
MARINE DEFENSE STRATEGY THE INDONESIAN GOVERNMENT IN THE CONSTRUCTION OF LAWS ON INDONESIAN ARCHIPELAGIC SEA LANES

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ABSTRACT

Indonesia as an archipelagic country has an open sea area and the existence of the Indonesian Archipelago Sea Channel (ALKI) which creates vulnerabilities to various possible threats. It is appropriate for the Indonesian government to make the security of the Indonesian Archipelago Sea Lanes a priority in its issued maritime policies. This paper will analyze the marine defense strategy of the Indonesian government in order to enforce the law on the sea lanes of the Indonesian archipelago by using theories of marine defense strategies and law. The writing method used is descriptive qualitative literature study. The next writer will formulate the marine defense strategy of the Indonesian government in order to enforce the law on the sea lanes of the Indonesian archipelago so that it can be optimal through theories and concepts about marine defense strategies and law enforcement on the Indonesian Archipelago Sea Channel. The results showed that law enforcement was not optimal in the sea lanes of the Indonesian archipelago so that there were still obstacles. As a conclusion, law enforcement on the Indonesian archipelagic sea lanes can be carried out in the ways agreed upon in the 1982 Unclos which was ratified by Indonesia with Law no. 17 of 1985 and strengthened by PP. 37 of 2002. to achieve defense objectives in maintaining and protecting the sovereignty of the country, the territorial integrity of the Republic of Indonesia and the safety of the entire nation from all forms of threats.

KEYWORDS: ALKI, Marine Defense Strategy, Law Enforcement, Unclos

1. INTRODUCTION

The cross position of the Unitary Republic of Indonesia (NKRI) which is between the two continents of Asia and Australia as well as the two Pacific and Indian Oceans, places the Republic of Indonesia in a strategic position. Indonesia as an archipelagic country that has a very large sea area has the advantage of having extraordinary natural resources, as well as a huge potential threat. The Indonesian Sea Territory not only has an important meaning for Indonesia, it also has a very important meaning

for the international community, because the Indonesian sea area is located in a cross position in the world where sea transportation often passes by other countries. One of the consequences of world recognition of Indonesia as an archipelagic country, Indonesia must create and establish several international lanes that pass-through Indonesia's national jurisdiction so that various countries can use it to cross the Indonesian sea area [1].

The existence of Indonesia as an archipelagic country has been recognized by the international community, as a consequence of this recognition based on the 1982 Law of the Sea Convention, archipelagic states must grant access rights to foreign ships. Indonesia has succeeded in establishing the Indonesian Archipelago Sea Channel (ALKI) which has been consulted with the authorized international body, namely the International Maritime Organization (IMO) and strengthened in Government Regulation Number 37 of 2002 concerning the Rights and Obligations of Foreign Ships and Aircraft in Implementing the Right of Sea Lane Passage Islands Through the Defined Archipelago Sea Channel. It is an obligation for Indonesia to safeguard and maintain Indonesian seas in its efforts to uphold, defend and secure, protect, maintain territorial sovereignty and jurisdiction at sea based on national legislation and international law [2].

