

The Concept of the Archipelagic State in Addressing Maritime Security Threats

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ABSTRACT

Indonesia, as the world's largest archipelagic state, faces complex maritime security threats, including piracy, illegal fishing, smuggling, and South China Sea tensions. These threats impact both national sovereignty and the economic and social welfare of coastal communities. Recognized as an archipelagic state under UNCLOS 1982, Indonesia has a strong legal foundation to claim inter-island waters under full sovereign jurisdiction. Using a qualitative approach and literature analysis, this study examines the role of the archipelagic state concept in designing adaptive maritime security policies. Findings indicate that this concept supports enhanced surveillance and law enforcement, although challenges in technology and coordination remain. Recommendations include strengthening technological capacity, inter-agency coordination, and international cooperation to bolster Indonesia's maritime stability in the Indo-Pacific

INTRODUCTION

As the largest archipelago in the world, Indonesia is susceptible to a multitude of maritime security threats. In terms of geographical extent, Indonesia's coastline spans approximately 81,000 km. The Indonesian archipelago comprises approximately 17,000 islands, 111 of which are classified as small outer islands. The total water area of Indonesia is approximately 5.8 million km², which constitutes 75% of the country's total territory. This encompasses territorial waters with an area of approximately 0.3 million km², archipelagic sea waters with an area of 2.8 million km², and the Indonesian Exclusive Economic Zone (ZEEI), which extends to approximately 2.7 million km².

Indonesia's strategic position, coupled with its geographical attributes and socio-economic circumstances, situates the country in a pivotal role within the global landscape. This is particularly evident in its capacity to influence the political, economic, and security stability of the regional and international environment (Indonesian Ocean Policy, 2017). Given its location on critical sea trade and transportation routes, Indonesia faces significant challenges in managing maritime resilience across a range of dimensions, including defense and security. As an archipelagic country, Indonesia must continue to enhance its maritime jurisdiction to effectively address the multifaceted opportunities and threats it faces (I Nengah, 2016). This strategic geographical location confers an advantage on Indonesia, but also entails a high degree of dependence on marine resources (Soemarmi, 2019).

Indonesia's strategic location also renders it susceptible to various maritime security threats. Key threats in Indonesian waters that require immediate prioritization include piracy, illegal fishing, territorial disputes with neighboring countries, drug trafficking, and human smuggling. The key elements underpinning Indonesia's maritime security encompass state sovereignty and territorial integrity, law-abiding seas, navigational safety, and the security and sustainability of maritime resources (Anwar, 2016). These challenges not only endanger the safety and well-being of the Indonesian people but also have significant implications for national economic stability and security. Therefore, Indonesia has an urgent need to develop a robust archipelagic state concept that integrates national security policy with maritime security considerations.

With its unique geographic characteristics and abundant natural resources, Indonesia is widely recognized as an archipelagic and maritime nation. This position also designates Indonesia as a central component in the global supply chain and a crucial player in international security. Such conditions expose Indonesia to threats, disruptions, and challenges that impact national maritime security. Thus, Indonesia's role as an archipelagic state must be reinforced with a resilient defense and security system to effectively address these threats through a cohesive archipelagic concept.

This study aims to explore and clarify how the concept of an archipelagic state can serve as a framework for mitigating maritime security threats in Indonesia. By examining the archipelagic state concept from both theoretical and practical perspectives, this research endeavors to establish a framework that can strengthen maritime security policies, particularly in efforts to enhance Indonesia's maritime resilience.

Previous studies on maritime security and the archipelagic state concept have predominantly focused on defense strategies related to maritime security (Ali & Sianturi, 2022; Listiyono et al., 2022; Prasetyo et al., 2019), the maritime traditions and cultures of archipelagic nations (Sutanto, 2024), and the geopolitics of Indonesia's status as an archipelagic state (Sunaryo, 2019). However, most of this research has not delved deeply into how this concept could be integrated as a targeted approach to address specific maritime security threats in Indonesian waters. This study thus contributes to bridging this gap in the literature by proposing a maritime security approach based on the archipelagic state concept.

