

The Conceptual Model of the Influence of Maritime Culture and Government Policy on the Maritime National Resilience

Avando Bastari, Abdul Hakim, Moeljadi and Tjahjanulin Domai
Brawijaya University, Malang, Indonesia

Abstract: Indonesia is a country with abundant marine resources. Natural wealth in the sea until now has not been able to contribute to the prosperity of the nation. This is a result of the shifting maritime culture into an agrarian culture because of the colonialist authorities interests at that time. Nowadays, government policy is needed to restore the vision of the Indonesia State, become a strong maritime country that can prosper its people. This study aims to obtain a conceptual model that represents the influence of maritime culture on government policy in order to strengthen National Maritime Resilience. The conceptual model is needed as a guide in formulating marine policy based on the strength of the maritime culture. Furthermore, the model and conceptual framework are prepared based on quantitative descriptive analysis with the aim of describing the relationships between variables accompanied by indicators. The results of the study get a conceptual model in the form of a significant relationship between maritime culture (X_1), government policy (Y) and National Maritime Resilience (Y_5). The indicator variables found are citizens characters ($X_{1,1}$), economic activity ($X_{1,2}$), cultural activities and maritime traditions ($X_{1,3}$), defense and security policy (Y_1), economic policy (Y_2), technology policy (Y_3) and socio-cultural policy (Y_4). The National resilience variable with indicators: Ideological aspects ($Y_{5,1}$), politics aspects ($Y_{5,2}$), economy aspects ($Y_{5,3}$), socio-cultural aspects ($Y_{5,4}$) and security-defense aspects ($Y_{5,5}$).

Key words: Maritime culture, government policy, National resilience, conceptual model, technology policy, security policy, economic policy

INTRODUCTION

Responding to government policies that prioritize the maritime sector to be one of the main goals of national development, various accurate data and information related to Indonesia's maritime potential are needed. So, far, the sea and all its potential tend to be forgotten, so it's time for Indonesia to rebuild marine culture as an integral part of making Indonesia the World's Maritime Axis. Indonesia must be able to read the potential and strategic functions of the sea. Indonesia must be able to change the mindset that the sea is unifying not as a separator between islands and life in Indonesia.

The history of the glory of the Indonesian people as a maritime country has long been known. Indonesian nation's shipping activities have been going on, since, the time of our ancestors in line with the history of the Indonesian nation. The Indonesian archipelago which lies in a cross position in the world sea traffic network is indirectly a link between the East and the West. Various agricultural products from Indonesia are goods that are needed by the world market, especially in Europe. This has resulted in a crowded trading and shipping activity from and heading to Indonesian territory.

Indonesia's maritime triumph can be seen from the history of the Kingdoms that have existed in the archipelago. The Kingdom of Sriwijaya Sumatera has a strong marine fleet, controls the sea trade routes and levies taxes on the use of the sea. Its influence over South East Asia was strengthened by historical records that there was a close relationship with the Kingdom of Campa which was located between Cambodia and Laos. The ancient Mataram Kingdom in Central Java along with other Kingdoms such as the Kingdom of Tarumanegara had built the Borobudur Temple which in its relief walls can be seen images of sailboats with sturdy screen poles and have used a wide rectangular screen. Various documents about the Indonesian nation's maritime triumph in the past have been widely disclosed but in its journey, the maritime triumph experienced a dimming. There are at least two causes of this, namely past Dutch colonial practices and non-maritime development policies during the new order regime.

Restoring the maritime spirit is not easy, serious efforts are needed from all elements of the nation. Optimization of UNCLOS 1982 which was the biggest opportunity for the island nation had to be carried out immediately but the government's lack of attention

and alignment in the sea caused many losses such as the release of Sipadan and Ligitan Islands in 2002 on the grounds of “ineffective occupation” or abandoned areas. Some global and national issues underlying the need for discussion of maritime culture in the context of National Resilience Policies can be presented as follows:

Global issues: The development of global and international regions cannot be separated from key issues related to policy and strategic competition between the United States as a trans-regional force and Iran in the Persian Gulf, China in the South China Sea, North Korea on the Korean Peninsula and ASEAN as a force main region in each region. This is certainly related to the policies that are implemented and contributes to the strategic competition between trans-regional and regional forces in the Middle East and the Asia Pacific region, especially in the maritime sector including cultural issues within it Suharyo *et al.* (2017).