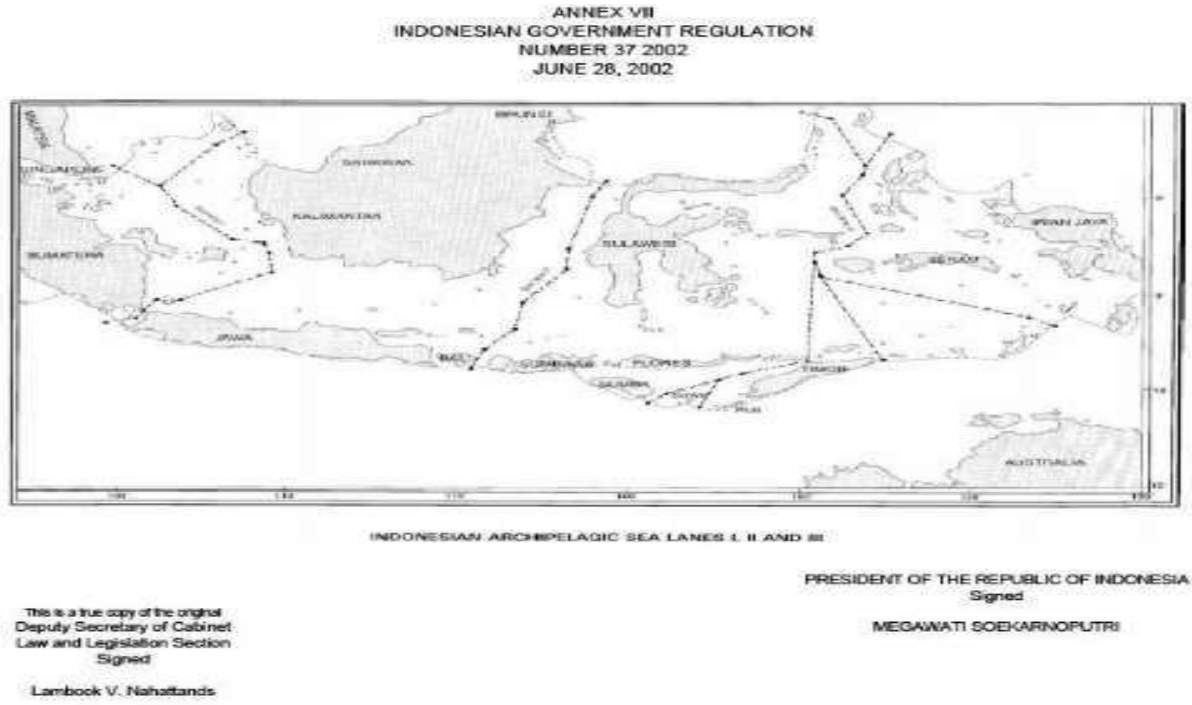
The 1982 Convention on the Law of the Sea which was ratified by Law no. 17 of 1985 dated 13 December 1985 concerning the ratification of the United Nations convention on the law of the sea / UNCLOS 1982 (the convention of the United Nations on the law of the sea), stipulating shipping routes that pass through Indonesian waters, with a note that these routes must be includes all routes that have been used for international shipping. As a consequence, Indonesia has accepted provisions relating to

the transit rights of foreign vessels. Therefore, in 1996 Indonesia had proposed to IMO regarding the determination of the three ALKIs and their branches in Indonesian waters, namely ALKI I in the northern part branching to Singapore (IA) and heading to the South China Sea, ALKI II through the Lombok Strait to the Sulawesi Sea and ALKI III. the southern part has three branches into ALKI III-A, III-B, III-C and III-D, and the northern one branches towards the Sulawesi Sea (III-E) and the Pacific Ocean. On 19 May 1998 the Plenary Session of MSC-69 IMO has officially adopted (adopted) the three ALKIs proposed by Indonesia. In this regard, Indonesia is the first archipelagic country that has started proposing the establishment of archipelagic sea lanes in accordance with the provisions of the 1982 Law of the Sea Convention. Meanwhile, relevant Indonesian agencies, in particular the TNI / TNI-AL and the Directorate General of Sea Transportation are also preparing the tools needed for the implementation of the ALKI, including the creation of new navigation maps and monitoring preparations. , surveillance and controlling (MSC) of international shipping and flights through the ALKI. At the national level, in the framework of implementing the ALKI that has been stipulated, the Government of Indonesia has carried out a series of important activities including determining the baselines of the Indonesian archipelago and the coordinates of the three ALKIs. ALKI-I passes by including part of the ZEE in the area into archipelagic waters [3].

According to Ken Booth in his book *Navies and Foreign Policy*, the Navy as the main part of naval power universally carries out three roles called the Trinity, the role of the Navy, namely a military role, a constabulary role and a diplomatic role. (diplomacy role) [4]. As one of the state equipment in the field of defense and security, the Indonesian National Army, the Navy (hereinafter abbreviated to the Navy) in carrying out its duties is guided by Law Number 34 of 2004 Article 9 point b concerning the Indonesian National Army. The Indonesian Navy has the task of enforcing the law and maintaining the security of the marine area of national jurisdiction in accordance with ratified national and international laws, thus it can be said that security enforcement at sea has two dimensions, namely enforcement of sovereignty and law enforcement so that the two dimensions are interrelated. one another.

