

Indonesian Geostrategy On International Maritime Transportation In The Malacca Strait

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Abstract — This journal discusses the strategic importance of Indonesia in international maritime transportation in the Malacca Strait. The Malacca Strait serves as a crucial shipping lane connecting East and West Asia, making it of great value in global trade. As a country with territory along the Strait, Indonesia plays a critical role in ensuring the security and efficiency of maritime transportation in the region. The study used a qualitative descriptive approach, gathering data from various sources such as literature, statistical data,

and expert interviews. The findings indicate that Indonesia's position is strategic due to its direct adjacency to the Strait. However, the country faces several challenges in maintaining maritime security, including terrorism, ship theft, and environmental pollution. To address these challenges, the study recommends that Indonesia increase cooperation with neighboring countries and enhance its maritime security capacity. The research has significant implications for government policy, particularly in the development of international maritime transportation in the Malacca Strait. Furthermore, it can contribute to Indonesia's overall maritime security strategy. Overall, this study highlights the importance of Indonesia's role in international maritime transportation in the Malacca Strait and emphasizes the need for increased cooperation and capacity building to ensure the security and smooth running of maritime transportation in the region.

Keywords — Geostrategy, Maritime Transportation, Malacca Straits, Security.

I. INTRODUCTION

Human history has been shaped by ocean waters since ancient times. It is not only a source of food and biodiversity that can meet human needs, but also a vital trade route. This can happen because 71% of the earth is in the form of sea. Therefore, many countries are separated by sea. Therefore, in order to carry out trade, the sea is one of the most important things. In fact, 80% of world trade is conducted out through sea waters (Aldebaran, 2016). In carrying out a trade, of course, you will consider the consequences of trading by sea, such as the length of the journey and the security of the route. One way that can be done to shorten the journey is to pass through the waters of the Strait. The Strait can be described as a naturally occurring geographical phenomenon that refers to a narrow waterway that usually connects two large seas.

According to Xu Qi, Andrew S Erickson, Lyle J Goldstein (2006), geostrategic is an attempt by a country in the world arena to use geographical orientation and principles in order to pursue and maintain its national interests. There are 2 (two) basic factors in geostrategy, namely the "geographical orientation" factor and the "geographical situation" factor. The "geographical orientation" factor is a variable, consisting of environmental factors and geographical position. In history, geographical orientation only refers to geographical positions that are closely related to the rise and fall of nation-states. Meanwhile, the "geographical condition" factor is constant, including the geographical physical condition of an area. AT Mahan (1840–1914) suggested geographical position, good natural harbor, territorial area, population size, national quality, and system of government as the six key elements indicating a great maritime power. This shows that, to become a great maritime power, it needs to have the key elements of a national maritime power.

Geostrategy of a country, always oriented outward and inward. Externally, Geostrategy is oriented towards considering/utilizing the geography of certain areas outside the national geographical area. While inward, Geostrategy focuses its attention on the consideration/utilization of national geography. In the global era, there is interaction and interdependence in relations between nations, where the national interests of nations interact and even depend on one another. In this context, a geostrategic paradigm shift cannot be avoided. Geostrategy is related to International Maritime Transport activities. International maritime transportation is synonymous with shipping and international trade. Shipping and international trade are interrelated with each other, where ships are an important complement to international trade to transport cargo from production locations to places of consumption in the context of developing world economic activities (Y.H.V. Lun, K.H. Lai and T.C.E. Cheng, 2010). International maritime transportation is an important vehicle for world economic development.

According to the International Court of Justice, the Strait is a naturally existing waterway that connects the two open seas and is usually used as an international trade route. The Strait itself has been used economically and militarily for a long time. Control of the strait is so important in economic and military terms by blocking or opening the strait route, and even the great powers in the Cold War had their own strategy for using the strait (Dastjerdi and Nasrabady, 2020). However, since the end of the Cold War, straits have been used more often for economic purposes, namely as an important route for international trade through waters. It is important for Indonesia to ensure the security and stability of its maritime domain, especially in the Malacca Strait, to protect its national interests and maintain its role as a key player in global trade. Indonesia has taken various measures to enhance maritime security, such as increasing maritime patrols, strengthening law enforcement, and promoting regional cooperation through initiatives such as the Coral Triangle Initiative and the Indian Ocean Rim Association. However, there are still challenges and threats that Indonesia faces in terms of maritime security. These include piracy, illegal fishing, drug trafficking, and terrorism. Indonesia needs to continue to work closely with its neighbors and international partners to address these challenges and enhance its maritime security capacity. Furthermore, Indonesia should also prioritize sustainable development of its marine resources, as it

is a major source of livelihood for many Indonesians and plays a crucial role in the country's economy. This requires effective management of fisheries and other marine resources to ensure their long-term sustainability, as well as protection of marine ecosystems and biodiversity.

