



Analysis of Indonesian maritime management and threats to marine security

Puguh Toko Arisanto¹, Aldaneva Reisika Jenny Alviany², Audry Sitoresmi Leilani³, Anggie Chyntia Amanda Putri⁴

^{1,2,3,4}International Relations Department of Universitas Teknologi Yogyakarta, Indonesia

ARTICLE INFO

Article history:

Received Aug 25, 2023

Revised Aug 31, 2023

Accepted Sep 26, 2023

Keywords:

Indonesia
Management
Maritime
Security
Threat

ABSTRACT

Indonesia has many opportunities and challenges as a country with a strong maritime character. Greater attention is needed to the sea area. However, various problems and obstacles must be overcome. This research used a qualitative descriptive method, which refers to secondary data obtained from books, journal articles, and online sources. The theory of maritime security and sea power concept is used to analyze the data. In this case, the Government of Indonesia has issued a World Maritime Axis policy as a basis for developing marine management in Indonesia. In addition, the authors also suggest integration between security agencies, maritime diplomacy, sustainable fisheries management, and increasing human resources to improve marine management in Indonesia.

This is an open access article under the [CC BY-NC](https://creativecommons.org/licenses/by-nc/4.0/) license.



Corresponding Author:

Puguh Toko Arisanto,
International Relations Department,
Universitas Teknologi Yogyakarta,
Ring Road Utara Jombor, Sleman, Yogyakarta Province 55285, Indonesia.
Email: ptas002@gmail.com

1. INTRODUCTION

Indonesia, recognized for its extensive archipelago, flaunts a sea expanse of 17,504 isles, a shoreline of 95,181 kilometres, and 5.8 million square kilometres (KKP, 2019b). These exceptional traits signify the immense probability for the nation's advancement and the welfare of society. The tactical location of Indonesia, situated between the Australian and Asian Continents, further amplifies its importance. The country's waters are abundant in marine resources and fisheries, underscoring the sea's importance as the country's future forte.

The Indonesian oceans provide great prospects and potential for tourism, national economy, coastal economy, biological resources, transportation, incorporating fisheries, logistics, mining, energy, and telecommunications. With the accentuation of creativity and innovation brought about by globalization, it is vital to shift the mindset towards marine utilization and not solely concentrate on mainland expansion. The government can collaborate with coastal communities and local enterprises to hasten the marine industry and economic development. Optimizing the management of the marine sector can propel Indonesia to become an economic powerhouse like other countries that have harnessed the sea's potential (Surya, 2009).

Nonetheless, the present course of development is concentrated solely on land development. As a result, the potential of the marine industry is being underused, leading to unequal prosperity among the populace and the country's renown. We must alter our outlook and concentrate on developing the nation's maritime potential. The maritime sector provides a superb prospect to generate foreign exchange and support millions of people if it is fully utilised. Indonesia's history displays its superior civilisation and development, accompanied by its domination of the sea. At that time, numerous kingdoms in the archipelago became prosperous

and influential nations due to their strong maritime fleet capabilities. The Portuguese, VOC, British, Dutch, and Japanese that colonised Indonesia, could maintain control over the country for an extended period, up to 3.5 centuries, caused by their strong naval power.

Previous studies have not explained the development of opportunities and efforts to overcome Indonesian marine threats based on good marine management policies. Most articles discuss Poros Maritim Dunia (World Maritime Axis) without explaining the history and concrete policies. This research seeks to elaborate on all these things to become a comprehensive discussion by looking at the real reality to realize Indonesia as a developed and great maritime country.

This article aims to provide thorough and detailed information by focusing on Indonesia's national maritime potential, management approach, prospects and the requirements of coastal communities. This article will raise awareness and motivate all stakeholders to refocus on maritime utilisation. Furthermore, the government and various stakeholders can use this research's results to maximise the sea's potential in Indonesia. The author trusts that academics and other researchers will delve further into this subject, conducting more comprehensive investigations and examining various facets of the maritime industry.

2. RESEARCH METHOD

This study employed a qualitative research methodology to provide a detailed and descriptive explanation of the problem. The research also delves into case studies to further understand the issue. The qualitative approach was chosen to gather data and information from individuals, groups, and institutions. This type of research is crucial in comprehending the situation at hand. The study utilized interviews and conducted a thorough analysis to produce an objective, specific, and comprehensive report (Krisyantono, 2014) Qualitative research allows for logical steps to be taken to obtain accurate results and draw appropriate conclusions. The research will involve problem exploration, literature review, data collection, in-depth interviews, descriptive data analysis, and structured report writing (Creswell, 2012).