As a study examining the archipelagic state concept within the context of maritime security, this article emphasizes a novel focus on security strategies tailored to Indonesia's unique characteristics. The findings from this study are expected to provide practical guidance for policymakers, particularly in designing security policies that consider Indonesia's geographical conditions and national interests as an archipelagic state. Furthermore, the research outcomes have the potential to enrich academic literature in the field of maritime security with a fresh perspective rooted in the characteristics of archipelagic states.

LITERATURE REVIEW

Security can be defined as an effort to manage threat elements with the ultimate goal of creating a living environment at the state and individual level that is free from all forms of threats (Buzan, 2007). The nature of the threat can be viewed from a variety of perspectives, contingent on the entity in question. As defined by Bandoro (2013) in Putra (2016), threats encompass all forms of potential dangers and activities that threaten a nation's sovereignty, integrity, and stability. These threats can originate from external or internal sources and may seek to alter the fundamental nature of a state from within its own territory.

Moreover, Buzan (2007) defines threats as any factor that has the potential to disrupt or influence the referenced object. In alignment with the perspectives of Wilde and Waever, Buzan (in Buerger, 2014) posited that "threats" can be conceptualized as a series of claims articulating a generic assertion pertaining to the safeguarding of a specific object reference. In consequence, the formulation of threats is typically accompanied by the delineation of proposed strategies to overcome them in extreme circumstances. These strategies will frequently entail the deployment of military force, which may result in the curtailment or even the complete abrogation of civil liberties. David (2013) posits that a threat is a phenomenon that is identified by an organization as having the potential to impact the sustainability of its existence and operations, thereby warranting its designation as a priority concern.

In 2014, Burger put forth three significant frameworks for conceptualizing maritime security: the maritime security matrix, the maritime securitization framework, and the security practice and communities of practice. The maritime security matrix framework enables an entity to map out its maritime security strategy across four dimensions: national security, economic security, human security, and the marine environment. The national security dimension is based on a traditional perspective that views national security as a means of protecting the survival of the state. Consequently, sea power, as represented by naval forces, is regarded as the dominant maritime-related force.

An additional dimension is economic security, which views the ocean as a primary source of economic growth and development, making it a crucial consideration. The commercial value of trade routes, marine products, and underwater mining is considerable, and these factors play an important role in the economic development of not only individual states but also the global economy. This dimension underscores the intrinsic link between maritime security and maritime security. In the human security dimension, the maritime domain is inextricably linked to the provision of sustenance for humanity, as well as the human population that inhabits coastal and inland waters (islands). In this context, it can be argued that maritime security is closely intertwined with human security. The final dimension, the maritime environment, focuses on the concept of maritime safety, which encompasses the aspects of ship traffic safety, supporting installations, and the safeguarding of the maritime environment in the event of disasters resulting from natural or anthropogenic processes, such as oil spills in the ocean.

The maritime securitization framework endeavors to define the concept of maritime security by elucidating the manner in which an entity or actor perceives and conceptualizes the threats posed to the maritime domain. The security practice user group framework posits that the concept of maritime security can be approached by examining the activities of entities or actors engaged in what is designated as maritime security.

METHODOLOGY

This research employs a qualitative approach with a literature study method to examine and analyze the concept of an archipelagic state as a means of addressing maritime security threats in Indonesia. The qualitative approach was selected because it enables a profound comprehension of intricate and multifaceted phenomena, particularly in matters of national security such as maritime security. This approach permits a comprehensive theoretical analysis to explore the relevance of the archipelagic state concept as a policy foundation. As Creswell (2014) asserts, a qualitative approach enables researchers to comprehend the context and significance of a specific phenomenon through the examination of comprehensive and intricate data.

The literature study served as the research design, allowing for the collection of secondary data from academic sources, including scientific journal articles, books, policy reports, and national and international documents. A systematic search was conducted using keywords such as "maritime security" and "island states," and literature was selected based on criteria including relevance, credibility, and currency (Ridley, 2012).

