

GEOSTRATEGY OF BITUNG PORT AREA ON INDONESIA'S MARITIME SECURITY PERSPECTIVE (STUDY ON THE INDO-PACIFIC REGION IN 2018-2019)

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Abstract – The Port of Bitung area has a number of potentials that can impact the structure of national security and national defense, because it has a strategic concept for the Indo-Pacific Region. The Bitung Port area as an international hub port, stated in the Minister of Transportation Decree Number 54 of 2002 concerning the Implementation of Sea Ports. The method in this study used a qualitative descriptive approach and data analysis techniques used an interactive of model analysis. This study analyzes the Geostrategy concept for the Port of Bitung Region as part of a national security strategy to strengthen national defense based on the maritime security side and the economic implications of the Indo-Pacific Region. The results show that in general the analysis of the strategy of the Bitung port area in maritime security studies for national national security and national defense shows several things: 1) the strategic conditions of the Bitung Port area need to be supported by strategic and integrated policies between the Central government and the North Sulawesi Province Bitung City; 2) the development of special economic zones (KEK) requires accelerated implementation of policies in a sustainable manner with full support from the budget side, this is to strengthen the territorial basis in the geostrategic concept; and 3) there needs to be an approach towards the community in supporting the realization of the strategic area of Bitung City, North Sulawesi. The fulfillment of these requirements has made the Bitung Port area capable of supporting geostrategy through strategic maritime security studies and economic implications, because it is located in the Indo-Pacific Region as a center for political and economic defense so as to strengthen national security and national defense.

Keywords: geostrategy, port area, Bitung Harbor, Indo-Pacific region

Introduction

Indonesia has the potential to become a maritime state to provide the prosperity for its people. As the largest archipelagic country, Indonesia has potential in the maritime sector, which includes various marine potentials, such as biotechnology areas, marine tourism, marine mineral potential, shipping industry and maritime industry

at the international level. This potential allows Indonesia to take advantage of its strategic location, both politically and economically. Indonesia is located in the equatorial region, between Asia and Australia, which directly connects Indonesia's economy with developed countries. In connection with Indonesia's geostrategy, which is located between two oceans and two continents, namely

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the Pacific and Indian oceans, the continents of Asia and Australia. This shows that Indonesia's regionale connects many countries in East and Southeast Asia and South Asia.

Supported by a strategic geographical location and has superior advantages in the fields of geo-geography, politics, economy and culture, one of which is the maritime sector. The maritime sector has a very important meaning for Indonesia and should be stated in the National Maritime Design, which is all aspects related to, connected to, bordering the sea, oceans or traversable routes, including all activities related to maritime social and culture, such as infrastructure, people, cargo, ships and other means of transport⁴. Referring to the explanation of the definition of maritime security, geostrategic projection in maritime security through sea transportation or international hubs, namely ports, is also one of the most important aspects in realizing Indonesia's maritime security.

Because geographically and geostrategically, Indonesia, which has many islands, is united by its vast territorial waters, so sea transportation is very important to connect economic, social, cultural and political activities, especially in terms of defense and security. According to Svein Kristiansen, maritime activity consists of various fields, one of which is sea transportation.⁵

Maritime studies through port loci are one of the important infrastructures in the marine transportation mode. In the global supply chain, ports are the most critical node.⁶ In connection with these maritime conditions and associated with the global period entering the Pacific economic era, the definition of a port is: "a place consisting of parts of land and parts of water with certain boundaries used as a place for ships to dock, boarding and disembarking passengers, and/or unloading. loading goods, in the form of a ship terminal and berth equipped with safety facilities and shipping security facilities.⁷ Shipping and

⁴Fajar Ferdian Pratama, *Port Security Management: Pengembangan Strategi Keamanan Terhadap Fasilitas Pelabuhan Tanjung Priok*, Tesis Program Keamanan Maritim, (Sentul: Fakultas Manajemen Pertahanan, Universitas Pertahanan, 2017).