Regarding the techniques used for collecting data, this research employs two methods: *First*, a literature review: Searching for primary data sources by referring to published research papers and articles that discuss institutional governance, coordination patterns, and marine policy strategies in Indonesia and Yogyakarta. *Second*, report analysis: Searching for secondary data sources from official reports released by relevant ministries/institutions, such as the Indonesian Navy, Marine and Fisheries Ministry, and Indonesian Police.

3. RESULTS AND DISCUSSIONS

Indonesian Sea Potential

Sea water is vital to human life and other living things on earth. The oceans contribute to the world's climate by transferring heat to the poles from the equatorial regions, which keeps the earth warm enough to live. Sea and ocean currents have become sea flow belts connecting every ocean to absorb solar heat energy with excellent contents. With 70% of the earth's area being oceans, it provides good sources of food, mining materials, medicines, and a source of livelihood for many people. Moreover, plankton and coral reefs play an essential role in human life as a provider of oxygen while absorbing carbon dioxide in the earth's atmosphere due to Indonesia's position as having Indonesian Traffic Flow (ARLINDO) which results in high biodiversity richness in Indonesia, as shown in Figure 1 below.

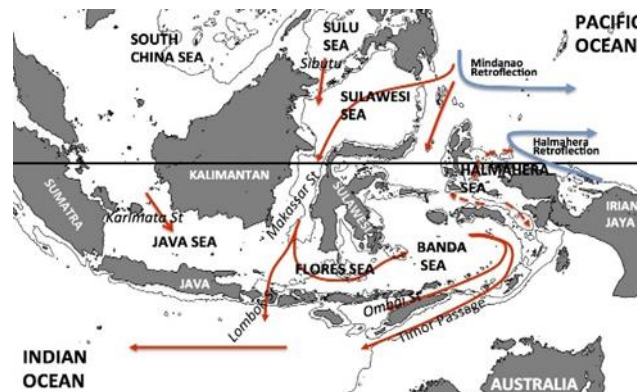


Figure 1. Indonesian Ocean Currents (ARLINDO)

Source: (KKP, 2021)

The existence of Indonesia as one of the largest archipelagic countries in the world shows that this country has a large area of sea waters. Indonesia with a coastline of 81,000 km², a sea area of 5.8 million km², and is part of the Great Ocean Conveyor Belt which plays a vital role in the world's climate balance. Indonesia's oceans have a total economic potential of USD 19.5 trillion per year (Anna, 2020) has much potential that can be exploited, including: a) Cultivation of fish, such as, b) snapper, gobia, and grouper with a marine potential of 9.3 million tons annually (KKP, 2019a), c) Ornamental fish farming, with 236 of the best types of ornamental fish in the world, d) Seaweed and coral reef cultivation covering an area of 85,707 km² with six of the ten best coral reef ecosystem areas in the world (KKP, 2018), e) Cultivation of molluscs, such as: pearls, sea cucumbers, and shellfish (KKP, 2020), f) Cultivation of the marine biotechnology industry, such as: fish seeds, shrimp, foodstuffs, and natural feed (Yuniar, 2012), j) Mangrove forest cultivation covering an area of 4.25 million hectares (KKP, 2016), k) Mineral resources, such as: oil and natural gas, marine biogenic gas, quartz sand, chromite, phosphorite, monazite and zircon, gold and silver, iron sand, tin, construction material aggregates, manganese nodules and crust, and hydrothermal minerals, l) The existence of three Indonesian Archipelagic Sea Lanes (ALKI) which have a potential of USD 1.5 million or IDR 23.3 billion every day (Yashuananda et al., 2018).