The Indonesian government has an important role in maintaining the security and stability of the Malacca Strait. The Malacca Strait is Indonesian territorial waters and the Indonesian government is responsible for maintaining the security and stability of this strait. Indonesia's geostrategy in international maritime transportation in the Malacca Strait is influenced by several factors, namely:

1. Geographical location: The Malacca Strait lies between Indonesia, Malaysia and Singapore. Indonesia is a country with the largest water territory in the world and has a strategic location in the Southeast Asia region. This geographical position provides an advantage for Indonesia to control ship traffic in the Malacca Strait.
2. National interest: Indonesia's national interest in maintaining the security and stability of the Malacca Strait is very large. The Malacca Strait is an important transportation route for Indonesia and other countries in the Southeast Asian region. In addition, the Malacca Strait is also a strategic area for Indonesia in dealing with security threats such as terrorism, drug trafficking and transnational crimes.
3. International role: Indonesia has an important role in international cooperation in maintaining the security and stability of the Malacca Strait. Indonesia has been working with countries in the Southeast Asian region on maintaining the security and stability of the Malacca Strait through regional forums such as the ASEAN Regional Forum.

II. RESEARCH METHOD

The research method used in this study is a qualitative method. This method is used to gain an in-depth understanding of the phenomenon under study, in this case, Indonesia's geographical strategy for international maritime transportation in the Malacca Straits. Qualitative methods allow researchers to understand complex phenomena and require in-depth analysis that cannot be produced by quantitative methods. The qualitative method used in this study allows researchers to gain an in-depth understanding of Indonesia's geographical strategy in international maritime transportation in the Malacca Straits. In addition, this method also allows researchers to understand the perspectives of experts and stakeholders regarding the research topic. Research findings can be used to enrich our understanding of Indonesia's role in international maritime transportation in the Malacca Strait and provide input for the government in formulating policies that are more effective in dealing with challenges and opportunities in this field. This paper will explain the Geostrategy of International Maritime Transport used by Indonesia in utilizing the Malacca Straits. It will also explain the brief profile of the Malacca Straits and the importance of the Malacca Straits in world trade. It will also discuss several actors who have an interest in this case study.

III. RESULT AND DISCUSSION

3.1. The Importance of the Malacca Strait in International Trade

Geographically, the Malacca Strait is governed by three Asian countries: Indonesia, Malaysia, and Singapore (Umana, 2012). The Malacca Strait stretches for 805 kilometers (500 miles), with a width of 65 kilometers (40 miles) on the south side and a width of about 250 kilometers (155 miles) on the north side (Saeri, 2013). This strait is also linked to the 60-mile-long Singapore Strait. The Malacca Strait is the Asia Pacific region's main strategic gateway and the shortest. It connects the Middle East, Africa, and Europe via the Indian and Atlantic Oceans to the Far East via the South China Sea and the Pacific Ocean. As a result, the Malacca Strait can be considered an international strait. Apart from being an international strait, the Malacca Strait is also regarded as the center of global trade. The 60,000 to 94,000 ships that pass through the Malacca Strait each year attest to this. These ships transport 25% of the world's trade goods, two-thirds of the world's LNG, 14% of the world's daily needs, and 11 million barrels of oil per day (Agarwal, 2004).

The Malacca Strait is one of the world's most important international straits. Aside from that, this strait is the world's second busiest after the Strait of Hormuz. This fact cannot be separated from the Strait's strategic location and long history of use. The Malacca Strait is bounded by the Indonesian islands of Sumatra and Peninsular Malaysia. As part of the territorial waters, there

are several general characteristics of the Malacca Straits that need to be considered, namely the history of the use of the Malacca Straits, geographical and ecological conditions, and the challenges faced include the strategic value of the Strait as a water transportation route, issues of security threats, and environmental problems. , regulation of the use of the Strait, the rule of law in the territorial waters, the resources contained in the Malacca Strait, the interests of countries in the Malacca Strait, and other characteristics (Saeri, 2013).

