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INDONESIAN MARITIME THREATS: A PRELIMINARY STUDY

Ancaman Maritim Indonesia: Kajian Awal

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ABSTRACT

During the Cold War era, security threats focused on the arms race between the two major powers of the world, the United States and the Soviet Union. With the end of the Cold War, this threat seemed to have changed because it involved non-military issues as well. Nevertheless, maritime issues have often become the focus of debate among scholars. Indonesia is the largest maritime country in the world and faces a variety of maritime threats. The problem is what kinds of maritime threats do Indonesia face? Based on preliminary reviews, observations in maritime seminars and open interviews with academics and government officials, this research found that the types of military and non-military threats are, among others, terrorism, sea piracy, smuggling, illegal fishing, navigation threats, asylum seekers, sea boundary problems, climate change, natural disasters and many others. These threats provide indicators of how important it is for the various agencies involved to work together in addressing the issue of maritime security threats because they pose national security problems.

Keywords: maritime countries; maritime threats; military threats; non-military threats; national security

ABSTRAK

Pada era Perang Dingin, ancaman keselamatan berfokus terhadap peperangan senjata antara dua kuasa besar dunia iaitu Amerika Syarikat dan Soviet Union. Dengan berakhirnya Perang Dingin, ancaman ini seolah-olah berubah kerana ia turut melibatkan ancaman bukan ketenteraan. Walau pun begitu, isu maritim sering menjadi tumpuan perdebatan para sarjana. Indonesia adalah negara maritim terbesar

di dunia dan menghadapi pelbagai ancaman maritim. Permasalahannya, apakah ancaman keselamatan maritim yang dihadapi oleh Indonesia? Berdasarkan sorotan awalan, pemerhatian dalam seminar maritim dan temubual terbuka di kalangan ahli akademik dan pegawai kerajaan, kajian ini mendapati bahawa ancaman-ancaman keselamatan ketenteraan dan bukan ketenteraan yang dikenal pasti antara lain adalah keganasan, pelanunan, penyeludupan, kegiatan penangkapan ikan haram, ancaman aktiviti pelayaran dan perkapalan, pencari suaka, permasalahan sempadan perairan, perubahan iklim, bencana alam dan sebagainya. Ancaman-ancaman ini memberi petunjuk terhadap pentingnya penglibatan pelbagai agensi untuk bekerjasama demi mengatasi isu ancaman keselamatan maritim kerana ia menimbulkan masalah terhadap keselamatan nasional.

Kata kunci: *negara maritim; ancaman maritim; ancaman ketenteraan; ancaman bukan ketenteraan; keselamatan nasional*

INTRODUCTION

The threats that happen in the maritime domain have existed ever since the Age of Sail to the present. The types and forms of threats vary widely, depending on the geographical location and the vital sea line communications of a country; for instance, the threats of terrorism in Indonesia (Ali 2017) which started at the end of the Cold War and after the September 11, 2001 attacks in the United States. Moreover, the scope of the maritime domain includes physical, legal, economic and environmental aspects above the surface, in and under the sea as well as the seabed, including the coasts, and the ports which are so wide making problems in the maritime area increasingly complex (Cordner 2008).

Some of the global security and safety incidents around the world include MV Limburg-6 October 2002, terrorism, USS Cole (DDG-67)-12 October 2000, piracy at sea, smuggling, cyber threats, human trafficking, piracy, corruption, and internal threats (Bernat & Gorsline 2013). According to one scholar, threats at sea in the context of defending shipping comprise local warfare, terrorists, piracy, threats to cargo ships by terrorists, drug trafficking, and human smuggling (Till 2009). In addition, there are problems in certain sea areas that are not safe (sea blindness), uncertainty of the future, analysis of freedom of access, issues of resource levels, issues of military strategy and policy, ministerial apparatus, inter-force relations, naval issues and maritime approaches, intrinsic acquisition issues, industry capacity, plans and realities (Till 2017:16–19). Within the Navy and the Coastguard themselves, common problems are encountered such as defense budget inflation, budget constraints, resource commitment gaps, certain unprotected sea areas and a strong land culture (Till 2009).

