boundaries is carried out through diplomacy through negotiations. The results of maritime border agreements that have been implemented between Indonesia and neighboring countries are as follows:

- a. Territorial Sea Boundary with Malaysia (1970), Singapore for the Middle segment (1973), for the West segment (2009) and the East segment in the South Changi (2014)
- b. EEZ boundary with Australia (1997, not yet ratified), with the Philippines on 23 May 2014.
- c. The continental shelf boundaries with Malaysia (1969), Australia (1971 and 1972) for 1997 have not yet been ratified, Thailand (1971 and 1975), Malaysia and Thailand (1971), India (1974 and 1977), Thailand and India (1978), and Vietnam (2003).
- d. Certain Boundaries RI - PNG with Australia (1973).
- e. Maritime Boundary with PNG (1971) followed by the determination of the EEZ boundaries in 1982.

Meanwhile, maritime boundaries that are still in the negotiation process include the following:

- a. Territorial Sea Boundary with Malaysia in the Southern Malacca Strait Segment, the eastern part of the Singapore Strait, the South China sea segment, waters around Tanjung Datu, West Kalimantan and the waters of the Sulawesi Sea.
- b. EEZ boundary with Vietnam in the South China Sea.
- c. The EEZ boundary with Palau in the Pacific Ocean. Several maritime boundary negotiations that have not been carried out bilaterally with neighboring countries include:
 - 1) Territorial Sea Boundary with:
 - a) Singapore Strait (Pedra Branca / Batu Puteh Island).
 - b) RDTL in the Savu Sea, Wetar Strait, and East Sea.
 - 2) EEZ limits with:
 - a) India in the Indian Ocean and the Indian Ocean.
 - b) Malaysia in the Malacca Strait and South China Sea.
 - c) Thailand in the northern Straits of Malacca.
 - d) RDTL

- 3) Continental Shelf Boundaries with:
 - a) Philippines in the Celebes Sea.
 - b) Palau in the Pacific Ocean.
 - c) RDTL.[12]

Various parties still have different views on the notion of maritime security, including the scope of the problems it faces. In this section some of these different views will be presented, then confronted with Indonesia's national interests in the maritime sector, the author will discuss this concept in order to obtain an understanding of maritime security and its scope in accordance with our national interests. This understanding of maritime security is needed as a basis in formulating the efforts needed to build strong maritime security. In the view of the military in general, maritime security is usually focused on issues of national security, in an effort to protect the territorial integrity of the country from armed attack or the use of other types of force, and project the interests of the state to other areas. The following table shows the status of the EEZ boundaries in the Indonesian maritime border area. The National Survey and Mapping Coordination Agency.[13]

Table 3.1. Status of EEZ Boundaries between RI and neighboring countries in Asean & Australia.

No	Economic Exclusive Zone (EEZ) Boundary	Status	Information
1	RI–Malaysia	Not yet agreed upon	There is no boundary agreement yet
2	RI–Vietnam	Not yet agreed upon	Agreement at the technical level
3	RI–Fillipina	Not yet agreed upon	There is no boundary agreement yet
4	RI–Palau	Not yet agreed upon	There is no boundary agreement yet
5	RI–PNG	Not yet agreed upon	There is no sea boundary
6	RI–Timor Leste	Not yet agreed upon	There is no boundary agreement yet
7	RI–India	Not yet agreed upon	There is no boundary agreement yet
8	RI–Singapura	Not yet agreed upon	There is no boundary agreement yet
9	RI–Thailand	Not yet agreed upon	There is no boundary agreement yet
10	RI–Australia	Not yet agreed upon	EEZ in the Indian Ocean, Arafura Ocean and Timor Sea

Source: Bakosurtanal, 2004 (processed).

