

ANALYSIS OF THE VISION OF YOGYAKARTA GOVERNOR ABOUT THE INDIAN OCEAN CENTURY: THE REALITY AND NEEDED

Adi Wibawa

International Relations Departement of Universitas Teknologi Yogyakarta
adi.wibawa@staff.uty.ac.id
*Corresponding author

Ahmed Varrel Alkahfi Mauza

International Relations Departement of Universitas Teknologi Yogyakarta
ahmadvarel7@gmail.com

Resitaka Aulia Nurmamurti

International Relations Departement of Universitas Teknologi Yogyakarta
resitakanurmamurti@gmail.com

Pramestia Sekar Salsabilla

International Relations Departement of Universitas Teknologi Yogyakarta
prmstskr@gmail.com

Abstract

Indonesia, as a maritime country, has many opportunities and threats. It requires greater attention to the sea area. Meanwhile, the Yogyakarta Province which is trying to develop its coastal areas also needs to be implemented in the development of marine infrastructure. This research uses qualitative methods. This article used Geopolitical Theory and Sea Power Theory to conduct the analysis. The data used is primary data in the form of interviews and secondary data obtained from books, journal articles, and online publications. As a result, the Government of Indonesia has issued a policy in the form of a World Maritime Axis. This policy can be the basis for the development of marine management in Indonesia. Meanwhile, the Vision of the Governor of Yogyakarta regarding the Indian Ocean Century must be realized in constructing a new TPI and developing TPI into PPN and PPS to increase productivity and people's welfare. Meanwhile, the collaboration between the community and law enforcement needs to be continued with the support of technology.

Keywords: Indian Ocean Century, Yogyakarta, Indonesia, Sea, Management

INTRODUCTION

Indonesia is one of the largest archipelagic countries in the world, with a sea of 5.8 million km², 17,504 islands, and a coastline of 95,181 km (Kementerian Kelautan dan Perikanan, 2019). These various realities represent the extraordinary potential for society's welfare and the nation's progress. Indonesia has a strategic position between the two oceans connecting the Asian and Australian Continents. In addition, the existence of various water areas in Indonesia that hold a lot of fisheries and marine potential further strengthens the evidence that the sea is the strength and future of the country (Iswardhana et al, 2022). The Indonesian seas have

extraordinary opportunities and potential to be developed as a driving force for the national economy, including fisheries, biological resources, tourism, coastal economy, transportation, logistics, energy, telecommunications, and mining (Chotimah, 2021). Along with globalization emphasizing innovation and creativity, it is necessary to change the mindset that development and utilization are not only on the mainland but also combined with maritime utilization (Iswardhana et al, 2021). The government can cooperate with domestic business actors and coastal communities to accelerate the maritime economy and industry development. Suppose Indonesia can optimize the management of the marine sector optimally. In that case, it can support this country to become a big country like other countries that are advanced in the economic field due to good use of the sea (Kurniawan, 2020).

However, the current pattern of development is only focused on land development. As a result, the utilization of the marine sector has yet to be maximized, resulting in uneven prosperity of the people and the nation's glory. There needs to be a change in perspective and development focusing on empowering the country's maritime potential. The maritime sector can be a great opportunity that not only generates foreign exchange but can also support millions of people if it can be utilized as well as possible. History has proven that Indonesia has superior civilization and progress, followed by mastery of the sea. Various kingdoms in the archipelago at that time had succeeded in becoming prosperous and prominent countries due to having a robust maritime fleet capability. Various other nations that colonized Indonesia, such as the Portuguese, VOC, British, Dutch, and Japanese, could control Indonesia for a very long time, up to 3.5 centuries, because they were supported by sea power. This article seeks to produce complete and in-depth data by focusing on orienting the Indian Ocean as the future of the Indonesian Nation. Therefore, there is the formulations of the research question:

“How did the government of Indonesia and Yogyakarta Province respond to improving marine management?” This article can raise awareness and invite all parties to change their orientation toward marine utilization. Furthermore, the government and various stakeholders can consider this study's results to maximize the use of the sea in Yogyakarta. In addition, the research team hopes that academics and other researchers will further develop this research topic.

