

Implementation of Sea Power and Maritime Domain Awareness (MDA) in Indonesia to Strengthening National Vigilance in the South China Sea

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Abstract:- The South China Sea has become one of the disputed hotspots and a "game-changer" for various countries in the Indo-Pacific region. Geographically, the nine-dash line claim declared by China since 1947 has violated the territorial waters of other countries and tarnished the results of the UNCLOS agreement. The inevitable impact is mutual claims as to the rightful owners of uninhabited islands in the SCS region. Ownership of the Spratly Islands, Paracels, and other islands is considered very strategic to support sea trade routes there. This conflict is getting hotter when America participates in the vortex of conflict and the struggle for hegemony in the region. In its development, multilateral organizations opposed to China were finally formed, for example, Quad and AUKUS which recently shocked the global geopolitical scene. As one of the countries in the heart of the Asia Pacific, Indonesia was involved in the conflict after China declared its claim to the North Natuna waters. To prevent a bigger adverse impact, the government can use sea power and maritime domain awareness instruments to increase and strengthen national vigilance in the territory of the Republic of Indonesia. This research was conducted through an explanatory qualitative method with triangulation as the process of checking the validity of the data. Information was collected through library research and interviews. The results show that Indonesia can use 6 elements of sea power (geographical position, physical shape, area, population, national character, and government character) to increase national vigilance in the 7 pillars of the World Maritime Axis (management of marine resources and human resource development; defense), security, law enforcement, and safety at sea; marine governance and institutions; marine economy and infrastructure and welfare improvement; marine space management and marine environment protection; maritime culture and maritime diplomacy).

Keywords:- Sea Power, Maritime Domain Awareness, National Vigilance.

I. INTRODUCTION

Until now, the SCS dispute has dragged several countries such as China, Taiwan, Vietnam, the Philippines, Malaysia, and Brunei Darussalam as claimant states, as well as outside parties with interests such as the United States (Marsetio, 2014a). Each claimant state is fighting over the territorial waters of 12 nautical miles and a sovereign territorial claim (EEZ) of 200 to 350 nautical miles from the coastline. This conflict also involves different ways of setting maritime boundaries between claimant states, so that disputes in the region cannot be handled immediately (Wiranto, 2016). The South China Sea is considered as the geopolitical, geoeconomic, and geomaritime heart of the surrounding countries. Explicitly, the South China Sea has a strategic geographical position because it connects countries in the western and eastern parts of the world.

The South China Sea is one of the world's busiest shipping routes, with nearly a third of the world's crude oil and more than half of global LNG trade passing through this region. Its management involves three main players, namely the United States, China, and India (Suharna, 2012). Even though it is not a claimant state, Indonesia was also dragged into the South China Sea case when China included part of the ZEEI area in Natuna as their nine-dash line or traditional fishing ground zone. In addition to tensions with China, historically Indonesia has also experienced maritime disputes with Vietnam in the South China Sea or northern Natuna Sea.

Based on the negotiations that have taken place, Indonesia and Vietnam have different proposals on EEZ boundary lines and non-uniform perspectives in the principles and guidelines regarding the withdrawal of EEZ boundaries in the South China Sea. These problems prompted the government to set the right defense and security strategy based on Indonesia's geographical condition as the largest archipelagic state in the world. In this case, increasing Indonesia's sea power and Maritime Domain Awareness (MDA) in dealing with geomaritime dynamics and strengthening national security in the South China Sea.

II. METHODS

The research method is the method used by researchers in collecting the data needed to find answers to the problems posed. Silalahi (2014) states that research methodologies are principles or criteria that can be used by methodologists to be able to assess the correctness of research procedures. Meanwhile, Sugiyono (2018) explains that the research method is a scientific step to obtain data with certain goals & uses. This study uses an explanatory qualitative method that aims to test a theory or hypothesis to strengthen or reject an existing theory or research hypothesis.

