

Security Strategy at Indonesia Archipelagic Sea Lane

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Article Info

Keywords:

Indonesia's archipelagic sea lanes,
Security Strategy,
Navy,
Indonesia warship

Abstract

This research aims to describe the implementation security strategy of Indonesia Warship Western Command Fleet in Indonesia's archipelagic sea lanes, will be dealing abuses and sea crimes. This research used a qualitative method with descriptive approach, research data from interviews and documents. The results is security strategies Indonesia's archipelagic sea lanes using a choke point control patterns to support the readiness of Indonesia Warship capabilities, which are limited and need to increase surveillance capabilities vessel with technological developments and increased cooperation with agencies to be able to realize its strategy of securing Indonesia's archipelagic sea lanes.

Penelitian ini bertujuan untuk mendeskripsikan pelaksanaan strategi pengamanan dari Kapal Republik Indonesia Komando Armada Indonesia Kawasan Barat di Alur Laut Kepulauan Indonesia, akan berhadapan tindak pelanggaran dan kejahatan laut. Penelitian ini menggunakan metode kualitatif dengan pendekatan deskriptif, sumber data penelitian dari wawancara dan dokumen. Hasil penelitian adalah strategi pengamanan Alur Laut Kepulauan Indonesia menggunakan pola choke point control dengan dukungan kesiapan kemampuan Kapal Republik Indonesia, yang terbatas dan perlu peningkatan kemampuan pengawasan kapal melalui pemanfaatan perkembangan teknologi dan peningkatan kerjasama dengan instansi agar mampu mewujudkan strategi pengamanan di Alur Laut Kepulauan Indonesia.

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Jurnal Pertahanan

Volume 1 Nomor 2

May-August 2015

ISSN 2087-9415

pp. 93-108

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Introduction

One task of the Indonesian government is to protect the people and the entire homeland of Indonesia. National defense is one of the functions of government in an attempt National Defense to achieve national objectives. National defense is all efforts to defend national sovereignty, territorial integrity of Indonesia and safety of the entire nation from threats and harassment.

Indonesian National Defense Strategy was developed based on the particularities and conditions of geography as an archipelago, characterized by the archipelago, where Indonesia is the largest archipelago in world. Geographically, Indonesia is located between two oceans and two continents, as well as waters which have become one of the lifeblood of international trade has vulnerabilities and challenges. In addition, the position of Indonesia sea and land borders directly with ten countries, Indonesia is vulnerable to border disputes and security threats caused instability in the country and in the region.

National Defense System in Indonesia sea developed in line with the UN Convention on International maritime law (United Nations Convention on the Law of the Sea/UNCLOS), December 10, 1982, to give space to the users of any marine services. The geographical position of Indonesia is very strategic to provide beneficial and adverse effects but it also contains a potential threat to the sovereignty of Indonesia, because of their various interests that want to utilize the International Indonesian Archipelagic Sea Lanes as a communication line sea and Sea Lanes of Trade (SLOT) which is vital for international trade (Agoes, 2009). The amount of interest in Indonesia's archipelagic sea lanes voted path of economic activity and trade by outsiders, then this may trigger a criminal offense and a threat to the existence of the sovereignty of the Homeland.

Viewed from potential threats contained in Indonesia's archipelagic sea lanes for the sovereignty of Indonesia, the sea in the region Indonesia's archipelagic sea lanes control is very important. According

to Rear Adm theory Eccles (1959), mastery of the sea in the party that controls the sea have complete freedom to move around in the sea without interruption, otherwise the opponent completely unable to use parts of the sea. Control of the sea is an ability to move across the ocean without interference or resistance, which means the ability to prevent opponents from doing certain movements.

Control of the sea aim to secure the use of the sea for yourself and prevent its use by the enemy, though in the context of sea control Indonesia's archipelagic sea lanes aims to Indonesia's archipelagic sea lanes prevent violations of the use of the conditions set by the Indonesian government.