In addition to natural resource opportunities, Indonesia's sea has potential for other fields, such as beaches, culture, cruise, sports, nature safaris, and business tourism (Iswardhana & Salam, 2015). There are also prospects for the shipbuilding industry, which can support the national economy through productivity and the availability of many jobs because they are related to various other fields. For example, the shipping business is also related to other industries, including anchor, navigation equipment, steel plate, piping, electrical installation, ship engine, ship propeller, fishing, ports, transportation, offshore industry, and the defense industry. Furthermore, Indonesia also has sea borders with ten countries, including Malaysia, the Philippines, Vietnam, Thailand, India, Singapore, Papua New Guinea, Australia, Timor Leste, and Palau (Iswardhana & Arisanto, 2022). This reality shows that Indonesia's sea waters are an important area that is crossed by many passengers, trade, and warships from various parts of the world while at the same time proving that Indonesia is a maritime country (Sumarno, 2012).

The national sea waters have various opportunities to trade, ports, transportation, mobility, logistics, and telecommunications that support the pace of the country's economy. These various opportunities are essential, considering that all people in various regions of Indonesia must focused on development (Iswardhana & Attamimi, 2023). The past pattern of development that focused on the mainland and Java Centris caused inequality, leading to scarcity, high prices for each item, and not maximizing national economic growth. Inter-island accessibility, large and small throughout Indonesia, the heart of the national economy, has not been a priority for the government as an integral part of the nation's progress.

As an archipelagic country separated by various oceans, seas, and straits, Indonesia must develop maritime utilization to unite all regions. If the Indonesian nation is not aware of the great power and management of the sea, it will certainly impact the progress and prosperity of this country in the future. When compared to other countries, the maritime sector has become the backbone of the country's growth and economy as indicated by the percentage contribution to Gross Domestic Product (GDP) each year; for example, China's maritime economy contributes 48.4% to GDP, Vietnam reaches 57.63 % for national GDP, and various European countries have even reached 60% of GDP. Meanwhile, the maritime sector in Indonesia only contributes 7% to the GDP. This contradictory condition shows much untapped potential in this country.

The existence of Indonesia as an archipelagic country is essential to be developed and utilized as much as possible. The geographical reality of Indonesia, which is strategically located between the Indian Ocean and the Pacific Ocean, has abundant natural wealth. The Indonesian government needs to make national plans and policies in the maritime sector that can further optimize the utilization and management of the marine sector. However, the Government of Indonesia from 1945-1999 should have paid more attention to the maritime area but still focused on land development. 70% of Indonesia's territorial space is in the form of sea waters which need to be utilized more optimally.

Threats And Mitigation of Maritime Problems In Indonesia

In reality, the use of the sea in Indonesia has decreased in quality due to excessive exploitation of the environment. An increase in the national economy impacts increasing needs causing excessive use of natural resources and environmental damage. There are several negative impacts from excess natural use, including excessive fishing, poor waste management causing water pollution, the use of bombs and trawling to cause damage to coral reef ecosystems, transportation activities disrupting the sustainability of marine biota, and pond cultivation threatening the sustainability of mangroves.

Furthermore, the vast sea area and borders with various countries cause a significant risk of many crimes. Law violations often occur at sea, including smuggling biological resources, piracy, fish and marine biota theft, human trafficking, and piracy (Iswardhana, 2021c). The threats above are closely related to ease of transportation, technological advances, trade liberalization, and globalization (Iswardhana & Widiono Suyud, 2021). These various things then cause changes in the social and cultural life of the Indonesian people to tend to be selfish and hedonic (Iswardhana, Zakinah, et al., 2023). As a result, various threats related to sustainability and violations of law with various modus operandi pawn the national sea for personal gain in the short term (Purnama & Iswardhana, 2022; Wibawa et al., 2021).

In order to overcome the various threats to the preservation and security of the oceans, this can be done by upholding sovereignty and law at sea. These two enforcements can be further explained in several aspects, as follows:

First, freedom of navigation is a fundamental principle of the management and use of the sea. This freedom can be shown in the form of ships being able to move freely, safely, and responsibly, ships being free to carry passengers and goods, and ships being free to enter ports. However, the freedom of navigation must be based on international law and national rules related to the sea.

Second, being free from threats is an advanced principle that the state must be able to ensure that the sea does not become an area of violence and conflict. A country's government must be able to prevent various crimes using weapons and firearms. There need to be national or international agencies that can prevent and overcome piracy, arms trade, terrorist crossings, and other acts of armed terror (Iswardhana, 2022b).