LITERATURE REVIEW

Geopolitics Theory

Geopolitics is a theory related to the perspective of a country toward its territory. The term geopolitics was initiated by Karl Haushofer when he founded the "Institute for Geopolitics" in 1925 with a group of German Geography professors. Consists of Karl Haushofer, Herman Lautensach, Ernst Obst, and Otto Maull. These four figures proposed a new field of study called Geopolitics in 1928 (Iswardhana, 2022).

Geopolitics is the doctrine of the relationship between territory and the political policies of a country with an emphasis on geographical factors. Geopolitics is necessary, considering a country cannot choose or change its territory. Instead, the country must be able to manage its territory as well as possible (Munoz, 2013). Haushofer also explained that a country's geographical factors would cause expansion due to economic, social, and racial demands.

Geopolitics then developed, as explained by Hans Weigert, that this field is a science that links political events to the territory of a country. Each country's geographical factors will determine people's behavior and the government's political actions. Frederick Ratzel then explained geopolitics as a theory of space, namely that countries need space/territory to develop, which in turn causes an expansion of territory. Next, Halford Mackinder explained that anyone who controls strategic areas could be considered as controlling the world. In this case, Mackinder considers the Middle World region (China-Russia) as a strategic region because it contains abundant Natural Resources (SDA) (Tuathail, 1996).

Sea Power Theory

Sea power is a theory that looks at the ability of a country to make maximum use of marine elements for the nation's progress. If the country can protect, manage and control its maritime area, it can use it for national interests and prevent interference from other countries. The progress and glory of a country are determined by the government's ability to manage all potential related to maritime affairs. Mahan (1987) explains sea power focuses on several things, including geographical conditions, the reality of the country associated with the sea, the impact of the sea on society, the

size of the population, community characteristics, and government priorities (Albrecht et al, 2021). Related to this theory can be divided into two dimensions:

First, the tactical dimension can be interpreted as maritime having essential and strategic aspects as a national character. This dimension is understood by the mindset of a country in viewing its sea area for the national interest. The following tactical dimension can impact the character of a country, national ideas, shared values, and long-term planning in managing marine areas. This dimension is vital so that the sea is not only seen as a means but a source of Natural Resources, people's welfare, and the progress of a country.

Second, the implementation dimension is a real effort to protect the sea area regarding resources, transportation, trade, security, and national defense. Regarding the reality of the ocean, various industries operate in the region. There need to be genuine operational efforts to regulate and manage all opportunities and threats in the maritime sector. The success of this field will determine the country's progress globally because day-to-day management can be used to support economic growth and national development.

Furthermore, in theory, sea power focuses on the security and defense sector and all the opportunities in a country's seas, whether natural resources, trade, transportation, or other sea-related fields. Even though humans live on land, they still need the sea as a link between islands and countries. If we can control the sea, achieving national glory and influencing the international world will be easier.

Achieving the theory of sea power requires a clear projection and focus on maritime development by the government by combining military and economic power simultaneously to become a national power. Furthermore, if the combination of these two things can be realized, it can simultaneously improve people's welfare and state security. Sea power is a combination of forces that cannot be separated from various sectors in utilizing the maritime sector as a form of a country's strength.

RESEARCH METHODS

This research uses a qualitative research approach that seeks to explain descriptively and explain the problem. In addition, it is also discussed in detail related to case studies conducted by research. This research was selected using a

qualitative study to obtain data and facts based on detailed information from individuals, groups, and institutional data. Qualitative research is essential to understand what happened. This research was conducted using interviews and then carried out a detailed analysis. An objective, specific, and detailed analysis can be produced (Abussamad, 2022). Through qualitative research, one can compile and find real answers in research based on logical steps and produce correct conclusions. The forms of qualitative research that will be carried out include problem exploration, literature review, data collection, in-depth interviews, descriptive data analysis, and structured report writing (Winarni, 2018). Regarding data collection techniques, this study uses data collection methods in the form:

1) Literature Study: Search for primary data sources from published research and articles on institutional governance, coordination patterns, and marine policy strategies in Indonesia and Yogyakarta.