To anticipate this, Indonesia which has the vision of the World Maritime Axis is considered necessary to pay attention to a comprehensive constellation of relations between countries in Asia and various initiatives in the global region such as the ASEAN community, One Belt One Road (OBOR) of the people’s Republic of China, Act East from India and re-balance from America. In this regard, the vision of the World Maritime Axis can only synergize with various initiatives in accordance with national interests and in order to contribute and contribute positively to peace. The vision of the World Maritime Axis can be realized if there are appropriate, effective and competitive supporting policies and programs. Marine development programs are spread in various ministries/institutions.

National issues: The lack of policy alignments in the maritime sector, one of which is causing chaos in the maritime sector which is actually a source of foreign exchange; The North Jakarta Reclamation case in 2016 is a clear proof of the impartiality of government policymakers in supporting maritime culture as part of the life of coastal fishermen communities. Another thing is that there are still many domestic ports in Indonesia that have not yet become International Standard Hub Port, the EEZ, Exclusive Economic Zone is still neglected, the development of small islands, especially in the border areas of the country has not been completed which requires high funding and government commitment as well as rampant illegal fishing practices. the illegal drug, trafficking, illegal people and increasing drug smuggling in Indonesia.

For this reason, the vision of the sea becomes a demand and need for the Indonesian people. The marine vision is outlined in Indonesia’s vision as a World Maritime Axis, namely Indonesia as a maritime country that is sovereign, advanced, independent, strong and capable of contributing positively to the security and peace of the region and the world in accordance with national interests. The role, potential and opportunity of Indonesia to become a World Maritime Axis State needs to be clearly formulated. The vast maritime elements require differentiation, the selection of which aspects will be the focus for research. One important aspect of Indonesia’s maritime vision is maritime culture. As the Indonesian nation, we must truly understand the importance of maritime culture as the main foundation for achieving the maritime vision. The Indonesian nation must get used to reading and writing it scientifically about the marine aspects of Indonesia, one of which is the aspect of maritime culture. The maritime culture of the Indonesian people is a legacy of local wisdom that can be spurred back to its glory, especially in supporting the National Maritime Resilience.

The problem statements: From the description of the problems that have been explained previously that de facto Indonesia is a country with 2/3 of its territory is an ocean with abundant marine resources. Natural wealth in the sea until now has not been able to contribute to the prosperity of the nation. This cannot be separated from the shifting maritime culture into an agrarian culture to support the interests of the colonial authorities. Government policy is needed to restore the vision of the Indonesia state to become a strong maritime country.

A policy model is needed to restore maritime culture in Indonesia, so that, it can strengthen National resilience. Furthermore, the problem statement can be formulated as follows: “How to formulate a model that describes the influence of maritime culture on government policy in the maritime field to strengthen the Maritime National Resilience system”.

MATERIAL AND METHODS

The concept of maritim culture: Maritime culture starts with the concept of a maritime state (Barrdley, 2013). The Maritime State is a country that is in the territorial area of a vast sea and is able to utilize all the potential of the sea, including fisheries, marine, mining, marine tourism and even national defense. All of this management lead to the welfare of the people in prospering a nation and state. Furthermore, the concept of a maritime country can be explained in 4 things as follows: A maritime country is a

country consisting of island islands, a maritime country is a country consisting of people who work at sea and coastal areas, a maritime country is a country surrounded by sea and waters. A Maritime country is a country capable of utilizing all the potential of the sea, including fisheries, maritime affairs, mining, tourism and even national defense for the sake of national and state interests (Bamerman and Jones, 1999).

The range of maritime culture in Indonesia extends from Sabang to Merauke. Various cultural forms and local wisdom are created in each region. There is at least one similarity in Indonesian maritime culture which is to put views on marine management that are oriented towards common interests (citizen communities) on the basis of absolute belief which is achieved through the process of human endeavor.

Indonesian maritime culture can be dissected through the meaning of the definition of culture itself. According to Claesson (2009) culture has the meaning, "The whole idea, action and the work of human beings are made their own through the learning process". In the English dictionary, the Oxford Advanced Learner for Dictionaries (2010) says maritime means "connecting to sea or near the sea". Which means to connect to the sea or near the sea. The word maritime is etymologically actually derived from Latin, namely maritime or mare which means sea. It can be said that a word arrangement in which there is a maritime word relates to the sea.