Third, being free from environmental destruction is also essential in managing water areas to preserve the environment and prevent damage to marine ecosystems. The use of the sea area must also pay attention to preserving marine biota to be utilized sustainably. As is known, there is much environmental damage at sea, including pollution and garbage, destruction of marine life due to fishing with trawlers, incorrect use of ship anchors, excessive noise pollution from ships, and excessive theft of natural resources (Chotimah et al, 2021). Environmental damage can also occur

when natural disasters and ship accidents cause damage to the biota and the death of many marine plants and animals.

Fourth, freedom from law violations is a determining factor for the excellent use of the oceans by upholding the law of the sea in a country through the existence of various agencies. The existence of a strategic sea has become an area that brings together various interests from various fields. The strategic location often causes abuse and threats due to violating the rule of law. Law enforcement is the 'tip of the spear' for adequately managing and regulating the seas to prevent law violations. The omission of law violations is considered to cause crimes, threats, and damage to the environment at sea.

Indonesia Maritime Management Policy

Referring to the World Maritime Axis can then be described in four (4) concrete policy that can be implemented in Yogyakarta, including:

Management of Indonesian maritime security institutions' governance coupled with law enforcement to realize security and peace. Indonesia's strategic existence on two continents, two oceans, and neighbors with ten other countries makes this country both an advantage and a threat. In responding to this, it is crucial to have firmness and clarity on national maritime sovereignty and security so that foreign parties do not control it (Iswardhana, 2023). a) The existence of the World Maritime Axis is a good start in achieving a solid maritime defense through maritime control and the projection of power over the land. If Indonesia is serious about protecting all sea waters, it can support the realization of the maritime economy. Indonesia must have a solid maritime security institution supported by projections of power against other countries in Southeast Asia and the Asia Pacific (Wibawa et al., 2021).

The existence of differences in the interests of every community in the sea area has the potential for crime and conflict. It requires law enforcement to achieve people's welfare and maintain marine sustainability (Arsyad, 2014). However, the most important thing is a continuous monitoring system following applicable legal provisions as a manifestation of the government's presence in overcoming the various challenges (Iswardhana, Arisanto, et al., 2023). Conformity and integration between law enforcers must be done so they have the same perception that does not hinder national marine protection efforts.

1. The integration between law enforcers can prevent various crimes, violations of law, and border conflicts, which shows Indonesia's solid maritime power. The synergy of all law enforcement components shows the state's seriousness and the real needs of Indonesia today, which require cross-agency integration. If sustainability and firmness exist, the maritime security institution will minimize crises, disputes, confrontations, and wars. If sea security can be created, of course, sea borders will be safe, which can prevent various crimes from occurring and promote people's welfare. Indonesia must be able to protect various straits and seas in the three Indonesian Archipelagic Sea Lanes (ALKI) by paying attention to outward-looking by developing the strength of the national maritime security fleet in regulating and protecting shipping concerning international dynamics (Kusumastanto, 2015).

2. Strengthen maritime diplomacy to increase state sovereignty regarding the rule of law, border protection, defense, and cross-border security. In order to support the use of the sea, legal protection is also needed to create legal certainty and order, protect human rights, create peace, prevent violations, and resolve disputes. The Indonesian government can carry out routine patrols to implement maritime diplomacy through law enforcement agencies at sea (Iswardhana & Hapsari Maharani, 2016; Sutarmi, 2015). The presence of maritime security institutions in Indonesian territorial waters, mainly borders, is a form of maritime diplomacy (Iswardhana, 2023b).

Maritime diplomacy can also be implemented through cooperation between maritime security agencies and partners from other countries. Such cooperation may include leadership visits, troop exchanges, information exchanges, joint exercises, and the creation of official partnerships (Iswardhana et al., 2021; Jogja Tv, 2015; Pratama, 2016). Maritime diplomacy can be used as a means for national maritime security institutions to learn from other countries considered more sophisticated and advanced (Salim et al., 2021; Wibawa et al., 2021). Furthermore, maritime diplomacy in cooperation can be utilized when problems occur in border areas by prioritizing communication and data exchange (Iswardhana, 2021a). Maritime diplomacy

can also involve coastal communities, especially fishermen, to go to sea in Indonesian sea areas. The presence of Indonesian fishermen will send a message that the area is Indonesian territorial waters. These fishermen can also share information and events in the border seas if actions threaten national maritime sovereignty and security.