The Territorial Sea Boundary (BLT) of Indonesia does not exceed 12 nautical miles from the baseline which is the boundary of a country's sovereignty whether on land, sea or air. Most of the BLTs have been agreed upon by countries directly bordering Indonesia, except with Timor Leste. as a newly independent country. In addition, tri-partite negotiations are needed between Indonesia-Malaysia-Singapore to agree on a BLT in the West and East of the Singapore Strait, which is less than 24 miles wide and directly overlaps with the borders of the three countries. Given the importance of recognizing the sovereignty boundaries of a country, the territorial sea boundary between the governments of the Republic of Indonesia and Timor Leste as well as the three junctional points in the Strait of Malacca need to be agreed immediately to avoid fears of conflict arising from violations of the country's territorial sovereignty. The following table shows the status of Indonesia's territorial sea boundaries with neighboring countries. National Survey and Mapping Coordination Agency.

Table 3.2. Status of Indonesia's Territorial Sea Boundaries

No	Territorial Sea Boundary (BLT)	Status	Information
1	RI – Malaysia	Agreed	It was agreed in the RI-Malaysia agreement in 1970
2	RI–Singapura (in parts of the Singapore Strait)	Agreed	It was agreed in the 1973 Indonesia-Singapore agreement
3	RI – PNG	Agreed	It was agreed in the 1980 Indonesia-PNG Agreement.
4	RI – Timor Leste	Not yet agreed upon	It is necessary to determine the baselines of the islands on Leti Island, Kisar, Wetar. Liran. Alor, Pantar, to Vatek Island, and the allied base point on Timor Island
5	RI-Malaysia-Singapura	Not yet agreed upon	Collective bargaining is required (tri-partid)

Source: Bakosurtanal, 2004 (processed).

Some BLKs between Indonesia and neighboring countries have been agreed upon and have been stipulated in a Presidential Decree (Keppres). However, there are still several segments of the marine area whose BLKs have not been determined, because they are still in the negotiation process or even not having negotiated at all with neighboring countries, including BLKs between Indonesia and Vietnam, the Philippines, Palau, and Timor Leste. The following table shows the status of the Continental Shelf Boundary in the Indonesian maritime boundary area. National Survey and Mapping Coordination Agency.

Table 3.3. The continental shelf status (EEZ) between the Republic of Indonesia and neighboring countries.

No	Continental Shelf Boundary (BLK)	Status	Information
1	RI – India	Agreed	10 BLK points in the sea and their coordinates
2	RI – Thailand	Agreed	BLK points in the Malacca Strait and the Sea Andaman was agreed upon by agreement in 1977
3	RI – Malaysia	Agreed	10 BLK points in the Malacca Strait and 15 points in the Natuna Sea were agreed under an agreement in 1969
4	RI – Australia	Agreed	BLK points in the Arafura Sea and Timor Sea were determined by Presidential Decree in 1971 and 1972 The BLK points in the Indian Ocean and around Christmas Island were agreed under an agreement in 1997
5	RI – Vietnam	Not yet agreed upon	In the negotiation process
6	RI – Filipina	Not yet agreed upon	In the negotiation process
7	RI – Palau	Not yet agreed upon	There is no negotiation process yet
8	RI – Timor Leste	Not yet agreed upon	There is no negotiation process yet agreed upon by agreement in 1974 and 1977

Source: Bakosurtanal, 2004

3.2 Indonesian Maritime Security

Christian Bueger expressed his opinion: "that maritime security contains four security concepts, namely sea power or marine power, marine safety, deep sea economy or blue economy, and human security." The concept of sea power describes the role of the navy, namely protecting the sustainability of the country, protecting sea transportation routes for trade and economic improvement. The concept of safety at sea describes the safety of ships and marine installations with the main objective of protecting marine professionals and the environment. Maritime security is also related with development in the economic sector, where the sea plays a very important role in trade and fisheries. The sea contains very important natural resources, such as oil and mining materials from the ocean floor. Coastal tourism is also an important source of economic income. The concept of human security is also related to maritime security, which contains elements such as availability of food, availability of shelter, sustainable living, and availability of safe job vacancies.