⁵Svein Kristiansen, *Maritime Transportation Safety Management and Risk Analysis*, (New York: Routledge, 2005).

⁶N.O. Bakir, "A Brief Analysis of Threats And Vulnerabilities in The Maritime Domain", dalam *Managing Critical Infrastructure Risks*, (Netherlands : Spring 2007), hlm. 17-49.

⁷Undang-Undang No. 17 Tahun 2008 tentang Pelayaran Pasal 1 Ayat 14.

port activities are projected to increase Indonesia's competitiveness in the ASEAN region because it is able to accommodate the transshipment activities that have been carried out by Singapore and Malaysia to Indonesia. In this case, the government must immediately build and improve port infrastructure for various purposes. In the marine transportation sector, the constraints found are in terms of budgeting, which is still under consideration, both centrally and by local governments. With regard to budgeting, it has been stipulated that: "... the government is obliged to create funding innovations for national shipping companies".⁸ In this case, the Ministry of Finance, as the holder of financial policy, needs to implement a solution or funding scheme in stages. This problem, which is not yet optimal, will be easily exploited by countries that have good finances, such as Singapore and Malaysia, which are already able to create ports and centers of transfer or transshipment for ships carrying out international trade activities. Therefore, maritime economic development requires a more optimal

control over economic resources and economic activity, by prioritizing investment attractiveness.

The Port of Bitung, which was developed as an international hub port in general, is a strategic policy, from a geostrategic point of view from Indonesia and from an economic point of view. Here are four reasons that state the Port of Bitung as an international port in the context of Indonesia's geostrategy, namely:

- 1) a shortcut between Indonesia and countries in the Indo-Pacific region.
- 2) a seaport with adaptive characteristics and competitive with other ports.
- 3) a place to develop sources of income for the state, which is located in a strategic area.
- 4) a feeder that has a positive follow-up impact on port activities in the geostrategic context.⁹

The development of the Port of Bitung to become an international hub port has a high strategic value from a geostrategic and geo-economic point of view. This is because the Port of Bitung is already integrated with the Special

⁸Undang-Undang Nomor 17 tahun 2008 tentang Pelayaran Pasal 56.

⁹Salim, dkk, dalam Fajar Ferdian Pratama, *Port Security Management: Pengembangan Strategi*

Keamanan Terhadap Fasilitas Pelabuhan Tanjung Priok, Tesis Program Keamanan Maritim, Fakultas Manajemen Pertahanan, Universitas Pertahanan, 2017.

Economic Zone (KEK) which is being developed and integrated with the Office of the Harbormaster and the Bitung Port Authority and is connected to the Indo-Pacific strategic area. There are several important points. First, the Port of Bitung is not only a domestic hub, but also an international hub port that belongs to Indonesia. This is relevant to Government Regulation Number 32 of 2011 concerning the Master Plan for the Acceleration and Expansion of Indonesian Economic Development (MP3EI) for 2011-2025, with the main objective that to accelerate economic equality, logistical activities and development which are still centered in the island of Java, demand to be distributed proportionally to other strategic areas which are the center of international hub port. Second, as a domestic hub, the port of Bitung is planned to become the axis of eastern Indonesia. As an international hub, the port of Bitung is directed to create a healthy trade and a conducive business climate, especially to strengthen geostrategy to support the situation of national security and national defense.

The Port of Bitung which is categorized as an international port is stipulated in several regulations:¹⁰

- a) Government Regulation (PP) Number 26 of 2008 concerning National Spatial Planning (RTRWN).
- b) Presidential Regulation (Perpres) Number 32 Year 2011 concerning MP3EI 2011-2025.
- c) Minister of Transportation Decree Number: KP/414/2013 concerning Stipulation of the National Port Master Plan (RIPN).

In discussing Bitung Port Area from a geostrategic perspective in relation to the Indo-Pacific region which geographically, this study aims to obtain a geostrategic description and analysis of the Bitung Port area in Indonesia's maritime security study, with a study locus in the Indo-Pacific region during the period of 2018-2019.