2) Report Data: Search for secondary data sources from reports released officially by related ministries/institutions, including Indonesian Navy, Indonesian Marine and Fisheries Ministry, Indonesian Police of Water and Air, Yogyakarta Regional Government, Bantul Regency Government, Gunung Kidul Regency Government, and Kulon Progo Regency Government.

3) In-Depth Interviews: Search for primary data sources by conducting direct interviews using the Zoom application to sources related to maritime security at the Coordinating Ministry for Political, Legal and Security Affairs, the Indonesian Navy, Indonesian Coast Guard, Indonesian Customs, National Police, IOJI, and Kumparan.

DISCUSSION

National Ocean Management Strategy

Referring to various developed countries that have been successful in economics and politics, it can be understood that these nations use geopolitics by maximizing maritime management. In addition, the glory of the past Indonesian archipelago shows a robust maritime culture, but instead, the Indonesian government is more focused on land development and agricultural development. Sriwijaya, Majapahit, and Demak's success in becoming great empires in their time can be a lesson in the successful use and possession of great maritime power (Swantara, 2014). There is a need to restore national identity as a maritime nation that is not only proud of having

the geography of being surrounded by oceans but is further related to the use and management of the sea.

A national strategy that can be developed to achieve the desired goals is needed to protect and manage the sea as well as possible for the sake of the national interest. Moreover, Indonesia is surrounded by many large and developed countries in the maritime border area requiring greater attention to securing all marine resources and assets for the people's economic, political, military, and social interests (Purnama et al., 2022). The existence of dynamic regional and global developments also requires Indonesia to have a strategy as a concrete form of state political policy. Various maritime activities of the people and the government of a country are primarily determined by the ability of that country to show its sovereignty (Sumartini, 2019). It can weaken the country if it fails to have a mindset and implement it concretely. Conversely, if Indonesia succeeds in having and implementing a maritime strategy, it will support its progress in the next two to three decades as a large country (Novitasari, 2020; Iswardhana, 2021).

In determining the maritime strategy, it is necessary to focus on national interests and insight into the archipelago and consider sustainable and comprehensive management aspects. If land development tends to be easy, restoring the sustainability of biological resources while restoring sustainability in the sea requires a longer time and more significant effort (Santosa, 2013). The approach used should not only be oriented to the economic or business side but must also pay attention to the environment and side with the community (Witarsa, 2015; Iswardhana, 2022).

The Indonesian government already has a strategy called the Poros Maritim Dunia (World Maritime Axis) which seeks to realize the sea as a state power (Kuncoro, 2015). There is five core of the strategy, namely:

- 1) Rebuilding Indonesia's maritime culture,
- 2) Commitment to safeguarding and managing marine resources with a focus on building seafood sovereignty through the development of the fishing industry by placing fishermen as the central pillar,
- 3) Commitment to encourage infrastructure development and maritime connectivity by building sea highways, ports sea, logistics, and the shipping industry, as well as maritime tourism,
- 4) Implementing maritime diplomacy, through proposing increased cooperation in the maritime field and efforts to deal with sources of

conflict, such as illegal fishing, violations of sovereignty, territorial disputes, piracy, and sea pollution with an emphasis on that the sea must unite various nations and countries and not separate, and 5) Build maritime power as a form of responsibility for maintaining shipping safety and maritime security (Iswardhana, 2020).

Based on the five points in the World Maritime Fulcrum, the national maritime development strategy must be integrated and in-depth by involving government, public, and business actors (Ampun & Purba, 2021). The World Maritime Axis as a goal and national interest facilitates Indonesia's transformation into a large and advanced maritime country by paying attention to legal protection and professional governance, strengthening maritime culture and economy, and environmental sustainability (Iswardhana, 2021).