The government provisions stipulated in Government Regulation No. 37/2002, about the Indonesian archipelagic sea lanes, regulates the rights and ships obligations and foreign aircraft in exercising the right of Indonesia's archipelagic sea lanes. Indonesian government provisions for ships that pass in Indonesia's

archipelagic sea lanes has been adopted by the International Maritime Organization (IMO) Sub-Committee at a hearing on the safety of shipping 49th in London on June 27, 2003.

Indonesia's archipelagic sea lanes I is a very important shipping lanes traversed by international shipping. With the increase in the intensity and complexity of the movement of the ships that pass in Indonesia's archipelagic sea lanes I, then it impacts vulnerability to abuses and crimes in Indonesia's archipelagic sea lanes I.

Potential and actual violations that come by sea, as well as increasing criminal acts at sea that no longer recognize borders (Transnational Organized Crime/TOC) (Marsetio, 2010), led to the issue of safety at sea is the language of all countries in the world, particularly the countries that use the sea as a transport medium of trade.

Piracy on a large scale involving international syndicates benefits from innovative use of science and technology. By installing powerful engines intended for larger

vessels on small craft, pirates are able to escape from slower warships. Using satellite navigation systems, they are able to accurately determine their positions, greatly enabling close teamwork and precise operations (Susumu, 2003).

Another thing to have entry into force of the UN Convention against Transnational Organized Crime (UNTOC, 2004) is a multilateral treaty the United Nations against transnational organized crime. This convention was adopted by UN General Assembly resolution on November 15, 2000.

Indonesia as a member of the UN should adhere to implement the UN Convention against Transnational Organized Crime (UNTOC). To create a sense of security in Indonesia's archipelagic sea lanes I have implemented security measures undertaken by the Navy already runs today (Indonesia's Department of Defense, 2015).

To realize control of the sea in the region Indonesia's archipelagic sea lanes I, the government in this case the Navy Fleet Command of Indonesia

through the Western Region (Indonesia's Department of Defense, 2015) perform the operation pattern and degree of marine safety patrol operations in Indonesia's archipelagic sea lanes I.

The Main Task Fleet Command of Indonesia, the Western Region as the Main Command Operations in charge of organizing Operation Intelmar to support the implementation of the Marine Operations, held Sea Combat Operations in the framework of Military Operations War in accordance with the policy of the The Indonesian National Armed Forces Commander.

Thus, automatically the existence of stability and security in the region Indonesia's archipelagic sea lanes IN Natuna Sea and the Strait of Malacca is the responsibility Indonesian Western Fleet according to their main tasks.

Regions that are the responsibility of the Indonesian Fleet Command there are international shipping lanes, and some marine areas that are the focus Indonesian Western

Fleet in conducting security patrols throughout the year, namely Indonesia's archipelagic sea lanes I, the Natuna Sea and the Strait of Malacca.

Navy as a major component of national defense in the sea, which has one of the main tasks is to maintain security in the sea area of Indonesia's national jurisdiction, should be able to secure the sea area Indonesia's archipelagic sea lanes I.

Maritime security not only of law enforcement at sea, but has a wider meaning, in addition to law enforcement also includes enforcement of sovereignty at sea (Supriyanto, 2013). Within one year of implementing Indonesian Western Fleet 4 (four) stages of the operation period, within a 75-day period during the operation with the four elements of Indonesia warship i.e. 1 PK, 1 FPB, 2 PCs, and 1 Pesud, as well as violations of crimes at sea around 3-5 cases per year over the last 5 years (Indonesian Western Fleet Command, 2015).

With an area of coverage of operations in Indonesia's archipelagic sea lanes I and the limited support of

title operating elements of Indonesian warship and Pesud, for it is an important security strategy in Indonesia's archipelagic sea lanes I in the national defense in the sea that can answer the challenge, which is expected to maintain the security of sea area of jurisdiction of Indonesia, which also have an impact the sovereignty of Indonesia. Security strategies in Indonesia's archipelagic sea lanes I must reflect the deployment of Navy force that is reliable and has a high mobility and can be moved at any time to quickly and accurately (Indonesian Western Fleet, 2014).