The data were analyzed using a thematic approach (Braun & Clarke, 2006), which entailed identifying pivotal themes such as maritime security challenges and the role of the island nation concept. To ensure the validity and accuracy of the data, source triangulation was employed, whereby different sources were compared. To ensure the validity and reliability of the data, this research employed a source triangulation approach. This entailed a comparison of the data obtained from disparate sources, including government policy reports, academic journal articles, and international publications, to guarantee the consistency and accuracy of the data. Furthermore, this research employs a systematic analytical framework based on the Miles and Huberman (1994) model, which includes data reduction, data presentation, and conclusion drawing to ensure a structured and meaningful analysis.

The literature review method is pertinent to the research objectives, given the expansive and multifaceted nature of maritime security issues. In this context, it is essential to consider a range of geographical, political, economic, and legal factors. A literature review enables a comprehensive examination of these issues without the logistical constraints often associated with primary data collection. As Hart (1998) asserts, desk research provides a robust theoretical foundation to inform policy-based research. The research findings are anticipated to inform the development of maritime security policies based on the archipelagic state concept, with particular relevance for Indonesia and other archipelagic states.

RESULT AND DISCUSSION

Indonesia as an Archipelagic State

The concept of an archipelagic state is established under the United Nations Convention on the Law of the Sea (UNCLOS). An archipelagic state is defined as a country comprised of one or more large island groups, potentially encompassing additional smaller islands. These islands and the surrounding waters that connect them form a natural, geographical, and political unity, or one of historical significance. Thus, an archipelagic state may draw straight baselines connecting the outermost points of its outermost islands and drying reefs, effectively enclosing the waters within as part of its territory (Sunaryo, 2019).

For Indonesia, the issue of defining its archipelagic status emerged in 1949, following independence, as the nation sought to delineate its national territory. The newly established government opted to retain pre-existing Dutch laws, including the 1939 Territorial Sea and Maritime Zones Ordinance (*Territoriale Zee en Maritieme Kringen Ordonnantie*), which set a 3-mile territorial sea limit around each island in the former Dutch East Indies. This approach effectively divided Indonesia into separate zones, as the waters between the islands were not under Indonesian jurisdiction. This fragmented maritime regime added to Indonesia's post-independence challenge of uniting a diverse, multi-ethnic nation (Dao, 2023; Draper, 1977).

On December 13, 1957, Indonesian Prime Minister Djuanda Kartawidjaja issued the Djuanda Declaration, affirming to the international community that the waters surrounding and between Indonesia's islands were integral parts of the Republic of Indonesia (Freestone & Schofield, 2021). This declaration established Indonesia's commitment to the principles of an archipelagic state, asserting national sovereignty over waters between islands, which sparked opposition from several countries as it nullified the free seas in these areas. The Djuanda Declaration expanded Indonesia's continental boundaries from 3 to 12 nautical miles from the baselines surrounding its outermost islands, formalized under Law No. 4 of 1960 on Indonesian Waters. As a result, Indonesia's territory grew from 2,027,087 square kilometers to 5,193,250 square kilometers, excluding West Papua, which had not yet been recognized internationally as part of Indonesia. Following extensive diplomatic efforts, this declaration was eventually accepted and incorporated into the Third United Nations Convention on the Law of the Sea (UNCLOS) in 1982. Consequently, Indonesia ratified UNCLOS in 1985 through Law No. 17 of 1985, officially recognizing it as an archipelagic state.

The Central Bureau of Statistics (BPS) recorded 16,771 islands in Indonesia in 2021, and by 2022, the count increased to 17,001, with the addition of 229 newly registered islands following verification by the Geospatial Information Agency (BIG) and relevant ministries and agencies. These additions were not new landmasses but previously unregistered islands requiring official recognition.

Indonesia's status as an archipelagic state under UNCLOS 1982 confers certain advantages, particularly in asserting baseline claims. Not all countries that identify as archipelagic states derive the same benefits (Burke, 1987). In addition to the territorial empowerment provided by UNCLOS, Indonesia reaffirmed its status under Law No. 32 of 2014 on Marine Affairs, which strengthens its archipelagic identity based on the principles outlined in the Djuanda Declaration.