Furthermore, other maritime issues by the International Maritime Organization (IMO) encompass international ship and port security, cyber security, piracy and armed piracy against ships, stowaway, mixed migration by sea, terrorism, transport of hazardous and toxic substances by sea, accidents at sea, air pollution due to shipping by ships, pollution from ships such as oil, hazardous liquids (chemicals carried in large quantities; hazardous substances carried in packages, dumping of sewage and ship debris into the sea), underwater noise disrupting or injuring marine mammals, and illegal fishing (IMO 2018). All these threatens marine life and the environment.

RESEARCH METHODOLOGY

The primary data of this study were collected from semi-structured interviews and in-depth interviews in Indonesia with professionals from Indonesia, English maritime experts, intellectuals, government officials, and observers. Meanwhile, secondary data were obtained from several authentic and academic sources such as, journals, books on maritime issues and national security, and valid Internet resources. Most of the data were collected during the author's fieldwork in the United Kingdom between September and October 2017. The author's participation in the symposium at IMO United Kingdom, and IMSS 2017 in Bali, Indonesia, has also increased his understanding of maritime threats.

DISCUSSION

Studies on threats at sea by several authors are categorised into several types. Referring to the UN Secretary General's report on the Oceans and the Law of the Sea in 2008, seven threats to maritime security were identified, namely:

Piracy and armed robbery attacks on ships; terrorist acts against shipments, offshore installations and other maritime interests; illegal trade in weapons and weapons of mass destruction; Illicit traffic in narcotic drugs and psychotropic substances; Smuggling and trafficking of persons by sea; illegal, unreported, unregulated (IUU) fishing; intentional and lawful damage to the marine environment.

(UN General Assembly 2008:18–31)

The existence of new and developing transnational crimes that have been identified by UNTOC in 2010 are among others, including cybercrimes, crimes related to identity, illicit trafficking of cultural heritage objects from illegal trade, IUU fishing, environmental crimes, piracy at sea, and illicit trafficking of human organs (Direktorat KIPS 2016).

Furthermore, according to Kusumastanto (2010) the important issues of marine development in Indonesia include sea sand mining, marine capture fisheries, small

island, coastal and marine environmental degradation, maritime security, institutions (retribution for fishery products), maritime boundaries especially in small islands. According to the Ministry of Maritime Affairs there are two threats, namely traditional and non-traditional. Traditional threats are, for instance, border issues. Meanwhile, non-traditional threats include piracy at sea, environmental problems, climate change, illegal fishing, smuggling of goods, oil, weapons, and narcotics (Oegroseno 2017b). Traditional threats are difficult to overcome, while non-traditional threats are relatively easy; the important thing is to have a commitment by the authorities. However, what is more complex is the threat in the South China Sea (SCS), because Indonesia does not yet have sufficient doctrine to deal with these issues (Yohanes 2017).

The International Chamber of Commerce (ICC) annual report has shown that during the five year period, 2012-2016, in terms of illegal activities at sea, such as armed piracy and robbery, Indonesia ranks the highest, followed by Nigeria and India (ICC 2017). However, this was denied by the Maritime Ministry, which claimed that many minor crimes occurred in the ports. This gives rise to the perception that Indonesia is a country with the highest crime rate at sea compared to other countries, due to the large number of ports in Indonesia (Oegroseno 2017b). Indeed, Indonesia had maritime issues in the early 2000s, but action was taken in 2004. As a result, the number of annual attacks on ships and piracy decreased dramatically, and in 2016 in the Strait of Malacca there were no threats any longer (Oegroseno 2011). Operations at sea that have been carried out by the government to combat illegal fishing have been able to reduce the number of illegal fishing, however, with the vast maritime area, it is necessary to further strengthen maritime technology and synergies between the Navy, Air Force and other maritime institutions, as well as cooperation with other countries regarding the exchange of intelligent information (Oegroseno 2017b). According to the World Bank and the Food and Agriculture Organization (FAO) (KKP 2017), Indonesia has suffered significant losses of around 20 billion US dollars as a result of illegal fishing.

