

Challenges of Indonesian Maritime Development

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ABSTRACT

The aim of this paper is explaining the challenges of Indonesian maritime development. The research methodology used is literature review through the documents and focus group discussion of the members of the Maritime Working Group in Rumah Transisi. Indonesian vision as a maritime country is a strategic way in promoting national upgrading. The combination of good economy and strong security in the concept of maritime, is expected to make Indonesian society prosperous and sovereign.

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Introduction

Beginning with the idea of Indonesia is actually not an archipelago, but in fact is a maritime country. Restoring the maritime glory in the archipelago into one of the world's trade axis which is something reasonable. This is based on the thought of the Indonesian people live in an area consisting of islands and connected by sea. Indonesia has larger ocean area than the mainland, which is about 80% of the Indonesian territory. Therefore, it is natural for development towards the land and the sea must be balanced. This gives the consequences of people's lives not only on land, but the activities of society must be geared toward the sea massively.

The term of 'maritime axis' is getting more attention. Many people who use this term as a new vision and mission of Indonesia who want to make Indonesia as one of maritime axis of the world. It was delivered in the address of the inauguration of the seventh President of the Indonesian Republic in front of the People's Consultative Assembly (MPR) on October 20, 2014, " We have long backs to the sea, backs to the ocean, backs to straits and bays. Now is the time for us to arrange everything, for Jalasveva Jayamahe, in the sea we are glorious".[1]

Indonesia's marine area consists of 3.1 million km² of sea of sovereignty and 2.7 million km² of Indonesian Exclusive Economic Zone (ZEEI). From the data can be calculated the area of the Indonesian sea is 64.97% of the total territory of Indonesia. Indonesia not yet become a maritime country. The status of Indonesia was only an archipelagic state after the entry into force of the 1982 UNCLOS Convention on November 16, 1994. The maritime nation is not the same as the archipelagic country. [2].



Figure.1Unitary Territory of the Republic of Indonesia.Source: Rector of IPB [3]

Indonesia has several need prerequisites for becoming a maritime force. Even, Indonesia is the largest archipelagic country in the world with a vast maritime territory. The coastline is about 81,000 km. Indonesia has more than 17,504 large and small islands. The series of islands extends from East to West as far as 6,400 km and about 2,500 km from North and South. Outline is full of the territory of Indonesia approximately 81,000 km and about 70 percent is the sea. Indonesia is an archipelagic country with the number 2 coastline in the world.[4]

The maritime nation is a country that capable of exploiting the sea, although it may not have much sea, but it has the capability of technology, science, equipment, etc. for the management and use of the sea, both its its natural wealth space and its strategic location. Therefore, many island countries or island states that are not or have not yet become maritime countries because they have not been able to utilize the sea. [2]

In maritime development, many aspects are considered, namely the balance of development between land and sea orientation, resource management in marine areas, development of marine transportation, maritime security and defense, other infrastructure development, and budget and defense spending to be prepared. The identity of the Indonesian maritime is still visible sectorally.

There is still a difference in the current general condition with the vision of the noble mission that was brought up by President Joko Widodo. Therefore it needs to be realized continuously in accordance with the expectations of all stakeholders. If it is clear of our maritime form, as like, where the foot should be directed, which hand will be moved, and where the head to think, undoubtedly the whole program of the national maritime will touch all the people for the welfare of society.

This paper aims to explain the challenges facing Indonesia as one of the world's maritime axis. In realizing this is not easy, it takes hard work to make it happen. The research methodology undertaken in this research is the

literature review through collected documents and interviews of focus group discussion to members of the Maritime Work Group of the Rumah Transisi in the beginning era of President Joko Widodo-Jusuf Kalla's administration.