The World Maritime Axis is the current geopolitical basis for the Government of Indonesia to use sea waters better. The increase in population and national economic growth, which is increasing every year, has increased the need for food and shelter. The plans and policies of the World Maritime Axis also provide a 'message' to the international community about the seriousness of the Government of Indonesia in managing its territory as best as possible, especially with the reality of the ocean (Iswardhana et al, 2021).

The Utilization of the Yogyakarta Sea Area in the Indian Ocean

The Province of the Special Region of Yogyakarta (DIY) is in a strategic area because it is in the middle of the southern part of Java Island. The geographical location of the Yogyakarta Province is flanked by the Provinces of Central Java and East Java on the mainland. The government focus caused this area to do much development on the land surface initially. However, this province faces the Indian Ocean, which borders Australia. This condition was then followed up by a change of idea by the Governor of the Special Region of Yogyakarta, Sri Sultan Hamengku Buwono X. Sri Sultan established a vision of "Welcoming the Century of the Indian Ocean for the Glory of the Dignity of the Yogya People" in August 2017 (Radar Jogja, 2022). The vision is a response to the reality that three of the six cities/regencies in this province are directly adjacent to the Indian Ocean, namely: Bantul, Gunung Kidul, and Kulonprogo Regencies. The existence of Sri Sultan's vision can be used as the identity of the Yogyakarta Province in developing

economic potential and increasing people's welfare. As an example of development on the mainland, it can be seen in the construction of Yogyakarta International Airport (YIA Airport) in Temon, Kulon Progo, one of the concrete evidence of the implementation of Sri Sultan's Vision (Pemerintah Kabupaten Kulon Progo, 2019).

Furthermore, Yogyakarta Province, as one of the primary education and tourism centers in Indonesia, can support the Yogyakarta Governor's Vision. The existence of various academic institutions can provide input assessments to the government regarding the needs of coastal communities. In addition, as a tourism icon, Yogyakarta has yet to make the most of maritime tourism as has been done in Bali, Manado, or Bangka Belitung (Somantri, 2013; Wenas & Mengko, 2021; Bhudiharty, 2019). It is necessary to have a common perception of the importance of developing and managing marine and maritime potential in the Province of Yogyakarta. The existence of education and tourism can play an essential role in increasing people's welfare and economic growth in a region (Sugiyanto, 2004).

Based on the reality of the Yogyakarta Province, which has a coastline of 126 km in the three regencies can show a strategic position that has various potentials and economic benefits. The existence of these three districts can then be developed into various centers of economic growth in the southern region of Java Island, including marine tourism centers, maritime trade centers, fishing industry centers, maritime education and research centers, and water sports centers.

One of the fundamental problems in implementing the Yogyakarta Governor's Vision is the limited maritime facilities, such as ports in the Yogyakarta Province. Even though the port is an important center of economic activity in the utilization and management of marine resources for the benefit of earning foreign exchange, providing jobs, and supplying fresh fish (Sistian et al, 2016). Meanwhile, conditions in Yogyakarta tend to be limited regarding the number and quality of fishing ports. For example, in Yogyakarta, only three (3) Class C/PPI Ports, with two still under construction. Based on the regulation of the Minister of Maritime Affairs and Fisheries No. Kep.10/MEN/2004 about Fisheries Ports, ports in Indonesia are divided into four classifications. The four classifications include (1) Ocean Fishing Port (PPS) / Class A Fishery Port, (2) Nusantara Fishery Port (PPN) / Class B, (3) Coastal Fishing Port (PPS) / Class C, and (4) Fish Landing Port (PPI) / Class D (Salim et al, 2021). The existence of adequate fishery, marine research, and

maritime tourism facilities can be a concrete form of strong sea power in Yogyakarta. The strong of sea power will support an increase in people's welfare, increase the competitiveness of a country, and maintain national security, considering that 70% of Indonesia's surface is in the form of oceans.