Likewise, the issues of sea level rise, coral bleaching, and ocean warming due to global climate change which will result in the sinking of small islands are a major concern for Indonesia and these climate change issues were one of the concerns at the 2009 World Ocean Conference meeting (Oegroseno 2011). Other maritime threats in Indonesia are namely:

Illegal fishing, illegal immigrants, human trafficking, smuggling, piracy, maritime terrorism, offshore threats, port problems; informal payment / export-import corruption, tipping culture, organized criminal groups, general ship theft, strikes and stoppages, protests and demonstrations, piracy at sea, coastal threats and logistics; criminals, insiders such as crew members, contractors, civilians, groups opposing state policies or actions, terrorist organizations and individuals.

(Bernat & Gorsline 2013)

In another discussion, Yugianoro (2014) stated that threats include military, non-military, internal, state, non-state, national, regional, and international threats. Therefore, the Ministry of Defense identified the threats in the next five years based on the 2015 defense white paper, as follows:

“... real threats such as terrorism and radicalism, separatism / armed rebellion, natural disasters, violations of border areas, piracy and theft of natural resources, epidemics, cyber attacks and espionage, drug trafficking and abuse; unreal threats such as threats that are not prioritized based on strategic analysis; threats can be in the form of open conflict / conventional war”.

(Kemhan 2015: 23)

According to Mangindaan (2016) there are different types of threats at sea, especially regarding overlapping claims of maritime boundaries, Indonesia’s maritime boundaries with neighboring countries, the ability to protect the entire sea area; the security of the Indonesian archipelago’s sea lanes, maritime element management, and refugees. Notably, with regard to transnational crimes, the Indonesian Ministry of Foreign Affairs is paying greater attention by taking on an active role in the prevention of human trafficking and people smuggling, the prevention and eradication of corruption; the eradication of environmental crimes including wildlife trade, illegal logging, illegal fishing, money laundering crimes, illegal trade in cultural objects and the eradication of narcotics and psychotropic drugs (DKIPS 2016).

Meanwhile, the forms of crime and other crimes at sea relating to Indonesian fishermen are very diverse, in particular:

“... falsification of ship documents, double tagging and double registration; fishing without appropriate permits / documents (sailing without a port and seaworthiness permit); illegal vessel modification (including reduction-sign, changing call sign, engine), using foreign captains and sailors, conversion of large foreign fishing vessels into small pump boats to enter Indonesian waters by falsifying vessel documents and Indonesian identities of the crew; deactivation of vessel transmitters (VMS and AIS); illegal transport at sea; falsification of notebook records; violation of fishing grounds, using prohibited fishing gear, non-compliance in owning / partnering with fish processing units”.

(Santosa 2016:10)

In addition, other types of crime related to fisheries in Indonesia are illegal fuel transactions; immigration-related crimes; customs-related crimes; money laundering; tax crimes; corruption; human rights violations; and illicit drug trafficking (Santosa 2016: 11).

At the 2017 *International Maritime Security Symposium* (IMSS) in Bali, it was found that there are similarities in the types of crimes at sea that occur in Russia and in Indonesia. Sawywer, a Russian navy officer, pointed out that Russia’s maritime

security faces challenges such as piracy, smuggling, human trafficking, transnational terrorism and to some extent, disaster relief which is an example of a challenge that stems from land-based instability but then spills over to the sea (Sawyer 2017:21). More specifically, the maritime threat that occurs in the Malacca Strait, according to Kainikara, is caused by several factors, including the condition of the coastal states in the Malacca Strait, which varies in terms of economy, military capacity, development needs, social norms, political-religious status, and security alliances. This will have an impact on the national security stability of each country, namely Indonesia and Malaysia. Hence there is a need for broad cooperation to deal with threats in the Indonesian Archipelago Sea lanes (ASL) (Kainikara 2012). This opinion was supported by Sakai who asserted that the threat in the Malacca Straits is a real threat to regional security (Sakai 2017:32).

Further, the Chief of Staff of the Australian Navy, Barret in IMSS 2017 argued that Australia shares a common interest in maintaining and advancing an international system based on the rule of law, supported by dialogue and cooperation, and a transparent approach to strategic interests, especially among countries that disagree on maritime domain (Barrett 2017, 38). Furthermore Barrett added that although the issues of piracy in Somalia did not appear, efforts to maintain security at sea were still being carried out, to ensure that sea blindness would not occur (Barrett 2017: 49).