Boundary delineations with neighboring countries generally involve geodetic coordinates (latitude and longitude) for designated border points. Indonesia's maritime boundaries encompass three main categories: the territorial sea, the continental shelf, and the Exclusive Economic Zone (EEZ).

1. **Territorial Sea:** This zone extends 12 nautical miles (22.224 kilometers) from the baseline drawn along the coastline at low tide, connecting the outermost points of the islands. Within this area, Indonesia holds full jurisdiction over the sea, seabed, subsoil, and airspace above. Indonesia also bears an obligation to allow for innocent passage for international vessels through its waters, via both archipelagic and traditional routes. The Territorial Sea boundary is stipulated in Law No. 1 of 1973 on Indonesia's maritime zones, which declares Indonesia's territory as situated between the Australian and Asian continental shelves, defining these boundaries as either territorial sea or state waters.
2. **Continental Shelf:** This is defined under Articles 78 to 85 of UNCLOS 1982, encompassing the seabed and subsoil beyond the territorial sea, up to the continental margin or 200 nautical miles from the baseline where the margin does not reach that distance. Continental shelf boundaries permit state jurisdiction over natural resources within the seabed and subsoil. Specific criteria for determining the continental shelf boundaries include:
(a) A distance of up to 200 nautical miles if the outer edge of the continental margin does not reach that extent; (b) Natural continental continuation beyond 200 nautical miles to a maximum of 350 nautical miles from the baseline, provided certain sediment thickness criteria are met; or (c) A limit of 100 nautical miles from the 2,500-meter isobath where applicable. If the continental shelf slopes gently, it is marked by the continental slope or rise; if steep and near the baseline, the outer continental shelf boundary may align with the EEZ boundary, known as the "Co-extensive Principle," signifying boundary alignment under specific geological conditions.
3. **Exclusive Economic Zone (EEZ):** Extending 200 nautical miles from the baseline at low tide, the EEZ grants Indonesia sovereign rights to exploit and manage all natural resources in this zone, from surface waters to the seabed and subsoil.

Indonesia's socio-economic marine aspects are also critical for emphasizing economic development potential. The national marine economy's value is reliant on waters within Indonesia's jurisdiction, supporting the welfare of the population across various sectors. Maritime jurisdiction supports broader aspects, including the archipelagic waters, territorial sea, EEZ, land area, and the strategic positioning of Indonesia along global trade routes (Aflah et al., 2023).

As an archipelagic state, Indonesia must firmly establish and enforce its maritime boundaries. In safeguarding sovereignty, it is essential for Indonesia to ensure that neighboring countries do not exploit the maritime boundary-setting methods under UNCLOS 1982 to assert territorial claims that they are not legally entitled to.

Maritime Security Threats Facing Indonesia

Bandoro (2013) defines threats as any potential or active elements that endanger sovereignty, integrity, or attempt to alter the nature of a sovereign state, whether originating internally or externally. Similarly, Buzan (2007) describes a threat as any factor that could disrupt or impact a reference object. Along with Wilde and Waever, Buzan (as cited in Buerger, 2014) explains that "threats" can be constructed as a series of claims, which constitute general assertions regarding the protection of a specific reference object.

Maritime security threats generally involve issues frequently encountered within maritime domains, ranging from legal violations affecting marine ecosystems to incidents impacting human well-being and interdependent sectors. Environmental degradation due to illegal fishing and other environmental crimes can exacerbate instability and harm coastal communities (Bueger & Edmunds, 2017). As an archipelagic state, Indonesia faces multiple maritime security threats that endanger its sovereignty and demand targeted responses. These threats include:

- **Illegal Fishing**

Illegal fishing is a primary concern within Indonesia's maritime security. It inflicts substantial economic, ecological, resource sustainability, and sovereignty losses. Illegal fishing entails unauthorized exploitation of marine resources, contravening national and international laws, including unauthorized fishing in another country's exclusive economic zone (EEZ), which undermines resource sustainability. Illegal fishing can occur in all fishing operations, involving both foreign (Foreign Fishing Vessels) and domestic (Indonesian Fishing Vessels) actors across various marine resources, fishing gear, and scales, from small-scale to industrial.