Yogyakarta Coastal Conditions

In terms of geographical conditions in the south of Yogyakarta, there are no outer islands, but all of them are in the form of beaches and coasts. This contradiction causes no bays or islands for transit and shelter. For example, fishermen who go to sea from the Sadeng Fishery Port will return to their original point. Meanwhile, if there is a storm or strong wind, it cannot be easily avoided. As a result, fishermen have to wait for the storm to subside before they can return. Moreover, fishing boats in Yogyakarta Province tend to be small vessels weighing less than 15 Gross Tonnes (Axelius et al, 22). As a result, fishermen cannot maximize their productivity due to the short distance, small load capacity, and relatively simple technology.

Meanwhile, from the hundreds of kilometers of coastline, the Yogyakarta Province is recorded to have only three (3) Coastal Fishery Ports (PPI), including Sadeng, Adi Karto, and Gesing. Even though the Sadeng PPI can be said to be already packed with up to 100 fishing boats, the Adi Karto and Gesing PPIs are in the process of being built. Referring to these conditions, many fishermen transit to Cilacap Central Java or Pacitan East Java. And then, the potential for fisheries and marine affairs in Yogyakarta is extraordinary, but it needs to be developed more. The limited berths or fishing ports cause fishermen to lack productivity due to having to leave and return at the same place, while the distance and time needed are very far and long.

The government needs to be able to create and develop PPI along the Yogyakarta coast. Such needs are essential because fishermen in Yogyakarta Province tend to come from small communities with limited funding. There is a need for fishing communities on the Yogyakarta coast to have at least five to six PPIs throughout Yogyakarta based on the number of boats and fishermen in Yogyakarta. For example, the Gesing and Sadeng Fish Auction Places (TPI) were later developed into PPIs. There are TPI Parangtriris, TPI Depok, TPI Trisik, TPI Kretek, and TPI Ngerenehan, which can be developed into PPI in the future. As shown in

Figure 1 below, there are many beaches along the Yogyakarta coast, but only Sadeng Beach can be developed into TPI and PPI. Ideally, each of the three districts has one to two PPIs, compared to currently only the Sadeng PPI in Gunung Kidul, which is fully operational (Herlambang, 2021).

Figure 1. List of beaches along the South Coast of Yogyakarta



Source: Visiting Jogja, 2017.

However, if the government cannot build a complete PPI facility for specific considerations, then at least the government can make a small berthing pond/port at the existing TPI. In addition, existing PPI capacity and facilities need to be developed. All these things must be done to fully develop the fisheries and marine potential on the Yogyakarta coast. Moreover, the berthing pool can also support other activities, such as patrol boats, evacuation, and joint exercises.

If the government does not immediately develop fisheries and marine facilities, it is feared that it will create illegal ports, commonly known as rat ports. The existence of these rat ports can be dangerous because they can be misused for various unlawful activities, for example, drug smuggling, human trafficking, or entry of terrorism. In addition, the construction and development of this facility are essential to increase the maritime community's resources, productivity, and welfare

as the implementation of the World Maritime Fulcrum, which the Government of Indonesia has planned.

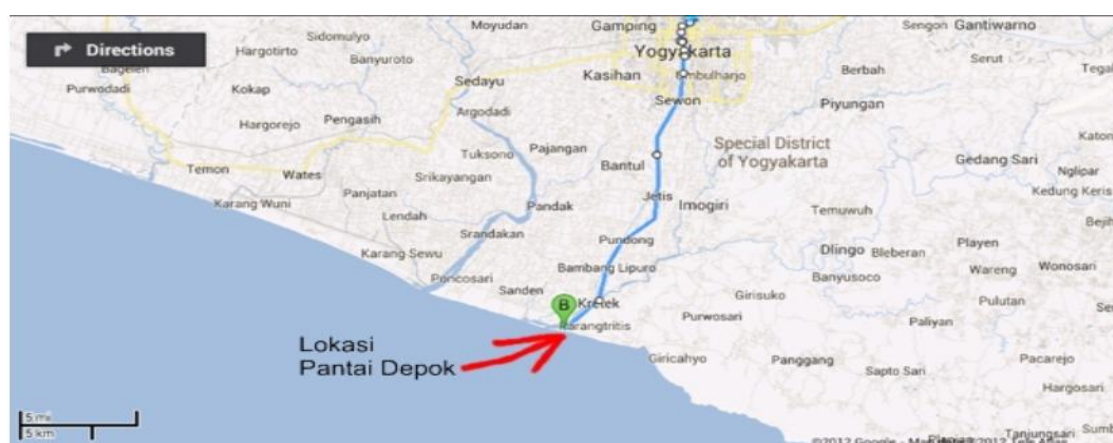
The Reality and Policies Needed to Improve Maritime Progress in Yogyakarta