The increasing number of shipping flows crossing Indonesian waters is due to the development of aspects of international relations in the global area and is enlivened by free trade and the domination of economic development at sea by maritime countries, as a consequence, Indonesia must guarantee the security and safety of shipping. Guaranteed shipping safety security provides a sense of security for sea users which will directly increase the volume of trade and shipping which in turn increases state revenue from the marine sector and makes a major contribution to the progress of the nation's economy [5].

Foreign ships that are conducting international voyages in exercising the right of passage through ALKI, both commercial ships and warships, can pass without first having to ask permission from the Indonesian government. Including foreign submarines can also pass without having to appear on the surface of the sea, but only specifically for the three agreed sea lanes. If it passes the predetermined path, it is considered to have committed a violation. The following is an overview of a map of the three Indonesian Archipelago Sea Lanes that was approved and ratified by the Indonesian government in 2002.



Sumber: IMO, 2010

Figure 1. ALKI Shipping Routes

The map showing the three ALKI routes above has been agreed upon by the International Maritime Organization with the following details: 1) ALKI I, the Sunda Strait, the Karimata Strait, the Natuna Sea and the South China Sea; 2) ALKI II, Lombok Strait, Makassar Strait, and Sulawesi Sea; 3) ALKI III-A, Savu Sea, Ombai - Wetar Strait, Banda Sea (northwest of Buru), Seram Sea (East of Mongole Island), Maluku Sea and Pacific Ocean; 4) ALKI III - B, Timor Sea, Leti Strait, Banda Sea (northwest of Buru), then to ALKI III-A; and 5) ALKI III-C, Arafuru Sea, Banda Sea (West of Buru Island) then continue north to connect ALKI III-A [6].

The use of archipelagic sea lanes in special sea lanes is the exercise of the right of shipment and flight in accordance with the provisions of the Convention in the usual manner only for continuous, direct and fast and unobstructed transit, provided that special lanes for international shipping are a consequence of the archipelagic state, of course. The Indonesian state must be able to guarantee safety and security in shipping from navigational hazards with adequate navigation aids to support transportation in waters and protection of the maritime environment in Indonesian waters [7].

Based on data from the International Maritime Bureau (IMB) for the period January 1 to June 30 2020, there was an increase in attacks carried out by pirates / pirates in Indonesian territorial waters, namely in 2019 there were 11 times an increase of 4 times in 2020 so that it became 15 the highest in the world.

	Location	2016	2017	2018	2019	2020
SE ASIA	Indonesia	24	19	25	11	15
	Malaysia	4	3	2	3	2
	Philippines	3	13	3	3	4
	Singapore Straits		1			11
	Thailand					1
EAST ASIA	China	5	1	2	3	
ASIA	Vietnam	3		2		2
INDIAN SUB CONT	Bangladesh	2	5	7		2
	India	13	1	2	2	5
AMERICAS	Brazil			2	2	2
	Colombia	2	2		3	1
	Dominican Republic				1	
	Ecuador		1	1	2	3
	Guyana	1	1			
	Haiti			3		3
	Mexico					4
	Panama				1	
	Peru	4	2	3	4	4
	Venezuela	2	6	7	6	
AFRICA	Angola	1	1			4
	Benin			5	1	6
	Cameroon			2	1	
	Democratic Rep. of Congo	2		1	1	
	Equatorial Guinea				2	2
	Gabon					2
	Ghana			5	3	1
	Guinea			1	1	1
	Gulf of Aden*	1	2	1		
	Ivory Coast	1	1		1	2
	Kenya	2	1			
	Liberia				1	
	Morocco				1	
	Mozambique		1		1	3
	Nigeria	24	13	31	21	14
	Red Sea*		1			
	Sao Tome and Principe					1
	Sierra Leone		4			
	Somalia		4	1		
	South Africa	1				
	The Congo	1	1			1
	Togo	1		1	3	1
REST OF WORLD	Iran		1			
	Iraq					1
	Oman		1			
	Yemen	1	1			
	Subtotal for six months	98	87	107	78	98
	Total at year end	191	180	201	161	

Table 1: Location of Actual and Attempted incidents January – June 2016 – 2020 Piracy and armed robbery again Second Quarter 2020.