According to Ma *et al.* (2012) interpretation of culture is formed on collective ownership because culture becomes a value that is agreed upon and lived together by a group of people. So, maritime culture is the whole idea that is able to produce actions and behaviors that belong to a collective that lives and lives close to the sea. The discussion of this will lead us to the landscape of the order of society living with a culture of fishing. Thus, it is not an exaggeration to say that the essential nature of the Indonesian State is maritime.

The sea as a transport medium serves as a liaison between islands in Indonesia. The sea as a media of well-being is closely related to trading activities and the utilization of Indonesia's marine wealth. This is supported by the sea as a defense medium for the Indonesian people, to take it is necessary strategic steps based on Republic of Indonesia Law Number (1985).

There are two factors supporting the sea as a defense medium. First, the development of strength by establishing a minimum basic force development policy (Minimum Essential Force/MEF) in accordance with the policies set by the Ministry of Defense. This is intended to ensure the stability of regional security. Second, holding forces that involve elements of warships based

on the level of vulnerability of each water, especially areas that are considered vulnerable to threats to sovereignty and violation of the law. These supporting factors are nothing but to maintain economic stability because the sea is the Indonesian lifeline. The Navy is obliged to maintain the stability of maritime security in the waters of Indonesian jurisdiction because Indonesia's geostrategic position is vulnerable to being influenced by internal factors and external factors.

The concept of government policy: According to Adams (2003) which includes the definition of the concept of government policy including: The policy is a very different set of activities. The policy is an intermittent process not an ongoing process. The policy is a phenomenon that occurs in a short and fast time in the real time span. So that, the policy is defined as the strategic direction agreed by the government to address a problem that has been identified.

According to Davis (2009), policies can be defined in various forms. There are several opinions which state that policy is the output of a political system. While at a lower level, the policy is an activity that has links with several different activities.

The policy is a means of action by the government with the aim to attenuate or promote certain phenomena that occur in the community. A policy can outline a rule, provide a principle that directs the action, implements roles and responsibilities, reflects the values and principles and intentions of a country. Policies can be applied to all levels of government (federal, provincial, regional and municipal), communities, organizations, businesses and schools (Huntington, 1961).

According to Thornhill (2009), policies involve behavior and intentions and actions. Policies have results that may not have been predicted before. Policy refers to purposive actions, policies emerge from a process over time that allows and organizational relations.

Thornhill (2009) also argues that the policy for the public as a series of decisions that are related to the public interest which is conscious, directed and measurable conducted by the government that involves stakeholders in certain fields that lead to specific goals. While the implementation of policy is a stage of activities/programs in implementing policy decisions made by individuals/officials, government groups, communities, and/or the private sector in order to achieve the objectives set in policy decisions that will affect the final outcome of a policy.

According to Muhammad (2014), government policy is a series of decisions that are established and implemented by the government that has a specific purpose for the public interest. Furthermore, the

government policy must have the ability of entrepreneurial marketing with five main indicators, namely, the frequency of product diversification, the level of product diversity, the ability to establish relationships with medium-sized businesses, the ability to establish relationships with large businesses and the level of activity seeking business info.

The policy as a series of actions/activities proposed by a person, group or government in a particular environment where there are obstacles (difficulties) and opportunities for the implementation of the proposed policy in order to achieve the objectives where in the policy-making process for the public, the government is demanded not only to give birth to good policies but also policies that are passed through the process of involving citizens based on citizens preferences, namely the policy-making process that is based on people's choices (Zhan *et al.*, 2012).

The concept of National resilience: Indonesian National Resilience is a dynamic condition of the Indonesian nation which encompasses all aspects of an integrated national life, containing tenacity and resilience that contains the ability to develop national power in facing and overcoming all challenges, threats, obstacles and disturbances that come from outside and within for guarantee the identity, integrity, survival of the nation and state and the struggle to achieve national goals.

In an effort to achieve national goals, the Indonesian people are always faced with various forms of challenges, threats, obstacles and disturbances, both directly and indirectly endangering the integrity, identity, survival of the nation and state. For this reason it requires tenacity and resilience that contains the ability to develop national strength in aspects and dimensions of national life called National resilience.