Between 2018 and 2022, Indonesia's Ministry of Marine Affairs and Fisheries (KKP) took action against 572 fishing vessels involved in illegal fishing activities and EEZ violations, including 349 Indonesian Fishing Vessels and 223 Foreign Fishing Vessels. The majority of foreign vessels captured came from Vietnam, Malaysia, and the Philippines, with additional vessels from China, Timor-Leste, Thailand, Taiwan, and Panama. Indonesia, with extensive maritime territories and EEZs, reported potential losses of \$6.8 billion in 2015 and \$201 billion from 2013–2018, dropping to an estimated \$74 million in 2021. This reduction may not signify decreased illegal fishing but rather increased

enforcement efforts, shifting illegal activities to EEZs and international waters, where detection requires international cooperation and substantial resources.

- **Marine Pollution**

Marine pollution, particularly plastic waste from inadequate waste management on land, represents another significant maritime security threat. Pollution also arises from industrial and transport-related waste, including discharge, shipping waste, pipeline leaks, tanker accidents, and coal spills. Marine pollution, as defined by UNCLOS (1982), is any human-induced entry of pollutants into the marine environment that harms marine life, human health, and activities like fishing. Such pollution degrades ecosystems, habitats, and coastal quality, with potentially severe impacts if left unaddressed.

Indonesia's plastic waste has drawn global attention. The Ministry of Environment and Forestry (KLHK) reported 68.5 million tons of national waste in 2022, with 11.6 million tons being plastic. An estimated 615,000 tons entered Indonesian and international waters in 2018 (Kompas, 2023). The Indonesia Ocean Justice Initiative (2023) identified several polluted areas, including the Singapore-Bintan-Johor Straits, the Java Sea, waters around Simeulue Island, and Nias Island. Sources of pollution include ship-to-ship transshipment, pollutant discharge from passing vessels, and cargo spills from wrecked ships. For instance, the MT AASHI's asphalt spill off Nias Island has spread 70 kilometers northward, highlighting the need for swift salvage operations.

- **Drug and Illegal Goods Smuggling**

Transnational drug trafficking in Indonesian waters poses a critical security concern, potentially sparking conflicts with neighboring countries due to cross-border transactions. Indonesia's archipelagic geography makes it vulnerable to drug smuggling through numerous land, sea, and air entry points. The maritime route, utilized by 80% of international drug syndicates, is the most common entry point into Indonesia (Yusup, 2022).

Several regions are particularly vulnerable to illegal drug trafficking. The Sumatra region, bordering Malaysia, serves as a major entry route, with syndicates exploiting informal ports. Drugs from South Asia (e.g., Iran, Pakistan, Sri Lanka) transit the Malacca Strait en route to Sumatra (Prayuda et al., 2020). Other routes include the Pacific path, with drugs from Taiwan passing through the South China Sea and the Philippines, then into Kalimantan, Sulawesi, and the Maluku Islands. Additionally, Papua serves as an entry point for drugs from Papua New Guinea. Traffickers often disguise narcotics within legitimate cargo through smaller or illegal ports (Hartono & Bakharuddin, 2023), necessitating a coordinated response to counteract transnational crime.

- **Piracy**

Piracy remains a major focus within global maritime security, particularly in regions like the Horn of Africa and the Malacca Strait, which serve as vital Sea Lines of Communication (SLOC) and Trade (SLOT) between Asia and Europe. Recently, piracy threats have shifted from the Malacca Strait to the Sulawesi Sea near the Sulu Sea, southwest of the Philippines, bordering Indonesia (Supriyono, 2021).