2. RESEARCH METHOD

The research method used is descriptive, which provides an overview through existing data and facts about Indonesia's efforts in realizing maritime security during the reign of Joko Widodo. The type of data used is secondary data obtained from literature review and interpretation of materials contained in freelance journal articles. The data analysis used is qualitative data analysis, that is, the data obtained is analyzed in order

to support the problem being studied and the data is related to the problem being studied. The data collection technique used in this research is literature study, which collects theoretical data and concepts from the internet in the form of journal articles that are related to the scope of this research which is used as a basis for thought and discussion [8].

3. RESULT AND DISSCUSSION

3.1 State Defense Theory

According to the Big Indonesian Dictionary, the word defense comes from the word retain, which means that it remains in a state, or remains in its position. So thus, defense means striving so that it remains unchanged from its original state, or safeguarding and protecting it so that it is safe. Meanwhile, what is meant by state defense is all efforts to defend the sovereignty of the state, the territorial integrity of the state, and the safety of the entire nation from threats and disturbances to the integrity of the nation and state [9].

Several defense science experts provide definitions of Defense Science. According to Brigadier General (Purn) Makmur Supriyatno (2014) in his book "about Defense Science" states that defense science is the study of how to manage national resources and strength during peace, war and post-war, in order to face military and non-military threats. towards territorial integrity, state sovereignty, and the safety of the entire nation in the framework of realizing national security [10].

Meanwhile, according to Lt. Gen. (ret) TNI Syarifudin Tippe, S.IP., M.Si. (2016) stated that Defense from the side of Political Science is a concept that cannot be separated from life. Defense is an essential requirement for a living entity. If you don't want to be controlled by other parties, then it is important for him to build a strong defense. In fact, defense is the art of maintaining existence, either by those who have the power to do so or by parties who simply hope for a sense of security and peace [11].

So, basically defense is a joint force (civil and military) organized by a State to ensure the integrity of its territory, protection of people and / or to protect their interests from threats that arise from other countries, actors and non-state actors.

Defense Minister Prabowo Subianto in a press conference shortly after the activities of the 2020 Defense Ministry Leadership Meeting said that defense power is a state investment that needs to be continuously increased. At present, he also sees the need to modernize and invest in defense [12].

Defense theory, especially a marine defense strategy to enforce the law in ALKI, is needed to prevent and dispel the threat posed by ships crossing the ALKI route. It is necessary to monitor by using radar or visuals of passing ships to match their tracks on the ALKI line

3.2 Law Enforcement Theory

According to Lawrence M. Friedman, in his theory, the effectiveness and success of law enforcement depends on three elements of the legal system, namely the structure of law, the substance of the law and the legal culture. The legal structure concerns law enforcement officials, the substance of the law includes statutory instruments and legal culture which is a living law adhered to in a society [13].

Meanwhile, according to Satjipto Raharjo argues that law enforcement is not a definite action, namely implementing a definite action by applying the law to an event, which can be likened to drawing a straight line between two points [14].

According to Soerjono Soekanto, he argues that law enforcement is an activity to harmonize the relationship of values that are described in the rules / views of values that are solid and manifest and act as a series of elaboration of the final stage of values to create, maintain and maintain social peace. Concrete law enforcement is the enactment of positive law in practice which must be obeyed. So, giving justice in a case means deciding the law in concreto in guaranteeing and maintaining the obedience of material law by using the procedural method stipulated by formal law [15].

Meanwhile, according to Jimly Asshiddiqie, law enforcement is the process of making efforts to uphold or function real legal norms as behavior guidelines in traffic or legal relations in social and state life [16].