Aside from its economic value, the Malacca Strait also has security issues, such as piracy at sea. This can jeopardize the stability of the national security of coastal countries, namely Indonesia, Malaysia, and Singapore, as well as harm the countries that use the strait. According to article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS), which governs international maritime law, piracy at sea consists of one of the following acts (ICC, 2014):

- a. Any illegal act of violence, detention, or depreciation committed on the high seas for personal gain by the crew or passengers of a ship or aircraft.
- b. Any act of voluntarily participating in the operation of a ship or aircraft while knowing the facts that constitute a pirate ship or aircraft.
- c. Every action supports or encourages the actions in sentences 1 and 2.

Indonesia has the largest area over the Malacca Strait compared to Malaysia and Singapore. As for Malaysia, the Malacca Strait plays a very significant role in the country's economic growth, both in the form of trading activities, fishing and a port for containers. Apart from that, there are also Malaysian tourism spots along the strait which contribute significantly to Malaysia's revenue, reaching RM69.119 million in 2015. The Malacca Strait is useful for Singapore's maritime development. Even though Singapore has less territory over the Malacca Straits, Singapore still benefits greatly from international shipping traffic in addition to this. Singapore is one of the busiest ports in the world and is well known for international shipping. More than 200 shipping lines pass through Singapore and 1,000 ships are estimated to dock at Singapore ports every day. This has encouraged Singapore to develop its port and transform its city into a global transportation center (Puspitasari, 2013).

As for user countries such as China and Japan, for example, as is well known, these two countries are intensively developing their country's industry. The Malacca Strait is the only shortest route for importing fuel oil from Middle Eastern countries from China, where nearly 60% of China's oil imports go through this route each year. Just like China, as much as 90% of Japan's imported goods also go through the Malacca Strait. Most of these imported goods are in the form of oil which is also imported from Middle Eastern countries. The oil is carried using tankers through the waters of the Malacca Strait, therefore the Malacca Strait must be safe from all kinds of disturbances that can disrupt the supply of energy for the interests of China and Japan (Storey, 2006).

Provinces in Indonesia that directly border the Malacca Strait are North Sumatra province (districts/cities on the east coast of North Sumatra), Riau regencies/cities on the east coast of Riau, and the Riau Archipelago. Regencies or cities in North Sumatra Province bordering the Malacca Strait are Langkat Regency, Deli Serdang Regency, Serdang Bedagai Regency, Batubara Regency, Asahan Regency, North Labuhan Batu Regency, Labuhan Batu Regency and Medan City. Riau Province is one of the areas that is geographically directly adjacent to the Malacca Strait and is very close to neighboring countries, Malaysia and Singapore. Riau Province is the entry point to the very strategic territory of Indonesia (Sumatra) (M. Saeri, 2013). There are six outermost points of the Riau province which are considered to have the potential to become entry and exit gates to and from Riau, namely the Panipahan area, and Sinaboi (located in Rokan Hilir Regency), Tanjung Medang on Rupa Island (Dumai City), New Straits (in Bengkalis Regency), Long Strait and Tanjung Samak in Meranti District. Regencies or cities in Riau Province which are located adjacent to the Malacca Strait are Indragiri Hilir, Bengkalis, Rokan Hilir, Meranti, and Dumai Municipalities.

There are six states in Peninsular Malaysia and three provinces in Sumatra-Indonesia located along the Malacca Strait. The average population of the six countries in Peninsular Malaysia is far more when compared to the total population of the three provinces in the Sumatra area. However, when viewed as a whole the number of people living on both sides of Peninsular Malaysia and Sumatra reveals no less than 34.66 million people living scattered along the Malacca Strait. This data is actually just to show that the Malacca Strait is not only an area of world shipping traffic but also an area densely populated by people who have experienced a very long cultural and political history. This means that the Malacca Strait is an area that has a high

complexity (complex) because it is a point of contact of cultural, economic, political, ideological, and security interests for many countries from almost all regions of the world, especially of course the countries bordering the strait.

