

Efforts to Protect Indonesian Waters as the World's Maritime Axis

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Abstrak

Indonesia dikenal sebagai salah satu negara kepulauan terbesar di dunia, terdiri atas 17.508 pulau, dengan luas wilayah laut mencapai 5,8 juta km² dan garis pantai sepanjang 81.000 km. Dengan karakteristik kemaritiman yang menonjol dan keberagaman sosial budaya, diperlukan strategi khusus agar Indonesia dapat mewujudkan dirinya sebagai negara maritim yang berdaulat dan tangguh. Konsep poros maritim dunia bertujuan untuk membangun Indonesia sebagai negara maritim yang besar, kuat, luas, dan sejahtera, melalui pemulihan jati diri bangsa sebagai negara maritim, optimalisasi potensi kelautan untuk pemerataan ekonomi nasional, serta perlindungan atas kepentingan dan keamanan maritim. Paper ini menerapkan pendekatan yuridis normatif dengan teknik pengumpulan data melalui studi pustaka. Data yang dikaji merupakan data sekunder, seperti literatur ilmiah, jurnal, dan pendapat para pakar. Sumber hukum yang dianalisis meliputi bahan hukum primer, termasuk undang-undang, tiga Keputusan Presiden, serta konvensi yang relevan. Selain itu, data tersier seperti kamus dan sumber informasi dari internet turut dimanfaatkan untuk mendukung analisis dalam penelitian ini. Peran dan tanggung jawab TNI Angkatan Laut merupakan salah satu komponen penting dalam menjalankan diplomasi maritim. TNI AL tidak hanya melakukan kerja sama antarnegara guna menjamin keamanan dan keselamatan pelayaran, tetapi juga berperan dalam memperkuat pengakuan Indonesia di tingkat global sebagai Poros Maritim Dunia. Diplomasi maritim juga dijalankan untuk mendukung penegakan hukum serta memperkuat kedaulatan negara di wilayah laut. Implementasi lima pilar utama diplomasi maritim yang dicanangkan pada masa pemerintahan Presiden Jokowi telah terbukti efektif dalam menangani dan memberantas tindak kejahatan di perairan nasional. Dengan demikian, upaya menjaga wilayah laut Indonesia sekaligus mewujudkan visi Indonesia sebagai poros maritim dunia dapat tercapai.

Kata Kunci: Diplomasi, Indonesia, Maritim

Abstract

Indonesia is known as one of the largest archipelagic countries in the world, consisting of 17,508 islands, with a sea area reaching 5.8 million km² and a coastline of 81,000 km. With prominent maritime characteristics and socio-cultural diversity, a special strategy is needed so that Indonesia can realize itself as a sovereign and resilient maritime nation. By restoring the nation's identity as a maritime nation, maximizing maritime potential for national economic equality, and safeguarding maritime interests and security, the global maritime axis concept seeks to establish Indonesia as a sizable, powerful, expansive, and prosperous maritime nation. This study uses a normative juridical approach method with data collection techniques through literature studies. The data reviewed are secondary data, such as scientific literature, journals, and expert opinions. The legal sources analyzed include primary legal materials, including laws, three Presidential Decrees, and relevant conventions. Additionally, tertiary data such as dictionaries and internet sources were utilized to support the analysis in this study. The role and responsibilities of the Indonesian Navy (TNI AL) are a crucial component in carrying out maritime diplomacy. The TNI AL not only cooperates with other countries to ensure the security and safety of shipping but also plays a role in strengthening Indonesia's recognition at the global level as the Global Maritime Axis. Maritime diplomacy is also carried out to support law enforcement and bolster the nation's sovereignty in maritime areas. The application of the five main pillars of maritime diplomacy launched during President Jokowi's administration has proven effective in handling and eradicating crime in national waters. Thus, efforts to safeguard Indonesia's maritime territory and realize Indonesia's vision as a global maritime axis can be achieved.

Keywords: Diplomacy, Indonesia, Maritime

Introduction

Indonesia is acknowledged as one of the largest archipelagic countries around the world, with 17,508 islands, encompassing a maritime area of 5.8 million km² and a coastline

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of 81,000 km³. With a much larger proportion of sea territory compared to land, Indonesia is geographically and strategically categorized as a maritime nation. The beauty of its marine ecosystem and the richness of its aquatic biological resources make Indonesia possess highly valuable maritime potential. This potential also serves as a magnet for foreign parties and irresponsible actors who can threaten Indonesia's maritime sovereignty through various forms of cross-border crime (KKP) ⁴. Furthermore, Indonesia's goal to be the world's maritime axis requires an active role in protecting and safeguarding its border regions, which are often vulnerable to conflict due to overlapping territorial claims with other nations⁵.

The Constitution of the Republic of Indonesia from 1945 says in Article 25A, "The Unitary State of the Republic of Indonesia is an archipelagic state with archipelagic characteristics." As an archipelagic nation, nearly two-thirds of Indonesia's overall area includes aquatic bodies. Indonesia's waters, located in the tropics, have a high ecological carrying capacity and extraordinary potential for biodiversity (megabiodiversity), supported by its strategic geographic location ⁶.