Law enforcement can be defined as a system in which there are members of the government who act in an organized manner to enforce the law by finding, blocking,

restoring, or punishing people who violate the laws and legal norms that govern the society where the law enforcement members are located.

Ships crossing the ALKI route should continue sailing and not stop in accordance with the track on the ALKI route. Here, it is necessary to enforce the law for ships crossing the ALKI route if violations are found for these vessels, including stopping at the ALKI route, leaving the ALKI track, carrying out Spionage on the Indonesian state through the ALKI route and so on.

3.3 Sea Power Theory

Alfred Thayer Mahan, a High Officer of the United States Navy, in his book " The Influence of Sea Power upon History " proposes the theory that sea power (sea power) is the most important element for the progress and success of a country, which if the forces the sea is empowered, it will improve the welfare and security of a country. Conversely, if these sea powers are neglected, it will result in losses for a country or even collapse the country [17].

According to Alfred Thayer Mahan, there are six elements that influence sea power, namely geographical position, physical conformation, extent of territory, number of populations, national character and character. of government (character of government) [18].

President of Indonesia Sukarno in the inauguration of the Naval Institute in 1953, which is currently called the Indonesian Navy Academy, said: "Try to make us a seafaring nation again. Yes, a seafaring nation in its broadest sense. "But a seafaring nation in the meaning of the word ocean horizon. A seafarer nation that has a trading fleet, a seafarer nation that has a military fleet, a seafaring nation whose activities are in the sea match the rhythm of the waves of the oceans themselves" [19].

In his book *Sea Power Indonesia*, Dr. Marsetyo argues that sea power can be interpreted as a country that has adequate and proportional naval power. Sea power also means the ability of a country to use and control the sea (sea control) and prevent opponents from using it (sea denial) [20].

There are important elements of sea power in geographical position, physical form, area, population, national character and government character. Sea power as input is the elements of national power at sea among other law enforcement officers, maritime defense industry, natural resources and human resources, while sea power as output is an approach to the ability to manage the behavior of the state or non-state either in and or by sea [21].

The theory of sea power is indispensable for the ALKI crossing. Maritime power needs to be presented around the ALKI crossing by presenting several stakeholders of government agencies who have ships to carry out patrols and sail on the ALKI route so that foreign ships carrying out voyages on the ALKI route will know our sea strength and they will feel safe because of the ships -ships belonging to government agencies such as ships owned by Bakamla, Polairud, ADRI, Customs, Immigration, KPLP and others.

3.4 Island State Theory

The issuance of the United Nations Convention on the Law of the Sea (UNCLOS) 1982 which is often referred to as the UN convention on international maritime law which subsequently ratified the convention through RI Law No.17 of 1985 concerning the ratification of the United Nations convention on the law of the sea (the United Nations Convention on the Law of the Sea).

UNCLOS 1982 and Republic of Indonesia Law No.17 of 1985 have an important meaning because the concept of an archipelagic state that has been fought for by Indonesia for 25 years has continuously succeeded in obtaining official recognition from the international community. UNCLOS is the result of UN conferences on the law of the sea which took place from 1973 to 1982. Until now, no less than 158 countries have declared to join the Convention, including the European Union.

This official international recognition embodies one territorial unity in accordance with the Djuanda Declaration on December 13, 1957, namely the Indonesian Archipelago as a single political, economic, socio-cultural and defense and security entity that is no longer limited to the unilateral claim of the Indonesian government.

An archipelagic country according to UNCLOS 1982 is a country consisting entirely of one or more archipelagic groups and may include other islands. Archipelagic states can draw straight archipelagic baselines / bases connecting the outer points of the islands and the outermost dry charcoal of the islands.

Included in the provisions of the Convention is the Indonesian Exclusive Economic Zone in the waters of North Natuna. This time, Chinese ships dared to return to exploitation activities without permission in the region. Not only without permission, but also insisting on its unilateral claim to exploitation rights there, claims not recognized to date by international law [22].