From these phenomena, the power and capabilities of the Navy as a marine law enforcement to provide security and safety at sea becomes an important issue to the attention of the world and both national and international maritime, so as a sovereign island nation of Indonesia shall provide a guarantee of stability in the region Indonesia's archipelagic sea lanes I be a guarantee of security and defense.

National Defense Strategy

The development environment

and strategic context will bring forth to the nature of the threat and increasingly complex challenges. Rate whether a threat is based on the ability to understand, identify, and analyze. Based on the type of threats can be a threat of military and nonmilitary threats, when viewed source can be from overseas and domestic, and when by his actors to do by state and non-state (Indonesia's Department of Defense, 2015).

The essence of the defense force development needs of the defense forces are to be fulfilled by state officials, including the economic conditions are weak though, as a prerequisite for any threats that are actual or potential on the existence (sovereignty) and the country's safety can be addressed effectively (Prabowo, 2013).

National Defense Strategy formulated three basic substance of a strategy proportional, balanced and coordinated. First, the objectives are to maintain and protect the country's sovereignty, territorial integrity of Indonesia, and protect the safety of the entire nation are translated into four

strategic objectives.

Second, what resources are used to maintain and achieve the objectives and targets to be achieved, namely the Military Defense deploy integrated and synergized with non-military defense.

Third, how to use resources to achieve the goals or objectives are maintained, namely by planning, preparing, and implementing a national defense system is resilient and high deterrence power in accordance with the understanding of the Indonesian nation of peace and war (Indonesia's Department of Defense, 2015).

Ken Booth Theory

Booth (2014) explains that universal role of navies anywhere in the world implies the Trinity in terms of containing the three roles of the Navy, (a) military role, the main role in which it is closely related to the war and the consequences of combat operations and the State claiming to have a military role must have the combat power and capabilities in the face of combat situations; (b) constabulary role, closely related to

the force range of laws and treaties, covering the national territory and national interests; (c) diplomacy role, covers ranging from naval presence, although not all forces should and could have had this option and latent naval capabilities.

The third role is very important and cannot be separated from the main tasks of the Navy universally, even though the National Defense Strategy on the Sea should also be able to reflect the strategy for dealing with security issues. Navy optimally to ensure the security of shipping in Indonesia's archipelagic sea lanes and marine areas of national jurisdiction throughout Indonesia in general, which is supported by the ability main tool of defense systems (Alutsista) reliable to enforce the rule of law in the country and the sea.

The security problems in the waters around Indonesia in recent years have been largely a problem of the lack of governance ashore. At sea, therefore, navies are usually dealing with the symptoms of the problem, more than its causes. To help deal with those causes, navies need to be able to

influence events ashore and here they may be at their most strategically effective.

They are defending the system indirectly by what they do from the sea rather than at sea. They are defending the conditions for trade rather than trade itself. Because it is the area where most people live, most industries can be found and through which most trade is conducted, the littoral is where the threats are located and so becomes the natural arena for post-modern maritime operations (Till, 2009).

Theory Adm. Henry E. Eccles

Mastery of the sea in the party that controls the sea have complete freedom to move around in the sea without interruption, otherwise the opponent completely unable to use parts of the sea. In the control of the sea, who control the sea in general can move around in the sea with a high degree of freedom, otherwise the opponent can use the sea at high risk. So, if Indonesia cannot control the ocean it will have a high-risk threat in the law violations field and sovereignty of Indonesia (Soewarso,

1985).

In his book Eccless (1959) describes the relationship between Strategies Tactics Logistics. To achieve the military activity objectives which won the battle takes strategies, Tactics and adequate logistical support to personnel and combat equipment used. The third element is a thing that cannot be separated because they are interrelated. From the three relationships can be interpreted also that the strategy and tactics give the pattern conduct of military operations, while the logistics that will provide support for the facility or facilities. Logistics in achieving the goals of coaching material remains oriented to the goal of the strategy.

In archipelagic countries, like the Philippines and Indonesia, the coherence of the country depends on the sea communications that either bind it together or allow it to drift apart. Indonesia comprises some 17,000 islands; its very existence depends on the sea between the islands being something that joins its inhabitants rather than divides them. This in turn depends heavily on the

nature and success of maritime endeavour on those seas, both military and commercial (Till, 2009).