Threats to National Interests in the Maritime Sector According to Barry Buzan, threats to state security can take the form of:

- 1 Military threat, which has the potential to destroy various components of the state and even the state itself in total;
- 2 Threats to ideology, which fall into the category of threats with a political dimension;
- 3 Threats in the economic sector, such as: embargoes, restrictions on exports and imports of goods, theft of natural resources, stopping the supply of essential materials;
- 4 Threats in the environment or ecology, such as natural disasters, pollution, and others.

The possibility of this threat is a potential that could occur, but it must be seen from various factors. Furthermore, he states that there are three factors that must be seen in the context of the threat, namely: (i) the source of the threat, which can come from within the country itself, or can come from outside the country; (ii) the intensity of the threat, which can range from low to very high intensity, is influenced by factors such as the distance from the threat source to our country, the length of time the threat will occur, and (iii) the likelihood or probability of the threat occurring. Threats that can arise in the maritime world are very diverse, and in general each country or each party determines the type of threat differently, depending on various factors related to the threat itself and the vulnerability or vulnerability of the party who feels threatened. Military threats usually have political objectives (seizure of territory. Change of government of institutions. Manipulation of policy or behavior). Several parties place threats in the maritime sector as follows: disputes or disputes between countries, maritime terrorism, piracy or piracy, smuggling of narcotics, smuggling of people and illegal goods, enrichment or proliferation of weapons.[14]

3.3 Indonesia's maritime security factors

Government policy is a very important factor in building strong maritime security. Government policies need to seriously realize the vision of the "Maritime Axis", what the Government of Indonesia

needs to do at this time is to follow up this vision into policies that are more operational in nature, so that maritime players, both government and private, have a framework that is clear. The policies made by the government truly reflect the character of the government which cleverly seizes opportunities for economic benefits for the welfare of the people; steadfast in his determination to build a fleet of merchant ships and various sophisticated seaports; firm in its determination to build a strong and formidable naval force and reserve power, and firm in controlling all components or stakeholders involved so that the unity of command and control in dealing with Indonesia's maritime security is maintained.

With the existence of significant developments in the Asia Pacific, it has posed a maritime security threat. This is because over time, the sea has developed to become more strategic and pose a maritime security threat to a more complex direction. So that this area cannot be separated from the various dynamics that occur and is often faced with traditional and non-traditional security issues, as shown in the following table:

Table 3.4. Traditional and non-traditional security issues

RADITIONAL ISSUES	NON-TRADITIONAL ISSUES
1. Tensions that occur in the border areas of several countries in the Asia Pacific. 2. The dispute that occurred in the South China Sea.	1. There is weapons smuggling. 2. There is human smuggling. 3. The existence of drug smuggling. 4. Piracy at sea 5. Illegal fishing. 6. Separatism. 7. Terrorism. 8. The theft of natural wealth.

Table 2.3 Security dynamics in the Asia Pacific (Ministry of Defense of the Republic of Indonesia, Indonesian Defense White Paper 2015).[15]

3.4 Indonesian Government Efforts in Maintaining Maritime Security

To create a condition in which maritime security can be realized by various parties, both government institutions and from economic actors in the maritime sector, a systematic effort is needed to build maritime security that can answer the challenges of the tasks formulated in the previous section. This section will discuss what efforts need to be made to build strong maritime security in Indonesia.[16] According to Alfred Thayer Mahan in his book The Influence of Sea Power Upon History 1660-1783, to build a strong sea power, there are several conditions that will greatly affect these efforts, namely:

(i) geographical position or geographic location; (ii) physical conformation or physical characteristics; (iii) extent of territory; (iv) number of population or total population; (v) character of the people or character of the population; and (vi) character of the government or the character of the government.[17]