Explanatory research is research that intends to explain the position of the variables studied and the relationship between one variable and another (Sugiyono, 2008). According to Sugiyono, the type of explanatory research is used to obtain data from certain places, for example by distributing questionnaires, interviews, and so on. Explanatory research can be called a research that tests hypotheses by paying attention to the causes and effects that arise and the relationship between the variables in the study. Data collection techniques were carried out through interviews and literature studies, while the process of checking the validity of the data was carried out by triangulation.

III. RESULTS AND DISCUSSION

Geographically, Indonesia is located between two main continents, namely Asia and Australia. According to KKP RI (2019), there are around 17,499 islands in Indonesia, each of which has a topography with the largest marine megabiodiversity in the world. Indonesia has fishery potential with high economic value, the value is around RP57.69 trillion/year. 70% of Indonesia's oil and gas production comes from coastal and marine areas. According to Aldrian & Susanto (2003), Indonesia has an additional advantage because its tropical climate gives it the grace to receive rainfall almost all year round.

As a country located in the Indo-Pacific region, Indonesia has become an attractive magnet in maritime developments in the world. Indonesia also has four of the nine choke points in the world. Military, non-military, and hybrid threats lurk around the clock. To increase the capacity to respond to threats, the government must increase national vigilance in the maritime domain. This is useful for detecting, identifying, anticipating early on, and taking preventive action against various potential threats that could be dangerous. National vigilance is part of the national security system, and its study is very useful for formulating appropriate strategic policies to deal with maritime threats in the region.

A. *The National Precautions*

The Indonesian Ministry of Defense (2017) defines national vigilance as an attitude of nationalism that is built from a sense of care and responsibility of a citizen towards the survival of society, nation, and state. The national alert will be lowered to early alert. In practice, vigilance is used to predict the impact of ideological, political, economic, social, and cultural developments and dynamics that could pose a threat to the sovereignty and integrity of the Republic of Indonesia (Ministry of Defense of the Republic of Indonesia, 2015: 128). The wider the sea area of a country, the greater the potential threats that lurk in that country. Some of the threats that lurk in maritime security in Indonesia consist of traditional threats (military) and non-traditional threats (non-military).

According to the Ministry of Foreign Affairs, maritime security in Indonesia includes safeguarding against threats of violence, law violations, theorists, navigation, and illegal exploitation of natural resources and environmental pollution (KEMENLU RI, 2016: 12). Not infrequently, some foreign ships come illegally to steal fish secretly. The wide area also allows for human trafficking intruders, terrorist acts, acts of piracy, or the circulation of illegal goods and black markets. In the North Natuna Sea, the government often finds IUU fishing activities carried out by fishermen from China, Vietnam, and surrounding countries. This certainly violates our sovereign rights in the region.

By understanding the potential of this TDOC (Threat, Disturbance, Obstacles, and Challenges), the government together with the Navy and BAKAMLA (Indonesian Coast Guard) continuously conduct patrols around Indonesia's maritime sovereignty area (Mulya, 2013). As a universal national defense system, the people have an important role to play in maintaining maritime security through the deployment of fishermen, marine experts, and several other relevant professions.

B. *Maritime Domain Awareness*

Maritime Domain Awareness (MDA) is an effort to increase understanding of events in the sea and coastal areas by finding appropriate solutions to solve them. The substance of MDA is the establishment of information exchange, networking, and analytical activities between maritime stakeholders on what is happening at sea so that any event that threatens security can be responded to quickly. At first, the MDA concept was designed by America as a response to the terrorist attack on the WTC building.

Since 9/11, the international maritime community has reviewed the law on security at sea through the International Convention on Safety of Life at Sea (SOLAS) to protect ports and ships around the world from the threat of terrorism. Based on the convention, the International Ship and Port Facility Security Code (ISPS Code) and amendments to SOLAS 74 became a security standard in the maritime industry to prevent crimes at sea such as piracy, hostage-taking, smuggling, abuse of ship functions, and cargo destruction (Anish, 2018).

The United States defines MDA as a national plan drawn up to achieve certain goals, containing a detailed action plan and the use of clear means (Sumakul, 2019). The actual goals are:

- increase transparency in the maritime sector to detect, counteract, and eliminate/defeat threats as early and as far as possible;
- MDA must be able to provide appropriate, dynamic, and reliable responses and decisions to the entire threat spectrum; and
- MDA should support proper implementation of all laws at sea, to ensure freedom of navigation and efficient flow of trade traffic.