3. Manage fishery and marine biological resources wisely and sustainably. Utilization of marine biological resources can be done by paying attention to several things, such as: preserving coral reefs, not destroying habitats, using environmentally friendly fishing gear, having limitations and being selective in catching fish of a specific size or type, not catching and killing protected flora and fauna, and does not endanger the safety of fishermen. In addition, managing marine and fishery resources can combine traditional approaches, such as using seasons, and modern technology, such as nurseries, to produce high-value commodities (Chotimah et al., 2019) If previously given permits and inadequate supervision of foreign fishing, to support the productivity and production of local fishermen, it is necessary to limit or prohibit foreign fishermen. Furthermore, it is necessary to provide training, assistance, and empowerment to fishermen to be independent and adapt to their needs. The existence of various things that can improve the management of marine resources is also a national need and interest, which can indicate the existence of reliable sea power (Rizky et al., 2021).

4. It is needed to increase human resources, productivity, and welfare of fishermen and coastal communities while strengthening the implementation of maritime culture (Iswardhana, 2021b). To realize prosperity, the aspect of increasing Human Resources also needs to be a concern, significantly if it is correlated with maritime culture through various efforts, such as: strengthening identity as a maritime nation as the glory of the nation's sailors in the past, providing an understanding regarding the opportunities and potential wealth of the sea, supporting training and development of business and trade economics efforts, educating related to maritime geopolitics and border-related issues (Bassin, 2016), and inviting the public to contribute to maintaining security together with existing maritime security institutions (Arifin et al., 2020).

Furthermore, there needs to be socialization and education related to maritime culture as an identity of pride (Iswardhana et al., 2022) instead of being closely related to poverty so that fishermen and coastal communities are aware of and develop the various opportunities on the coast and at sea (Chotimah et al., 2022; Herlambang, 2021; Iswardhana, 2020). The fishing profession must be a respectable livelihood and have prospects for welfare that provide added value and are attractive to the younger generation. These contradictions happen because fishermen and coastal communities receive less attention which causes low skills and productivity, so many are trapped in poverty (Anriani et al., 2019).

Human resource development can also implemented through making regulations regarding obligations and profit sharing between business actors, structuring fishery businesses with fair profit sharing, forming business groups and cooperatives for fishermen, training in fishing management and finance, empowering basic technical skills, implementing training marine fisheries and mining, disaster and accident evacuation training, increasing connectivity between small islands, improving facilities and infrastructure for fishermen and their homes, utilizing technology, and empowering communities related to maritime tourism (Iswardhana, 2022a).

4. CONCLUSION

Indonesia's sea has many potentials, such as economic potential, source of livelihood, medicines, mining materials, and food. However, many challenges in the form of environmental damage, lawlessness, and crime require attention. This research contributes to explaining the link between Indonesia's history as a maritime nation. However, after the New Order government focused more on land development, Indonesia lost its identity. The Joko Widodo Government's focus is on the World Maritime Axis to restore the country's personality as a maritime country. While the reality of Indonesia is the largest maritime country in Southeast Asia, its contribution to GDP is still only 7% compared to other countries. Moreover, many challenges require strengthening freedom of navigation, from threats, environmental destruction, and law violations. Based on the Maritime Axis, the Government of Indonesia is carrying out several things, including integrating various law enforcement agencies, increasing maritime diplomacy, implementing sustainable fisheries, and

increasing human resources. It is important to continually increase cooperation between law enforcement agencies, firm maritime diplomacy, sustainable use of the sea, and community productivity to realize Indonesia has strong sea power. If all of these things can be realized, Indonesia can become a prosperous and advanced country because it has successfully maintained maritime security properly. However, the current reality still shows that various maritime security threats must be responded to decisively and sustainably.