Then, on December 13, 1957, the government announced the Djoeanda Declaration which considered the territorial integrity of Indonesia, so Every island and the sea between them ought to be viewed as a single entity⁷. This declaration was issued based on the following considerations: 1. As an archipelagic nation made up of thousands of islands, Indonesia has unique geographical features; 2. All of the islands and the waters that separate them must be regarded as a single entity in order to preserve territorial integrity and safeguard the resources of the Indonesian state⁸.

According to ⁹ the main substance of the Djuanda Declaration includes the following:

1. The Indonesian archipelago is considered a unified whole, with the seas between the islands connecting the outermost points of the outermost islands with straight baselines being an integral part of the Indonesian mainland. Therefore, it is necessary to establish within Indonesian territory. The waters located within these baselines are referred to as internal waters ¹⁰.
2. Measured from the defined baselines and drawn towards the open sea, the Indonesian territorial sea is 12 nautical miles wide¹¹.

³ B. Hadiwijaya, "Strategi Pertahanan Maritim Di Laut Natuna Utara Dalam Rangka Mewujudkan Indonesia Sebagai Poros Maritim Dunia," *NUSANTARA: Jurnal Ilmu Pengetahuan Sosial* 9(3) (2022): 418–29.

⁴ KKP (Kementerian Kelautan dan Perikanan), "Kementerian Kelautan Dan Perikanan - Konservasi Perairan Sebagai Upaya Menjaga Potensi Kelautan Dan Perikanan Indonesia," 2020.

⁵ Winarto K. R. L., "Respon Indonesia Menghadapi Ancaman China Di Perairan Natuna," *Demokrasi & Otonomi Daerah*, 2018.

⁶ and D. Sianturi Prasetyo, K.A., L.Y. Prakoso, "Strategi Pertahanan Laut Pemerintah Indonesia Dalam Menjaga Keamanan Maritim," *Jurnal Strategi Pertahanan Laut* 5(1) (2021).

⁷ S. H. Tobing, C. I., SH, M. H., IP, S., & MA Andi Dwi Octaviani, *Hukum Laut Telaah Perebutan Wilayah Laut Natuna*. (CV Literasi Nusantara Abadi, 2023).

⁸ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional," *JURNAL HUKUM INDONESIA*, 2023, <https://dx.doi.org/10.58344/jhi.v2i2.23>.

⁹ P. Purwanti Ramli, R., & Lumumba, "Sengketa Republik Indonesia–Republik Rakyat Tiongkok Di Perairan Natuna," *Hasanuddin Journal of International Affairs* 1(1) (2021): 20–35.

¹⁰ Purwanti Ramli, R., & Lumumba.

¹¹ Purwanti Ramli, R., & Lumumba.

3. All Indonesian waterways, the airspace above them, the seabed and subsoil beneath them, and all of the natural resources found therein are all under the jurisdiction of the Unitary State of the Republic of Indonesia (NKRI)¹².
4. Within internal waters, For foreign vessels, the right of innocent passage is guaranteed, a regulation of which will be determined through separate legal provisions¹³.

The struggle for the maritime territory of an archipelagic nation finally convinced the international community on April 30, 1982, When the United Nations Convention on the Law of the Sea (UNCLOS) III was created, the Law of the Sea Conference held place in New York¹⁴. December 31, 1985, marked the effective date of the ratification of the 1982 United Nations Convention on the Law of the Sea with the issuing of Law No. 17 of 1985. Subsequent law must adhere to the 1982 United Nations Convention on the Law of the Sea, which has since bound Indonesia¹⁵.

In this regard, an understanding of rights and authorities over the sea as stipulated in UNCLOS, which are differentiated based on the degree and level of authority of the respective countries, is necessary¹⁶. In principle, about Three categories of seas exist for the management of marine and fishery resources, namely: 1. Sea areas with full sovereign rights for Indonesia, or known as Indonesian sovereign territory; 2. Ocean zones with possessing the power and sovereign rights over the natural resources they contain to regulate certain matters; 3. Sea areas in which Indonesia has interests, but does not have territorial sovereignty or authority over the sea¹⁷.

Indonesia, despite its strong maritime characteristics and high socio-cultural diversity, is considered to have not optimally utilized the potential of its marine resources. Therefore, a reliable maritime defense system is needed to safeguard the sovereignty of national waters. Indonesia's maritime defense is a vital component of the the nation's defensive system, carrying out strategic missions with high complexity and presenting challenges for the various stakeholders involved¹⁸. Furthermore, a strategic approach is necessary for Indonesia to become a strong, independent maritime nation. Its border areas and rich marine resources demand a robust and sustainable maritime defense¹⁹.