C. Maritime Domain Awareness development in Indonesia

The struggle to become a maritime nation has also experienced dynamics since the leadership of the First President of the Republic of Indonesia, Ir. Soekarno, to the President of the Republic of Indonesia, Jokowi. In the current 2019-2024 period, to become a maritime nation, it is necessary to develop human resources and infrastructure, simplify regulations, simplify bureaucracy and economic transformation. In an interview (Maritime News, 2016), Marsetio explained that Sea Power and MDA are very important assets to welcome a glorious Indonesia in 2045.

In Indonesia, MDA regarding the SCS can be applied by setting the Ministry of Defense as the center of power with the Minister of Defense as the leader. This is strengthened by increasing the quality and quantity of defense equipment/personnel, increasing intelligence capacity, increasing defense costs, socializing and training fishermen as informants and supporting components of defense at sea, etc. The Ministry of Defense represented by the Navy can be assisted by BAKAMLA (Indonesian Coast Guard) and POLAIRUD.

In America, MDA centers are handed over to the US Navy, Marines, and Coast Guard (tri-service). They combine civilian and military roles that operate to protect marine waters. According to Bueger, in Southeast Asia, there are three MDA controller centers, namely the International Maritime Bureau (IMB) in Malaysia, the Information Fusion Center (IFC), and ReCAAP ISC in Singapore. In Indonesia, in 2020 BAKAMLA (Indonesian Coast Guard) launched IMIC which is predicted to have the same function as the three institutions.

The purpose of the establishment of the IMIC is to increase the capacity and capability of law enforcement through the support of valid and credible maritime information. Aims to increase maritime awareness and build maritime deterrence in Indonesian waters. The scope of information captured includes cases of terrorism, smuggling, illegal fishing, SAR/ESAR disasters, human trafficking, and other crimes (especially) in the Indonesian seas. IMIC's output will include periodic reports in the form of weekly, monthly, and annual reports. To reach all circles, IMIC can even be accessed via gadgets by downloading the IMIC application on the Play Store. As of June 19, 2021, IMIC BAKAMLA (Indonesian Coast Guard) has been downloaded >500 times on Google's

application service provider. When in use, the application suffers from bugs so technical improvements should have been made before it drags on and is abandoned by the user.

IMIC problems are not only in the application but also in the [imic.bakamla \(Indonesian Coast Guard\).go.id](http://imic.bakamla.go.id) website. I don't know why the page is difficult for online users to access. The Director of the National Maritime Institute (NAMARIN) believes that the launch of IMIC in Indonesia must be seriously accelerated because people who work at sea are more comfortable reporting incidents to international institutions such as IFC in Singapore or IMB in Malaysia. According to them, the response from Malaysia and Singapore is faster, so that the maritime problems they face can be resolved more effectively. Even so, BAKAMLA (Indonesian Coast Guard) considers that the information submitted by the regional information center is always disproportionate and misleading. According to him, there are many petty thefts on ships that they classify as piracy.

Following the mandate of Presidential Decree No. 178 of 2014, BAKAMLA (Indonesian Coast Guard) does play an important role in compiling and carrying out supervision of security and safety at sea. However, considering the increasing escalation of conflict and US-China military activities in the South China Sea, BAKAMLA with the equipment it currently has of course has not been able to keep up with the strength of the superpowers. Even if you want to be the center or the main actor, the government should improve the quality and quantity of BAKAMLA equipment. Personnel capabilities must also be increased to keep pace with potential opponents that will be encountered in an SCS conflict.

The Ministry of Foreign Affairs can support it by increasing its dominance in several forums and agreements such as the ASEAN Regional Forum (ARF), the ASEAN Security Community (ASC), and the ASEAN Outlook on Indo-Pacific. Given that MSA focuses on the exchange and strengthening of information, involvement in organizations such as the Information Sharing Center (ISC), Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) and Information Fusion Center (IFC), and Piracy Reporting The Center (PRC) of the International Maritime Bureau should be considered.