REFERENCES

- Anna, Z. (2020). *75 Tahun Merdeka, Indonesia Masih Punya Banyak Potensi Kembangkan Sektor Kelautan Dan Perikanan*. The Conversation.Com. <https://theconversation.com/75-tahun-merdeka-indonesia-masih-punya-banyak-potensi-kembangkan-sektor-kelautan-dan-perikanan-143188>.
- Anriani, H. B., Agustiaty, A., Rosmawati, R., Halim, H., & Arifin, A. (2019). Social Justice In Palu Bay: Tradisional Fishermen And Modern Fishermen (Keadilan Sosial di Teluk Palu: Nelayan Tradisional Dan Nelayan Modern). *Asian Journal of Environment. History and Heritage*, 3(2), 71–77.
- Arifin, A., Anriani, H. B., Arsat, M., & Salam, S. (2020). In Pursuit Of Prosperity: A Case Study Of Fisherman Communities In South Sulawesi, Indonesia. *Journal Of Critical Reviews*, 7(16), 1968–1976.
- Arsyad, M. (2014). *Analisis Tingkat Pemanfaatan Fasilitas Pangkalan Pendaratan Ikan Bonehalang*.
- Bassin, M. (2016). 5 Race contra Space: The Conflict between German Geopolitik and National Socialism. In *Hitler's Geographies: The Spatialities of the Third Reich* (pp. 110–137). University of Chicago Press.
- Chotimah, H. C., Iswardhana, M. R., & Pratiwi, T. S. (2019). Penerapan Military Confidence Building Measures dalam Menjaga Ketahanan Nasional Indonesia di Ruang Siber. *Jurnal Ketahanan Nasional*, 25(3), 331. <https://doi.org/10.22146/jkn.50344>
- Chotimah, H. C., Iswardhana, M. R., & Rizky, L. (2022). Model Collaborative Governance dalam Pengelolaan Sampah Plastik Laut Guna Mewujudkan Ketahanan Maritim di Indonesia. *Jurnal Ketahanan Nasional*, 27(3), 348. <https://doi.org/10.22146/jkn.69661>
- Creswell, J. W. (2012). *Educational Research: Planning, Conducting and Evaluating Quantitative and Qualitative*. University of Nebraska.
- Herlambang, B. (2021). *Wawancara Ditpolairud Polda DIY tentang Tata Kelola Kelembagaan Keamanan Laut dalam Menjaga Keamanan Maritim di Indonesia*.
- Iswardhana, M. R. (2020). *Pendidikan Pancasila dan Kewarganegaraan: Merajut Kebinekaan dalam Menghadapi Tantangan Revolusi Industri*. PT Kanisius.
- Iswardhana, M. R. (2021a). Cyber Diplomacy And Protection Measures Against Threats Of Information Communication Technology In Indonesia. *Journal of Islamic World and Politics*, 5(2), 343–367. <https://doi.org/10.18196/jiwp.v5i2.12242>
- Iswardhana, M. R. (2021b). Indonesia's South-South and Triangular Cooperation (SSTC) as the Future of Diplomacy for World Solidarity to Overcome the COVID-19 Pandemic. *Global South Review*, 2(1), 25. <https://doi.org/10.22146/globalsouth.62532>
- Iswardhana, M. R. (2021c). Kerjasama Maritim Indonesia-Amerika Serikat sebagai Implementasi Politik Poros Maritim Indonesia: BAKAMLA-US Coast Guard. *JDP (JURNAL DINAMIKA PEMERINTAHAN)*, 4(1), 1–15. <https://doi.org/10.36341/jdp.v4i1.1569>
- Iswardhana, M. R. (2022a). Geoekonomi Bank Investasi Infrastruktur Asia (AIIB). *DEFENDONESIA*, 6(1), 1–24. <https://doi.org/10.54755/defendonesia.v6i1.112>
- Iswardhana, M. R. (2022b). Sejarah Invasi Rusia di Ukraina Dalam Kaca Mata Geopolitik. In *Konflik Rusia – Ukraina: Tinjauan dari Berbagai Perspektif* (pp. 1–12). AIHII Press.
- Iswardhana, M. R. (2023a). Meninjau Kembali Kasus Suap Jaksa Pinangki Berdasarkan Penegakan Hukum Yang Berkeadilan dan Keadilan Sosial. *Jurnal Kewarganegaraan*, 7(1), 1081–1088.
- Iswardhana, M. R. (2023b). Pengantar Kewarganegaraan: Membentuk Warga Negara Yang Berkualitas. In *PENGANTAR KEWARGANEGARAAN: Membentuk Warga Negara Yang Berkualitas*. PT Sonpedia Publishing Indonesia.
- Iswardhana, M. R., & Arisanto, P. T. (2022). IMPLEMENTASI SMART POWER DAN LINKAGE ISSUES INDONESIA DALAM PERLINDUNGAN KEDAULATAN MARITIM DI KEPULAUAN NATUNA. *Madani Jurnal Politik Dan Sosial Kemasyarakatan*, 14(02), 210–245. <https://doi.org/10.52166/madani.v14i02.3240>
- Iswardhana, M. R., Arisanto, P. T., Chusnul Chotimah, H., Wibawa, A., Risky, L., & Setyo Pratiwi, T. (2023). SOSIALISASI PENDIDIKAN POLITIK MENYONGSONG PEMILU 2024 TERHADAP GENERASI Z DI SMAN 4 YOGYAKARTA. *Jurnal Abdi Masyarakat Multidisiplin*, 2(1), 6–10. <https://doi.org/10.56127/jammu.v2i1.574>