Following up on the four matters above, marine management is the identity of the Yogyakarta Province in various ways, including (Herlambang, 2021):

1) Construction and development of Coastal Fisheries Ports (PPI), including Adi Karto and Gesing. As it is known that so far in Yogyakarta Province, there has only been one PPI, namely the Gesing PPI, which was built in 1992. Furthermore, in response to the need from the coastal community for berthing ports/ponds, the Adi Karto and Gesing PPI were built. PPI Adi Karto, Kulon Progo was built in 2010 and developed in 2018. Meanwhile, PPI Gesing, Gunung Kidul, was built in 2022 and is currently under construction. However, of the three PPIs, they tend to only be in the areas of Kulon Progo and Gunung Kidul Regencies, even though there is also a Bantul Regency that has a coastal area.

In this case, the author proposes to build a leaning pond at TPI Parangtritis or TPI Depok. The leaning pool can then be developed into a PPI. The choice of TPI Parangtritis or TPI Depok was based on the existence of the Opak River Estuary, which could be developed as a strategic area. In addition, Bantul Regency already has an ice factory that can support the storage of fish caught. Furthermore, the TPI Depok development can be used for marine research and maritime tourism development facilities because it is close to access Jalan Parangtritis as a national road (figure 2).

Figure 2. TPI Depok Beach Location and National Road Access



Source: MovitApp, 2023.

The construction of berth ponds at TPI Parangtritis or TPI Depok can be an essential means of realizing the World Maritime Axis. This development is in line with the commitment to infrastructure development and managing marine resources through food sovereignty to rebuild the maritime culture. Furthermore, the construction of the leaning pool also supports the Vision of the Governor of Yogyakarta to carry out developments by focusing on the sea as the front yard. This vision must be carried out by the government in real terms in the form of infrastructure development so that people can directly benefit from it.

While PPI / Class C Ports in the form of existing TPIs need to be developed into Archipelagic Fishery Ports (PPN) / Class B and then upgraded to Ocean Fisheries Ports (PPS) / Class A. This is important so that there is an increase in the productivity of coastal communities which impacts increasing fishermen's welfare. If there is an increase in port class, it can also encourage the development of other maritime-related industries, such as the ice, ship, machinery, and maritime food industries.

2) Construction of monitoring posts by the Indonesian National Navy (TNI AL) and the Directorate of Water and Air Police (Ditpolairud) in coastal areas in the three regencies in the Yogyakarta Province. Starting from Congot Beach, Kulonprogo Regency, in the westernmost region and ending at Sadeng Beach, Gunung Kidul Regency, in the easternmost region. The form of security is carried out by building monitoring posts along the coastline. The security post is evidenced by the existence of the six security posts. The six security posts include Samas Post, Kulwaru Parangtritis, and Depok, in Bantul Regency; Sadeng Post in Gunung Kidul Regency; Congot Post in Kulon Progo Regency (Okezone, 2015). These security posts' existence is important in securing tourism areas, protecting against threats of disasters and accidents, and forming the presence of security forces in the community. The construction of security posts was also built out by the Civil Service Police Unit (Pol PP). and the Community Protection Unit (Satlimnas).