Research Methods

The research approach use a method of qualitative research. Information collected by direct interview with the source of people and seeing them behave in a natural context. Researchers are a key instrument and data through documentation, observation of behavior, or interviews (Creswell, 2014). Research on the selected object is in the region of the Western Region Fleet Command Indonesia and its units under its ranks in accordance with the determination of the location of the scope of the study.

Source of research data derived from primary and secondary data. The primary data obtained through interviews directly to the military authorities and the Navy. The Indonesian National Armed Forces agencies and the Navy is the The Indonesian National Armed Forces Headquarters, Navy Headquarters, Indonesian Western Fleet, and Dishidros Navy. Implementation of

the search of primary data through interviews. The primary data through interviews conducted provide several oral and written questions to obtain descriptive data, so it can be found issues of implementation of a Navy operation to secure Indonesia's archipelagic sea lanes I, through the disclosure of the ideas directly from the subject (source). While the secondary data is done by studying the data and documents related to the operation of Indonesian warship maritime security operations.

Results and Discussion

Each Indonesia's archipelagic sea lanes (Indonesia's archipelagic sea lanes I, Indonesia's archipelagic sea lanes II, and Indonesia's archipelagic sea lanes III) have the potential threat of each are relevant and require coordination of more serious in handling. P

otential threats Indonesia's archipelagic sea lanes I related to territorial claims by conflict over the Spratly and Paracel islands in the South China Sea, the use of the territory Indonesia's archipelagic sea lanes I for activities maneuver forces

of the countries involved. Besides that, the impact of the density of shipping traffic in the Strait of Malacca and the piracy in the Malacca Strait, the use of the territory Indonesia's archipelagic sea lanes I by pirates to avoid pursuit by the Indonesian security forces and the security forces combined (Indonesia, Malaysia, and Singapore) or smuggling.

The impact of the growth center and economy of Asia and Southeast Asia in the People's Republic of China and Singapore, such as the smuggling of illegal goods and human trafficking, also be a potential threat in Indonesia's archipelagic sea lanes I, including the effects of hazards threat of natural disasters and tsunami in the Sunda Strait, such as the threat of volcanic earthquake/volcanic eruption (Krakatau) and political impact expansion Malaysia, such as the possibility of new territorial claims by Malaysia (Wu and Zou, 2009).

Basically, the countries in the world as a cruise line users can choose the path of the most secure and economical to comply with the

provisions of the UNCLOS 1982. By contrast, countries such as Indonesia passed, must ensure the security and safety of sea lanes in addition to take advantage of economic opportunities and minimize constraints on the choice of the path (Goldrick and McCaffrie, 2013).

Indonesia's archipelagic sea lanes I Security Threats

All extraregional powers involved in Southeast Asian maritime affairs have aligned their interests toward maritime security cooperation, especially protecting navigation in strategic sea lanes from transnational threats (Bradford, 2005).

By infringing the territorial area that often occurs in the area and surrounding Indonesia's archipelagic sea lanes I chance conflicts in Indonesia, so it can be used to infiltrate a foreign party as a means subversive activities in the region of Indonesia. The risk of an increase in disputes in the South China Sea continues to receive special attention from countries in the region, including the US, and India (Naidu, 2012).

The increasing global energy

needs have prompted countries "claimants" to exploit reserves of hydrocarbons (oil and gas resources) as well as other natural resources in the South China Sea, specifically China and Vietnam. Countries claimants in the South China Sea, specifically: China, Vietnam, the Philippines, Taiwan and Malaysia to apply the basic principles of "Effective Occupation" and the United Nations Convention on the Law of the Sea (UNCLOS) in 1982.

Issues of ownership disputes over territorial sovereignty in the South China Sea can still threatening and lead to a wider conflict not only in the political conflict, but also can develop in the military conflict in all warring countries and the possibility of expanding into a global conflict (Laksmana, 2011). Vietnam as one of most closely concerned directly with the problem of disputes in the South China Sea has made various political efforts to resolve the issue and was impressed that Vietnam is now more expect their completion in a win-win settlement or how to manage the South China Sea (Indonesian Western Fleet, 2015).