The State of Indonesia is an archipelagic country that has been established by UNCLOS 1982 and ratified by RI Law No.17 of 1985 concerning the ratification of UNCLOS (United Nations Convention on the Law of the Sea) which is one of its contents so that in "archipelagic waters" the right of peaceful passage applies. innocent passage) for ships of other countries. However, the archipelagic State may temporarily suspend the right of peaceful passage to certain parts of its "archipelagic waters" if deemed necessary to protect its security interests. Archipelagic States can determine archipelagic sea lanes and flight routes over these sea lanes.

3.5 Naval Engagement Theory

The involvement of the Navy has a big role to play in maintaining the sovereignty of the sea. Ken Booth's theory of naval diplomacy in his book *Navies and Foreign Policy* [23] about the trinity of naval functions is a very significant work so that it has been widely used as a naval doctrine in various countries. According to Booth, the Navy has three functions, namely military, police and diplomacy [24].

according to RI Law no. 3 of 2002 concerning state defense in article 10 paragraph 3 which reads one of the contents of which states that defending the sovereignty and territorial integrity is required to always be ready to face all forms of threats that threaten the integrity and sovereignty of the state. Every TNI personnel must have the readiness to be deployed in every operation, both war military operations (OMP) and non-war military operations (OMSP).

Based on the Republic of Indonesia Law No.34 of 2004 concerning the TNI in article 4 paragraph (1), it reads "TNI consists of the Army, the Navy, and the Air Force who carry out their duties under the command of the Commander", this means that the Indonesian National Armed Forces (TNI AL) is part

of the TNI which has duties based on Law No. 34 of 2004 article 9, one of its duties is "to enforce the law and maintain

security in the marine area of national jurisdiction in accordance with the provisions of national law and international law. which has been ratified".

The involvement of the Indonesian Navy (TNI AL) has an important task in the ALKI route as a security apparatus on duty at sea to monitor, control and secure the ALKI trajectory from disturbances and threats such as piracy, the activities of ships carrying illegal cargo. documents between the ship and cargo or documents that have expired. All of these violations will be investigated by the Indonesian Navy and subsequently, if a violation is found, it will be submitted to the prosecutor's office for further processing.

3.6 Maritime Security Concept

Maritime security is a small part of national security, so the national security practices of a country determine how maritime security & practices are in national policy. The maritime security concept sits between traditional and non-traditional security frameworks. Based on the traditional security framework, violations of maritime security are considered to threaten the sovereignty and identity of the state, while non- traditional frameworks tend to expand the security landscape of the reference object so that the security issues studied are more than just threats to the sovereignty and identity of the state, such as ethnicity, race and religion. Intergroup (SARA), economy, migration, environment, and resources [25].

Christian Bueger stated 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 explains the role of all components of the national maritime power together with other maritime powers, namely protecting the sustainability of the country, protecting sea transportation routes for trade and improving the economy. 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 to economic development, where the sea plays a very important role in trade and fisheries. The sea contains very important natural resources, such as oil, and minerals 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 the availability of food, the availability of shelter, sustainable living, and the availability of safe job vacancies [26].

Maritime Security is a condition of the maritime environment that is free from various threats to Indonesia's territorial sovereignty and the enforcement of national and international laws aimed at ensuring the realization of Indonesia's national interests. These threats are in the form of threats of violence, threats to marine resources and the environment, threats of lawlessness, and threats of

navigation hazards. With a complex and dynamic character of threats in the sea, maritime security requires the contribution of all components, especially law enforcement institutions. The sectoral ego must be minimized or eliminated because it will hinder efforts to cooperate in realizing maritime security. Maritime Security contains five essences, namely national interests (aspects of sovereignty & law) in the sea, safe and peaceful use of the sea, law enforcement that is not only limited by physical territorial boundaries, Indonesia's active role in maintaining regional security and the need for cooperation of national components [27].

Cooperation from all parties, both government agencies and private agencies, is required to secure the ALKI route so that maritime security is protected from all threats and disturbances so that the economy and foreign exchange will increase if the concept of maritime security, especially in the ALKI route, is free from all forms of threats and disturbances.