The International Maritime Organization (IMO) recorded 112 piracy incidents in the Malacca Strait in 2000, 58 in 2001, and 60 in 2004, prompting scrutiny from non-coastal states regarding the security measures of littoral states, including Indonesia, Malaysia, Singapore, and Thailand, to ensure safe navigation per UNCLOS 1982 Articles 24 and 25. Piracy not only affects international trade but also damages Indonesia's global reputation, with some countries threatening to deploy warships to protect commercial vessels. Indonesia's government must implement effective measures to restore maritime security and maintain the flow of trade.

- **Human Smuggling**

Human smuggling is another security issue affecting Indonesia, with illegal migration often motivated by poverty or armed conflict in home countries. Indonesia's geographic position and weak border security make it a transit point for refugees, such as Rohingya refugees arriving in Aceh, often without proper supervision (Alunaza & Juani, 2017). Indonesia has recorded 1,487 Rohingya refugees, with public opposition in areas like Aceh, Riau, and Medan. Unaddressed, the influx could lead to socio-economic and political issues for Indonesia.

The waters around Indonesia are perceived by international smuggling syndicates as relatively open, allowing human smuggling to persist and challenging Indonesia's sovereignty. Swift, coordinated measures are essential to curb this issue and reinforce Indonesia's maritime security.

- **South China Sea Dispute**

The South China Sea (SCS) dispute has intensified, attracting global attention as foreign warships, coast guard vessels, and survey ships frequent the waters around the North Natuna Sea. This situation raises concerns over potential conflicts spilling into Indonesian waters (Bhaskara et al., 2023; Dao, 2024; Johannes, 2023).

The SCS dispute revolves around territorial claims, with several countries, including China, asserting rights over features in the SCS. Indonesia's only involvement concerns a segment of China's "nine-dash line," which overlaps with Indonesia's 200-mile EEZ (Toruan & Theodorus, 2020). Indonesia's primary interest in the SCS is to maintain regional stability, with President Joko Widodo emphasizing active diplomatic efforts for peaceful resolution, particularly around the Natuna Islands (Umar & Naya, 2020). Additionally, Indonesia upholds international maritime law, as outlined in UNCLOS, and seeks regional partnerships to balance China's influence and foster stability in Southeast Asia.

In sum, these security threats underscore Indonesia's need for a robust maritime security framework that balances sovereignty, regional stability, and international cooperation.

Global Maritime Fulcrum Policy

To ensure maritime security, a nation must possess sufficient capabilities and strengths to counter various threats that disrupt maritime stability. This effort begins with a strong understanding of the maritime domain and a global orientation toward maritime security issues. Indonesia's Global Maritime Fulcrum (GMF) Policy is grounded in its identity as an archipelagic state, aiming to make Indonesia a formidable and prosperous maritime nation. This policy seeks to restore Indonesia's identity as a maritime nation, secure its maritime interests and resources, and harness its maritime potential to promote equitable economic development across the country. President Joko Widodo emphasized Indonesia's need to see the sea not as a divider but as a unifier of the nation's islands, echoing the sentiment of the Djuanda Declaration on December 13, 1957.

President Joko Widodo expanded on the GMF vision at the Indonesia Summit in Beijing and at Nanjing Port on November 8-12, 2014, as well as at the ASEAN Summit in Naypyidaw, Myanmar, on November 13, 2014. The GMF policy comprises five core pillars: (1) Reviving Maritime Culture: As an archipelagic nation, Indonesia's identity, prosperity, and future depend on maritime stewardship; (2) Sustainable Marine Resource Management: Developing the marine industry to ensure food security and sovereignty; (3) Enhancing Maritime Infrastructure and Connectivity: Building maritime highways, supporting the shipbuilding industry, and promoting maritime tourism; (4) Promoting Maritime Diplomacy: Strengthening maritime cooperation with other countries to minimize border conflicts, combat transnational crimes like illegal fishing, piracy, and marine pollution; (5) Strengthening Maritime Defense: Developing Indonesia's maritime defense to safeguard its sovereignty and maritime wealth.

Becoming a Global Maritime Fulcrum involves development across infrastructure, political, socio-cultural, legal, security, and economic dimensions. The primary programs to achieve this vision include enforcing national maritime sovereignty, revitalizing the marine economy, strengthening maritime connectivity, restoring the marine environment, and enhancing human resources in the maritime field.