The conception of the Indonesian National Resilience is the conception of the development of national power through the regulation and implementation of a balanced and harmonious welfare and security in all aspects of life in a comprehensive and integrated manner. In other words, the concept of Indonesian National Resilience is a guideline to improve the resilience of a nation that contains the ability to develop national power with a welfare and security approach.

The essence of Indonesia's National Resilience is the tenacity and resilience of the nation which contains the ability to develop national power, to be able to guarantee the survival of the nation and the state in achieving national goals. Whereas the essence of Indonesian

national security conception is the regulation and implementation of welfare and security in a balanced and harmonious manner in all aspects of national life.

Based on the understanding of the relationship between humans and the surrounding nature it is obtained a relatively static mapping in 3 natural aspects (three determinants), namely geography position, natural resources and demography while based on the understanding of human relations in social life an agreement is obtained that in the conception of Indonesian National Resilience all aspects of life nationally mapped in 5 social aspects (five determinants) which are dynamic and considered dominant, namely: Ideology, politics, economics, social and cultural, defense and security. The 3 natural aspects when combined with 5 social aspects will be 8 aspects (eight determinants) which is a comprehensive mapping model of the Indonesian national life system. The 8 aspects (eight determinants) is one another in a comprehensive and integrated manner to form the national and community behavior.

The concept of maritime glory by Alfred Thayer Mahan:

Alfred Thayer Mahan, a US Navy Officer (1890) in his book "The Influence of Sea Power upon History" put forward the theory that sea power is the most important element for the progress and glory of a country which if the sea forces are empowered it will improve the welfare and security of a country. Conversely, if these sea forces are ignored it will result in a loss to a country or even undermine the country.

Mahan's theory is the basis of the maritime strategy of a large country to reach an ideal maritime country. Mahan formulated six characters which are a condition of a potential country to develop sea power. The six characters are:

Geographical position: The geographical position is called the most significant condition. There are two important aspects of the geographical location. First, the location of a country that is dealing with many oceans with communication between the parts that are going well. Second, the location of a country in the form of an archipelago in front of a continent or land, so that it functions as a fortress against a land.

Physical conformation: The location of a country in the form of an archipelagic state with beaches that are easily accessible from the interior, according to Mahan makes the population can interact with the outside world directly. However, with ease of access it makes it easier for enemies to reach the interior of the islands.

The extent of territory: Mahan explained that there is a relationship between the length of the coastline and the ability of a country to maintain territorial sovereignty during the war. Each region has important points in determining strengths or weaknesses in the scope of defense. The long coastline of a country has a more difficult tendency to form a defense strategy compared to countries that have shorter coastlines.

Number of population: In this case, the priority population is quantity where with an abundant population will provide a capital for human resources in the field of the army, especially in the sea.

National character: Countries that have a high love for the homeland and pride in the greatness of the history of their nation can be a force in building the country into progress.

Government character: State government policy, utilization of population density and attitudes towards neighboring countries. Countries that have a strong government and strict policies will provide benefits to become a force in change from developing countries to developed countries.

The concept of maritime victory strategy by Julian: Sir Julian is a British Navy Officer, Royal Navy who is famous for the book he wrote in 1911, entitled "Some Principles of Maritime Strategy". In Julian theory, the naval strategy is not only about warfare but there is also the development of tactics, logistics, command and government control, communication, ships, weapons and other naval aspects and technology. Julian views and thoughts in his time received much opposition from the environment of the Royal Navy officers themselves because Julian tended to focus on theory rather than practice.

Basically, Corbett argued about the unity of command in the sea and its contribution to maritime security theory. Corbett considers the sea generally uncontrollable but the sea can be controlled by disrupting enemy communications, sea transportation and securing oneself. For Corbett, protecting communication means military, economic and financial benefits. For enemies, lack of sea control can result in reduced strength. As Corbett's rationale, the command in the sea brought with it two strategic weights, namely suppressing excellence and denying the influence of the enemy. Julian goal is to fill the vacancy in the work reference framework for the application of the Navy's role and function. In

other words that in order to carry out the role and function as well as possible, the Navy requires a work reference framework namely the Maritime Doctrine (Claesson, 2009).