3.2. Development of Sea Routes for Shipping Routes in the Malacca Straits

The Malacca Strait is located between the eastern part of Sumatra Island (Indonesia), the western part of the Peninsula (Malaysia) and Singapore Island (IHO, 1953). The length of the Malacca Strait reaches 960 km, with a width of 70 km at the One Fathom Bank point (Permatang Sedepa), up to 2.8 km at the point of Tanjung Piai (Malaysia) with Karimun Kecil Island (Indonesia) with a depth of 25m². There are three sovereign nations that border the Malacca Strait, namely Indonesia, Malaysia and Singapore. The island of Sumatra (Indonesia) whose area directly faces the Malacca Strait is the provinces of Aceh, North Sumatra, Riau, Jambi and the Riau Islands. Meanwhile, the states in Malaysia that are directly adjacent to the Malacca Strait are Kedah, Perlis, Melaka, Johor, Selangor, Negeri Sembilan, Perak, all of which are located in Peninsular Malaysia (Cleary and Chuan, 2000). Apart from its very strategic location connecting the Indian Ocean with the South China Sea and the Pacific Ocean, the existence of the Malacca Strait also shortens the trade route from the Persian Gulf to East Asia (Kotani, 2009).

The definition above can be interpreted that an international strait is an area of natural waters which is a place of passage whose size is not wider than twice the width of the territorial sea of each coastal country, an international strait separates two landmasses, and connects one high seas of a coastal country with high seas of other countries or between one Exclusive Economic Zone (EEZ) and another ZEE with the territorial seas of other countries if possible, international straits connect the inland waters of an archipelagic waters used for international shipping (Lopez, 2010).

The Malacca Strait has been a major trade corridor since ancient times, according to history. For hundreds of years prior to Western colonialism, Indians, Chinese, and Arabs used this strait for trade and religious spread. This gave the people living around the Malacca Straits an acculturated form of culture. Users of the Malacca Strait route and residents of the surrounding areas have strong interaction in the political, economic, cultural, and religious fields. The opening of the Suez Canal in 1869, as well as Singapore's rise to become one of the world's busiest ports in the 1930s, increased the strategic value of the Malacca Strait (Saeri, 2013). Until now, the Malacca Strait has become a major international shipping route between east and west. This is because one third of world trade and half of the world's oil or energy transportation uses access through this strait. As one of nine choke points in Southeast Asia and the world, as well as *Sea Line of Communication* (SLOC) dan *Sea Line of Trade* (SLOT), the Malacca Strait has significance for the surrounding countries, especially from an economic perspective. It is not surprising that there are many actors who want to instill their dominance in this strait, both intra and extra-regional actors.

As one of the veins of the economy and strategic international shipping lanes, it is only natural that the security and safety aspects of shipping in the Malacca Straits (*security and safety*) became one of the agendas of major countries in the world. Especially since the emergence of the economic revival of countries in Asia such as Singapore, Japan, China, India and South Korea. This revival is marked by the economic expansion and interdependence of the East Asian region with other regions, especially the West. The increasing liberalization of trade, the volume of exports and imports of these industrialized countries to all regions of the world, including Southeast Asia, is also accompanied by the increasing need for supplies of energy sources and the need for security of trade traffic (Percival, 2005 and Pena, 2009 in Kusuma, 2013).

According to EIA (*Energy Information Administration*, United States), 60 percent of the total volume of oil transported by sea, one third passes through the Malacca Strait. In 2020, the volume of oil transported through the Malacca Strait will reach 16 million barrels per day (b/d), a fourfold increase over the last five years. More than half of China's oil imports pass through this strait (via Bab-el-Mandeb, the Strait of Hormuz, and the Straits of Malacca, which pass through the South China Sea in the String of Pearls), as do 90% of Japan's and 80% of South Korea's. Aside from oil, the Malacca Strait is an important transit route for LNG from the Persian Gulf and Africa, particularly Qatar, to East Asian countries, particularly Japan and South Korea. Still, if a geopolitical conflict blocks the Malacca Strait, nearly half of the world's tanker fleet will be forced to reroute around the Indonesian archipelago, via the Sunda Strait or the Lombok Strait, according to the EIA. The rerouting will result in reduced supply volumes, increased shipping costs, and affect fluctuations in oil and gas prices (Jurnal Maritim, 2018).

Tara Singh (2012) in his article states that there are three interests of major countries in the Malacca Straits, namely their relation to (1) weaponry and projection of military power, (2) commercial or trade interests through maritime routes, and (3) exploitation of marine resources. The balance of power struggle (*balance of power*) in the Malacca Strait then becomes an interesting study in the context of regional and extra-regional security. For the two extra major powers in the Southeast Asian

region, namely China and India, the security of the Malacca Strait is one of the priorities in geostrategic interests in Southeast Asia. These two countries both need the security of the Malacca Strait as a link for the export-import of goods and energy supplies from Africa and the Middle East, Southeast Asia, East Asia and Asia Pacific. The Malacca Strait can also be said to be one of the choke points of the world's most dangerous maritime zone and a hotspot for transnational organized crime (Gerard and Webb, 2006).