We can learn from them to build a better information system. IMIC needs to be evaluated and updated to support the security process in each maritime domain. Good cooperation will increase our MDA and resilience to face maritime issues such as the SCS. Moreover, MDA does have the opportunity and freedom to share data, information, involve interpretations far outside the joint operation zone, and invite these interpretations for integrated action. Its main objective is political and military stability in the ASEAN region and the Indo-Pacific in general.

Indonesia needs to build its maritime power, both military and non-military on all fronts, to anticipate geopolitical developments that are increasingly vulnerable due to the rivalry between America and China in the South China Sea region. The increasing diversification of threats and challenges at sea also encourages us to be more vigilant in maintaining the integrity and sovereignty of the Republic of Indonesia. For the case of North Natuna, at least several things have been done by the Indonesian government, including the following.

- The President incorporates the vision of the World Maritime Axis (PMD) into his government's vision. The maritime vision is even included in the 2020 JAKHANNEG as a real step to maintain the sovereignty of Indonesia as an archipelagic state.
- Indonesia initiated the ASEAN Outlook program to strengthen cooperation between countries in the Indo-Pacific region. Indonesia and several countries in ASEAN also agreed to establish the ASEAN Security Cooperation to tackle common security threats.
- To face the Sino-USA rivalry, Indonesia uses a cooperative, persuasive and coercive maritime diplomacy strategy.
- Placement of missiles in strategic straits which chokepoints according to the Indonesian Archipelago Sea lanes (ALKI) I, II, and III.
- Strengthening the marine defense area by increasing the strength of the Navy warships which include: Frigates, Corvettes, Missile Fast Ships, Patrol Ships armed with guided missiles at a minimum distance of 150 km, and Submarines armed with missiles and torpedoes, as well as increasing the capacity of base facilities.
- TNI is ready to carry out combat alert operations after China claims the Natuna Sea as their territory. Indonesian military ships were deployed. Even the KSAL will move the headquarters of the Marine Combat Group (GUSPURLA) Fleet Command (Koarmada) I from Jakarta to Natuna.
- Indonesia has sent a note of protest to China through the Ministry of Foreign Affairs.
- BAKAMLA (Indonesian Coast Guard) as the Indonesia Coast Guard has added its personnel to secure the Natuna Sea. They also work closely with related parties, such as the TNI, Polairut, etc.
- The government through the Coordinating Ministry for Maritime Affairs has added large oceangoing vessels to protect Natuna.
- Indonesia became a member of the IMO category C for the 2019-2023 period and formed an Integrated TNI Unit (STT) for the outer islands in Natuna, Saumlaki, Morotai, Biak, and Merauke which was equipped with integrated sensor reinforcement to the TNI and Forces Puskodalops by building coastal radar and long-range cameras.

Specifically for the EEZ case with Vietnam, we can (1) arrange temporary arrangements as a legal basis to avoid a dispute over overlapping claims in the Natuna Sea; (2) both sides must refrain from threatening each other or reaping maritime provocations there; (3) Indonesia's maritime defense and security authorities carry out intensive patrols in the area;

(4) create a special task force to solve this problem, because it will prolong the custom if the dispute is allowed to drag on; (5) marine mapping must be based on clear coordinate points; (6) conduct maritime diplomacy with soft and hard power diplomacy; (7) gives a deterrence effect; so that (9) the navy must be strengthened with advanced and capable defense equipment.

Based on Mahan's (1890) theory, there are six sources of important instruments that should be applied in the sea power of maritime countries. The application is to achieve command of the sea through naval superiority. The application can be in the form of a combination of maritime trade, ownership of resources abroad, access to foreign trade to market national goods to achieve prosperity and glory. According to Bueger (2015), maritime security is defined as a combination of preventive and responsive measures to protect the maritime domain from four dimensions. Economic development was presented by blue economy, national security with sea power, the marine environment through marine safety, and human security with human resilience. In the matrix he describes, Bueger adopts Mahan's theory of sea power.