Implementing Security Indonesia's archipelagic sea lanes I

Implementing security Indonesia's archipelagic sea lanes I (Data compiled from the Operations Staff Indonesian Western Fleet, 2015) held for 300 days, starting on the day in the period in 2014 in the region Indonesia's archipelagic sea lanes I, by holding strength Task Command Air (Kogasud) consisting of 2 Flight Hawk 109/209, one CN-235 / CN-295 and SA-330 1 / NAS-332 / EC-120B and the strength of Marine Task Force Command (Kogasla) consisting of one PK (Parchim), 1 FPB / KCR / PR, 1 PC and 1 NC-212 in the form of sea and air patrol operations.

Indonesia's archipelagic sea

lanes I security operations restricted to the specified operating sector. The Implementation based Plan of Operations issued by The Indonesian National Armed Forces headquarters. In the implementation, sector marine operations divided into three sectors, the northern sector, the sector of central and southern sectors.

Implementation Readiness Capability Ships of Indonesia

In the implementation of safeguards Indonesia's archipelagic sea lanes I, the readiness of the units under the control Indonesian Western Fleet includes work unit of the Navy Main Base or Base Navy spread along the path Indonesia's archipelagic sea lanes I.

Table 1. Readiness Monitoring and Enforcement Data

No	Work Unit	Nav radar control facilities			Action means	
		IMSS	KAL	Visual	Indonesian warship	KAL/ Patkamla
1	Lantamal III Jakarta	-	√	√	√	√
2	Lantamal IV TPI	√	√	√	√	√
3	Lanal Tarempa	-	√	√	-	√
4	Lanai Ranai	-	√	√	-	√
5	Lanal Pontianak	-	√	√	-	√
6	Lanal Bangka Belitung	-	√	√	-	√
7	Lanal Banten	-	√	√	-	√
8	Lanal Lampung	-	√	√	-	√

Based on data from the table above, the ability of monitoring from

Ground to Sea Surveillance that the activities of the traffic in the territorial

waters Indonesia's archipelagic sea lanes I by the base of the Navy (Lantamal/Lanal) situated around the track Indonesia's archipelagic sea lanes I mostly not equipped with radar surface resulting in the identification capability is limited.

Identification capabilities of Ground to Sea Surveillance base majority depends on the ability of surveillance or identification KAL/Patkamla when carrying out patrols, which rely on the navigation radar and visual observation (binoculars).

Among the many bases of the Navy involved in security in Indonesia's archipelagic sea lanes I, only the working area Lantamal IV Tanjung Pinang which has surface Integrated Maritime Surveillance System (IMSS) Radar based in Batam under coaching Sea Security Task Force (Guskamla Indonesian Western Fleet).

Security Strategy Indonesia Ship Indonesian Western Fleet

The reality of the last two decades has been the increasing capability of weapon systems

developed specifically to kill modern surface warships. The current supersonic sea skimming Anti-Ship Cruise Missile (ASCM) threats will soon be supplemented by Anti Ship Ballistic Missiles (ASBM) systems and weaponized Unmanned Air Vehicles (UAV) (Petersen, et. al., 2011). To create security in Indonesia's archipelagic sea lanes II, required a comprehensive and integral approach and involves multi-sectoral effort and effort that can involve many agencies.

Security in Indonesia's archipelagic sea lanes I have a broad scope, requiring the organization, management, and facilities were adequate. In enforcing the law and maintaining security in Indonesia's archipelagic sea lanes I (Data adapted from Indonesian Western Fleet Operations Staff, 2015). Navy carry out operations with the pattern title preventive and repressive patterns.