The development of the maritime sector through strategic areas such as trans roads, terminals, stations and ports, especially in the era of the global economy, namely the economies of the countries in the Pacific region, need adequate port infrastructure support.

¹⁰Kepmenhub: KP/414/2013 tentang Penetapan Rencana Induk Pelabuhan Nasional (RIPN) Pelabuhan Bitung.

However, in its development, there are still many problems that occur. Thus, it requires multiyears and periodic funding in its implementation. In its development, the condition of ports in Indonesia is generally not optimal and conducive to realizing the national vision as a maritime country and the world's maritime axis. Apart from requiring a high budget, tariff practices outside of procedures, as well as supporting facilities for berthing that still need to be improved and the existence of high threat to strategic areas such as ports and other objects of strategic value. In addition, the Master Plan for strategic area arrangement has not been optimally integrated with national maritime policy. This is because ports, which are profit centers for the state, must also be accompanied by efforts to improve optimal services for the development of the region itself. Other matters related to the geostrategic aspects of the Bitung Port Area in Indonesia's maritime security are border problems and regulations on export and import activities carried out in the North Sulawesi region. In connection with border issues, especially with regard to

border crossers between the Provinces of North Sulawesi and the Philippines, which have been regulated in Law Number 6 of 2011 concerning immigration, a number of cases are still found, such as undocumented citizens of Sangihe descent, North Sulawesi-Philippines and the Philippines-Sangihe, North Sulawesi. Based on data from the United Nations High Commissioner for Refugees (UNHCR), about 8,500 people are in the Southern Philippines.¹¹ So, it can be said that these rules are still not optimal.

Based on these various descriptions, the development of the maritime security sector in the era of the Pacific economy requires adequate port infrastructure support through strengthening geostrategy. Thus, geographic factors are very important to analyze. The port of Bitung is directly adjacent to the Indo-Pacific region, which of course has to do with economic factors and the strategic side from a policy point of view, namely the world maritime axis proclaimed by the government. One of the goals is to function as a profit center for Indonesia in managing the country's defense in the future. Based on this, the

¹¹Sulutprov.go.id, diakses 28 Januari 2019. Pemprov Sulawesi Utara, dalam www.sulutprov.go.id/berita/2018, "Gubernur

Olly Tinjau Proyek Tol Manado-Bitung". Diunduh pada tanggal 25 Juli 2018

formulation of this research problem will examine how the geostrategy of the Bitung Port area, North Sulawesi in maritime security studies in the Indo-Pacific region in 2018-2019. Thus, in this study, the formulation of the problem is summarized in two research questions, namely:

- a. How is the geostrategy for the Port of Bitung area in the study of Indonesia's maritime security in the midst of the Indo-Pacific regional policy in 2018-2019?
- b. How is the implementation of the geostrategy for the Port of Bitung area in the study of Indonesian maritime security in the midst of the Indo-Pacific regional policy in 2018-2019?

Research Methods

This study uses a descriptive method through a qualitative approach. The focus of the research problems are (1) Optimizing the port of Bitung as an international hub; (2) Port problems from the perspective of Indonesia's maritime security; and (3) Its impact on Indonesia's geostrategy in the Pacific economic era.

The research location is in the Special Economic Zone (KEK) Bitung, South Sulawesi. The data sources were obtained from primary data and secondary data. Data collection activities were carried out through interviews, observation, document study, and documentation. Data analysis used an interactive model of analysis according to Miles and Hubberman.¹² The analysis is carried out in 4 stages, namely:

- a) Data collection;
- b) data processing;
- c) Data presentation, and
- d) Drawing conclusions/verification.