Furthermore, Desra asserted that maritime security faces various threats, namely traditional threats, such as excessive baseline boundary demands, illegal islands, and maritime boundaries based on illegal history; and non-traditional threats, such as piracy, terrorists, trafficking, IUU fishing, and human trafficking (Desra 2017). This view is supported by Oegroseno, who considered issues in the maritime region, namely maritime boundary disputes in the South China Sea, weapons robbery of ships, the situation in the South Philippines, terrorists, and illegal fishing as a major security threat to Indonesia (Oegroseno 2017).

According to Zemskov, the problem of maritime boundary claims causes serious obstacles to Asian regional cooperation, which is evident, among others, in the 2005 commitment to joint exploration between the Philippines, China and Vietnam which has yet to materialise (Zemskov 2017). Another problem is the existence of foreign submarines passing through the Indonesian ASL route which has been tracked by the Indonesian Navy patrol boats (Daud 2017). This violates the provisions of shipping in the Indonesian ASL based on the rules of the United Nations Conference on the Law of the Sea (UNCLOS) 1982 regarding innocent passage.

In addition, there is the issue of foreign aircraft flights over Indonesian territorial sea areas, such as the Hornet F/A-18 fighter aircraft belonging to the United States

Navy, which crossed Bawean Island in 2003 (Liputan6 2003). Furthermore, there is an absence of official reports from the Indonesian government regarding incidents of crimes at sea as a reference for the government or other countries such that the exact number of crimes occurring during the year in Indonesian sea territory are not known. This often results in differences in data among the International Chamber of Commerce’s (ICC) International Maritime Bureau (IMB) in England, the Regional Cooperation Agreement on Combating Piracy and Armed Robbery of Ships in Asia (ReCAAP) in Singapore, and the Indonesian Maritime Security Agency (Nursal 2018).

One important consideration regarding the threats in the Indonesian sea is the large number of threats of illegal activities at sea, especially in the Malacca Strait in the 2010s which had a significant impact on economic development, especially trade by sea. Based on a study by CSIS on Chinese Power, if something should happen in the Malacca Strait, the alternative route to the South China Sea would be the Sunda Strait, Lombok Strait or turning to Australia (CSIS 2017). This will result in even greater shipping costs due to changes in transportation routes as shown in Figure 1.

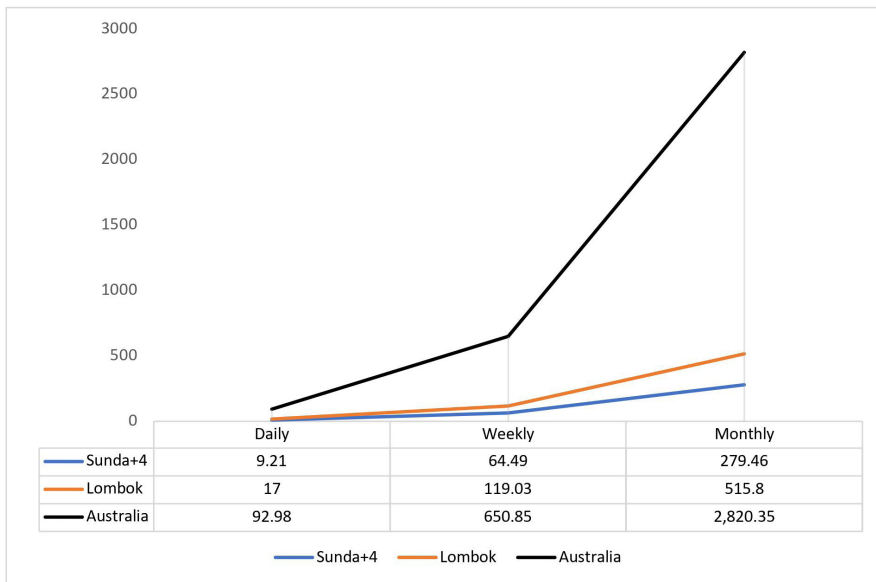


FIGURE 1. Estimated Cost of Changing Shipping Lines in the Strait of Malacca (USD Million)
 Source: Team (2017)