Fathun (2019) stated that maintaining maritime security requires international cooperation, the scope is wider than military forces and state actors, and the threat is very dependent on the perception of each country. Till (2004) as a follower of Mahan's theory, then developed maritime security based on input and output analysis. The six instruments discussed by Mahan were further elaborated by Marsetio (2014) by adjusting each element according to the conditions of the Indonesian region.

Strengthening elements in sea power can be Indonesia's main capital to face the dynamics of global geomaritime threats and challenges. Dispute cases with China and Vietnam can certainly be resolved when the government can accelerate the following elements of sea power.

➤ *Geographical position*

The geographical condition of Indonesia, which is flanked by two continents and two oceans, has a strategic position and role to become a link between the western and eastern worlds. The straits and waters in this region are choke points that serve as a forward presence. In practice, Indonesia is one of the busiest arteries in sea trade traffic in the world. Indonesia has an area of territorial sea waters and inland waters, approximately 2.7 million km² (70% of the total area of the Republic of Indonesia). With the addition of the Indonesian Exclusive Economic Zone (Indonesia EEZ) covering an area of 3.1 million km², the total marine area of Indonesia's national jurisdiction becomes 5.8 million km².

The 1982 United Nations Convention on the Law of the Sea (UNCLOS) and the 1957 Djuanda Declaration certainly contributed to the contestation of maritime regulations in Indonesia. Indonesia also has sovereignty and authority to maintain and defend the integrity of its maritime territory, including managing and regulating people and goods within the marine area, but this does not mean negating the rights of other countries following the provisions of the convention.

➤ *Region Configuration*

Indonesia is the largest archipelagic country whose territory covers the Southeast Asia region. Indonesia's geostrategic position makes it one of the world's trade routes in the Sea Lanes of Trade (SLOT) and Sea Lane of Communication (SLOC) areas. The configuration of Indonesia's territory consists of 1.9 million km of land area, 0.8 million km of the continental shelf, 81,000 km of coast stretching from Sabang to Merauke. The area of the waters is 5.9 million km, covering 2.8 million km of archipelagic waters, 0.4 million km of the territorial sea, and 2.7 million km of EEZ, and there are eleven provinces where all districts and cities are bordered by the sea.

➤ *Population*

The total population of Indonesia as of August 2020 is 268,583,016 people, the majority of the population works in the agricultural sector and other primary businesses. Indonesia is ranked 4th as the country with the most population after China, India, and America. The percentage is 3.5% of the total world population. The number of human resources must be balanced with the quality in managing the existing marine potential. Restoring the glory of the archipelago as a maritime nation may take a long time, but the government and society can collaborate to maintain sovereignty, explore and the sea with the principles of blue economy and environmentally sound development. There are around 4,735 villages out of 64,439 villages in Indonesia that can be categorized as coastal villages.

➤ *Area*

As the largest archipelagic country in the world, Indonesia has a sea area that has the potential to build a formidable sea power. The marine area is divided into water areas that may be exploited and conservation areas which are generally used for captive activities for living resources in the sea.

➤ *National character*

According to Marsetio (2017), a nation that has a maritime character does not have to be interpreted as a nation that mostly makes a living as fishermen or sailors. A maritime nation is a nation that is aware that its life and future depend on the ocean and make the best use of the sea. Moreover, historically, the Sriwijaya and Majapahit kingdoms (as the forerunner of Indonesia) were known as strong maritime empires in Asia). Therefore, Indonesia has a very big opportunity to achieve sea power again at the global level (Pramono & Changming, 2019).

➤ *Government character*

Sea-oriented leadership can be called maritime leadership. Maritime leadership is leadership that has a maritime vision sourced from history-cultural hemispheric, geopolitical nationalism, and geostrategy republicanism.

D. National Vigilance in the South China Sea

Increasing MDA and sea power should serve to hone early detection and deterrence for the government and the people to face all threats that lurk in our maritime security. In Presidential Regulation Number 16 of 2017 concerning Indonesian Maritime Policy, awareness of the maritime environment and national vigilance is reflected through the seven pillars of Indonesia's maritime policy. In the discussion below, researchers will describe various missions that the Indonesian government can carry out to increase national vigilance in the South China Sea region based on the implementation of MDA and sea power.