This paper employs descriptive analysis to study the geostrategy of the Port of Bitung area as an international hub port through maritime security studies. The analysis is used to see the geostrategic status of the Bitung Port area as an international hub port, identifying the factors that determine Bitung Port as an international hub port, the role of Bitung Port as a domestic hub and possible opportunities for its sustainable development. The geo-economic approach is used to analyze the role of the port of Bitung as a port in the

¹²Mathew B Miles dan A. Michael Huberman, *An Expanded Sourcebook: Qualitative Data Analysis Qualitative Data Analysis, A Method*

Sourcebook, Edisi Ke-3, (London: Sage Publications, 1994), Terjemahan UI Press, T. Rohindi Rohidi.

distribution of trading commodities internationally, particularly in the Indo-Pacific region.

Primary data collection was obtained through interviews with resource persons in the research area, including the North Sulawesi Provincial Government, the Bitung City Government, the General Manager of PT Pelindo Bitung Branch, GM of Terminal Petikemas Pelindo IV, Indonesian Navy Base, Academics from the Indonesian Maritime Academy (AMI). Bitung and Polytechnic of Marine Affairs and Fisheries of Bitung as well as communities involved in the research locus, such as NGOs, fishermen, and coastal communities.

The analytical method is used to see the complete description of the research object.¹³ The meaning of data analysis is as follows: "The final process activity of the overall data from the respondents or sources collected. Activities in data analysis are: grouping data based on variables and classification of sources or respondents, processing data based on

variables and classification of sources or respondents, presenting research data according to variables, analyzing data to answer research questions."

Data analysis is the activity of simplifying data into the simplest form to be analyzed and assumed. After the data was collected, the researcher processed the data to form an analysis. With data analysis, it can provide research answers that are useful in solving problems that are used as the basis for research.

Results and Discussion

Geostrategic Criteria in a Maritime Security Perspective

Geostrategy is concerned with geographic features and strategies. The geographic features and strategies associated with the politics of different regions have different characteristics, especially the influence of geography on politics; geostrategy involves a comprehensive planning in determining ways to achieve national goals and secure the country.¹⁴ Referring to various theories, de Haas¹⁵ states that

¹³Sugiyono, *Metodologi Penelitian Kuantitatif, Kualitatif dan R&D*, (Bandung: ALFABETA, 2013), hlm. 206.

¹⁴M. A. Chaudary & Chaudary G, *Global Encyclopaedia of Political Geography*, (New Delhi: Global Vision Publishing House, 2009) dan Ashraf Ashrafpour, *Geostrategic*

Importance of Persian Gulf, Disertasi, Department of Defence and Strategic Studies, University of Pune-India, 2010.

¹⁵Marcel de Haas, *Geo-strategy in the South Caucasus: Power Play and Energy Security of States and Organisations*, (The Hague:



Figure 1. Geostrategy for the Port of Bitung Region in the Indo-Pacific Region

Source: Disinfo, Regional Government of Bitung, 2019

geostrategy is about foreign policy actions. In this context, it is driven by a motive or desire to control the resources of other countries, namely to "determine" national resources with the economic sector on a larger scale.

National power and economic and military domination that are internal to each operational concept of "strategy" and "geostrategy" are the linkages between political and military objectives. Geostrategy combines a strategic consideration with geopolitical considerations. So, in essence, geostrategy can be understood as something that is always related to:

- 1) strategy, namely efforts to present military strength, projection of military power, and strategic planning;
- 2) consideration of geographic factors

on politics, strategic position, and the strength of state resources;

- 3) foreign policy, in the form of political and state defense efforts as well as diplomatic activities;
- 4) objectives to strengthen security and welfare;
- 5) mechanisms for achieving national goals.

Geostrategy that combines strategic calculations with geopolitical aspects, has implications for the reliability of the military's role in it. It can be understood that 'geography and strategy' is the amalgamation of military forces to achieve national objectives on policies that are systematically compiled in a state administration based on regional superiority. Although, geostrategy is not identical with geographic and geopolitical aspects, but

Netherlands Institute of International Relations Clingendael, 2006).

also with ideological factors, national interests, and political will.