Literature Review

In general terms, maritime is concerned with the sea; related to marine, sailing and trading [5]. More broadly from this understanding, the maritime territory consists of coastal areas and oceans owned, as well as a wealth of marine resources is very large. This resource consists of: the resources of various types of fisheries; agriculture along the coast, such as seaweed and mangroves; the cultivation of marine resources, such as coral reefs and marine biota; mining under the seabed (oil and gas); marine tourism, such as nature tourism, surfing, sailing, beach recreation, cruise tours, and others; potential renewable resources, such as solar, wind and ocean waves.

There are two types of maritime axis, the intermediate maritime shaft and the central maritime axis. The maritime axis of the East and West Mediterranean, as well as the Archipelago is an intermediate maritime shaft type, because its role is only a bridge for the trade routes between countries. The characteristics of this maritime shaft are located in two or three exotic areas where resources are not found in other adjacent areas. Greece lies between Asia, Europe, and Africa; The Mediterranean lies between Europe and Africa; and Nusantara (Indonesia) lies between India and China. The second axle is a central axle characterized by a large exotic main center. Examples are the Persian, New England, and East Asian axes, each of which represents an exotic source of Mesopotamia, North America, and the Far East.[6]

Based on its location, Indonesia is part of the intermediary axis. But in the past, Indonesia was a dual axis: an intermediary and a center. The intermediate axis is in Malacca while the central axis is in Moluccas, this is due to the control of the kingdom who controls the spices and plays the role of actor on the maritime axis. Indonesia at that time has three main sea as Sea System, namely Java Sea, Flores Sea and Banda Sea. For a long time, especially in the Majapahit glory era until the Colonial period and now, the position of the Java Sea is like the

"middle sea" for Indonesia which has an important role in various economic, cultural and political activities. The Java Sea is at the heart of sea trade in the Indonesian archipelago, which has integrated shipping lanes and world trade long before the coming of the West. Java Sea is also the core sea for Southeast Asia. As the "Mediterranean Sea" for the islands and Southeast Asia, the Java Sea bridges the various communities surrounding them, whether in the cultural, political or economic spheres.[7]

In the current situation, Indonesia is more to the intermediary axis, due to the diminished capability of trade in Eastern Indonesia due to colonialism, and land orientation, as well as the strengthening of various competitors such as Singapore. The role of commerce has a huge share in influencing a region in its role as a maritime axis, which is in control or in the use of maritime territory or territory.[6]

In accordance with its natural potential, geostrategic location of Indonesia is an indisputable reason that Indonesia is very role as the World Maritime Axis. The area (two by thirds of Southeast Asia is the territory of Indonesian sovereignty, and two by thirds of Southeast Asian waters are Indonesian jurisdictions), and the state of the archipelago and the state's strategic position (Indonesia lies in the cross

position between two continents, the Continent of Asia and Australia, and between the two oceans, the Indian Ocean and the Pacific Ocean), became the main driving factor in measuring Indonesia's ability to carry the title. [8]



Figure 2. Global Maritime Axis

Source: Ridwan[9]

It is possible to make Indonesia back as a central axis. This is done by reinvigorating deep sea trade in Indonesia, ensuring the safety of deep sea voyages, and the promotion of incentive products typical of Indonesia to foreign markets. This effort is made evenly so that the entire region of Indonesia can obtain a balanced shipping flow. Papua, for example, has not yet been explored even though it has scarce resources and high selling value.[6]

Objectively, the economic factors are the most important factor to lead a nation, and state to become the main actor in the maritime axis. The wealth of Indonesia's marine resources is very large and should be utilized optimally managed effectively and efficiently. The direction of people's livelihoods in the future will be based on revenue in the maritime sector, because the resources on land have started to saturate.

Efficient provision and management of resources does not provide optimal results if the treatment is ineffective. Efficient and effective are the two meaningful words used by economic actors in the face of such a tight competition today. The management of maritime resources can not be separated from logistics activities, such as warehousing, transportation, terminal, licensing, and others. Currently the relationships between these sectors are still stand-alone and not yet integrated, so that inter-sector is connected with high delays. With such delays leading to high logistics costs thus reducing Indonesia's competitiveness.