During 2020, Puskodal (Command and Control Center) Koarmada I monitored the passage of 221 warships and 37,334 commercial ships from various countries crossing the Malacca and Singapore Straits. Each of these commercial ships consists of 16,943 tankers, 13,592 cargo ships, and 2,844 cargo ships. Passenger, 3,955 units of ships *Tug/Towing*. Based on the records of Guskamla Koarmada I, no less than 3,000 ships of various types pass through the Malacca and Singapore Straits every day (Darilaut.id, 2020). Observing the dynamics of developments that are occurring, as well as in order to anticipate congested lane conditions in the Malacca Strait for shipping routes that are prone to accidents at sea, Indonesia, Malaysia and Singapore agreed to form a Forum *Tripartite Technical Expert Group* (TTEG) to ensure shipping safety and protection of the maritime environment for ships sailing by carrying out pilotage cooperation in the Malacca Straits and Singapore Straits. This agreement was reached at the event *Intersessional Meeting of The Working Group on Voluntary Pilotage Services in the Straits of Malacca and Singapore*. This meeting was held in Bandung from 18 to 20 January 2017. It is hoped that this effort will contribute to national economic development and increase the trust of shipping business people, both national and international, because it is believed that sea transportation and economic development always come hand in hand (Budiono, 2017).

3.3 Indonesia's Geostrategy in the Use of the Malacca Strait

The location of the Strait of Malacca which is used as a SLOC (*Sea Lanes of Communication*) as a trade route and the busiest oil route in the world, so that integrated and integrated security management is needed between states. In the Malacca Strait region, namely Indonesia, Malaysia and Singapore. In addition, it is necessary to combine the views and actions of the three countries regarding the Malacca Straits, as much as is necessary to address all routes of maritime security and safety and maritime response. Other countries interested in the Malacca Straits. According to the Law of the Sea 1982 (UNCLOS 1982), a coastal state has territorial sovereignty over waters, air, seabed, and land in straits open to international navigation. Officially recognized.

Developments in the global, regional and national strategic environment have affected all areas of life. In addition, developments in the world's political and security policy situation have changed everything, so that the interests of the economic sector have become increasingly dominant over other sectors. Thus, the maritime space which is the most economical vehicle for world trade becomes very significant and strategic. In addition, the rampant piracy at sea and the possibility of terrorism in the maritime domain is currently on the rise and worldwide. Therefore, maritime safety and security is important to help the smooth functioning of world trade in improving the economic sector.

Under the jurisdiction and sovereignty of Indonesia, the Malacca Strait is a very strategic route for international trade and world oil. Nearly half of the world's maritime trade passes through this area. The security issue of this shipping lane is of course the duty and responsibility of the State of Indonesia and other countries that have power over the Malacca Strait. Interest in the Straits of Malacca. By ensuring the safety of shipping in the Malacca Strait, it is certain that the world economy will greatly increase. This is because global oil trade and distribution will run smoothly and boost the economies of countries that have power and territorial boundaries in the Malacca Strait, including Indonesia. Therefore, this article discusses the optimization of the security of the Malacca Strait from the perspective of Wasantara. This is interpreted as a perspective on oneself and its environment, which is the essence of the archipelago to be exploited both geographically and regionally. Conditions and constellations act as signs, signs and signs.

The Malacca Strait, which is approximately 900 nautical miles long, is a vital area for national and world security and economic stability, with more than 50,000 commercial vessels crossing the Malacca Strait (600 ships per day). Accidents often occur when so many large ships pass by. Accidents not only cause losses to owners, but also cause marine pollution. This affects the preservation of the marine environment and the lives of people in coastal countries. Apart from that, rampant piracy in the Malacca Strait region can certainly affect national security and Indonesia's image in the eyes of the world. Therefore, security measures and cooperation with the Malacca Straits and countries that are under the sovereignty of the Malacca Straits in securing shipping lanes and cooperation in the field of maritime communication and information must be implemented to minimize accidents in Malacca.