The results of other studies, show that when viewed from the aspect of geostrategic analysis of the port area of Bitung, it strongly supports the realization of an international hub port as an advantage for the development of national security, maritime security in the context of strengthening national defense. This is indicated by several things, namely the proximity with countries in the Indo-Pacific region, as

The geostrategy for the Bitung Port Area can be seen in its main role, namely the distribution area for logistics activities for other strategic regions or cities in Indonesia, and most importantly being able to map threats to Indonesia's territorial integrity..

Position and Capacity of Bitung Port

The port of Bitung is designed in the long term to be able to fulfill import and export services and activities. Regional development is also being carried out, including having to activate the participation of the community and strategic stakeholders. The Provincial

countries with priority export destinations, including Japan, the US, China, and countries in the ASEAN region. This will be able to improve the analysis of Indonesia's geostrategic development through a maritime security perspective in order to support national security and support national defense. The following picture shows the strategic position in relation to the geostrategic analysis of the Bitung region for several countries in the Asia Pacific region.

Government of North Sulawesi needs to design a policy plan for Spatial Planning and Regional Planning, because this is an important point for the development of policies for the strategic area of Bitung for the future.¹⁶

Geostrategically, Port development needs to fulfill five important aspects, namely: a) administration; b) economy; c) safety; d) port supporting facilities; and e) service unit facilities and other supporting facilities. As a port with geostrategic characteristics, the Bitung Port Area, in relation to the five aspects above, is further elaborated as follows:

¹⁶Wawancara dengan Sekretaris Daerah Kota Bitung, 29 Agustus 2019.

- 1) From an administrative point of view, Port of Bitung is in line with the regulations issued by the government, both Government Regulations, Presidential Regulations and Ministerial Decrees.
- 2) From an economic point of view, the Port of Bitung has become an international hub port which is located in the Indonesian Archipelago III (ALKI III) Sea Route in the eastern part of Indonesia, which can connect with countries in the Asia Pacific. With port priorities, among others (1) integrity of the carrying capacity of the community, economy and the environment; and (2) potential resources in eastern Indonesia;¹⁷
- 3) In terms of facilities and operations, it can be seen from the total volume of trade recorded at the Port of Bitung from 2009 to 2013 that ranged from 536.3 thousand tons-1.1 million tons. This shows a positive flow of goods in line with existing facilities at the port of Bitung. The following data shows the flow of goods according to the type of cargo.¹⁸

- 4) In terms of safety and security, Bitung Port has a depth of between 11 and 12 m LWS, and has met the standard depth for a secondary international port category, which is 9m LWS. The area of Bitung Port, which is 9 miles long and 600 m wide, with a pool area of 4.2 Ha and a pool depth of 7m LWS. So, in terms of safety and security, the basic facilities in the Port of Bitung are appropriate. The following table shows the development of import values that continues to increase in line with confidence in using the services of the Port of Bitung.¹⁹

Geostrategic analysis of these five aspects finds that the port area of Bitung is capable of becoming a strategic area for Indonesia in strengthening its national security through maritime security in this strategic area. The results of this study, with sources from PT Pelindo IV Bitung Branch and Container Terminal PT Pelindo IV Bitung and Bitung City Provincial Secretariat, revealed that in order to support the creation of regional

¹⁷Lihat KP3EI. (n.d.).Global Hub Bitung, dalam KP3EI: http://kp3ei.go.id/in/main_ind/content2/130/132, 20 Maret 2014.

¹⁸PT Pelabuhan Indonesia IV Cabang Bitung, Tahun 2018.