In the International Encyclopedia of the Social Sciences, security is "the ability of a nation to protect its internal values from external threats". This traditional understanding has the following characteristics: first, identification of "national" as "state"; second, threats originating from outside the territory of the country; and, third, the use of military force to deal with these threats. Therefore it makes perfect sense for Arnold Wolfers to come to the conclusion that the main problem facing every country is building strength to deter or defeat an attack.[18] In addition, military threats are not the only type of threat that is Perhaps the traditional definition as known for decades in the West can only be understood, especially in light of the history of the formation of Western countries which departed from the Wesphalian conception of a "nation-state".[19] During its development, the domestic security domain of a country becomes increasingly complex because it covers broader issues such as poverty, social conflicts, radicalism, corruption, narcotics, demagoguery (hate speech), natural disasters, gang riots, crime, and armed rebellion. Thus, efforts to maintain and maintain security in a country are not only determined by military capability, but also the capability of other elements of national power.[20]

One of them is the capacity of government and awareness of civil society. The potential wealth contained in Indonesian seas can be used as the basic capital of national development. The economic potential of the marine sector in Indonesia with an area of sea reaching 70% currently only contributes to the national GDP from the marine sector below 30%. It is estimated that the economic potential of the Indonesian marine sector is US \$ 1.2 trillion per year and is able to absorb 40 workers. [21] million people. In addition, the potential for geothermal, mineral, oil and natural gas as a consequence of Indonesia's position, which is traversed by the world's two rings of fire, is also extraordinary. Unfortunately, the potential economic value of the marine sector has not been fully utilized.[22]

Therefore, various threats arise due to the many potential conflicts. One of them is the unresolved problem of borders between Indonesia and neighboring countries so that it can become a threat to sovereignty and law enforcement at sea. The issue of territorial borders with surrounding countries is so important that international organizations also need to discuss it as a special agenda and finding a solution for it.[23] Based on these interests, Indonesia's strategic position can be categorized into 4 (four) major groups, including: 1) Indonesia as a strategic cross position (strategic junction); 2) Indonesia as a strategic fishing ground; 3) Indonesia as a strategic business potential (strategic potential business); 4) Indonesia as a key strategic partner.[24]

3.5 The Role of the Indonesian Navy (TNI-AL)

The Indonesian Navy is the second factor that makes a significant contribution to strong Indonesian maritime security. The capability of the navy is built to be able to perform three functions

simultaneously, namely military functions, constitutional functions, and diplomatic functions. In terms of enforcing sovereignty at sea, the force The sea must be able to carry out four types of combat, namely fighting over water, underwater fighting, amphibious combat, and special combat. The naval force, which consists of warships, aircraft, marines and bases, in carrying out its mission is integrated into a weapon system that is This force is called the SSAT (Integrated Fleet Weapon System). This force needs to be continuously increased in order to be able to supervise and defend Indonesia's vast waters. [25]In addition to increasing strength, it is in line with the development of current threats, deployment or deployment of forces from elements of the Navy. need d It is necessary to build a sophisticated and adequate naval base which is adapted to the implementation of the operations degree of the elements of the Navy. The strength of government elements that carry out law enforcement missions at sea and protect the environment in the maritime environment needs to be continuously improved.[26]

Law violations at sea are increasingly rampant, including illegal fishing by foreign fishermen, people smuggling, weapons, narcotics and other prohibited items. sophisticated satellite technology, as well as ships with high capability and speed in water areas with high wave conditions. The solution to support Indonesia as the world's maritime axis, an idea called Core Ideas which consists of four points. First, related to the importance of establishing the Indonesian Maritime Information Center (IMIC), which is an integration of surveillance equipment from the information center of Ministries / Institutions and Puskodal TNI (TNI AL).[27]

Second is the construction of a seabed sensor system using Coastal Acoustic Tomography (CAT) technology with the Seabed Sonar operating concept. It is explained that the Seabed Sonar is very important because of its water column characteristics which can only be explored by sonar which can be used to detect submarines as a strategic weapon.[28]