The goal of the global maritime axis concept is to establish Indonesia as a sizable, independent, wealthy, and fiercely competitive maritime nation²⁰. This is realized through efforts to restore utilize Indonesia's marine potential to promote fair national economic

¹² Purwanti Ramli, R., & Lumumba.

¹³ Purwanti Ramli, R., & Lumumba.

¹⁴ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional."

¹⁵ Dwi Grace Rosalia Silalahi.

¹⁶ A. M. Sendow, "Dampak Hukum Konflik Laut Cina Selatan Terhadap Perdagangan Lintas Batas Menurut Hukum Laut Internasional," *Lex Privatum* 11(3) (2023), <https://doi.org/10.31947/hjirs.v1i1.12737>.

¹⁷ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional."

¹⁸ Hermawan T.Sutanto R, "Strategi Pertahanan Laut Indonesia Dalam Analisa Ancaman Dan Kekuatan Laut," *Jurnal Education and Development* 10(2) (2022): 363–71.

¹⁹ A.C.R.A. and A.O. Purba Ampun, "Strategi Pertahanan Maritim Indonesia Sebagai Poros Maritim Dunia," *NUSANTARA: Jurnal Ilmu Pengetahuan Sosial* 8(3) (2021): 321–25.

²⁰ A.M.K. Palar, "Strategi Pertahanan Laut Badan Keamanan Laut RI Dalam Mewujudkan Indonesia Sebagai Poros Maritim Dunia," *Jurnal Strategi Pertahanan Laut* 7(2) (2022): 143–58.

development and uphold its identity as a maritime nation and ensure the protection of maritime interests and security. Within this framework, President Joko Widodo formulated five main pillars as the cornerstone for carrying out the vision of the global maritime axis, namely: (1) revitalizing Indonesia's maritime culture;²¹ (2) sustainable management and preservation of marine resources, including strengthening establishing a fisheries sector focused on empowering fishermen to ensure marine food security;²² (3) expansion of marine connectivity and infrastructure, including ports, sea toll roads, and the shipping sector, marine tourism, and marine logistics systems;²³ (4) enhancing marine diplomacy by global collaboration in the maritime industry; and (5) increasing national maritime defense capacity²⁴.

If previous research mostly discussed the World Maritime Axis normatively or conceptually, this article focuses on concrete implementation in the field, including maritime surveillance policies, marine area protection, maritime geopolitical approaches, and integrated national maritime policies to analyze Indonesia's strategy to protect its territorial waters. This research aims to provide a scientific contribution that can be utilized by the Indonesian government in formulating a strategy to protect national waters, in order to reinforce Indonesia's standing as the global maritime axis and safeguard national interests in these waters.

Problem Formulation

- 1) What efforts can Indonesia make to safeguard its territorial waters?
- 2) How can Indonesia become a global maritime axis?

Methodology

This research belongs to the category of normative juridical legal research. that aims to systematically examine and analyze legal materials. The applied approach encompasses both statutory and conceptual approaches; thus, The paper's data sources includes both primary and secondary sources. legal materials. All legal materials were obtained through library research, including literature, laws and regulations, and articles in scientific journals²⁵.

After the legal materials were obtained through established data collection techniques, the next step was to process and analyze them. This research employed a descriptive analysis method, compiling and presenting the legal materials in a systematic narrative form that reflects the research findings based on the legal issues being studied. This analysis was conducted using a deductive approach, a deductive reasoning process that commences with general premises and subsequently derives specific conclusions.²⁶

²¹ Palar.

²² Palar.

²³ Palar.

²⁴ Palar.

²⁵ Dimas Pratama A.Wahyuningsih W., "TINJAUAN URIDIS STATUS ANAK ANG LAHIR DARI PERKAWINAN CAMPURAN ANTARA WARGA NEGARA ASING (WNA) DENGAN WARGA NEGARA INDONESIA (WNI)," *Private Law*, 2023.

²⁶ Amirudin dan Zainal Asikin, *Pengantar Metode Penelitian Hukum* (Jakarta: Rajawali Pers, 2016).

Discussion and Result

Efforts to Protect Indonesian Waters

The sea has now become a national strategic asset encompassing sovereign territory, ecosystems, and natural resources that serve as sources of energy, food, and pharmaceutical ingredients. Furthermore, the sea also serves as a connecting route between islands, a forum for social and cultural interaction, a center for trade activities, and a vital component of the nation's defense and security system ²⁷.

Indonesian waters share direct borders with several countries, particularly within the continental and exclusive economic zones shelves of ten friendly nations, including Singapore, Malaysia, Australia, Timor Leste, Vietnam, the Philippines, Palau's Republic, India, and Thailand. Nearly all of these waters possess maritime resource potential comparable to Indonesia's, creating potential maritime threats between these countries ²⁸.

Together with a recognized population and management, territorial sovereignty is one of a nation's primary criteria. The foundational concept of an archipelagic polity was created on December 13, 1957, with the Djuanda Declaration. Given that it gave rise to the idea of the Archipelagic Outlook, which connects Indonesian territory, this declaration is strategically significant to the country. Being the fully sovereign territory of the Unitary State of the Republic of Indonesia, the Indonesian archipelago is now seen as a unifying factor rather than a divided one ²⁹.