In addition to the creation of the security post, security was also carried out in coordination with the Village Superintendent (Babinsa) from the Bantul Koramil 0729/01 and Bhayangkara Pembina Kamtibmas (Bhabinkamtibmas) from various Sector Police (Polsek) in the three districts. The existence of security posts and

cross-agency security coordination succeeded in preventing people smuggling activities. Apart from that, the policy of deploying troops through the existence of cross-security posts also involves monitoring and reports from the public. As is well known, people smuggling activities were thwarted through the Special Region of Yogyakarta in 2010, 2014, and 2015. Meanwhile, until 2016-2023, no such activity was found due to the strong synergy between agencies along the Yogyakarta coast.

The construction of security posts is also for temporary posts during specific periods. Security posts are usually built along Yogyakarta beaches during Christmas and New Year's Eve, Eid al-Fitr, and extended school holidays. The temporary post was constructed to anticipate the occurrence of natural disasters, accidents, and crimes in coastal areas and sea waters. This is considering the increase in people and foreign tourists visiting the Yogyakarta coast for vacation. In fact, at the same time, there is a change in the seasons which causes strong winds, high tides, and an increase in wave height. These temporary posts are a preventive and anticipatory effort so that prevention and immediate treatment can be carried out (KR Jogja, 2020).

The construction of security posts is also supported by joint and coordinated patrols by the Indonesian Navy and Ditpolairud. Dipolairud Polda Yogyakarta conducts routine patrols to prevent various acts of violation of the law. It was recorded that most violations of the law occurred through fishing activities by fishermen from outside Yogyakarta. As is known, there is a Sailing Approval Letter (SPB) issued by the local harbormaster to leave the port and sail. However, most fishermen who catch fish in Yogyakarta waters come from Cilacap and Pacitan. These patrols to drive fishermen from Central Java and East Java to leave the sea area of Yogyakarta. Besides routine patrol operations, the Indonesian Navy and Ditpolairud Polda conduct random patrols based on community reports and intelligence information. All of these operational activities to ensure the community's safety and that there are no law violations.

Patrol activities are usually from PPI Sadeng, which is in the westernmost region bordering Pacitan, East Java, and then eastward to PPI Adi Karto, which is adjacent to Cilacap, Central Java. However, it is common for high and heavy wave conditions to prevent patrols from being carried out optimally. In addition, the limited equipment and fuel oil reduce the intensity of patrols. This reality then causes the

Indonesian National Police Headquarters (Mabes Polri) to often assist with facilities and infrastructure to support patrol operations considering the significant risks and threats of the direct border to the Indian Ocean and Australia.

3) Implementation of disaster evacuation and accidents for fishermen and tourists. As we all know, the Yogyakarta Province, directly adjacent to the Indian Ocean, causes coastal areas along the coastline to have higher waves. Especially in certain months, the occurrence of strong winds and an increase in high waves pose a threat to tourists and fishermen. The southern region of Yogyakarta is a tourism and fishing area that many people visit. The Indonesian Navy and Ditpolairud Polda then worked with the National SAR Agency (BASARNAS) to form SAR Alert Teams on various beaches along Yogyakarta. The team has carried out various prevention and evacuation efforts, including making warning boards/notices, routine appeals, and searches and evacuations after a disaster. However, often tourists are still desperate to approach the shoreline even though there have been warnings and appeals which cause accidents and cause casualties.

The SAR Alert Team also created a Quick Response program to evacuate as soon as possible in the event of a sea accident. This quick action saves the victim in less than ten minutes. This saves the victim's life from drowning or being dragged far out to sea. After being rescued, the victim received treatment and further action to be referred to the nearest hospital. This program was carried out bearing in mind that there are often fatalities due to delayed rescue and victims experiencing panic so that they are increasingly swept underwater currents. Furthermore, the SAR Alert Team is also dispatched immediately if a natural disaster occurs, such as a tornado, earthquake, or storm. This is to carry out checks at the location of the disaster. It is crucial for the SAR Alert Team to carry out first aid, ensure that no disaster victims fail to be rescued, and help relocate items if damage occurs to residents' homes.