➤ *Marine Resource Management and Human Resource Development*

In practice, the management of marine resources must be based on an awareness of the nature of the Unitary State of the Republic of Indonesia as the largest archipelagic country in the world. Management and utilization of fishery resources must always be carried out sustainably. The added value of the resulting product can also be done through improving the quality of processing and packaging, marketing extensification, as well as standardization and quality assurance processes. The oceans, especially the waters in the North Natuna Sea (South China Sea) must be developed with the concept of a blue economy, environmentally friendly technology, and the principle of sustainable development that prioritizes the preservation of nature.

The high demographic number in Indonesia can be a provision to develop the maritime sector to the fullest. Human resource development can be done through maritime socialization and education activities. All types of development activities must pay attention to local wisdom, customary values, and the characteristics of the surrounding community. The fishermen in Natuna can become one of the state's assets to assist the security and defense sector in the border areas, especially considering the Chinese government's policy of deploying fishermen as militias and the third navy.

Human development is also balanced with the availability of employment opportunities and the development of competency standards for human resources in the marine sector. Increasing and strengthening the role of science and technology, research, and development of marine information systems and improving the nutrition of marine communities, increasing labor protection. Improving education and awareness of marine communities is realized through all channels, types, levels of education, and preparation of marine-oriented educational curriculum.

➤ *Defense, Security, Law Enforcement, and Safety at Sea*

Development of strong maritime defense and security through Indonesia's maritime defense posture that is proportional to the area of Indonesia's territorial waters and jurisdiction, and capable of overcoming threats and disturbances from within and outside the country. The government can increase the intensity of its patrols in the South China Sea area. Although this area is only recognized as an Exclusive Economic Zone, any country that wants to exploit the natural resources here should get permission from

Indonesia as the holder of sovereign rights over the IEEZ. The violation also applies to China or other countries around the SCS. In practice, the Indonesian government must play a role in building regional peace and security without compromising its sovereignty and sovereign rights over Indonesian waters.

National vigilance can also be carried out with efforts to increase the ability and performance of defense and security that are carried out in an integrated manner in all Indonesian waters and jurisdictions. The same is pursued outside the jurisdiction following international law. Increased development of border areas at sea and the outermost small islands is carried out to strengthen national defense. Increasing Indonesia's active role in maritime defense and security cooperation both at the regional and international levels can also strengthen military diplomacy.

➤ Governance and Institutions at Sea

In recent years, we have witnessed a shift in maritime domain issues both at the global and national levels. Starting from the rise of China as a 'regional power' and even global, the explosion and sinking of illegal fishing vessels, security issues in the South China Sea after the release of the PCA (Permanent Court of Arbitration) decision, Indonesia and China had a 'battle' in the Natuna waters. , The hijacking of Indonesian crew members by the Abu Sayyaf group, the disappearance of four Indonesian Navy crew members around Sulu waters, Trump's rise to the White House, to the burning incident of the KM Zahro Express, and most recently the damage to the marine environment in Raja Ampat by a British Persian ship (MV Caledonian), and other relevant issues.

As a country located in the dynamic Indo-Pacific region, Indonesia needs a good order at the sea to increase its deterrence against all threats that lurk. The development of good order at the sea is inseparable from efforts to increase sea power and maritime domain awareness in a country. Good order at the sea is used by Indonesia to maintain national security stability. According to Geoffrey Till, a good order of marine life must be supported by at least three main policies, including maritime environmental awareness, effective policies, and integrated governance. This arrangement also seeks to develop an integrated maritime life, build regional cooperation with confidence-building measures and mutual trust in the region, and develop effective and efficient maritime policies.

Currently, the arrangement of the national legal system in the maritime sector is still felt to be overlapping between institutions. There are many agencies authorized to enforce the law at sea, consider the following picture.