The outcome of international law of the sea discussions conducted by the UN between 1973 and 1982 is the United Nations Conference on the Law of the Sea, or UNCLOS. Previously, provisions on The sea's law had been in effect since 1958, but were deemed in need of updating, leading to the birth of UNCLOS 1982, which was subsequently approved by more than 150 countries, including Indonesia³⁰. Indonesia later adopted international law based on UNCLOS 1982 by Law Number 17 of 1985 concerning the Ratification of UNCLOS 1982³¹.

Over time, The significance of controlling maritime borders has become more widely recognized. This led to the birth of an agreement at the Third United Nations Conference on the Law of the Sea (UNCLOS), conducted from 1973 to 1982. At this conference, Indonesia was officially recognized as an archipelagic state ³². Furthermore, it was agreed that coastal states, like Indonesia, have rights to maritime territory, consisting of a continental shelf that is at least 350 nautical miles long, a territorial sea that is 12 nautical miles long, a contiguous zone that is 24 nautical miles long, and an exclusive economic

²⁷ S Wiranto, "Membangun Kembali Budaya Maritim Indonesia Melalui Kebijakan Kelautan Indonesia Dengan Strategi Pertahanan Maritim Indonesia: Perspektif Pertahanan Maritim," *Jurnal Maritim Indonesia (Indonesian Maritime Journal)* 8(2) (2020): 1–16, <https://doi.org/https://doi.org/10.52307/ijm.v8i2.35>.

²⁸ A. Widyoutomo, "Pengamanan Laut Mewujudkan Keamanan Maritim Indonesia," *Jurnal Maritim* 1(1) (2020): 1–16.

²⁹ Dwi Grace Rosalia Silalahi.

³⁰ Muhammad Ahalla Tsauro, "Arti Deklarasi Djuanda Dan Konferensi Hukum Laut PBB Bagi Indonesia," *Gema Keadilan* 4(1) (2017): 180–90.

³¹ Muhammad Ahalla Tsauro.

³² Muhammad Ahalla Tsauro.

zone that is 200 nautical miles long. Each zone is measured from a baseline as a reference point ³³.

Indonesia has a great deal of responsibility for overseeing its marine domain because of the 1982 United Nations Convention on the Law of the Sea (UNCLOS), which established the idea of an archipelagic state. This management is based on various interests, namely ³⁴: 1) nationally, the sea is a primary source of national economic development; 2) At the regional level, Indonesia shares borders with neighboring countries that also have interests in managing marine areas; and 3) globally, Indonesian waters play a strategic role in international trade, global security, and maintaining the balance of the world's marine ecosystems ³⁵.

With Indonesia's recognition as an archipelagic state, by applicable regulations, maritime areas previously considered high seas have now shifted status to become part of Indonesian waters under sovereignty ³⁶. This indicates that the extent of Indonesia's maritime sovereignty has considerably increased after the implementation of UNCLOS. ³⁷.

The national legal foundation for the administration of Indonesia's maritime domain is Law Number 32 of 2014 regarding maritime Affairs, encompassing aspects of marine resource protection and law enforcement within the territorial waters. Strategic Steps in Safeguarding Indonesia's Maritime Territory:

1. Strengthening Maritime Law Enforcement and Surveillance ³⁸

The Indonesian government, through institutions such as Bakamla (Law and Security Agency), The Ministry of Maritime Affairs and Fisheries (KKP) and the Indonesian Navy (TNI AL), has increased the intensity of maritime patrols to prevent illegal fishing, smuggling, and territorial violations. The KKP's moratorium on foreign vessels has had a positive impact in suppressing illegal fishing practices. According to ³⁹ "Law enforcement at sea is a crucial element in maintaining national sovereignty and creating a stable region."

2. Improving Maritime Infrastructure and Connectivity ⁴⁰

The development of sea toll roads, integrated ports, and the modernization of maritime logistics systems are strategic steps to connect Indonesia's regions and strengthen state oversight of key shipping lanes ⁴¹. State that "The development of maritime infrastructure contributes to increasing national logistics efficiency and strengthening Indonesia's position in the international trade system."

³³ Muhammad Ahalla Tsauro.

³⁴ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional."

³⁵ Dwi Grace Rosalia Silalahi.

³⁶ Muhammad Ahalla Tsauro, "Arti Deklarasi Djuanda Dan Konferensi Hukum Laut PBB Bagi Indonesia."

³⁷ Muhammad Ahalla Tsauro.

³⁸ Hasyim. Djalal, "Indonesian Maritime Security Challenges," *Journal of Maritime Affairs* 14(2) (2018): 121–35.

³⁹ Djalal.

⁴⁰ S. Puspitawati, H., & Wahyuni, "Maritime Infrastructure and Economic Competitiveness," *Ocean Policy Review* 9(1) (2021): 44–59.

