



BUILDING MARITIME SECURITY IN THE MAKASSAR STRAIT AS A CHOKE POINT ON THE SIDE OF THE NUSANTARA'S CAPITAL CITY

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Abstract

The State Capital is the center of gravity of a nation where its domicile is the center of government of a country, as well as the place where administrative elements, namely the executive, legislative, and judiciary are gathered. The conduciveness and stability of the National Capital need to be a concern, because various vital state objects are contained in it. Indonesia, with its five pillars of the World Maritime Axis (PMD), is still struggling with issues of maritime threats that often arise in the form of encroachment on territorial boundaries, theft of marine products, and other illegal activities. As an archipelagic country with a wide border gate in the form of the sea, the violations that occur are often difficult to control. Indonesia has enormous marine potential that requires the attention of the state in order to create protection from threats to sovereignty in the maritime territory of the archipelago. Moreover, the National Capital of the Archipelago is adjacent to the Makassar Strait, which is an international shipping lane, namely the Indonesian Archipelago Sea Route (ALKI) II. ALKI II passes through the Sulawesi Sea, Makassar Strait, Flores Sea, and Lombok Strait which connects the Pacific Ocean and the Indian Ocean. The development of the maritime defense of the National Capital City is an urgency that really needs to be the attention of all stakeholders in the defense of the State of Indonesia.

Keywords: Maritime Security, Nusantara's Capital City, Threat, Makassar Strait, Global Maritime Fulcrum

Introduction



Indonesia with its strategic position is between two continents and two oceans, the waters are busy with the traffic of thousands of international merchant ships. The Indonesian Archipelago Sea Lane is also an important world shipping route with its choke points in the Malacca Strait, Sunda Strait, Lombok Strait and Makassar Strait. Indonesia's strategic location and the potential for abundant marine resources are an infinite blessing for the life of the Indonesian nation. However, the opening of Indonesian territorial waters as part of the world's maritime axis has the potential as a conventional threat because it can involve Indonesia in maritime issues (Hidayat & Ridwan, 2017). Due to the open geography of Indonesia's seas, it often creates many problems related to resource theft, illegal shipping activities, and exploitation by foreigners. Not to mention the maritime border conflicts that often arise, as well as intrusions by foreign parties into Indonesian waters using surface ships, or using submarines.

Geographically, the National Capital of the Archipelago is adjacent to the Makassar Strait, which is an international shipping lane, namely the Indonesian Archipelago Sea Route (ALKI) II. ALKI II passes through the Sulawesi Sea, Makassar Strait, Flores Sea, and Lombok Strait which connects the Pacific Ocean and the Indian Ocean.

Maritime issues that often arise need to be paid attention to, especially these problems are related to and offend state sovereignty. Sovereignty is the most important issue in defense. President Joko Widodo emphasized that the sovereignty of the Republic of Indonesia is a fixed price (Setpres, 2020).

Sovereignty threats related to maritime security in the IKN area cover all aspects of the marine area, not only on the surface, but also below the surface. In the Law on maritime affairs of the Republic of Indonesia, it is explained that marine is matters relating to the Sea and/or activities in the Sea area which include the seabed and the land below it, the water column and the surface of the sea, including coastal areas and small islands. Described in the FGD KKDN SPL UNHAN RI (2022) data from Lantamal VII mentioned several vulnerabilities in the Makassar Strait waters,



including: marine accidents, piracy, acts of violence at sea, smuggling, crabs/fish, fuel, liquor, drugs, and illegal fishing. .

Research methods

The approach used by the author in this study is a qualitative approach. The qualitative approach is based on structural functionalism, realism, positivism, behaviorism and empiricism which essentially emphasizes concrete things, empirical tests, and real facts.

The data is descriptive, that is, the presentation can be in the form of a description of the categorized symptoms, as well as other forms such as photos, documents, artifacts and field notes during the research.