- Iswardhana, M. R., & Attamimi, A. M. S. (2023). Efektivitas Penerapan Kebijakan Otonomi Daerah Dalam Penurunan Tingkat Kemiskinan Di Bandung Barat Tahun 2019. . . *JDP (JURNAL DINAMIKA PEMERINTAHAN)*, 6(2), 109–120.
- Iswardhana, M. R., & Hapsari Maharani. (2016). *Analisis Diplomasi Indonesia Dalam Menyelesaikan Sengketa Perdagangan Dumping Barang WTO: Studi Kasus Sengketa Kertas Indonesia-Korea Selatan*. Tesis Universitas Gadjah Mada.
- Iswardhana, M. R., & Salam, U. (2015). *Strategi Thailand Dalam Recovery Pariwisata Terhadap Peningkatan International Tourist Arrivals (ITA) Pasca Kerusuhan Politik Tahun 2010-2013*. Skripsi Universitas Gadjah Mada.
- Iswardhana, M. R., Wibawa, A., & Hidayat Chusnul. (2021). Strategi Keamanan Laut Pemerintah Indonesia Untuk Menjaga Keamanan Maritim. *NUSANTARA: Jurnal Ilmu Pengetahuan Sosial*, 8(6), 1411–1413.
- Iswardhana, M. R., & Widiono Suyud. (2021). *Diplomasi Siber Dan Teknologi Mobile Pada Multidisiplin*. Partnership on Action for Community Education (PACE).
- Iswardhana, M. R., Winanti, P. S., & Nurhayati, R. T. (2022). Promoting Education and Training as Efforts to Improve Human Resources in African Developing Countries. *Qalamuna - Jurnal Pendidikan, Sosial, Dan Agama*, 14(2), 767–778.
- Iswardhana, M. R., Zakinah, M., Maharani, G. A., Tayan, W. G., & Nuraini, A. (2023). Kampanye Gunakan Hak Suara dan Jangan Golput Pada Pemilu 2024 untuk Generasi Muda. *PaKMas (Jurnal Pengabdian Kepada Masyarakat)*, 3(1).
- Jogja Tv. (2015). *Antisipasi Laka Laut, Ditpolair Dirikan Pos Pengamanan*. Jogja Tv. <https://jogjatv.tv/antisipasi-laka-laut-ditpolair-dirikan-pos-pengamanan/>
- KKP. (2016). *Green Belt Hutan Mangrove sebagai Alat Pencegahan Dini Bencana Wilayah Pesisir*. Kementerian Kelautan Dan Perikanan RI. <http://www.bpsdmkp.kkp.go.id/index.php/detail/160129-153344-green-belt-hutan-mangrove-sebagai-alat-pencegahan-dini-bencana-wilayah-pesisir#sthash.HdUV4EL2.dpbs>
- KKP. (2018). *Terumbu Karang*. Kementerian Kelautan Dan Perikanan RI. <https://kkp.go.id/djprl/p4k/page/4332-terumbu-karang>
- KKP. (2019a). *Optimalisasi Potensi Budidaya Ikan Hias Nasional*. Kementerian Kelautan Dan Perikanan RI. <https://kkp.go.id/djpb/artikel/15803-optimalisasi-potensi-budidaya-ikan-hias-nasional>
- KKP. (2019b). *Siaran Pers: Laut Masa Depan Bangsa, Mari Jaga Bersama*. Kementerian Kelautan Dan Perikanan RI. <https://kkp.go.id/artikel/12993-laut-masa-depan-bangsa-mari-jaga-bersama>
- KKP. (2020). *KKP Tingkatkan Pemanfaatan Moluska Untuk Genjot Ekonomi Marikultur*. Kementerian Kelautan Dan Perikanan RI. <https://kkp.go.id/djpb/artikel/23794-kkp-tingkatkan-pemanfaatan-moluska-untuk-genjot-ekonomi-marikultur>