⁴¹ Puspitawati, H., & Wahyuni.

3. Strengthening Maritime Diplomacy and Regional Collaboration ⁴²

Indonesia continues to intensify its role in maritime cooperation forums such as ASEAN, IORA, and IMO, as well as strengthening maritime security collaborations such as Indomalphi patrols and trilateral cooperation with the Philippines and Malaysia in the Sulawesi Sea region ⁴³. emphasized that "Maritime diplomacy is a crucial instrument in maintaining peace and stability in strategic waters. ⁴⁴"

4. Empowering Coastal Communities and Developing a Blue Economy ⁴⁵

Marine sustainability strategies are also implemented through strengthening the role of coastal communities and implementing blue economy principles. This approach positions communities as key actors in the monitoring and management of marine areas. ⁴⁶ stated that "The involvement of coastal communities in marine management strengthens national defense from a non-military perspective."

Marine spatial planning is specifically regulated through Marine Spatial Planning Implementation Regulation Number 28 of 2021 of the Minister of Maritime Affairs and Fisheries (Permen KP). (1) The state safeguards the following under this regulation: (1) the rights and interests of coastal, traditional, and local communities (2) ensures legal clarity and assurance of spatial allocation, and guarantees for business and investment for users of marine space; (3) serves as a strategy for implementing the blue economy concept (4) serves as a control instrument in order to help achieve sustainable development. Furthermore, the management and utilization of the marine environment in Indonesia are also influenced by various applicable international agreements.

In practice, not only the Law on Environmental Protection and Management is impacted by international environmental agreements as well as several national laws, including Presidential Regulation Number 16 of 2017 regarding Indonesian Maritime Policy, Law Number 9 of 2009 concerning Fisheries, Law Number 32 of 2014 concerning Maritime Affairs, and Law Number 11 of 2020 concerning Job Creation⁴⁷. Numerous international declarations and agreements have an impact on these regulations. This demonstrates that marine governance, marine resource utilization, fisheries management, and marine environmental preservation are closely linked to global issues and the interests of the international community, which desires a habitable earth ⁴⁸. This idea also supports the Maritime Axis vision launched by President Joko Widodo.

Through seven key pillars, Presidential Regulation Number 16 of 2017 concerning the Indonesian Maritime Policy (KKI) lays forth a national goal to make Indonesia a global maritime axis. These pillars cover aspects of marine resource management and maritime

⁴² Y Rizal, "Indonesia's Maritime Diplomacy in the Indo-Pacific Era," *Journal of Southeast Asian Studies* 25(3) (2020): 233–50.

⁴³ Rizal.

⁴⁴ Rizal.

⁴⁵ M. Putri, D., & Santosa, "Community-Based Maritime Security and Blue Justice," *Marine Policy Journal* 137 (2022).

⁴⁶ Putri, D., & Santosa.

⁴⁷ DAYU MEDINA, "UPAYA PEMERINTAH INDONESIA MEWUJUDKAN INDONESIA SEBAGAI POROS MARITIM DUNIA," *Jurnal Das Sollen* 9 No.1 (2023).

⁴⁸ DAYU MEDINA.

area protection. Marine Resource Management and Human Resource Development, Defense, Security, Law and Maritime Safety, Maritime Governance and Institutions, Maritime Economic Development and Infrastructure, Marine Space Management and Environmental Protection, Maritime Cultural Preservation, and Maritime Diplomacy are the seven pillars around which the KKI Action Plan divides its programs and activities.

Basically, within the context of marine and fisheries resource management, the sea can be classified into three types⁴⁹:

1) The maritime territory that falls entirely under Indonesian sovereignty, is frequently called the sovereign territory, is the sea area over which Indonesia has full control, encompassing the ground below it, the seafloor, and the airspace above it.⁵⁰ This maritime territory includes:

a. Inland Waters: This is the part of the sea over which Indonesia has full authority, thus prohibiting foreign vessels from passing through. The determination of this area is regulated in UNCLOS 1982, but to date, Indonesia has not formally delineated the parameters of its internal waterways⁵¹.

b. Archipelagic Waters: Located outside the inland waters and encompassing the seas between the islands within Indonesian territory, bounded by the archipelagic baselines, regardless of depth or width. Foreign vessels are permitted to pass through this area provided they comply with the principle of innocent passage⁵². Indonesia has instituted the Indonesian Archipelagic Sea Lanes (ALKI) under Government Regulation No. 37 of 2002. The right of innocent passage differentiates the legal status of archipelagic seas from that of inland waters.⁵³

c. Territorial Sea: With a maximum width of 12 nautical miles measured from the coastline baseline, this sea area is outside the archipelagic waters.

2) A nation's maritime domain confers upon it particular powers and sovereign rights to utilize its natural resources.