According to Corbett, the function of the Navy in achieving control of the sea including: prepare a combat fleet as a resistance to control of the sea at the level of active and passive resistance, resistance against invasion during peace and war, Securing maritime lines for trade, blocking the beach or opponent's port, synergizing the degree of operations in offensive and defensive conditions. The fleet must always be ready to attack the opponent's territory at any time by cooperating with the core forces including on land and air.

The methods of research: Based on the focus and purpose of the study, the type of research used in this study is a descriptive quantitative analysis approach. The quantitative approach is used with the aim of understanding what happens to research objects in a descriptive and quantitative way in terms of dimensions, clearly measured numbers that need to be recapitulated to be described and concluded. The quantitative approach always begins with the identification of problems that then change and develop into clear which is then carried out data processing, data analysis to produce conclusions according to the research objectives. The measurable meaning is continuously explored from variable interactions that continue throughout the research period. This study continuously observes, measures and processes data until it finds answers to emerging problems (Hair *et al.*, 2010).

In the quantitative method tests and questionnaires are used as well as observation guidelines in collecting, processing and analyzing data. Furthermore, the deepening and analysis and interpretation of results and conclusions are carried out which contribute significantly to the development of science and technology, especially in the field of defense and maritime science.

Based on the literature review on the influence of maritime culture on government policy and the National resilience system in the maritime field, a conceptual framework has been developed that underlies this research. The conceptual framework describes the relationship between the variables, namely the causal relationship between one variable and other variables, both dependent and independent variables on maritime culture, government policy and Maritime National Resilience. Furthermore, a model is prepared that can accommodate the process and steps of proving the

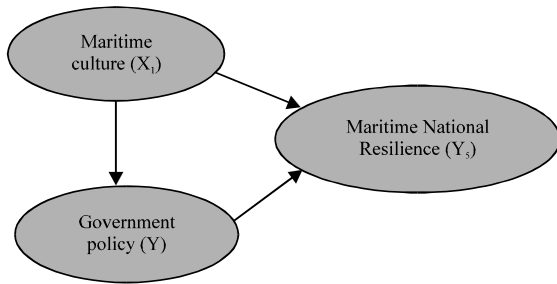


Fig. 1: Conceptual model of research

hypothesis to be proposed. This conceptual model and framework are based on theory or research results and logical thinking. This conceptual model and framework describe the relationships between variables accompanied by indicators (Susilo, 2017). The conceptual model is a basic model formulated from the basis of theoretical thinking and combined with empirical conditions (Tow, 2001).

From the explanation of the problem, a conceptual model can be formulated in research modeling in Fig. 1. Conceptual model of research as follows:

Figure 1 shows conceptual model of research it can be explained that there are three main variables that interact with each other, namely X_1 : maritime culture, Y_1 : government policy and Y_2 : Maritime National Resilience. The black arrow line means that the X_1 variable of maritime culture as the main variable influences and contributes directly to the Y variable: Government policy in this case, the central and regional government policy which subsequently has a direct policy on Y_2 : Maritime National Resilience variables. On the other side, the red arrow line defines variable X_1 : Maritime culture can also directly contribute to the main variable Y_2 : Maritime National Resilience. The interaction of these three variables underlies the need for research into the influence of the maritime culture variable, the implementation of the relevant stakeholder policy and the perspective of the Indonesian national maritime security.

RESULTS AND DISCUSSION

Based on studies and research conducted it can be presented a conceptual framework and variable indicators on the focus of the problem. Based on Fig. 1, the conceptual framework and variable indicators on maritime culture, government policy and Maritime National Resilience are compiled. The conceptual framework is an understanding of the relationship between maritime culture, government policy and Maritime National Resilience which is then identified in the operational definition of the relationship between research variables.

Operational definition of maritime cultural (X_1):

Indonesian maritime culture can be described as cultural concepts and maritime concepts. According to Erlandson *et al.* (2008), maritime culture is the whole idea that is able to produce actions and behaviors that belong to a collective that lives and lives close to the sea.