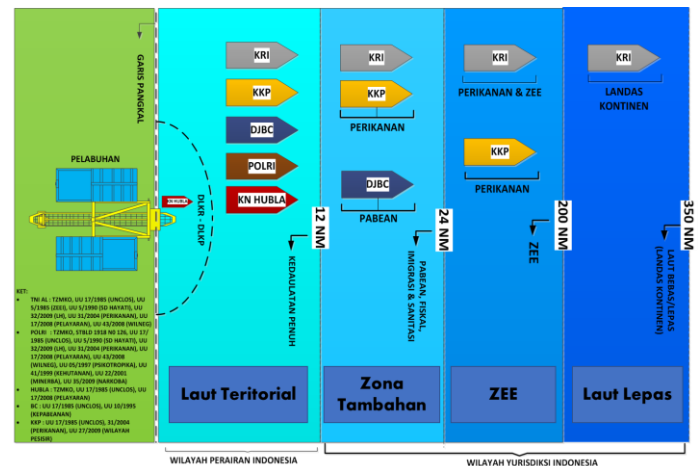


Fig 1:- Division of Law Enforcement Tasks Based on Water Zone

This division of tasks is then clarified by the emergence of legal and regulatory foundations as described in the law enforcement matrix below.

MATRIK PENEGAKKAN HUKUM DAN PENJAGAAN KEAMANAN DI LAUT													
JENIS TINDAK PIDANA	INSTANSI	TNI AL	POLRI	PPNS BEA CUKAI	PPNS HUBLA	PPNS KKP	PPNS IMIGRASI	PPNS LH	PPNS PKA / HUTAN	PPNS DEPHUB PAR	PPNS KES	PPNS SDM	BA KAMLA
TINDAK PIDANA DALAM TZMKO		•		•	•								
TZMKO/1939 PSL 14 PEROMPAKAN, DLL		•	•										
UU No. 12/ 1951, HANDAK & SENPI			•										
UU No. 5/ 1983 ZEEI		•											
UU No. 5/ 1990 KSDA		•	•						•				
UU No. 11/ 2010 BCB						•				•			
UU No. 6/ 2011 IMIGRASI			•				•						
UU No. 5/ 1997 PSIKOTROPIKA			•									•	
UU No. 22/ 1997 NARKOTIKA			•									•	
UU No. 32/ 2009 LH			•						•				
UU No. 41/ 1999 KEHUTANAN			•						•				
UU No. 17/ 2006 KEPABEANAN				•									
UU No. 15/ 2003 TERORISME		•	•										
UU No. 31/ 2004, direvisi dgn UU No. 45/ 2009 PERIKANAN		•	•			•							
UU No. 17/ 2008 PELAYARAN		•	•		•								
TINDAK PIDANA WILAYAH NEGARA		•	•										
UU. No. 4/ 2009 PERTAMBANGAN MINERAL & BATUBARA												•	

Catatan : BAKAMLA → PP Nomor 178 Tahun 2014

Fig 2:- Law Enforcement Matrix at Sea

Although it has been regulated by law and a clear division of tasks, the implementation is sometimes still overlapping and contradicting. Indonesia should begin to consider streamlining the institutions tasked with law enforcement at sea. In addition, the implementation of the law must also be adjusted to the applicable international law in the marine sector (UNCLOS) and adapted to existing national interests. The development of a good, transparent, and responsible national marine governance system must be realized to achieve good sea power and MDA.

➤ Economy, Marine Infrastructure and Welfare Improvement

Increasing national awareness in the economic field can be done by implementing the blue economy in the marine economic structure in Indonesia. The government can also optimize the provision of infrastructure facilities needed by fishermen and other marine entrepreneurs. Road repairs and the construction of sea highways are expected to facilitate the process of distributing goods and services. Intensification,

extensification, diversification, and strengthening of the quality of fishery products from pre-production to marketing. Development of mutually beneficial business partnerships in the marine sector between small and medium-sized businesses and large businesses and the development of sustainable economic cooperation with strategic partner countries in the marine sector.