Discussion

Long-term Indonesian Planning in Maritime, Marine, Fisheries and Marine Transportation 2005-2025 has various references in the national development plan, namely: MP3EI, Maserplan Expansion of Indonesian Economic Development 2011-2025; National Long-Term Development Plan for 2005-2025; National Medium Term Development Plan for 2010-2014; Indonesia's Ocean Policy from the Indonesian Ocean Council; Strategic Plan of the Ministry of Marine Affairs and Fisheries Year 2010-2014 (Per.06/MEN/2010); Marine and Fisheries in numbers, Ministry of Marine Affairs and Fisheries; Renewal of Transportation Sector, Support to Strategic Plan 2015-2019 and National Long Term Development Plan, Ministry of Transportation Republic of Indonesia; Strategic Plan of the Ministry of Transportation Year 2010-2014 (Decree of the Minister of Transportation No. KM.7 Year 2010); Technical Guidance for the Use of Special Allocation Funds for Marine and Fishery Affairs; Examples of Renstra of SKPD of Fisheries and Marine Affairs Office of Regency; and the National Strategy for the Development of Underdeveloped Regions, the State Minister for the Development of Underdeveloped Regions of the Republic of Indonesia.

Law no. 17 of 2007 on the National Long Term Development Plan[10] (RPJP Nasional 2005-2025) stipulates the direction of the development of the state border areas by "changing the direction of development policies that tend to be 'inward looking' oriented, to be "outward looking" so that the region can be utilized as the gateway of economic activity and trade with neighboring countries ". Under the law, efforts to manage state borders and the development of border areas use the welfare approach in addition to the security approach. Particular attention is also directed to the development of small outer islands on the border that have been missed.

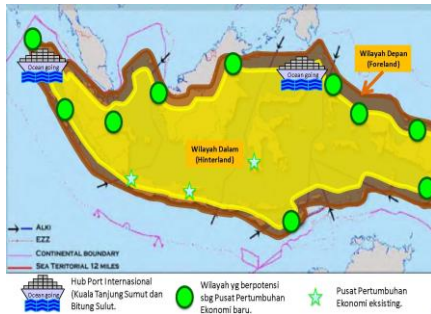


Figure 3. Outward Looking Orientation

Source: Prihartono[11]

In accordance with global and national changes, such as the start of concern for shipping safety, technological developments, and changes in energy concentration, there will be many other infrastructure developments in the maritime region. Such as a complete and clear sea shipping vessel procurement program for shipping safety, as well as the fourth deposit of the Indonesian Archipelagic Sea Lane (ALKI) to the United Nation Organization in the future. To support e-government and free internet in Indonesia must be built channels/fiber-optic cable or Google Baloon that can connects the entire territory of Indonesia through the Indonesian submarine in the West and East. Gas pipelines also be built for diverting the use of fuel from oil to gas.

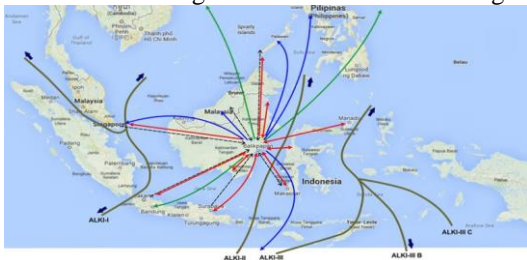


Figure 4. Archipelagic Sea Lane Indonesia (ALKI)

Source: KKT[12]

Marine transportation has a function as a supporting facility and a driver for the Indonesian economy, and contributes 70% of the total number of freight transport in Indonesia. So, it is very important to be developed. As a support facility, sea transportation can enhance the development of various activities outside the transportation sector such as agriculture, industry, trade, and so forth. As a booster facility, it plays an important role in opening up isolated, lagging, and border areas. The development of marine transportation will encourage developments across sectors in the maritime region.