In its regulation, it is an important part of the jurisdiction of an archipelagic state. In this context, several types of maritime territory fall under Indonesia's sovereign rights⁵⁴ namely:

a. Contiguous Zone

This zone is water located outside the sea of territoriality. In this region, Indonesia has certain rights and limited authorities. This contiguous zone can extend up to twelve nautical miles beyond the territorial sea boundary, or 24 nautical miles away from the baseline in total⁵⁵.

⁴⁹ M. Darajati, M. R., & Syafei, "Strategi Pemberantasan Praktik Penangkapan Ikan Secara Ilegal Di Wilayah Laut Indonesia," *Jurnal Hukum IUS QUILA IUSTUM* 30(1) (2023): 138–158.

⁵⁰ Darajati, M. R., & Syafei.

⁵¹ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional."

⁵² Dwi Grace Rosalia Silalahi.

⁵³ D. Syam, F. M., & Ekawati, "Pandangan UNCLOS 1982 Terhadap Kepentingan Militer Di ALKI," *Neoclassical Legal Review: Journal of Law and Contemporary Issues* 1(1) (2022): 34–55.

⁵⁴ Darajati, M. R., & Syafei, "Strategi Pemberantasan Praktik Penangkapan Ikan Secara Ilegal Di Wilayah Laut Indonesia."

⁵⁵ Darajati, M. R., & Syafei.

b. Zone of Exclusive Economy

According to Article 55 and Article 56 paragraph 1a The EEZ is the maritime region outside and next to the territorial sea, as defined by the 1982 UN Convention on the Law of the Sea. Its maximum width is 200 nautical miles from the baseline. Natural resources on the surface, seabed, and subsurface may only be explored, used, managed, and protected in this region by Indonesia. Other economic endeavors like utilizing wind, water, and current energy are also carried out in this region⁵⁶.

c. The 1958 International Convention on the Law of the Sea established the idea of the continental shelf and gave coastal governments the power to manage the seabed's natural resources within their borders⁵⁷. With advances in marine exploration technology, The continental shelf was defined by the 1982 Convention on the Law of the Sea as reaching a maximum depth of 200 meters⁵⁸.

A state's continental shelf is defined as the seabed and subsoil outside of its territorial sea, extending as far as the natural extension of its landmass to the edge of the continental margin, or up to 200 nautical miles from the baselines if the continental margin does not extend beyond that distance, in accordance with Article 76, paragraph 1 of the 1982 Convention.⁵⁹

In terms of determining continental shelf boundaries, Indonesia has several primary interests:

- Agreements based on international law establish borders with adjacent nations;
- Up to 200 nautical miles from the baseline is the limit of the continental shelf.
- If a proposal is submitted to the UN before the deadline of 2009, in accordance with the scheduled UN Conference on the Law of the Sea that year, the limit could be extended to a maximum of 350 nautical miles.

3) Indonesia has interests in certain maritime areas even though it lacks sovereignty or jurisdiction over them ⁶⁰.

In managing the sea as part of a strategic region, the primary priority is establishing maritime boundaries with neighboring countries in compliance with international law. Furthermore, the sea must be understood as a space used by various sectors, so its utilization must be clearly and firmly regulated. Determining these utilization boundaries must take cross-sectoral interests into account while upholding the Unitary State of the Republic of Indonesia's territorial integrity and unity premise⁶¹.

The goal of resolving international disputes pertaining to maritime boundaries is to give opposing parties a way to settle their issues in accordance with international law. There are two primary approaches to international law resolution: armed conflict and

⁵⁶ Darajati, M. R., & Syafei.

⁵⁷ D. Yusvitasari, "Strategi Pemerintah Indonesia Dalam Penyelesaian Sengketa Tentang Penetapan Batas Laut Antara Indonesia Dan Malaysia Di Blok Ambalat," *Jurnal Pendidikan Kewarganegaraan Undiksha* 8(1) (2020): 47–60.

⁵⁸ Yusvitasari.

⁵⁹ S. M. Massie, "Peran Diploma Si Indonesia Dalam Penyelesaian Sengketa Di Kawasan Laut China Selatan Pasca Putusan Permanent Court of Arbitration," *LEX ET SOCIETATIS*, 2020.

⁶⁰ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional."

⁶¹ Dwi Grace Rosalia Silalahi.

peaceful means. Countries that have maritime boundary problems can take maritime diplomacy, as regulated Various options and methods for resolving disputes in the Exclusive Economic Zone are contained Article 287 of the 1982 Convention on the Law of the Sea (UNCLOS). Considering the 1982 UNCLOS framework, disputes can be resolved through: a) peaceful mechanisms, and b) mandatory settlement procedures. Every nation is entitled to decide the settlement mechanism that is considered most appropriate to the common interest, either through legal action or non-legal action, as stipulated in UNCLOS 1982 Article 280.⁶²

Thus, it can be concluded that Indonesia has taken various concrete steps to safeguard its territorial waters. This is reflected in its acceptance of the United Nations Convention on the Law of the Sea (UNCLOS) in 1982. Furthermore, this commitment is also stated in various national regulations, such as Presidential Regulation Number 16 of 2017 on Indonesian Maritime Policy (KKI). Law Number 32 of 2014 covering Maritime Affairs, and Article 25A of the 1945 Constitution. Indonesia has also been recognized as an archipelagic state with the authority to manage and be responsible for its maritime territory, including the regulation of national maritime boundaries and the resolution of maritime border disputes.