According to Duran (2016) in his research on conservation of maritime cultural heritage: A discrete choice experiment in a European Atlantic Region, defining maritime culture through each meaning in two words “culture and maritime”. Culture is a whole idea of the human being capable of producing various actions and works. If the word “culture” is juxtaposed with the word “maritime” it becomes a marker of a place that is close to the sea or more commonly known as the coast. Culture is a collective property because culture becomes a value that is agreed upon and lived together by a group of people. Then, “maritime culture” can be understood as the whole idea of a society capable of producing actions and behaviors that belong to a collective who lives close to the sea.

According to Maurommati *et al.* (2013) the interpretation of maritime culture is formed by collective efforts and ideas that are routed based on the character of society because culture becomes a value agreed upon and lived together in maritime or maritime fields which includes activities: Archeology, boats and boatbuilding, fishing and seafaring, maritime material culture, music and poetry, religion and mythology, people of the sea, rituals, ceremonies, festivals, traditional maritime industries.

Based on the study of literature, the definition of operational maritime culture can be compiled according to the researchers that is: “All ideas, thoughts and activities that have been firmly rooted in society are able to produce actions and behaviors in building the spirit of life of people who live and live close to the sea”, based on demographic and maritime community activities that can be measured based on variable indicator items:

- $X_{1.1}$, citizens characters
- $X_{1.2}$, economic activity
- $X_{1.3}$, cultural activities and maritime traditions

Operational definition of government policy-maritime aspect (Y):

The policy is defined as the strategic direction agreed by the government to address an identified problem. Policies can be defined in various forms. There are several opinions which state that policy is the output of a political system. While at a lower level, the policy is an activity that has links with several different activities.

According to Sulistiyono and Rochwulaningish (2014), the Maritime Policy is a means of action by the government with the aim of attenuating or promoting certain phenomena that occur in the community. A policy can outline a rule, provide a principle that directs the action, implements roles and responsibilities, reflects the values and principles and intentions of a country. Policies can be applied to all levels of government (federal, provincial, regional and municipal), communities, organizations, businesses and schools.

Responding to government policies that emphasize the maritime sector is one of the development priorities, various accurate data and information related to Indonesia's maritime potential is indispensable, so, the government policy in the maritime sector is the main thing. In order to realize the vision of Indonesian ocean, the target as a mission of the Indonesian Maritime Policy is based on the Republic of Indonesia Presidential Regulation No. 16 of 2017 concerning Indonesian Marine Policy, namely: The management of marine resources optimally and sustainably; The quality of reliable marine human resources, science and technology; The establishment of strong marine defense and security; Implementation of the enforcement of sovereignty, law and safety at sea; Implementation of good marine governance; Realization of equitable welfare of coastal communities and small islands; The realization of competitive economic and marine industries; The establishment of reliable marine infrastructure; Completion of rules regarding marine spatial planning; Implementation of marine environment protection; Implementation of maritime diplomacy and the formation of insight into identity and nautical culture.

Based on Indonesia Presidential Regulation No. 16 of 2017 Concerning Indonesian Marine Policy it is explained that the Indonesian Maritime Policy covers very broad and complex aspects that are interrelated with one another. The development of maritime and maritime programs needs to be carried out holistically, integratively, the matically and synergistically towards the realization of Indonesia as the World Maritime Axis Country.

Based on the study of literature studies in this study obtained the operational definition of Government Policy in Maritime Affairs that is: "Marine policies made and implemented by the government to the marine community to improve living standards and welfare in the maritime sector". The variable indicators are Marine Institutional Governance, community education and welfare and maritime technology. Furthermore, according to the World

Maritime Axis Concept, the indicator items in Government Policy, especially the maritime sector, include:

Y₁: Defense and security policy, measured by:

- Y_{1,1}, maritime diplomacy policy
- Y_{1,2}, maritime defense policy
- Y_{1,3}, maritime security policy

Y₂, Economic policy, measured by:

- Y_{2,1}, resources and environment policy
- Y_{2,2}, finance policy
- Y_{2,3}, connectivity and infrastructure policy

Y₃, Technology policy, measured by:

- Y_{3,1}, shipping technology policy
- Y_{3,2}, the technology of fisheries catching policy
- Y_{3,3}, marine product processing policy

Y₄: Socio-cultural policy, measured by:

- Y_{4,1}, education sector, policy
- Y_{4,2}, nautical Tradition Policy
- Y_{4,3}, maritime tourism policy

Operational definition of Maritime National Resilience

(Y₅): The meaning and definition of National resilience is the strength, ability, resilience and tenacity that is the goal of a nation to face challenges, threats, obstacles and disturbances that come from outside or from within which directly or indirectly endanger the survival of the nation and country.