The results of the research are described descriptively, namely by describing the relationship between the phenomena found in the study. The data collection technique used is library research, which is collecting literature related to research sourced from scientific books, research reports, scientific articles, theses and dissertations, regulations, decrees, news, and written sources. both printed and in online web pages which are then analyzed and concluded.

Results and Discussion

Maritime Security Perspective

The efforts of a country to face various threats that come from outside and from within its country in order to protect and safeguard the national interests of its nation by using political, economic and military power is an understanding of the concept of national security (Darmono, 2010).

National security is also defined as the need to maintain and maintain the existence of the state through economic, military, and political strength as well as the development of diplomacy. This concept emphasizes the government's ability to protect the country's territorial integrity from threats that come from outside and within the country (Darmono, 2010).



The concept of security for Indonesia is stated in the preamble of the 1945 Constitution, namely "... to protect the entire Indonesian nation and the entire homeland of Indonesia and participate in carrying out world order based on independence, eternal peace and social justice". The aim of the state in the fourth paragraph of the preamble to the 1945 Constitution is to secure the state to be present in national security efforts in order to achieve its national interests. In order to maintain national security, a country carries out defense duties to uphold the country's external sovereignty against external threats by using military force.

More deeply about national security, the concept of maritime security describes more concretely the conditions of conventional threats in marine studies that are faced by the Indonesian people in the midst of PMD ideals.

Broadly speaking, maritime security is defined as a condition in which there is no maritime "threat" (absence of threats) such as disputes between countries; acts of terrorism at sea; piracy; trafficking in narcotics, people, and smuggled goods; weapons proliferation; IUU fishing (illegal, unreported, and unregulated fishing); environmental crimes; and marine disasters and accidents. Another definition complements the meaning of maritime security which is more than just the absence of threats, but also includes conditions accompanied by the creation of stability in the marine area (Cassidy, et al., 2016).

The characteristics of maritime security include the following (Cassidy, et al., 2016): (i) threats to maritime security are not bound by national boundaries, and therefore require international cooperation; (ii) threat identification is influenced by non-traditional security viewpoints because the scope of threats is broad, not only from military power, and focuses on state actors only; and (iii) determined by the security construction of a country based on the perception of what it considers to be a potential threat to maritime security stability. Maritime security provides space for threats of a broad nature; not limited to military, but also non-military; not only state actors, but also non-state actors, which have the potential to threaten maritime sovereignty.



The Vision of the World Maritime Axis is an effort to actualize Indonesia's geostrategy created from efforts to manage Indonesia's maritime potential both economically for welfare and strategically for defense and security. The fifth pillar of PMD, the development of maritime defense forces needs to be a concern given the urgency in it, that marine defense has implications for the strength of the other pillars; development of maritime culture, protection and management of marine resources, development of maritime infrastructure and connectivity, and cooperation in the maritime sector.

The key component of maritime defense is the Indonesian Navy. In responding to existing threats, to create stability and national security, the TNI as the main stakeholder in maritime defense needs to create the latest updated strategy by considering the expanse of relief on the Indonesian earth.

Threats in the Makassar Strait

Makassar Strait, Flores Sea, and Lombok Strait to the Indian Ocean and vice versa, are included as part of the channel in ALKI II which is used for shipping from the Sulawesi Sea. For military threats, potential threats can come from the impact of the Ambalat Block conflict, such as the use of the ALKI II area for maneuvering the armed forces of neighboring countries and the impact of the release of the islands of Sipadan and Ligitan. In addition, regarding Malaysia's expansionary politics, there are new possibilities for territorial claims after successfully controlling the islands of Sipadan and Ligitan, as well as provocations over the Ambalat Block area, which are also potential threats to the Makassar Strait (BRIN, 2011).

AUKUS has also raised concerns that the presence of nuclear submarines will increase the arms race and the projected threat of military power in the region. In Indonesia itself, this threat has occurred several times with the discovery of an unmanned underwater vehicle (UUV) earlier this year on Tenggol Island, Selayar Islands, South Sulawesi, and in 2019 in the Riau Archipelago (DetikNews.com, 2021). The depth of the Makassar Strait is an ideal place for submarines to pass, which is certainly a threat to IKN.