Third, namely the Development of Sea ToI Shipping Lanes (APTL) with the aim of increasing the Maritime Domain Awamess (MDA). Where the target of APTL is to realize shipping security between ports throughout Indonesia, as well as support for logistics throughout the region, then the last one is how to use strategies US (Re-balancing Strategy) and China strategy (Strategic Silk Road One Belt One Road). Where, the two state strategies must be utilized as best as possible by Indonesia in order to increase development in the economic and defense fields.[29]

The role of Navy diplomacy is a very important role for every Navy around the world. These main tasks are carried out through Military Operations for War (OMP) and Military Operations Other Than War (OMSP). This role is known as the "Navy show of force" which has become a traditional Navy role. [30] Diplomacy is support for government foreign policies designed to influence the leadership of other countries in peaceful or hostile situations. In Law No. 34 of 2004 stated that the main duties of the TNI in principle are three, namely; first, enforcing state sovereignty; second, maintaining

territorial integrity and third, protecting the entire nation and the entire Indonesian bloodshed from threats and disturbances. [31]

Based on data from the White Paper of the Ministry of Defense of the Republic of Indonesia It is stated that Indonesia's sovereign territory, with more than 17,500 islands, places Indonesia as the largest island nation in the world. Two-thirds of Indonesia's territory is a sea area with a coastline of 81,000 km and an EEZ area of 4,000,000 km². [32] international trade and transportation activities through Sea Lane Of Communication (SLOC) and Sea Lane of Transportation (SLOT) in Indonesian waters continues to increase. These main tasks are carried out through Military Operations for War (OMP) and Military Operations Other Than War (OMSP).[33]

4. CONCLUSION AND RECOMMENDATIONS

From the various analyzes carried out, several findings or conclusions were obtained. Indonesia's national interest in the maritime sector consists of three elements, namely the preservation of territorial integrity and state sovereignty, safeguarding maritime resources and domestic and international commercial shipping, and achieving the welfare of the Indonesian nation. Several threats in the region Indonesian waters that need to be a top priority are piracy at sea, illegal fishing, territorial disputes between countries, narcotics smuggling, and people smuggling. The elements that fall within the scope of Indonesia's maritime security are state sovereignty and territorial integrity, free seas. from lawlessness, shipping security and safety, as well as security and preservation of maritime resources. Maintaining the integrity of Indonesia with its plurality, efforts for national integration must be one of the main agendas in the context of national leadership, by prioritizing pro bono publico. "Pro bono publico according to Webster Dictionary" being, involving, or doing professional and especially legal work donated especially for the public good ". In a more Indonesian sense, it is selfless. Without any strings attached in managing diversity, namely the ability to be able to unite all groups, races and religions, and to be able to unite differences in harmony. This is especially true among elites who based on Indonesian historical aspects are actually actors who used by large countries, both elites from state actors and non-state actors. This is what will bring the Indonesian nation to become a maritime axis country that is respected by other countries.

Recommendation. It is recommended to the Indonesian government to conduct a special study on the Maritime Defense Strategy regarding Maritime Axis security issues, at least the following, namely the making of a roadmap / blueprint for the World Maritime Axis as Indonesia's geopolitics. National character development policy analysis with a maritime perspective, Comprehensive Sea port infrastructure development policy analysis, Analysis of marine power deployment policies that increase deterrence, regional security analysis in the Indo-Pacific, especially from the geopolitical aspect. It is hoped that Indonesia can take advantage of the dynamics. geopolitics in the Indo-Pacific for Indonesia's economic and security interests. In contrast to the economic and military sectors, foreign policy may be an area in which the development of Indonesia as a world maritime axis can be an opportunity to become a developed country, without significant institutional and technical

resistance. most of the discussions and disputes revolve around the Pacific and Indian Ocean, the Ministry of Foreign Affairs can focus on maritime diplomacy, either through defense diplomacy or joint military exercises; norm building; or cooperation based on common maritime interests.

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