II. Making Indonesia a global maritime powerhouse

Geopolitically and geostrategically, Indonesia occupies a crucial position, situated surrounded by two sizable oceans, the Pacific and Indian, and situated between the continents of Asia and Australia. Politically and economically, this region is regarded as one of the most dynamic in the globe. This strategic location provides advantages and creates a significant dependence on the maritime sector, making it natural that the maritime economy should serve as a primary foundation for national economic development⁶³.

The Global Maritime Axis philosophy was proposed by Indonesia under President Joko Widodo. Indonesia, the largest archipelagic country in the world, has a great deal of potential to develop into a major marine hub. However, in achieving this vision, Indonesia also faces various challenges, particularly threats to maritime security that could disrupt the stability and growth of the maritime industry⁶⁴.

The idea that Indonesia is a part of the global maritime axis requires a solid and implementable international political-economic foundation. This concept should serve as a primary guideline, fundamental idea and common framework for all parties involved in establishing Indonesia as a significant hub and axis of the world's maritime industry⁶⁵. The government can take three strategic steps: First, at the global level, Indonesia's advantageous geographic location and abundant marine natural resources make it a potential major global maritime axis, which are its leading sectors. Non-maritime sectors

⁶² Rusito R Supriyo D, "Konflik Perbatasan Indonesia Dengan Vietnam Di Perairan Zona Ekonomi Eksklusif Indonesia," *Cakrawala Hukum: Majalah Ilmiah Fakultas Hukum Universitas Wijayakusuma* 25(1) (2023): 1–9.

⁶³ A. Kadar, "Pengelolaan Kemaritiman Menuju Indonesia Sebagai Poros Maritim Dunia," *Jurnal Keamanan Nasional*, 2015.

⁶⁴ Masdiana A., "Penguatan Keamanan Maritim Indonesia : Memahami Ancaman Keamanan Maritim Dan Rekonstruksi Kemaritiman Indonesia Menuju Poros Maritim Dunia," *Gema Keadilan*, 2017.

⁶⁵ Manurung H., "INDONESIA MENUJU POROS MARITIM DUNIA," *Prosiding Seminar Nasional Pakar*, 2018.

play a supporting role in the Global Maritime Axis, capable of influencing the international order (geostrategic); Second, at the regional level, the government needs to establish centers of maritime economic activity, along with the identification of commodity-based sectors of goods and services that have strategic value and importance in international economic flows and regional trade (geoeconomics)⁶⁶. Indonesia's Global Maritime Axis must also be able to synergize with China's Maritime Silk Road; Third, at the national level, Indonesia's Global Maritime Axis must focus on the development and economic empowerment of coastal communities, particularly those living in border areas and outermost islands ⁶⁷.

Presidential Regulation Number 16 of 2017 concerning the Indonesian Maritime Policy (KKI) and Presidential Regulation Number 34 of 2022 concerning the Indonesian Maritime Policy Action Plan 2021–2025 (KKI Action Plan) are the government's strategic efforts to direct Indonesia towards its vision as a Global Maritime Axis. These two regulations serve as guidelines for ministries, institutions, and regional governments in implementing various maritime programs and activities. In addition, these regulations also serve as references for the public and business actors in supporting the development of the maritime sector. Broadly speaking, Presidential Regulation No. 34 of 2022 and the 2021–2025 KKI Action Plan aim to: strengthen Indonesia's position as a global maritime power, improve people's welfare through sustainable utilization of marine resources, maintain national maritime sovereignty and security, encourage economic growth based on the maritime sector, and strengthen Indonesia's maritime diplomacy position at the international level. Therefore, the 2021–2025 KKI Action Plan is a key instrument in realizing Indonesia's dream of becoming a Global Maritime Axis by uniting various aspects of maritime development within a comprehensive action framework.

Since the recognition of Despite the 1982 UN Convention on the Law of the Sea's definition of an archipelagic state, the problem of maritime boundary delineation has not yet been adequately addressed. Consistent handling through diplomacy and synergy between relevant institutions is needed to expedite the process of resolving maritime boundaries ⁶⁸.

Indonesia's geographical location and strategic geopolitical position require clear sovereignty over the whole area of the Republic of Indonesia's Unitary State (NKRI). Therefore, effective control of border areas with neighboring countries must be exercised through robust maritime power. Furthermore, strengthening maritime defense capabilities is key to addressing potential threats, both domestic and international, enabling Indonesia to demonstrate a maritime security force worthy of global recognition ⁶⁹.

During his presidency, President Joko Widodo initiated Five key pillars support Indonesia's goal as a global maritime axis⁷⁰: (1) reviving the nation's maritime culture; (2)

⁶⁶ Manurung H.