4) Implementation of security collaboration with the community. TNI AL and Ditpolairud Polda collaborated with local residents by forming fostered partners. The implementation is shown by the existence of Community Monitoring Groups (Pokmaswas), Police and Community Partnership Forums (FKPM), and Maritime Potential Development Officers (Babin Maritim). The cooperation between law enforcement and the community prevented efforts to smuggle people illegally into Australia in 2010, 2014, and 2015. In addition, the implementation of this partnership

also prevented weapons and drug smuggling activities due to the close relationship between residents and law enforcement.

With the community's partnership, they reported to Babinsa, Bhabinkamtibmas, and Babin Maritim all activities considered suspicious. In fact, it is not uncommon for covert prostitution and community activities without a permit to be thwarted to the cooperation of these various parties. In addition, cases of illegal sand mining on the beach have also been uncovered and legally resolved thanks to complaints and reports from the community. Increasing marine protection and security in Yogyakarta is a form of strong sea power implementation in this region.

5) Implementation of social assistance and vaccination to the community. After the occurrence of the COVID-19 Pandemic in Indonesia, it paralyzed community activities in the 2019-2021 period. This caused many residents to lose their livelihoods, such as tourism, trade, and other economic activities, which has increased the unemployment rate (Rizky et al, 2021). As a follow-up, the government, through the Indonesian Navy and Ditpolairud carried out activities to provide social assistance (bansos) during the Pandemic period. Social assistance is given to residents along the coast of Yogyakarta by providing staple foods. Furthermore, mass vaccination was already conducted for 2,600 residents on the south coast of Yogyakarta from the Congot area to Sadeng. In addition, the two maritime security agencies also provide appeals to the public through lectures or religious activities to motivate in dealing with the COVID-19 Pandemic.

CONCLUSION

As a country with a water territory of 2/3 or 70% of the total area, Indonesia requires greater attention to the sea. The sea waters in Indonesia have many potentials that the Government of Indonesia can develop. However, the existence of these opportunities also causes various threats and challenges that can threaten the life and security of the state (Iswardhana, 2023). There needs to be a marine institution and maritime security apparatus that must be able to work regularly in the Indonesian sea area. The existence of the World Maritime Axis can be a basis for developing potential and anticipating threats in the Indonesian sea area as a form of the geopolitics of the Indonesian Government.

The Province of Yogyakarta, one of the regions with a long coastline and coastal areas, has tried to develop maritime-based development. The existence of the Vision of the Governor of Yogyakarta, which places the coast as the front porch, has caused a shift in the focus of development not only on land but also on sea waters. Moreover, the southern region of Yogyakarta, which is directly adjacent to the Indian Ocean and Australia, has various opportunities and challenges. This reality is essential in order to support the existence of reliable and excellent sea power.

There is a suggestion for constructing a berth pond at TPI Parangtritis or TPI Depok which can then be developed into a PPI. The berthing pond is considered advantageous because it is in a strategic place, as it is located at the Opak River Estuary, there is an ice factory in Bantul, it is adjacent to Parangtritis Road as a national road, it can be developed as a marine research development facility, and there is no TPI located in Bantul Regency yet.

Recommendation

To improve the use and management of the sea in Indonesia, especially in Yogyakarta, the authors team conveyed several inputs, including:

1. Encouraging the construction of leaning ponds / TPI in Depok or Parangtritis. This is an input and request submitted by the community to improve the quality and welfare of their lives.
2. Both central and regional governments can increase attention to the management of coastal and coastal areas, especially regarding the utilization of resources and food that the sea has abundant natural wealth that can be used to increase national income and people's nutrition.
3. Efforts to prevent and reduce waste must always be carried out to the community through outreach. This is important so that waste pollution in the sea can be reduced.
4. It is necessary to continue and develop patterns of coordination and collaboration with the community that uses the latest technological support. The development of the times demands speed and agility in responding, and the support and use of technology will make it easier to overcome the reality condition.

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