¹⁹Dinas Perdagangan Kota Bitung, dalam <https://bitungkota.bps.go.id/statictable/2018/10/31/222/neraca-perdagangan-luar-negeri-di-kota-bitung-tahun-2002-2017-us->.

geostrategic policies through maritime areas in Bitung. The Port of Bitung as a Hub Port is projected to have additional port support facilities that will be implemented in stages, including modernizing facilities and strengthening regulations through comprehensive studies as a consequence of supporting national defense. For example, the addition of container areas, expansion of facilities for container cranes, so that the loading and unloading capacity of containers is estimated to be more efficient. Then, the jetty facilities were

also modernized according to actual needs as a strategic port and connected directly to international shipping. In addition, the government of North Sulawesi Province has prepared an infrastructure road map, including a project to build a Bitung hub with Lembeh Island (in the Lembeh Strait work/project), airports, flyovers, construction of the Manado toll road to Bitung, and a train project.²⁰

Table 1. Total Flow of Goods by Type of Content
Dry Cargo Bitung Port, 2005-2014

Year	Unload in tons	Load in tons	Total in tons
2005	206,591	117,465	324,056
2006	222,965	139,174	362,139
2007	254,543	159,732	414,275
2008	310,846	104,444	415,290
2009	403,488	110,993	514,481
2010	397,635	126,974	524,609
2011	1,198,627	432,488	1,631,115
2012	1,496,179	444,456	1,940,635
2013	1,225,300	708,024	1,933,324
2014	1,012,679	386,209	1,398,888

Source: PT. (PERSERO) Pelindo IV Cabang Bitung

Table 2. Import Value at Bitung Port between 2013–2014

Goods Classification	2013 (US\$)	2014 (US\$)
Consumer Goods	6.890.711,53	42,000
Raw/Auxiliary Materials	8.326.770,75	102.644.053,99
Capital goods	28.497.507,79	12.678.765,23
Total	114.298.663,85	115.364.819,22

²⁰Wawancara dengan General Manager (GM) PT Pelindo IV, 29 Agustus 2019.

Source: Bitung City Industry and Trade Office

Geostrategy for the Port of Bitung Area in Maritime Security Studies

According to Grygiel, geostrategy describes a view of geographical position in relation to a country's foreign policy projections.²¹ In this case, the state focuses itself on things that are its national goals. This is a consequence of the state directing attention and projecting its strength based on strategic areas to achieve a goal. According to Rogers and Simón, geostrategy is about the implementation of power in the form of critical space on the earth's surface, about the ability to form a political "presence" in the international system.²² It aims to strengthen security and welfare, in the context of forming a more stable international system. Geostrategy is a form of securing access to strategic trade routes that include the domains of river areas, islands and oceans. In developed countries, geostrategic model is held based on proper placement of military presence, placement of warships that have the ability and strength in the

waters. Geostrategy in the sub-field of geopolitical studies related to strategy is a form of foreign policy that is also determined by geographical factors. As with all strategies, geostrategy that rests on geographical aspects is related to determining how to achieve goals, namely the resources owned and geopolitical objectives, whether domestic, regional, or global in nature.

According to White, geostrategy is a study of international politics from a global perspective.²³ In its emergence as an international study, the concept of geostrategy as Frederick Schuman refers to the understanding of Wehrgeopolitics as geostrategic. In this regard, according to Hepple, geopolitics is a study of strategy or political geography.²⁴ Geostrategy is also related to technological advances. Technology in the form of transportation with mobility. Meanwhile, Mackinder changes to reveal that geostrategy is a human relationship with the larger geographical realities of

²¹Jacob J Grygiel, *Great Powers and Geopolitical Change*, (Baltimore: The Johns Hopkins University Press, 2006).

²²J. Rogers dan Simón L., "Think Again: European Geostrategy", 2010, dalam <http://europeangeostrategy.ideasoneurope.eu/2010/03/14/think-again-european-geostrategy>, diakses pada 5 November 2020.

²³Hugh White, "The Geo-strategic Implications of China's Growth", dalam R. Garnaut, L. Song, dan W. T. Woo (eds), *China's New Place in a World in Crisis: Economic, Geopolitical and Environmental Dimensions*, (Canberra: ANU E Press, 2009).