In addition, problems related to law enforcement management at sea involve many departments that have overlapping authorities. These departments include Bakamla,

Ministry of Marine Affairs and Fisheries, Ministry of Forestry, Ministry of Energy and Mineral Resources, Ministry of National Education, Ministry of Transportation and Communication, Ministry of Environment, Navy, Air Force, Maritime Police, Immigration and Customs (Dirhamsyah 2005). This results in ineffective handling of illegal activities at sea. These problems are caused by several interrelated factors namely:

“Limited enforcement resources, including funds, personnel, and facilities; gaps and lack of integration in laws and regulations for the management of coastal and marine resources; lack of mechanisms for inter-agency coordination and communication among various law enforcement agencies; lack of awareness of the environment and natural resources of the problems and impacts of illegal or destructive practices in the short, medium and long term for food security and livelihoods of coastal communities; a lack of an appropriate, competent and committed judicial system with respect to marine resource issues; large geographic areas require surveillance and law enforcement”.

(Dirhamsyah 2005:4)

Likewise, the problem of territorial boundaries at sea with 10 neighboring countries such as India, Thailand, Malaysia, Singapore, Vietnam, Philippines, Palau, Papua New Guinea, Australia and East Timor has not yet been resolved (Arsana 2016). The resolution of border issues has been a priority for the government since 2004 as this is important for maintaining security and territorial integrity of Indonesia and for reducing disputes with neighboring countries (Ilman 2016; Marsudi 2015). According to the Ministry of Defense, there are three types of threats, namely military threats, non-military threats and hybrid threats (Suryanto 2017). For instance, in the Philippine sea area, the Abu Sayyaf group frequently take hostages and it is suspected that non-state troops of the Islamic State Iraq and Syria (ISIS) have entered the area.

From the results of interviews with several resource persons it was found that there are other maritime threats such as marine pollution, uncontrolled exploration and exploitation of natural resources, theft of historical objects from sunken ships, transnational crime, organised crime, lack of ability to secure ALKI routes, and in border areas, the sea (Erwin Alde Darma 2017; Salim 2017). According to Melda (2017), an expert of International Law, explained additional types of threats and maritime security which complete the picture. Indonesia’s maritime safety is quite good; for instance, the country has completed navigations facilities at sea and its Navy Hydrographic and Oceanographic Center prepares marine maps. However, maritime security is still lacking due to many problems such as human trafficking, narcotics,

people and goods smuggling, and pollution (Melda 2017). Meanwhile, according to Bakamla, threats include threats of violence at sea by piracy and armed piracy. Threats of navigation include, fire disasters, lack of safety equipment on board, theft of goods on sinking ships, pollution, destruction of marine ecosystems, law violations, such as smuggling of foodstuffs, clothing and rattan. However, Bakamla is more focused on safeguarding of contagious diseases by ships (Joni 2017).

According to Rizal (2007), problems faced are in the maritime-based category, such as trafficking, piracy, oil spills, water ballast waste from ships, smuggling, overlapping claims, territorial disputes, and threats on measures to ensure the safety of Indonesian waters. More importantly, these maritime threats are not part of the interests of the great powers. The political assessment of fact the political assessment of Indonesia's national threat is based more on concerns about the details of social cohesion, ethnic conflict, tensions that have a religious dimension. For instance, the concern insurgency is considered of a real threat (Rizal 2017). In addition, other maritime cases include 37 cases of crude oil spills in Indonesian waters, 9 million tons of plastic waste dumped into the sea annually, 34 Indonesian islands which are still controlled by other countries (Hasanah 2018).

From another perspective, there are several weaknesses in the maritime sector, such as the lack of maritime awareness and maritime culture on the part of the government and the people of Indonesia. There is also a lack of maritime education and maritime knowledge centers such as maritime museums, centers for maritime history studies, maritime seminars, books on maritime matters, maritime thesis, and development in the maritime industry sector. This makes it difficult to find references when examining maritime issues in Indonesia. According to Craig, one example of a country's lack of maritime awareness is when the situation on land in general is smooth and safe, that the public and even political experts tend to not be aware of the role of the navy in maintaining security at sea so that commerce on land runs smoothly. Because of this, the public and the government are less aware of the strategic value of the relationship between the Navy and maritime security (Craig 2017).