⁶⁷ Manurung H.

⁶⁸ Dwi Grace Rosalia Silalahi, "Analisis Perkembangan Batas Laut Indonesia Di Wilayah Perairan Indonesia, Menurut Hukum Laut Indonesia Maupun Hukum Laut Internasional."

⁶⁹ Geoffrey Till, *Seapower: A Guide for the Twenty-First Century (Cass Series: Naval Policy and History) Third Edition* (Routledge, 2013).

⁷⁰ Palar, "Strategi Pertahanan Laut Badan Keamanan Laut RI Dalam Mewujudkan Indonesia Sebagai Poros Maritim Dunia."

demonstrating a strong commitment promoting the growth of the fisheries sector, with fishermen as key players, to the protection and management of marine resources and highlighting the significance of marine food sovereignty; (3) promoting the growth of maritime connectivity and infrastructure, including ports, sea toll roads, the shipping sector, marine tourism, and logistics systems; (4) strengthening international cooperation through maritime diplomacy in the maritime sector; and (5) strengthening national maritime defense ⁷¹.

In an effort to realize these security pillars, the Global Maritime Axis concept requires a deep understanding of various forms of disturbances and threats in maritime territories, as well as the implementation of appropriate strategies to strengthen maritime defense and security systems ⁷². Given the vastness of Indonesia's territorial waters, effective approaches and policies are required to address these challenges. Within the framework of the Global Maritime Axis policy, maintaining maritime security and stability is a crucial part of the national interest, aimed at strengthening sovereignty and supporting the nation's prosperity ⁷³.

The pillar of maritime diplomacy related to security aspects is one of the The Global Maritime Axis policy's five primary pillars are designed to preserve the stability of Indonesian waterways and its environs⁷⁴. The role of maritime diplomacy in this pillar is closely related to the Indonesian Navy's responsibilities and roles as the primary player in maritime diplomacy. To protect national interests, Indonesia not only carries out cooperation between countries to ensure the safety and security of shipping but also strives to build international legitimacy as a Global Maritime Axis and implement maritime diplomacy to support law enforcement and strengthen maritime sovereignty ⁷⁵. This approach is expected to strengthen Indonesia's position both regionally and globally ⁷⁶.

As a Global Maritime Axis, Indonesia's policy places a high premium on maritime security, given that national waters and their surrounding areas are highly vulnerable to various forms of disturbance and threats. Indonesia faces a high risk of illegal activities such as the unauthorized exploitation of fish resources and marine biota, as well as crimes against vessels passing through its waters, which can endanger national maritime stability. To address these challenges, the government under President Joko Widodo initiated five main pillars and strengthened maritime diplomacy, which has proven effective in combating crime at sea. These steps are an important foundation in achieving Indonesia's goal of becoming a major maritime powerhouse.

Conclusion

⁷¹ Palar.

⁷² Sanjiwani N, "Upaya Diplomasi Maritim Pemerintahan Joko Widodo Dalam Mewujudkan Pilar Keamanan Poros Maritim Dunia," *Indonesian Journal of Global Discourse* 4(1) (2022).

⁷³ Sanjiwani N.

⁷⁴ Sanjiwani N.

⁷⁵ Sanjiwani N.

⁷⁶ Latifah L.Larasati D., "Tantangan Internal Dalam Mewujudkan Indonesia Sebagai Poros Maritim Dunia," *Jurnal Hubungan Internasional*, 2018.

Indonesia's efforts to safeguard its national waters have been evident through its involvement in UNESCO Convention on the Law of the Sea (UNCLOS) of 1982. This step is reinforced by national legal foundations, such as Article 25A of the 1945 Constitution, Law No. 32 of 2014 concerning Maritime Affairs, Presidential Regulation No. 16 of 2017 concerning Indonesian Maritime Policy (KKI), and Law No. 9 of 2009 concerning Fisheries. Recognition of Indonesia as an archipelagic state also serves as an important foundation in the management of marine resources and jurisdictional responsibilities, including the determination of maritime boundaries and maritime dispute resolution mechanisms. In order to strengthen the pillars of national security, maintaining maritime stability and security is a strategic part carried out by maritime security forces. This also strengthens sovereignty and supports national prosperity. One of the main components of the Global Maritime Axis policy is the pillar of maritime diplomacy, which functions to maintain maritime security, both in domestic waters and regional areas. Its implementation is highly dependent on the role of the Indonesian Navy, which is the main instrument of Indonesian maritime diplomacy.

In this context, Indonesia's maritime diplomacy extends beyond international cooperation to maintain shipping safety and security, encompassing a diplomatic strategy to strengthen Indonesia's recognition as a Global Maritime Axis and to enforce the law and protect sovereignty at sea. President Joko Widodo's administration, for example, has developed five key pillars, including maritime diplomacy, which has proven effective in combating maritime crime. With these steps, Indonesia's vision of becoming a global maritime axis can be gradually realized.

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