- KKP. (2021). *ARLINDO Fenomena Arus antar Samudera sebagai Katalis Keanekaragaman Hayati Laut Indonesia*. Kementerian Kelautan Dan Perikanan RI. <https://kkp.go.id/djprl/lpsplsorong/artikel/35232-arlindo-fenomena-arus-antar-samudera-sebagai-katalis-keanekaragaman-hayati-laut-indonesia>
- Krisyantono, R. (2014). *Tehnik Praktis Riset Komunikasi*. Prenanda.
- Kusumastanto, T. (2015). *Arah Strategi Pembangunan Indonesia sebagai Negara Maritim*. Departemen Ekonomi Sumberdaya dan Lingkungan Fakultas Ekonomi dan Manajemen Institut Pertanian Bogor.
- Pratama, W. (2016). Peran Daerah Istimewa Yogyakarta (DIY) dalam Membangun Potensi Maritim Nusantara. *Bahari Jogja*, 12(2), 23–29.
- Purnama, A. B., & Iswardhana, M. R. (2022). KALIMANTAN BORDER ISSUES AND INDONESIA'S BORDER DIPLOMACY TOWARDS MALAYSIA. *Natapraja*, 10(2), 105–124. <https://doi.org/10.21831/natapraja.v10i2.42347>
- Rizky, L., Pratiwi, T. S., Chotimah, H. C., Iswardhana, M. R., Wibawa, A., & Arisanto, P. T. (2021). Budidaya Jamur pada Ibu-Ibu Rumah Tanga di Dusun Kruwet untuk Mewujudkan SDGs 2030. *Jurnal Altifani Penelitian Dan Pengabdian Kepada Masyarakat*, 1(3), 177–185. <https://doi.org/10.25008/altifani.v1i3.155>
- Salim, S., Wibowo, W., & Pratama, W. (2021). Studi Pengembangan Fasilitas Pelabuhan Perikanan Pantai Sadeng, Girisubo, Gunung Kidul. *Majalah Ilmiah Gema Maritim*, 23(1), 15–19.
- Sumarno, E. (2012). Ekonomi Maritim. In 9 *Perspektif Menuju Masa Depan Maritim Indonesia* (pp. 31–81). Yayasan Institut Maritim Indonesia. <https://amp.kompas.com/regional/read/2009/06/14/11320927/-Bisnis&Keuangan~Ekonomi?page=1>
- Surya, O. (2009). *Oentoro Surya: Sumber Daya Laut Belum Optimal Dikelola*. Kompas.Com. <https://amp.kompas.com/regional/read/2009/06/14/11320927/-Bisnis&Keuangan~Ekonomi?page=1>
- Sutarmi, S. (2015). *Polair Polda DIY Kesulitan Patroli Perairan Selatan*. Antaraneews.Com. <https://jogja.antaranews.com/berita/332149/polair-polda-diy-kesulitan-patroli-perairan-selatan>

- Wibawa, A., Iswardhana, M. R., & Chotimah, H. C. (2021). Pola Interaksi Antar-lembaga dan Reformasi Tata Kelola Keamanan Maritim Indonesia: Bakamla RI. *Ministrate: Jurnal Birokrasi Dan Pemerintahan Daerah*, 3(3), 12-26. <https://doi.org/10.15575/jbpd.v3i3.14582>
- Yashuananda, K. H., Wisanjaya, I. G. P. E., & Yasa, M. M. (2018). *Penegakan Hukum Pada Alur Laut Kepulauan Indonesia*. Fakultas Hukum Universitas Udayana.
- Yuniar, R. (2012). *Implementasi Kewaspadaan Nasional Terhadap Ekspansi Pangan Global Guna Mewujudkan Ketahanan Pangan Dalam Rangka Kemandirian Bangsa*. Lemhannas. <http://lib.lemhannas.go.id/public/media/catalog/0010-121500000010947/swf/2695/mobile/index.html#p=1>.