The inequality in the development of maritime transport has resulted in wide distribution gaps, production and welfare among provinces in Indonesia. As a comparison of the price of basic commodities in Java is much cheaper than in Kalimantan, Sulawesi and Papua, another example is the sharp difference in prices cement (one of the main materials

in development), in Java Island and Sumatra cement price currently ranges from Rp 50 thousand to Rp 65 thousand per sack, while in Papua and East Indonesia the price of cement ranges from Rp 500 thousand to Rp 1.5 million Rupiah per sack [13]

For the development of sea transportation, sea toll is developed as the National Pendulum, to realize the economic distribution throughout the archipelago. This concept will involve six major ports in Indonesia as the main hubs, namely Belawan, Batam, Tanjung Priok, Tanjung Perak, Makassar, and Papua.

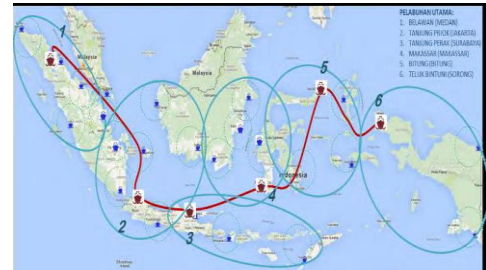


Figure 5. Sea Tol of Indonesian Maritimel

Source: Prihartono[11]

These six ports will be the port hub for the distribution of goods in the surrounding area, thus shortening the time and facilitating the distribution of logistics in each region of Indonesia. Thus it is expected to make the prices in the Western part of Indonesia is not much different from the eastern part of Indonesia. Because the realization of an efficient and integrated distribution system of goods. It must also be built Pendulum *Bimasofa* where in it will be built Bitung, Sorong, and Fak-fak Port as a large and integrated International Hub Port to compete with the advantages of shipping and trading of neighboring countries such as Singapore and Malaysia. Thus the vision of Indonesia as an International Maritime Axis can be realized.

Some of Indonesia's life cycle products, especially in transportation and maritime have reached the maximum point, proven to be seen with congestion everywhere, long logistics management, and the existence of price disparity. With the awareness of our life-cycle product that is already saturated, at the top of the chart and tend to decline, it is necessary to change the graph for the jump. So that, the products can improve performance again. The only way to change performance is with the use of accurate, data-driven technology with an integrated information system in maritime development. To look ahead, Indonesia must be serious about implementing supply chain management, so that all activities/sectors are integrated. The core of supply chain management is the use of technology and information systems that support rapid integration of sectors, even very quickly. Indeed, many stakeholders have built a sophisticated management information system but not yet nationally integrated.

All the potential possessed by Indonesian maritime territory is not without threat. Because Indonesia has a vast territorial waters, so many doors to get in and out of the maritime territory of Indonesia. It is causing the non-traditional and traditional threats. Non-traditional threats, such as illegal fishing by foreign ships, and illegal logging or smuggling of goods and natural resources owned by Indonesia. The picture of losses from the Indonesian marine fishery sector is only a small part of the fact that Indonesia's marine potential is so remarkable. Estimates of the Ministry of Marine Affairs and Fisheries of the Republic of Indonesia (KKP) that Indonesia has a potential of Rp 900 trillion per

year. The magnitude of Indonesia's sea potential can not be maximized by the Indonesian government so far, the loss of illegal theft or illegal fishing year to year is increasing [14]



Figure 6. Fisheries Management Area

Source: Ministry of Marine Affairs and Fisheries[15]

Indonesia needs to promote the concept of maritime security based on multidimensional issues. The biggest challenge for Indonesia in the future is from low politics issues. Illegal fishing, illegal logging, trafficking, drugs are more dominant than terrorism or horizontal conflict. The predominantly problems of Indonesia territory is "vulnerable" to such multidimensional issues. Holistic security approach would be the main focus of the government to secure Indonesia's vast territory. Therefore, it is necessary to establish a well-coordinated body of the Maritime Security Agency to deal with all non-traditional threats.[16]