Whereas National resilience is a dynamic condition of a nation encompassing all aspects of integrated national life, containing tenacity and resilience which contains the ability to develop national power in the face and overcome all challenges, threats, obstacles and disturbances, both coming from outside and inside which are directly or indirectly endanger the integrity, identity, survival of the nation and state and the struggle to pursue its national goals. National resilience can be classified into 8 aspects (eight determinants), including geography position, demography and natural resources as natural determinants as well as ideology, politics, economics, socio-cultural and defense-security as social determinants.

National resilience can be approached through two approaches, namely the engineering approach and the social approach. The engineering approach sees National resilience as an ability to quickly return to its original shape and position in the event of pressure, collision or bending. The social approach views National resilience as the ability to respond, adapt and interact with the environment (Salim, 1972).

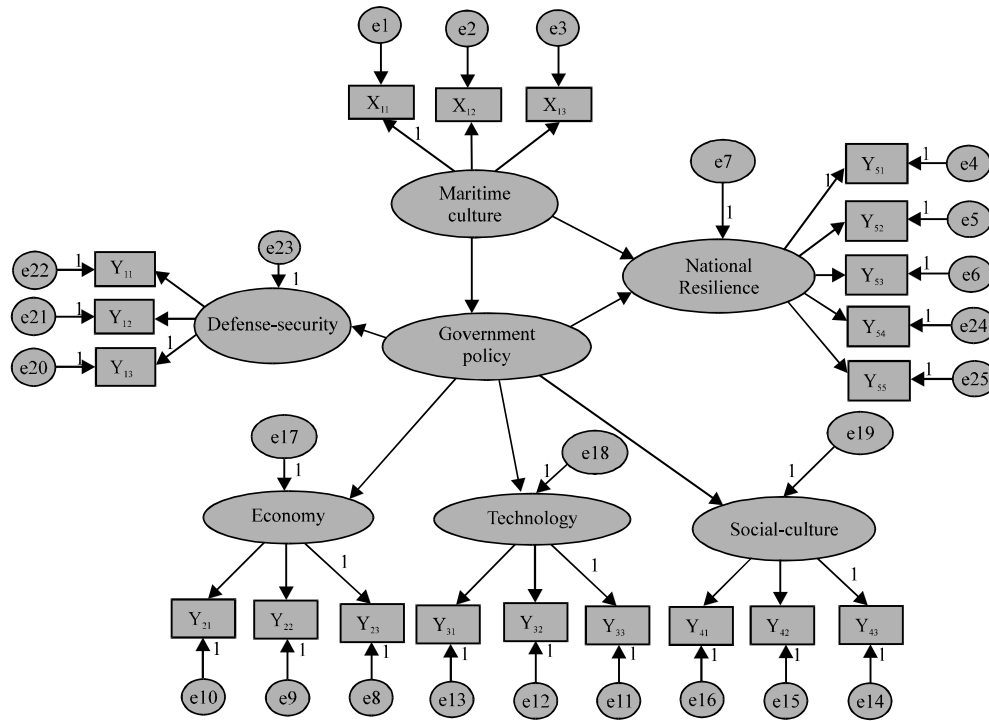


Fig. 2: The conceptual framework of variable and indicator on maritime culture, government policy and Maritime National Resilience

Based on studies and literature studies it can be formulated as a National resilience operational definition, especially in the maritime field, that is: “The dynamic conditions of an entity which covers all aspects of integrated marine life, containing tenacity and resilience that contains the ability to develop maritime strength in facing and overcoming all good threats those that come from outside or from with in which directly or indirectly endanger the integrity, identity, survival of the nation and state in the maritime field” which consists of Maritime National Resilience variable indicator items on aspects of the five determinants, include:

- $Y_{5.1}$, ideology
- $Y_{5.2}$, politics
- $Y_{5.3}$, economy
- $Y_{5.4}$, socio-culture
- $Y_{5.5}$, defense-security

The conceptual framework of relations between variables and indicators can be shown as in Fig. 2. as follows:

Furthermore in more detail, the identification of variables and indicators in the conceptual framework on maritime culture, government policy and Maritime National Resilience are identified according to the Table 1, identification of variable and indicators as follow.