The GMF policy is grounded in a realistic understanding of Indonesia's geopolitics and geostrategic position between the continents of Asia and Australia and two major oceans, the Pacific and the Indian. Positioned at the world's crossroads, Indonesia's seas, including the Sunda Strait, the Malacca Strait, the South China Sea, the Lombok Strait, and the Makassar Strait, provide efficient transportation routes for international logistics. As Doyle (2013) noted, Indonesia's role at this global intersection makes building an Indo-Pacific alliance highly relevant and beneficial for both Indonesia and other nations reliant on these vital transport corridors.

The Global Maritime Fulcrum vision aspires to make Indonesia a sovereign, advanced, independent, and powerful maritime nation, contributing positively to regional and global peace and security while aligning with its national interests. In addressing maritime security threats, realizing the GMF depends on stable maritime security conditions. The GMF implementation must prioritize maritime security challenges, and conversely, maritime security plays a pivotal role within the GMF policy. This aligns with the views of Hidayat (2017), Pangemanan (2020), and Sarjito & Azhar (2023), who highlight the connection between maritime security issues and the need for good maritime governance. Accordingly, maritime security should be central to Indonesia's GMF policy.

From a maritime security framework perspective, I Nengah (2016) asserts that the GMF policy essentially embodies a "maritime security concept." In securitization terms, this policy reflects the government's stance on what should be safeguarded against maritime threats. Effectively, the government views any disruption to the five pillars as a threat to Indonesia's maritime security.

To operationalize the GMF vision, the Indonesian government established Presidential Regulation No. 16 of 2017 on Indonesian Maritime Policy. This regulation serves as a general guide for marine policy implementation, accelerating the GMF strategy through coordinated ministry and agency programs. It aims to achieve Indonesia's vision as a sovereign, advanced, independent, and powerful maritime nation, contributing positively to regional and global security and stability. One of the key objectives within the maritime security mission is "establishing a resilient maritime defense and security system." The implementation of this objective involves developing primary programs that fulfill the strategic goals of Indonesia's maritime defense and security policy.

The Role of the Archipelagic State Concept in Addressing Maritime Security Threats

Indonesia's internationally recognized status as an archipelagic state, affirmed through the United Nations Convention on the Law of the Sea (UNCLOS) of 1982, serves as a robust legal foundation for countering maritime security threats. By adhering to the archipelagic state principle, Indonesia possesses the right to draw baselines connecting the outermost points of its islands, transforming all waters within these boundaries into sovereign territory. This unique status grants Indonesia comprehensive jurisdiction over these waters, expanding its legal and strategic capabilities to monitor and secure its extensive maritime territory.

The extended jurisdiction provided by the archipelagic state concept enables Indonesia to enhance maritime surveillance capacity in areas previously constrained by conventional boundaries, such as the three-nautical-mile limit applied before the 1957 Djuanda Declaration. The implementation of UNCLOS 1982 not only provides international recognition of Indonesia's archipelagic status but also designates inter-island waters as internal waters exempt from the right of innocent passage, unlike the territorial seas of coastal states. This allows Indonesia full control over activities within its archipelagic waters, enabling intensified monitoring of domestic waterways, which are frequently exploited

for illegal activities, such as piracy, illegal fishing, drug smuggling, human trafficking, and even terrorism.

To strengthen its surveillance, Indonesia has invested in technology-driven monitoring systems, including radar, satellite observation, and surveillance drones, to detect suspicious activities across its vast and remote maritime areas. These technologies facilitate early threat detection, enabling rapid response by maritime security forces, including the Indonesian Navy (TNI AL), the Indonesian Maritime Security Agency (Bakamla), and the Water and Air Police (Polairud). However, the geographical expanse and logistical challenges inherent to Indonesia's archipelagic nature present ongoing obstacles to full implementation of technology-based monitoring systems, primarily due to high costs and the need for trained personnel capable of sustaining and operating these technologies.