²⁴L.W. Hepple, "The Revival of Geopolitics", *Political Geography Quarterly*, Vol. 5, No. 4: S21-S36, 1986.

the world.²⁵

In connection with this theory, the City of Bitung has a number of strategic potentials, including the port area which has become an economic and political attraction on a national scale. In addition to the structure of the community engaged in the fisheries and marine sectors, it is also a strategic factor for the interests and advancement of the City of Bitung, North Sulawesi Province. Therefore, this research not only examines one aspect that is owned by the City of Bitung, but collaborates between the potentials of maritime, port, and comprehensive marine with other aspects in the agenda of the sustainability of national development.

Geostrategic concept in strategic areas can be studied through the role of strategic areas in an area. Countries with geographic characteristics that have many strategic areas such as ports will directly become part of international interests and activities. In further study, it can be seen that China's policy, for example, is known as the Silk Road policy or One Belt One Road (OBOR) or what is now better known as the Belt Road Initiative (BRI). The BRI project, which has

a very large budget, is currently an international policy that has an impact on the foreign policies of other countries, including repositioning their geostrategy.

In connection with this fact, it cannot be ruled out that the straits in Indonesian waters are an important and strategic route for the Chinese BRI Project. From a security and defense perspective, if there is an open conflict between China and the United States that results in a major escalation, there will be a blockade of the Malacca Strait by the United States. So, the waterways that are able to provide alternatives for the two countries to the Indian Ocean and the Arabian Sea in order to secure the important routes of America and China are through the Indonesian Archipelago Sea Channel I (ALKI I), namely the Sunda Strait, and the Lombok Strait in the Indonesian Archipelago Sea Channel II. (ALKI II). This is what causes China to target strategic ports in eastern Indonesia, one of which is the Port of Bitung, North Sulawesi, the Port of North Kalimantan, and the Port in Bali Province. The fact that the waters in Indonesia are Sealane of Communication (SLOC), a fairly dense global shipping route, control

²⁵Hugh White, *op.cit.*

LAYOUT PELABUHAN BITUNG

Pelabuhan Bitung terdiri atas :



Figure 2. Bitung Port Layout

Source: Slide of Presentation of General Manager (GM) of Pelindo IV Bitung

of the four port infrastructure would be in line with BRI's "strategy". So it can be said, mastery of SLOC and international shipping routes at ALKI I, ALKI II and ALKI III is a real challenge for Indonesia's geostrategy. Thus, the assumption in geostrategy and geopolitics is as follows: "Those who are able to master the Sealane of Communication (SLOC) will determine the achievement of national interests. On the other hand, disruption of SLOC security will result in uncertain situation". This is what Indonesia must maximize in order to take advantage of geopolitical and geo-strategic space, to measure all forms of threats and potential conflicts that can occur unexpectedly. The implication of this research is that the constellation of the Chinese BRI pathway and maritime policies in Indonesia are not

synchronized, there are many problems that must be resolved first by Indonesia, both internally and externally. This momentum must be optimized by Indonesia in managing geostrategy and politics to form a national defense strategy through the maritime sector. Maritime policy between the central government and the regions is still not connected, as expressed by the Regional Secretary of Bitung City in an interview that "Vulnerability will occur when the problem of policy execution is deadlocked. For example, the community does not support the development of the port area, the regional government has not evenly equated policies related to structuring respective strategic areas. Apart from that, the central government must also resolve dispute with other countries, such as border disputes with

the Philippines, Malaysia, Palau and Vietnam."²⁶

This paper shows the results of the Geostrategic analysis of the Port of Bitung-North Sulawesi International hub and the top strategic level of ports in Indonesia.