We then turn to non-military threats. Currently, the circulation of illegal goods, especially drugs, has reached remote areas of the country. Bulukumba, Enrekang, to places that we did not expect because they are remote places have also become targets (Kusriaji, 2021). From the north, for example, the entry of illegal goods can be through Tarakan and Nunukan. Meanwhile from the south, smuggling is anticipated from Timor Leste.

These two places have become favorite routes for smuggling. Because the Malacca Strait is currently very tightly dammed. They changed the route of entry through Malaysia and Singapore to Timor Leste for distribution in South Sulawesi (Kusriaji, 2021). Apart from drugs, there are threats of illegal smuggling of goods and human trafficking, as well as terrorism.

Makassar waters are directly related to ALKI II Makassar Strait, which is an international shipping lane and the high intensity of shipping activities, oil and gas activities and other activities in Makassar waters. This certainly increases the risk of accidents that can result in oil spills that pollute and/or damage the marine environment. Thus, of course, it is necessary to prepare personnel and equipment to deal with shipping disasters as assistance for the Makassar Strait area (Kemenhub RI, 2022).

If you look at the conditions when there was no IKN, actually the area (Penajam) was vulnerable in terms of defense because practically there was no unit strong enough to be able to guard the defense area in East Kalimantan. The geographical location of IKN Nusantara is on the ALKI II route which is directly adjacent to the Lombok Strait and also the Makassar Strait. In addition, the position of IKN is also relatively close to neighboring countries such as Malaysia and in the north with the Philippines so that it is relatively vulnerable in the event of a war (Ananda, 2022). Ideally a capital city should be fortified thoroughly, both land, sea and air. Therefore, we will focus on the maritime defense system as the focus of the discussion, considering that this is in line with Indonesia's great aspirations as the World Maritime Axis.



Maritime Security Development in Makassar Strait

Maritime security stability is strongly supported by having a strong state defense force at sea. Natalie Klein² explained that maritime security is one of the security interests of a country from the aspect of the ocean. Maritime security is developed within the framework of a country's security that emphasizes the importance of the sea in the development of a country, both in managing the potential of marine resources that are beneficial for the survival of a nation which should be a concern to be developed and protected, which in the end becomes an asset. the state must maintain its sustainability so that it can be enjoyed for generations to come.

The Navy as one of the components of the maritime security force which is part of the component of the state defense force at sea appears as the spearhead in realizing Indonesia's maritime security in accordance with the field of service at sea. The concept of a maritime state cannot be separated from defense power. If the defense is strong, the country's sovereignty will be protected from outside threats.

Realizing maritime security by the Navy in its service as part of the component of state defense at sea, apart from being supported by applicable laws and regulations, is also based on several maritime theories that have a correlation in the implications of the Navy's duties at sea as a field of service.

Universally, the Navy throughout the world according to Ken Booth has a universal role, namely a role called the Navy Trinity. These roles include the military role (military role), the police role (constabulary role), and the role of diplomacy (diplomacy role). The role of the Military (Military Role) in order to uphold the sovereignty of the state at sea by means of state defense and deterrence through preparing forces for war, warding off any military threats by sea, maintaining the stability of the maritime area, protecting and guarding maritime borders with neighboring countries (Widyoutomo, 2020).



The role of the Police (Constabulary Role) is carried out in order to enforce the law at sea, protect national marine resources and wealth and maintain order at sea so that it can contribute to national stability and development.

Diplomacy is carried out by using sea power as a means of diplomacy in supporting the government's foreign policy and is designed to influence the leadership of a country or several countries in peaceful or hostile situations (Widyoutomo, 2020).

If you look at the capabilities of the Navy, the book of Jesus reviews how the facilities and infrastructure support marine security. Supporting facilities and infrastructure owned by the Indonesian Navy include: a. Warship; b. Support patrol boats; c. Aircraft; d. Landing squad (Munaf, 2015).