The application of the archipelagic state concept is not only relevant in terms of jurisdiction and surveillance but also in the context of comprehensive maritime security policy (Alfath et al., 2020). As an archipelagic state, Indonesia's maritime security encompasses multiple dimensions: national security, economic security, environmental security, and human security, particularly concerning the welfare of coastal communities and fishers (Soemarmi et al., 2019). This concept provides a framework for integrating diverse policy elements, supporting a coordinated response to maritime threats. Within this framework, maritime security extends beyond territorial defense to encompass sustainable marine resource management, environmental protection, and the economic well-being of communities reliant on marine resources.

For instance, maritime economic security is a priority in Indonesia's national policy, as the seas and their resources play a critical role in the national economy. Illegal fishing poses a direct threat to this economic security. As an archipelagic state, Indonesia holds broader authority to protect its fisheries within both its territorial waters and Exclusive Economic Zone (EEZ). Legal enforcement efforts can be conducted without infringing upon the international right of innocent passage, which often limits non-archipelagic states in overseeing their waters. Enforcement measures include routine patrols, strict fisheries regulations, and legal action against foreign vessels caught violating these regulations. Additionally, the archipelagic state concept legitimizes Indonesia's ability to restrict access to foreign vessels deemed a threat to its natural resources and maritime economy, given that archipelagic waters fall under full national sovereignty, free from international navigation freedoms.

While the archipelagic state concept significantly strengthens maritime security, its implementation faces considerable challenges. Resource limitations—whether in terms of technology, infrastructure, or skilled personnel—present major obstacles. Indonesia's vast waters require substantial budgets to establish and maintain maritime security infrastructure, including patrol vessels, surveillance centers, and integrated communication systems. Moreover, coordination among various agencies responsible for maritime security, such as the Navy, Bakamla, the Ministry of Marine Affairs and Fisheries,

and the Water Police, is often hindered by overlapping mandates, leading to inefficiencies and delays in response to maritime threats.

Addressing these challenges requires a policy framework fostering enhanced inter-agency cooperation at national and regional levels. Effective implementation of the archipelagic state concept necessitates policies that encourage cross-agency collaboration and allocate sufficient resources to improve surveillance and response capacity. One potential solution is the establishment of a joint command structure for maritime operations, unifying expertise, resources, and authority from multiple agencies under a centralized command responsible for comprehensive maritime security. This approach could expedite response times to threats while mitigating inefficiencies caused by overlapping mandates.

CONCLUSIONS AND RECOMMENDATIONS

This study reinforces that the archipelagic state concept plays a central role in strengthening Indonesia's framework for addressing maritime security threats. As an archipelagic nation, officially recognized through the United Nations Convention on the Law of the Sea (UNCLOS) of 1982, Indonesia holds exclusive rights to establish archipelagic baselines that grant full sovereignty over the waters between its islands. This privilege not only extends Indonesia's influence over its maritime territory but also solidifies its legal standing to manage and protect these waters from various threats, such as piracy, illegal fishing, smuggling, and complex geopolitical issues like tensions in the South China Sea.

Implementing the archipelagic state concept provides Indonesia with the opportunity to design more adaptive and comprehensive maritime security policies that address its unique geographical, social, and political challenges. This concept serves as the primary framework to bolster national sovereignty and stability at sea. However, despite this robust foundation, Indonesia faces several implementation challenges, including limited surveillance infrastructure, technological constraints, and inter-agency coordination issues. These challenges must be systematically addressed to enable Indonesia to fully leverage its archipelagic status in safeguarding regional stability and protecting the well-being of coastal communities that heavily depend on marine resources.

The recommendations of this study include: enhancing technological capabilities and maritime surveillance infrastructure, strengthening national inter-agency maritime coordination, fostering international cooperation to address transnational threats, and formulating maritime security policies grounded in the archipelagic state concept. Implementing these recommendations is expected to bolster Indonesia's maritime security stability, reinforce national sovereignty, and improve the welfare of coastal communities and the marine economy, further solidifying Indonesia's position as a leading maritime nation in the Indo-Pacific region.

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