Port of Bitung's category as an open port will bring threat consequences to national security as well as an opportunity to activate economic growth in the Indonesian region, particularly in the East. If we look at the commodities handled by the Port of Bitung, the impact of its development is the increase in the quality of products or commodities originating from Indonesia. Thus, the strategic position becomes the route for the port, namely between Bitung Port, Ambon Port and Ternate, and which

becomes the route for certain commodities, such as agricultural products, industrial manufacturing and mining products. Meanwhile, the East Kalimantan region, which includes Samarinda, Tarakan and Nunukan, has a significant contribution to cargo for the port of Bitung, such as coal, oil and gas products and plywood. On the other hand, this will bring in investors from the Papua, Maluku and Sulawesi regions to invest in the port of Bitung and more broadly in the provinces of North Sulawesi and Indonesia, so that what is called geostrategic analysis through maritime security studies can be realized through strategic port activities, in particular Port of Bitung, North Sulawesi.²⁷

Table 3. Bitung City Trade Balance for the Period of 2010-2017 (US\$)

Budget year	Export	Import	+/-
2010	464 190 521.48	63 946 812.48	400 243 709.00
2011	435 121 843.64	147 932 133.56	287 189 710.08
2012	737 906 386.53	142 530 134.40	595 376 252.13
2013	921 849 362.48	114 298 663.85	-
2014	-	-	-
2015	773 431 019.63	-	-
2016	660 612 468.03	-	-
2017	707 612 461.92	65 567 349	-

Source: Bitung City Trade Office and Bitung Customs Office

²⁶Wawancara dengan Sekretaris Daerah Kota Bitung, 29 Agustus 2019.

²⁷Wawancara dengan Sekretaris Provinsi Sulawesi Utara, 30 Agustus 2019.

Based on these data, it appears that the trade balance is experiencing an upward trend. This will certainly have an impact on improving the economy of the City of Bitung, including due to the support of import and export activities in the port area. This is what makes Bitung City a strategic area in terms of port areas in the Indo-Pacific region, especially as an area that has a high value of geo-strategic analysis which of course, when viewed from the point of view of maritime security studies, will have an impact on improving maritime governance to support the global maritime axis. This analysis will also have an impact on increasing industrial and trade activities as well as the logistics sector which can have complex implications for national defense, through geopolitical and geo-economic variables, as well as geomaritime.

Conclusion

The geostrategic analysis of the Port of Bitung revealed that it has several strategic criteria, including:

- a) Potential to be developed, both on a national and international scale;
- b) Geographical factors are the main capital in regional development and geo-strategy;

- c) Become part of central government's grand design area that already exists in the blueprint;
- d) Have connectivity with the international environment.

Geostrategy for the Port of Bitung area is categorized into social, geographic and maritime potential, which have an impact on the aspects of national security and national defense. In the aspect of creating a national security condition, the Bitung Port area has met the standards as an open port, which is shown by several efforts in meeting the needs of modern and competitive port standards.

The results of the study conclude that with the geostrategic analysis of the Bitung Port Area through existing maritime security studies and support for Special Economic Zones (KEK), the synergy of various stakeholders is carried out to create national security and support for national defense through the development of friction, geomaritime and geoeconomics.

Recommendation

Based on the results of discussion in the Geostrategy of Bitung Port Area on Indonesia's Maritime Security Perspective (Study on the Indo-Pacific Region in 2018-2019), the author

recommends the following:

- a. On the geostrategic side, it is necessary to have a policy regarding the Spatial Planning and Regional Plan (RTRW) of the port area so that it is integrated with central government programs. This is in line with the commitment of the central government to build a connecting bridge between Bitung City and Lembah Island in supporting the regional geostrategic development.
- b. On the geo-economic side, a socio-economic approach is needed to the community regarding land acquisition that is designated for Special Economic Zones (KEK). This is related to the lack of sufficient land, from a total of 235 ha for new KEK, around 90 ha were successfully acquired. This means that the North Sulawesi Provincial Government and the City Government of Bitung must be in line in realizing the KEK development in a sustainable manner as an integral part of the geostrategic analysis of Bitung City.
- c. From the geomaritime side, especially in the marine potential, namely fisheries, the overlapping regulations must be harmonized. Therefore, in the future, there needs to be

synchronization and harmonization of regulations to create socio-economic governance for the community, namely the maritime community, because it can contribute to maritime security, namely Indonesia's maritime culture.

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