There are 132 Indonesian Navy ships with the initials KRI (Indonesian Republic Ship). KRI is divided into three power groups, namely 1. The striking force consists of 40 KRIs which have strategic weapons; 2. The patrol force is 50 KRIs; 3. The supporting force is 48 KRIs. The Indonesian Navy already has 4 LPD ships, 2 multipurpose ships built in South Korea (KRI MKS and KRI SBY), and 2 units carried out by PT PAL, namely KRI BAC and KRI BJN. In addition, the Indonesian Navy ships also have 12 radars stationed throughout Indonesia (Munaf, 2015). In the Makassar strait itself, there is an increase in the class B Lanal to the Lanal class A Lantamal, namely the Pontianak Lanal to Lantamal Pontianak. Lanal Tarakan is Lantamal Tarakan (Retaduari, 2015).

The synergy between Bakamla and the Indonesian Navy to handle various criminal acts in the context of law enforcement at sea is also very important. The synergy between Bakamla and the Navy plays a very important role because Bakamla is a civilian agency manned by the TNI and civilians, and the Navy is a military institution.

The Central Maritime Zone Kamla Office oversees four SPKKL, one Earth Station and one Serei Fleet Base, which are located in three provinces. The Central Maritime Zone Kamla itself has a fairly wide task area, covering 12 provinces located



in the Indonesian Archipelagic Sea Lane (ALKI) II area, which in the north is directly bordered by the waters of Malaysia and the Southern Philippines, in the south it borders the Indian Ocean.

Combating criminal acts at sea is an effort to tackle crime at sea through rational criminal law enforcement both through penal and non-penal channels, so the role of Bakamla and the Navy is very important in tackling criminal acts that occur at sea in the context of law enforcement at sea. , considering that there are still many violations of the law that have not been handled properly.

Indonesia needs a unit of action or unity of effort and unity of command in enforcing the law at sea. This aspect of maritime security requires maritime domain awareness that is built by all existing systems, namely surface, air, and subsurface observation systems that use sensors, artificial intelligence platforms and even the use of all big data from social media. The realization of the importance of the sea in the national interest at sea through good order at sea or order at sea guaranteed by good governance.

Synergy must continue to be established and maintained between the Central Maritime Zone Bakamla and Lantamal which oversees the Makassar Strait area in securing and defending the territorial waters of Indonesian jurisdiction, especially in the Makassar Strait.

Conclusion

The capital city in East Kalimantan is geographically very close to the hotspots of world conflicts which are currently in the South China Sea (SCS). Since 2009 the escalation in the South China Sea has continued to increase today between China and claimant states such as Vietnam, Malaysia, Brunei Darussalam and the Philippines. Although Indonesia is not a claimant state, it is still a country that is heavily affected by the conflict.

Not to mention that the tension is also suspected to be due to the hegemony contest between China and the United States through the Trans-Pacific Partnership



(TPP). Indonesia's position seems to be right in the middle of the collision between the two great powers. Historically, Indonesia was the initiator of the Non-Aligned Movement and had experience in playing the world's currents through various policies.

It is possible that the discourse of moving the capital city is part of paddling between the two rocks, by finding a strategic midpoint. Geographically, the midpoint of the cross between the Indonesian Archipelago is located between East Kalimantan and West Sulawesi. This means that the relocation of the capital city makes it easier to control the home of the Republic of Indonesia between the two pendulums of the world.

Therefore, it is necessary to build a national defense strategy in the Makassar Strait, which is on the IKN side and is an international shipping lane. The first is the fulfillment of base facilities and infrastructure in accordance with base class standards to improve the performance of the Indonesian Navy. Furthermore, it is necessary to optimize the operation of maritime security law enforcement in the Makassar Strait area by all synergistic authorized stakeholders. By increasing the presence in the Makassar Strait, especially the Navy and Bakamla, efforts to achieve maritime security are not a utopian thing.

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