In addition, by optimizing the use of the Malacca Strait, of course this will have implications for national security which we can see from all aspects of national life (Astagatra), including:

- a. Geography. Indonesia's geographical location which consists of 17,448 large and small islands with a sea area of 5.8 million km² and a coastline of 81,000 km is a huge asset which, if optimized, can improve the welfare of the Indonesian people. Likewise, as an international trade shipping lane, the Malacca Strait if optimally managed and utilized can improve welfare and the national economy.
- b. Demographically, if the general public is empowered and optimized to participate in the management, strengthening and security of the Malacca Straits, it will certainly be able to improve human welfare, because more and more people will participate both in trading activities and other security measures in the Malacca Straits, which can increase the income and prosperity of the population.
- c. Sources of natural wealth. The abundance of marine natural wealth, especially the natural wealth of the Malacca Strait, has enormous potential to improve the national economy and people's welfare. Therefore, it is hoped that the exploration of existing marine resources will continue to pay attention to local wisdom and the environment, so as not to cause depletion and damage to the designated marine resources and the surrounding environment.
- d. Politics, Indonesian political issues related to the Malacca Strait are efforts to defend its sovereignty and law (12 miles) and uphold the provisions of international law, which guarantees a balance between the interests of the strait state and the sea state. Therefore, it is hoped that international recognition of Indonesia's policies in the Malacca Strait region will benefit Indonesia and strengthen its economy and national resilience.
- e. Economy As a fairly common international trade route, the Malacca Strait clearly has a very important role in national economic growth. With hundreds of large ships passing every day and thousands of tonnes of world oil distributed, it will certainly have an impact on improving the country's economic sector through which these ships pass. On the other hand, weak control and security in the Malacca Straits area will certainly have an impact on the emergence of various illegal activities that can harm state finances. For example, the smuggling of various products/goods from abroad through the Malacca Strait sometimes escapes the supervision and protection of security forces and law enforcement, so of course this causes losses for our country.

The Malacca Strait is a strait between the Malay Peninsula and Sumatra Island, with a length of 800 km, a width of 65 km, and a depth of 22.5 meters (Fathun, 2019). The Malacca Strait is the fastest and shortest route between Asia and India. The Strait of Malacca is one of the "axis" of world trade, which connects the China Sea with the Indian Ocean, and at its narrowest point, only 2.8 km wide, the Strait of Malacca is one of the densest straits in the world (Evers and Gerke, 2011).

The Malacca Strait has become a distribution channel for world goods and energy. This is evidenced by the number of ships passing through this strait reaching more than 70,000 ships. In addition, there is the frequent passage of container and oil tankers from the Middle East to southern China. Sea and vice versa (Aldebaran, 2016). A quarter of world trade must be transported via this route, with 525 million tonnes of oil and US\$390 billion of liquefied natural gas transported annually (Massey, 2008). Among the many sea trade routes, the Malacca Strait is one of the busiest and busiest trade routes, making it the busiest strait in the world (Panduwinata, 2016). The Malacca Strait has its own significant value for coastal countries (Indonesia, Malaysia and Singapore). Apart from being the busiest trade route in the world, the Malacca Strait is also a major source of food for Indonesia and Malaysia. For Indonesia, the Malacca Strait is the second largest source of fisheries after the Java Sea, and for Malaysia can produce up to 60% of the total fishery this year (Kawengian, 2017).

Marine Land Planning for the Preparation of the RZ-Malakka Interregional Strait, presented by the Director General of Marine Land Management PRL-KPK. The planning policy includes the preparation stage for the 4 provinces, the vision and mission of the government. The vision of the Management of the Malacca Straits is to realize the Malacca Straits (Malacca Straits) as global trade routes and border areas that are optimally developed to support the sustainability of a sea-based economy as outlined in 7 missions to achieve 6 main objectives. The objectives of managing the Malacca Straits are:

- a. Optimizing maritime connectivity/shipping traffic to impact regional economic growth;
- b. The state defense and security area guarantees the sovereignty of the Republic of Indonesia in the border area;

- c. Development and management of the marine economy in the Malacca Straits;
- d. Control of sea space utilization activities in the Malacca Straits;
- e. Management and development of conservation areas in water areas; and
- f. Protection of marine biota migration paths.