Preventive pattern directed at efforts to prevent the intentions of certain parties/foreigners for various offenses at sea, including: a) Held maritime intelligence operations in

areas along Indonesia's archipelagic sea lanes through the placement of the intelligence personnel; b) Implementation of bases along Indonesia's archipelagic sea lanes degree and areas prone to selective; c) Increased capacity for early detection of sea and air elements of the Navy, in order to obtain proper maritime intelligence data and accurate information on the various forms of security disturbances in Indonesia's archipelagic sea lanes; and d) Participation of the entire national power, especially the agencies that have the authority to enforce the law of the sea.

This work is done quickly and appropriately to avoid a larger conflict, consistent with a balanced application of sanctions and their deterrent effect, as well as professionals with the actions of authorities in accordance with applicable law.

***Readiness Capability Warship
Indonesian Western Fleet***

Deploying the power held on Choke Points Control at the entrance/exit Indonesia's archipelagic sea lanes I and in vulnerable areas

located in along Indonesia's archipelagic sea lanes II, with the aim to gain deterrence for foreign powers who will conduct violations along the track Indonesia's archipelagic sea lanes I.

There is a need to actively manage the warship's capability throughout its life in order to counter evolving and emerging threats and to deal with equipment obsolescence. Clearly the availability of new technologies, technology derisking opportunities, alternative approaches to design and arrangement, and novel acceptance strategies can go some way to tackling these challenges (Shanks, 2008).

Eccless (1959) which describes the relationship between strategy, tactics, and logistics. To achieve the objectives of a military activity which won the battle takes Strategies, Tactics and adequate logistical support to personnel and combat equipment used.

The third element is a thing that cannot be separated because they are interrelated. From the three relationships, can be interpreted also

that the strategy and tactics give the pattern conduct of military operations, while the logistics that will provide support for the facility or facilities. Logistics in achieving the goals of coaching material remains oriented to the goal of the strategy.

Operation pattern Navy also pay attention to internal and external conditions, among other types of vessels, specifications power, speed, range radar, the ability to sail (endurance) and human resources as well as supported by the Base Navy in operation to obtain the operating strategy optimized by spreading Indonesian ship and Pesud elements are supported by the base.

Weakness in the military organization today is there is no cooperation at operational level. Where Western Fleet Commander and Commander of Air Force Operations Command I position is aligned. So, who is responsible at the Pam sector Indonesia's archipelagic sea lanes I is to be coordinated, because there is not responsible in operation level. To bridge in carrying Command Control is Western Fleet Commander keep in

coordinating communication with Commander of Air Force Operations Command I.

Command, Control, Communication, Computerization and Information (C4I) evolved from supporting components contained in each word in it which is currently a trend in line with the functions and roles K4I in the military world. C4I is a system that continues to grow, due to Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR) is a necessity and became a major component of the Navy both in times of peace or during military operations or war.

Conclusion

Patterns can be developed to the effectiveness and efficiency of the title element is to carry out the operation of sea element based on the pattern of waiting position, in terms of sea elements moving in the direction of the coming threat obtained by detection of the air element of the Navy (Maritime Reconnaissance Aircraft).

In support of preparedness

capability operational element, the Indonesian warship element and conducting security Pesud Indonesia's archipelagic sea lanes been organized according to the maintenance schedule. Indonesian warship and Pesud who carry out operations in Indonesia's archipelagic sea lanes I go through the process worthiness test in order Indonesian warship and Pesud can operate optimally in accordance with their basic functions. Increased capacity and degree Navy Base located around Indonesia's archipelagic sea lanes I preferred in Ranai naval base, naval base Tarempa, Lanal Banten and proposals Sebangmawang.

Logistics mobile tankers Indonesian warship Balikpapan highly effective support of Indonesian warship preparedness which operates in the northern sector. Before carrying out the operation of these elements has been carrying out pre-assignment training Security Indonesia's archipelagic sea lanes I, so expect the elements and personnel able to answer every challenge of the task to secure the Indonesia's archipelagic sea lanes I to uphold the sovereignty and laws in

Indonesia territory.

Recommendation

This research can be developed by further researchers to study effectiveness and efficiency security strategies in Archipelagic Sea Lane through the Command, Control, Communications, Computers, Intelligence, Surveillance and Reconnaissance (C4ISR).

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