The identification of all types of maritime threats in Indonesian waters is shown in Table 1.

TABLE 1. Types of Maritime Threats in Indonesian Waters

No	Types of maritime threats	Non-Traditional/ Non-State/ Non-Military	Conventional/ Traditional/ Military	Real	Not real yet	Maritime According to the UN	Maritime Safety	Maritime Security	Global Threats	Hybrid Threats	Transnational Crime	Maritime Management
1	Navigation Threats	1	-	-	-	-	-	1	-	-	-	-
2	Asylum seekers	1	-	-	-	-	1	-	1	-	1	-
3	Sea Boundary	1	-	1	-	-	1	-	-	-	1	-
4	Climate change, natural disasters	1	-	1	-	-	1	-	1	-	-	-
5	Cyber Crimes	1	-	1	-	-	1	-	-	1	1	-
6	Pipe and cable disturbances on the seabed	1	-	-	-	-	1	-	-	1	-	-
7	Exploration and exploitation of natural resources	1	-	1	-	1	1	-	-	1	-	-
8	The latest technology for marine missile defense	-	-	-	-	-	1	-	1	-	-	-
9	Illegal logging	1	-	1	-	1	1	-	-	1	1	-
10	Illegal fishing	1	-	1	-	1	1	-	-	1	1	-
11	Nuclear Submarine	1	-	-	-	-	1	-	-	-	-	-

continue ...

... continued

18	Marine environment	1	-	1	-	1	-	1	-	1	-	1	-
19	Falsification of ship documents	1	-	1	-	1	-	1	-	1	-	1	-
20	Illegal mining	1	-	1	-	1	-	1	-	1	-	1	-
21	Money laundering	1	-	1	-	1	-	1	-	1	-	1	-
22	Theft of goods from sinking ships	1	-	1	-	1	-	1	-	1	-	1	-
23	Cargo ship theft	1	-	1	-	1	-	1	-	1	-	1	-
24	Theft assault and murder on ships	1	-	1	-	1	-	1	-	1	-	1	-
25	Use of explosives at sea	-	-	1	-	1	-	1	-	1	-	1	-
26	Increase in the national defense budget	-	-	1	-	1	-	1	-	1	-	1	-
27	Increased political uncertainty	-	-	1	-	1	-	1	-	1	-	1	-

continue ...

... continued

48	Human trafficking	1	-	1	-	1	-	-	1	1	1	-
49	Transnational crime	1	-	1	-	1	-	-	1	1	1	-
50	Pollution from Ballast water	1	-	-	-	1	1	-	1	-	-	-
	Total	35	0	20	0	18	42	7	13	28	21	7

Sources: Dirhamsyah (2005); Maritim (2017); Pertahanan (2015); IDSS (2004); Rizal (2017); Till (2009); United Nations (2008); Yudiantoro (2014)

The summary of the types of maritime threats is shown in Table 2.

TABLE 2. The Summary of the Types of Maritime Threats

No	Types of maritime threats	Amount	Strength	Strength Development Plan
1	Conventional, Traditional, Military	1	Indonesian Army, Navy, Air	Executed in 3 stages according to
2	Non Traditional, Non State, Non Military	35	Ministry of Maritime Affairs, Ministry of	MEF 1 (2010-2014) MEF 2 (2015-2019)
3	Factual	20	Marine Fisheries, Ministry of Forestry, Ministry of	MEF 3 (2020-2024)
4	Not real yet	-	Energy, Ministry of Education and Culture,	
5	Maritime According to the UN	18	Ministry of	
6	Maritime Security	47	Transportation, Ministry of Foreign Affairs,	
7	Maritime Safety	7	Ministry of Defense,	
8	Global threats	13	Indonesian Navy, Air	
9	Hybrid threats	28	Force, Marine Police, Bakamla, Immigration, Customs	
10	Transnational Crime	21		
11	Maritime Management	6		
	Total	198		

Source: Compiled by Authors

There are several solutions to the problems of threats that exist in Indonesia’s maritime territory . Some of those have been carried out by the government, namely:

1. Joint patrols between Indonesia, Malaysia, Singapore and the Philippines. The need to maintain national unity in each country. In archipelagic countries, such as the Philippines and Indonesia, the joining of countries depends on sea communications which bind the two or allow them to move away (Till 2009:91). Examples of this are the establishment of trilateral maritime patrols for Indonesia, Malaysia and the Philippines; the trilateral cooperation to discuss the operationalisation of the Standard Operating Procedures (SOP) for maritime patrols and providing assistance; operating guidelines on information and intelligent sharing; and a joint communication plan (DND 2016).
2. The formation of joint Task Force 115 consisting of the Indonesian Navy, Marine Police, Bakamla, and Supervision of Marine and Fisheries Resources, Ministry of Marine Affairs and Fisheries. Task Force 115 has the authority to arrest people

involved in criminal acts such as fishing in the Fisheries Management Area of the Republic of Indonesia without valid documents (for foreign flag vessels); fishing using prohibited fishing equipment and damaging the environment; and fishing without a valid licensing document (for Indonesian ships) (KKP 2017). The results of task force 115 operations have been quite effective and up to 2018 the Minister of Maritime Affairs and Fisheries had sunk a total of 488 foreign fishing vessels (Hasanah 2018).

3. In handling irregular migration problems, Indonesia adheres to two principles. The first principle is burden sharing in which countries must jointly seek solutions to the problem of irregular migration and avoid shifting the burden to other countries. The second principle is shared responsibility or joint responsibility between countries of origin, transit and destination in dealing with irregular migration. Indonesia is also advancing a comprehensive and balanced approach between law enforcement and humanity, based on the pillars of prevention, early detection, victim protection and the arrest of perpetrators of crime (DKIPS 2016).
4. Resolving conflicts on land, especially in coastal areas. Security problems in coastal areas are caused by a lack of good security management in the area. Therefore, the navy has a very strategic and effective role in influencing events in coastal areas (Till 2009:8). According to Oegroseno, piracy and hostage-taking by the Abu Sayaf group in the Zulu sea in the Philippines were initially due to problems in the coast that expanded to sea areas (Oegroseno 2017b).
5. In securing the sea, an integrated and comprehensive settlement step is required, especially among the Maritime Ministry and other maritime elements. Some examples are the absence of regulations in the contiguous zone, the lack of quality human resources, and the absence of efforts to make new maritime laws (Melda 2017). Similarly, Barrett argued the action that needs to be taken include carrying out cooperation in patrolling the sea with neighbouring navies, and in sharing of experience, information and education. This step is an option in resolving maritime issues in different places in other parts of the world (Barrett 2017:49). In addition, there is a need for an integrated maritime strategy to overcome maritime problems, by means of establishing joint patrols or exchanging information to solve a maritime issue as this will facilitate the settlement and management together. Russia believes that the challenges it face are very complex, therefore they must unite to form partnerships to solve important problems (Sawyer 2017, 48).
6. Development of sea power that is planned in a comprehensive manner and takes into account the area of responsibility and existing threats. By involving all maritime elements, both civilian and military, there will be a common understanding in building a national sea power posture and reducing sectoral egos (Reyntjens 2011).

7. Increasing academic studies from professionals, academics, government, observers, and community involvement in maritime seminars, discussion forums about maritime issues. This will act as input for the government and increase the maritime awareness of the community. For instance, several international maritime security seminars have been held by the Indonesian Navy in Bali, Padang, and Lombok. In addition, maritime seminars have been conducted by naval educational institutions such as the Naval Staff and Command School, the Naval Academy, the Naval College of Technology, and the Development and Education Command. Several other maritime seminars are also held at naval bases, related ministries and universities,

CONCLUSION

With the various types of maritime threats that occur in the Indonesian territory, a comprehensive effort is needed by involving the integration of sea power at the technical level and the strategic level of the relevant ministries. Moreover, Indonesia's maritime territory which is vulnerable to maritime threats, requires the government to improve both the quality and quantity of its sea power. This must be supported by a strong economic capacity and the seriousness of the government in managing it. If Indonesia is unable to manage maritime security properly, it will lose international trust. If the archipelagic country is unable to maintain the security of sea lanes of communication, it may affect the stability of the region.

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