One of Indonesia's strategies to take advantage of the Malacca Strait is the construction of the Kuala Tanjung port at the mouth of the Malacca Strait in Batu Bara Regency, North Sumatra, which is now increasingly important and strategic. This is because the port is on the busiest route of world trade, the Malacca Strait. At least 90,000 ships pass through the Malacca Strait every year, both panamax and medium ships carrying up to 516.7 million tonnes of cargo. Of course, if the port becomes a transshipment port or a hub port which is the center for moving goods or cargo from one ship to another.

There are many opportunities that can be taken if port construction is completed immediately. Kuala Tanjung Port is not only a transshipment port, but also a gateway for Indonesian imports and exports, especially for the interests of western Indonesia. Within the districts in. A transshipment port or hub port is a port used to handle cargo whose final destination is not at that port. This means that the port serves several ports in the vicinity, including ports in Malaysia, Thailand and even Singapore. Minister of Transportation Budi Karya Sumadi explained the plan to transform Kuala Tanjung port into an international transshipment port during a visit to the port which is located in Batu Bara Regency, North Sumatra. In addition, the port project is also a national strategic project (PSN). The investment plan for the port project is Rp 34 trillion with a loading and unloading capacity of up to 60 million TEUs per year. This port is expected to be the largest port in western Indonesia, bigger than Tanjung Priok.

Regarding the market potential of Kuala Tanjung port with the existence of the Malacca Strait, Arif Toha, Director General of Sea Transportation at the Ministry of Transportation, hopes that Kuala Tanjung port will have a 5 percent market share in the market. Malacca Straits transshipment market Malacca Straits. According to him, the Port of Kuala Tanjung uses the concept of a self-producing port, namely port cargo originating from the port area itself. In addition, the cargo production industry is located in an industrial area that is integrated with Kuala Tanjung Port.

The development of Kuala Tanjung will be carried out in stages, starting with the construction of a multipurpose terminal which will become the gateway to North Sumatra. The development of the Kuala Tanjung Industrial Estate encourages a universal cargo terminal to create optimal cargo volumes as a basis for developing a central port. Kuala Tanjung Port can become a transshipment port and the national gateway for several high-value goods in the Sumatra region for the export market, so that the presence of this port benefits the regional economy.

The potential for fish resources in Indonesia is very high and can be found in almost all Indonesian waters. Indonesian territorial waters are divided into eleven main water bodies known as Indonesian Fisheries Management Areas (WPPI). According to Wirjawan and Solihin (2015), this division is a way of directing fisheries conservation, fisheries research and development to create sustainable utilization of fisheries resources.

Fishery resources are expected to improve the quality of life in terms of income, employment availability and community animal resources. The Malacca Strait is one of Indonesia's most significant waters in the eastern part of the island of Sumatra which is part of the 571 Fisheries Management Areas (WPP). Fish stocks in these waters are dominated by small pelagic fish, large pelagic fish and demersal fish. Fishing activities in the Malacca Straits present challenges because the vast waters which include archipelagic waters, territorial waters, and the economic zone of the Malacca Straits require and require high exploitation of fish resources in remote fishing areas by fishing vessels.

The fishing areas in WPP 571 (Malakka Strait and Andaman Sea) and WPP 711 (Natunan Sea) are under the jurisdiction of Belawan Ocean Fisheries Port. Based on statistical data, the total production of Belawan PPS in 2014 was dominated by submerged fish of 19,269 tons (38.70%), small pelagic fish of 16,142 tons (32.42%) and pelagic fish landed at Belawan Ocean Fishing Port. 5,556 tonnes (11.16%). Fishery production in Belawa PPS has decreased every year. For small pelagic and underwater fish the rate of decline is -5.38% per year and -1.04% per year (Directorate General of Capture Fisheries, 2015).

IV. CONCLUSION

The Malacca Strait has an important role in international maritime transportation and is a strategic area for Indonesia in maintaining security and stability. The Indonesian government has made various efforts to maintain the security and stability of the Malacca Strait through sea patrol operations, regional cooperation, law enforcement, infrastructure development, and maritime diplomacy. This effort is important to ensure the security and stability of the Malacca Strait and safeguard Indonesia's national interests in international trade. The geostrategy of a country is actually always oriented outward. Externally, Geostrategy is oriented towards considering/utilizing the geography of certain areas outside the national geographical area. While Inward, Geostrategy focuses its attention on the consideration/utilization of national geography. In this case, international maritime transportation is synonymous with international shipping and trade. Shipping and international trade are interrelated with each other, in which ships are an important complement to international trade to transport cargo from production locations to places of consumption in the context of developing world economic activities.

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