➤ *Marine Spatial Management and Marine Environment Protection*

Sustainable management of marine space is carried out through the application of the principles of sustainable development and environmentally sound development. Indonesia's marine space which covers 2/3 of its territory can be protected through efforts to develop maritime conservation areas, prohibition of overfishing and destructive fishing, use of environmentally friendly fishing gear, application of strict laws for violators, implementation of ecotourism, breeding of endangered animals, activities planting mangroves, and so on.

➤ *Maritime Culture*

Since several centuries ago, the character of the Indonesian nation has been known as a maritime nation, but along with the times, the maritime culture has faded and been forgotten. Based on these problems, President Jokowi during his reign initiated a call to "return to the sea", awakening the Indonesian people to no longer have their backs to the sea as their living space. Maritime culture can be supported by efforts to improve marine education and socialization in all lines, types, and levels of education.

The government can also identify and make an inventory of cultural values and marine social systems in the territory of the unitary state of the Republic of Indonesia as part of the national cultural system, as well as generate an understanding of maritime culture and insight. In this context, the government and the community must also strive to harmonize and develop elements of local wisdom into a system for managing and utilizing sustainable marine resources.

➤ *Maritime Diplomacy*

The strategic geographical position in the Indo-Pacific region drags Indonesia to participate in every geomaritime dynamic that occurs in the region. To achieve good maritime governance, Indonesia needs a leader who has archipelago leadership capabilities. Increased leadership will affect maritime cooperation at the bilateral, regional, and multilateral levels. The increasing active role of Indonesia in efforts to maintain peace and security in the South China Sea has been reflected in the submission of the ASEAN Outlook on the Indo-Pacific (AOIP) proposal. Indonesia and ASEAN countries are also actively holding meetings with China and America to defuse tensions and struggle for their hegemony in the South China Sea. To dispel bilateral conflicts between ASEAN countries, Indonesia must also seek to accelerate negotiations on the determination of unfinished maritime boundaries with several neighboring countries.

The Ministry of Foreign Affairs can support it by increasing its dominance in several forums and agreements such as the ASEAN Regional Forum (ARF), the ASEAN Security Community (ASC), and the ASEAN Outlook on Indo-Pacific. Given that MSA focuses on the exchange and strengthening of information, involvement in organizations such as the Information Sharing Center (ISC), Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) and Information Fusion Center (IFC), and Piracy Reporting The Center (PRC) of the International Maritime Bureau should be considered.

IV. CONCLUSION

According to historical records, the seafaring nation has strong characters such as brave, likes challenges, honest, intelligence, and the like. The Indonesian people seem to have forgotten how great their ancestors were in the vast ocean. The character of seafaring nations such as Srivijaya and Majapahit had long been buried after this nation was colonized by western colonialism. Even for most people, the sea has become a "haunted" and "unpleasant" place.

People hear more myths, mysteries, and scary stories from the sea than great stories that make them proud. A nation that has a maritime character does not have to be defined as a nation that mostly makes a living as fishermen or sailors. A maritime nation is a nation that is aware that its life and future depend on the ocean and make the best use of the sea (Marsetio, 2014: 98). In other words, the maritime nation must know the archipelago as a first step to strengthening the national vigilance system in the maritime sector.

The issue of the South China Sea can be a reminder for Indonesia to want to "go back to the sea" and start developing all the maritime potentials that they already have. The six elements of sea power (geographical position, physical form, area, population, national character and government character) can be used to increase national vigilance in the South China Sea region, especially the North Natuna Sea area. Through the vision of the World Maritime Axis and its seven pillars, increasing national vigilance can be developed in the most important sectors in the maritime world. The seven pillars are marine resource management and human resource development; defense, security, law enforcement, and safety at sea; marine governance and institutions; economy and marine infrastructure and welfare improvement; management of marine space and protection of the marine environment; maritime culture and maritime diplomacy).

From the government's point of view, relevant stakeholders need to apply maritime leadership sourced from history-cultural hemispheric, geopolitical nationalism, and geostrategy republicanism to encourage development and establish policies that are following geomaritime conditions in Indonesia (Anwar, 2016: 70). Strong collaboration between the people and the government will encourage security stability and early detection to address potential threats originating from within and outside the country, from potential or real threats, and non-military or hybrid military threats.

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