Table 1: Identification of variable and indicators

Latent variable/unobserved	Indicator/observer variable
Independent variable	
Maritime culture (X_1)	Measured by: $X_{1.1}$. citizen character $X_{1.2}$. economic activity $X_{1.3}$. cultural activities and maritime traditions
Dependent variable	
Government policy (Y)	Measured by: Y_1. Defense and security policy $Y_{1.1}$. maritime diplomacy policy $Y_{1.2}$. maritime defense policy $Y_{1.3}$. maritime security policy Y_2. Economic policy Y_{21} . Resources and environment policy Y_{22} . finance policy Y_{23} . connectivity and infrastructure policy Y_3. Technology policy Y_{31} . shipping technology policy Y_{32} . the technology of fisheries catching policy Y_{33} . marine product processing policy Y_4. Socio-Cultural policy Y_{41} . education sector policy Y_{42} . nautical tradition policy Y_{43} . maritime tourism policy
Maritime National Resilience (Y_5)	Measured by: $Y_{5.1}$. ideology $Y_{5.2}$. politics $Y_{5.3}$. economy $Y_{5.4}$. socio-culture $Y_{5.5}$. defense-security

CONCLUSION

In this research, the conceptual model of the influence of maritime culture and government policy on the Maritime National Resilience has been developed.

It can be explained that in the first aspect, maritime culture (X_1) is an independent variable, including variable Demographics/population conditions and maritime community activities while the variable indicator items include: $X_{1,1}$ citizens characters, $X_{1,2}$ economic and activity, $X_{1,3}$ cultural activities and maritime traditions.

In the second aspect, government policy (Y) is a dependent variable that depends and is influenced by the maritime culture (X_1). The government policy (Y) includes several variable indicators, including governance of marine institutions, aspects of education and community welfare and technological aspects which are directives of the pillars of Indonesian Ocean Policy and the concept of World Maritime Axis according to Presidential Regulation Number 16 of 2017 which includes variable indicator items: Y_1 defense and security policy, ($Y_{1,1}$. maritime diplomacy policy, $Y_{1,2}$. maritime defense policy, $Y_{1,3}$. maritime security policy) and Y_2 . economic policy ($Y_{2,1}$. resources and environment policy, $Y_{2,2}$. finance policy, $Y_{2,3}$. Connectivity and infrastructure policy) then Y_3 . Technology policy ($Y_{3,1}$. shipping technology policy, $Y_{3,2}$. Technology of fisheries catching policy, $Y_{3,3}$. Marine product processing policy) and then Y_4 . Socio-cultural policy ($Y_{4,1}$. education sector, policy, $Y_{4,2}$. nautical tradition policy, $Y_{4,3}$. maritime tourism policy).

In the third aspect, the National Maritime Resilience (Y_5) is a dependent variable that depends and is influenced by the maritime culture X_1 variable and also influenced by Y government policy variables. The National Maritime Resilience (Y_5) includes analysis on variable indicators, namely: Integration of national life, strength in facing threats and the ability to develop National strengths. As for the variable indicator, items are $Y_{5,1}$ ideology, $Y_{5,2}$ politics, $Y_{5,3}$ economy, $Y_{5,4}$ socio-cultural and $Y_{5,5}$ defense-security aspects.

As for all variables and indicator items in the conceptual framework, the influence of maritime cultural aspects and government policy on the maritime aspect of national defense is obtained based on literature studies of the 1960 Juanda Declaration, 1982 UNCLOS, the concept of archipelagic insight, Trigatra and Pancagatra aspects, Indonesian Marine Policy according Presidential Regulation Number 16 of 2017, World Maritime Axis Policy and the development of Mahan and Julian theory.

RECOMMENDATIONS

The output in this study is limited to the drafting of the Conceptual Model of the Influence of Maritime culture and government policy on the National Resilience System, so that, this research can be continued and can be further developed in the direction of calculating the relationship between variables and indicators in more detail, taking into account the factors of maritime cultural sustainability and government policy as a system that interacts. The method that can be used is modeling with the Structural Equation Model (SEM) approach this will be continued by the authors in the next research.

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