3.7 The Decision-Making Concept

Public policy analysis is an applied social science discipline that uses a variety of research methodologies and arguments to produce relevant information to solve policy problems [28]. Policy analysis is not a decision, as stated by Weimer and Vining “The product of policy analysis is advice. Specifically, it is advice that informs some public policy decision. So public policy analysis is more of advice or consideration for public policy makers which contains the problems faced, the tasks that must be carried out by public organizations in relation to these problems, as well as various policy alternatives that might be taken with various assessments based on policy objectives.

“Policy analysis is evaluable, because it can help a decision maker by providing information through research and analysis, isolating and clarifying issues, revealing inconsistencies in aims, and effort, generating new alternative and suggesting ways of translating ideas into feasible and realizable policies. Its major contribution may be to yield insight particularly with regard to the dominance and sensitivity of the parameters. It is no more than adjunct, although a powerful one, to the judgment, intuition, and experience of decision makers” [29].

According to Quade, public policy analysis is defined as an applied research to deeply examine various social problems in order to obtain better problem solutions. Then Stuart S. Nagel added that public policy analysis is a determination in terms of the relationship between policy alternatives and policy objectives.

Policy analysis is an important thing because it can help a decision maker by providing information obtained through research and analysis, separating and clarifying issues, exposing mismatches of goals and efforts, providing new alternatives and proposing ways of translating ideas into policies. which is easy to materialize and realize. Its main contribution may have been to provide inputs taking into account the priority and sensitivity of the parameters [30].

Making decisions and government policies regarding maritime affairs, especially on the ALKI route, is very necessary so that Indonesia issued Government Regulation of the Republic of Indonesia (PP) Number 37 of 2002 (37/2002) concerning the Rights and Obligations of Foreign Ships and Aircraft in Implementing the Right of Archipelagic Sea Lane Passage Archipelagic Sea lanes defined.

4. CONCLUSION AND RECOMMENDATIONS

The explanation for the Republic of Indonesia Law Number 17 Year 1985 states that in “archipelagic waters” the right of innocent passage applies to ships of other countries. However, Indonesia as an archipelagic country can temporarily suspend the right of peaceful passage in certain parts of its "archipelagic waters" if deemed necessary to protect its security interests. Archipelagic States can determine archipelagic sea lanes and flight routes over these sea lanes. Foreign ships and foreign aircraft enjoy the right of archipelagic sea lane passage through said sea lanes and flight routes for transit from one part of the high seas or the exclusive economic zone to another part of the high seas or the exclusive economic zone. The archipelagic sea lanes and flight routes are determined by drawing pivot lines. Foreign ships and aircraft carrying out transit passage through the sea lanes and flight routes may not sail or fly beyond 25 nautical miles on the left and right side of the axis line. Even though foreign ships and aircraft enjoy the right of archipelagic sea lane passage through said sea lanes and flight routes, this in other areas than shipping and aviation must not reduce the sovereignty of the archipelagic state over water and airspace above it, the seabed and the land beneath it. and the source of wealth in it. Accordingly, the right of archipelagic sea lane passage through flight routes regulated in this Convention only includes the right of passage of flights through the air over sea lanes without affecting the sovereignty of the state to regulate flights over its territory in accordance with the Chicago Convention 1944 on Civil Aviation or the sovereignty of archipelagic states over territory. other air over Nusantara waters. In accordance with the provisions of the Convention, apart from respecting existing international treaties, the archipelagic state is also obliged to respect the traditional rights of fishing and other legal activities of neighboring countries that are directly adjacent, as well as submarine cables that already exist in certain parts of archipelagic waters. which was formerly the high seas. These traditional rights and other legitimate activities may not be transferred to or shared with third countries or their citizens.

The result of the UN convention on Unclos 1982 which was ratified by a government decree through the Republic of Indonesia Law N0. 17 of 1985 and spelled out by PP No.37 / 2002 policy, it is clear that the ALKI rules regarding the rights and obligations of foreign ships and aircraft in exercising the right of archipelagic sea lanes passage through designated archipelagic sea lanes, so that all agencies, both government, private and foreign ships that carry out activities in the ALKI route in order to comply with the rules that have been made by the Indonesian government (Law No. 17 of 1985 and PP No. 37 of 2002).

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