Indonesian maritime security remains inseparable from the intended national interest and a reference of the Indonesian government, namely the establishment of the Unitary State of the Republic of Indonesia; ensuring the continuation of national development to realize the people of Indonesia *Bhinneka Tunggal Ika*, prosperous and democratic; and helped create world peace and regional stability.[17]

Another threat is the traditional threat for the border issue, by neighboring states in claiming border region of Indonesia. Therefore, it is necessary to develop professional TNI forces as well as the fulfillment of modern armaments equipment, such as fast warships, telecommunications, drones, and others, to face traditional threats.

In a maritime country like Indonesia, since independence, for decades, the border community development has not made any significant progress. The border area is also characterized by various cross-border law violations activities, such as smuggling of goods, fish theft, piracy, and so forth. These cases are detrimental to the state for damaging the environment, violating human rights and causing economic losses to the state. Viewed from the point of view of regional development, there are still many border areas whose development is slow with low accessibility and is dominated by disadvantaged areas with limited social and economic facilities and infrastructure. Implementation of border area management of state area as the mandate of development of RPJPN 2005-2025 has been started since RPJMN I (2004-2009). To encourage the acceleration of the development of border areas, RPJMN II (2010-2014) places the management of border areas of the country and border areas as a national priority.

The management of border areas currently faces complex problems, in terms of delimitation, demarcation or delineation, defense and security, law enforcement issues, and regional development. Until now there are still some unfinished boundary segments agreed with neighbor country that can threaten the sovereignty and territorial integrity of the Indonesian Republic. The border area is also characterized

by various cross-border law violations activities, such as illegal trading, illegal mining, illegal dredging, illegal migration, illegal logging, human trafficking, people smuggling, smuggling of goods, illegal fishing, piracy, etc. These cases are detrimental to the state for damaging the environment, violating human rights and causing economic losses to the state. From the point of view of regional development, there are still many areas in the border areas where development is slow with low accessibility and is dominated by disadvantaged areas with limited social and economic facilities and infrastructure. These areas are largely untouched by the dynamics of development so that the conditions of society are generally in poverty, even in some areas adjacent to their neighboring countries tend to be oriented towards neighboring countries in terms of social and economic services.[18]

In reality, many problems faced border areas. Therefore, better development should be done by prioritizing prosperity approach and security approach. It is necessary to formulate a policy and strategy for economic development of border areas in the forefront, remote, backward regions, especially between Indonesia and neighboring countries, synergic between the central government and local governments on an ongoing basis based on welfare approaches, environmental sustainability, security and defense. Welfare approach is an approach based on the development of economic activities to improve the welfare of the people in the border region. An environmental approach is an approach that considers environmental sustainability and minimizes the impact that development activities will have. While the approach of security is the approach that sees the border as a contiguous area directly with other countries so it needs supervision of the security to maintain the integrity of the Republic of Indonesia.

All of these programs need a good and efficient fiscal management. Thus it must determine the sources of state revenue from all maritime sectors without disrupting the growth of investment. The utilization of the budget is tailored to the needs of the people's welfare in the maritime villages in accordance with regional specialization and local wisdom from the resources they possess. In addition, the budget is also used for the development of large, medium and small maritime projects, which provide an economic multiplier effect for local and national communities.[19]

Although almost all Indonesians live on land, but the vast oceans, about 80% of the territory of Indonesia, require development to land and the oceans should be balanced. Development programs need to be implemented by integrating the economic, social and political activities of the people in the maritime area by also paying attention to the movement of commodities and human barriers between islands. Therefore the nature of development is not only top-down, but also bottom-up by directly looking at the needs of each maritime region/district/village. Some of the challenges in making action programs that need to be improved are:

1. Transparency. Through maritime, it is expected that the transparency of Indonesian maritime power can be further improved. The goal is not only to avoid "leakage" of wealth at sea, but also to measure the efficiency and effectiveness of all assets that meet the Indonesian sea. With responsible transparency, not only makes it easier for the government to exercise control, but at the same time facilitate access for the community to better utilize its natural resources and supporting facilities;

2. Legal Certainty. Maritime forces need to be supported with a more measured legal certainty. For example, apply the Floating Court to reach areas and remote areas that are difficult to reach. The rules and policies made must make the law a commander in the Indonesian sea. Capture the hands of illegal logging and illegal mining, can be immediately executed without a convoluted process by a Maritime Security Agency. Implementation of appropriate information systems, capable of supporting the creation of a more natural and humane life, and avoid the actions of crimes that appear on the Indonesian Ocean;

3. Good Governance. Good corporate governance is not only a jargon and far from its implementation. Utilizing a more systematic and comprehensive system of information in all aspects, will support the creation of e-logistics, e-maritime, or other e-, especially with the presence of e-commerce is better. As the ASEAN market opens, more professional logistics demands are a must to compete regionally. Distribution channels by sea should be strengthened and hassle free to create comfort for economic actors.

4. Integrated Maritime Commodity Market. The whole region must get the best commodity prices. It is necessary that there are institutions to deal with the national commodity market where buyers and sellers can meet in a transparent, using internet technology e-commerce.

5. The think-tank maritime. This institution will think of maritime programs and budgeting of next year, to be efficient in a sustainable, effective way, so as touching people in maritime areas/districts/villages.

The Director General under the Maritime Ministry should be able to implement two main functions, namely administrative/financial functions and operational functions. This administrative function overshadows all administrative, financial, information technology, and procedural matters. While the operational function will cover the entire organ of operation for a unit can work optimally. Administrative and operational functions will ensure that all supporting devices can work, not only well and optimally, and also integrated.

Development of maritime villages needs to be done with unique specifications from different regions, such as fishing village, tourist village, industrial village, cultivation village, salt village, and others. And directly there is created an e-government network for maritime villages, making it easy to do monitoring, development in a transparent manner. Because it is also encouraged fast internet to all parts of Indonesia, especially waters / tourism

Implementation of Healthy Indonesia Cards that not only apply to urban / rural communities, but for communities in the archipelagic islands that is very difficult to reach. To realize this health program, it is necessary to have Floating Hospital to "treat / pick up" remote and isolated people who suffer from illness. Likewise for the pattern of Smart Card Indonesia, need a breakthrough with the utilization of Maritime to be able to reach the wider community.

Conclusions

Indonesian Vision as a maritime country is a strategic step in promoting sovereignty and improving the national economy. Security and maritime defense must be maintained well. The combination of good economy and strong security in accordance with the concept of maritime, is expected to make the people of Indonesia a prosperous and sovereign.

All long-term programs are in a good planned, but for implementation it must be accelerated. There are differences in current general conditions with the planning, as well as the

vision that needs to be improved in accordance with the expectations of the government and all stakeholders. The work programs must touch all people for their welfare. Some of the challenges in making action programs that need to be improved are: transparency, legal certainty, good governance, integrated maritime commodity markets, and the existence of a maritime think-thanks center.

Management of resources does not provide optimal results if the processing is ineffective. Efficient and effective are the two meaningful words used by economic actors in the tight competition today. The management of maritime resources can not be separated from logistics activities, such as warehousing, transportation, terminal, licensing, and others. Currently, the relationships between these sectors are still stand-alone and not yet integrated, so that inter-sector is connected with high delays. With such delays, lead to high logistics costs thus reducing Indonesia's competitiveness.

Indonesia's desire for one of maritime axis in the world with the archipelago or sea toll development, will only be a dream if it is not supported by a very strong supply chain management. The decision makers must consider that maritime development at this time is necessarily in a high step.

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