

## South Cina Sea Maritime Security

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**Abstract**

*Conflict South China Sea is a new road for obtaining natural resource, where some countries have conflicting claim over the Spratly Archipelago and Paracell. Indonesian Navy as a component of national strength participates in the application of national strategy into naval strategy and operationalizing in the diplomacy and multilateral exercises to enhance interoperability among navies in South China Sea region. Regional Maritime partnership is smart choice when regional stability is becoming the goal of all states to maintain regional security in South ChinaSea, Indonesian Navy need strong powerfull fleet for readiness, sea control and “world class navy” for peace in south China Sea.*

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Konflik Laut Cina Selatan menjadi jalan baru untuk memperoleh sumber daya alam, dimana beberapa negara melakukan klaim yang saling bertentangan atas Kepulauan Spratly dan Paracel. TNI AL sebagai komponen kekuatan nasional berpartisipasi dalam aplikasi strategi nasional ke dalam strategi angkatan laut dan operasionalisasi dalam diplomasi dan latihan multilateral guna meningkatkan interoperabilitas antar angkatan laut di wilayah Laut Cina Selatan Kerja sama maritim regional menjadi pilihan cerdas ketika stabilitas menjadi tujuan semua negara untuk menjaga keamanan regional di Laut Cina Selatan. TNI AL membutuhkan armada laut yang kuat, besar dan professional untuk melakukan kesiapsiagaan, pengendalian laut dan menjadi “angkatan laut kelas dunia” untuk menjaga perdamaian di Laut Cina Selatan.

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## **Introduction**

Security South China Sea is a strategic issue of dynamic and growing together with the progress of the Asia-Pacific region. According to Guillot (2003) the actual condition now indicates that the South China Sea region is becoming increasingly important, both in terms of geographical location, economic, security and defense policy (Yudho, 2010).

Geographically China Sea located in the path of trade or Sea Line of Trade (SLOT) and International communication lines or Sea Line of Communication (SLOC) linking the Indian Ocean and the Pacific Ocean (Suhartono, 2011). Economically, potentially huge natural resources, particularly oil, natural gas, and fishery. It is very important in the context of domestic politics, the sovereign interest (maritime border with neighboring countries) and regional political stability of the countries of ASEAN (Association of South East Asian Nations).

Over the past two years, in the South China Sea have increased the

risk of conflict because of the lack of openness in the negotiations or resolution. The conflict had a problem in one area and can be completed through the efforts of ASEAN and China to reach out to foster closer relations with the region (Buszynski, 2012).

Frittelli (2005) explains that with the establishment of international institutions in June 2002, the Group of eight Nations identify Customs Organization World and IMO (WCO) shows the importance of maritime security. Through the two institutions are expected to develop a global initiative to improve maritime security. Maritime domain awareness of the need to involve the fusion of intelligence information with information from public sources, private, commercial, and international to provide a more complete picture of potential threats to maritime security (Frittelli, 2005).

Wall Street Journal in "Safe Harbors?" April 21, 2003 described that the threats to maritime security is already quite urgent though progress has been made in strengthening port

security so far, many security officials still described the port as “wide open” and “particularly vulnerable” to terrorist attacks (Frittelli, 2005). Maritime security is not with trade, regardless of the security experts said that a perfect maritime security can only be achieved by turning off the transportation system.

The importance of discussing how to improve the security of the port to the desired rate while minimizing the economic impacts associated with inhibiting maritime trade system existing problem mainly on the high seas (Frittelli, 2005).

Conflicting claims over the Spratly and Paracel islands this is a strategic issue that became a geopolitical issue, especially for obtaining natural resources, gas, petroleum, and fishing is a major commodity for the national reserve. Marine South China area as a strategic region also faces the challenges of maritime ie rivalry natural resources and the competition of trade through the South China Sea based on interpretation of UNCLOS in 1982 and claims in the South China Sea

based on historical reasons, the occupation and the law of the sea (Emmers, 2007).

### *Inter-State claims*

Claims unresolved maritime for all, or part, of the South China Sea involving several countries such as: Vietnam, Malaysia, the Philippines, Brunei, Taiwan, and China, that have hindered the development of hydrocarbon resources in there (Buszynski and Sazlan, 2007).

China claims that the nation is entitled to the islands because of the Spratly and Paracel islands discovered by an explorer of China during the Song Dynasty. The conclusion was drawn because they believe there are cultural relics of Tang in the Spratly Islands region during the Song Dynasty. After World War II, precisely in 1947, the Chinese government made an official map of China's sovereign territory.

In the map of China gave eleven dotted line around the South China Sea. Including the Spratly and Paracel islands. Because of this past, China finally felt that administrative region Spratly and Paracel (Changsha

and Shitang) into the sovereign territory of China.

On May 7, 2009, the Chinese government officially register his claim to the United Nations. After that, the Philippines, Malaysia, Brunei, Vietnam and Taiwan also claims the Paracel Islands and Spratly protesting such claims. The experts who gathered in Expert Group Meeting made by the Ministry of Foreign Affairs of Indonesia agree that in terms of international law, a map of the South China Sea made by China, known as the “Nine Doted Line”, is contrary to the provisions of UNCLOS in 1982.

The Indonesian government, though not claim territory Paracel and the Spratly Islands to protest because the line is included in the EEZ and Continental Shelf in the Natuna Islands region (Anwar, 2013). Claims made by the State to the Spratly and Paracel islands are:

First, Vietnam claimed the community has economic activity on the islands under the rule of Emperor Thanh Tong. Vietnamese people have exploited marine products in the islands of Paracel, also based

encyclopedia of ancient written by a geographer Vietnam during the reign of Trinh Can.

Second, Philippine claim to the Spratly Islands in 1956 when a fisherman Philippines, Thomas Cloma, find some islands in the Philippines. Fishermen took the initiative to report to the government and the immediate positive response. The island was named Freedom Land or Kalayan Island.

Third, Malaysia claiming some islands in the Spratly and Paracel archipelagoes. A year after the UNCLOS in 1982, the Malaysian government unilaterally several islands in the Spratly archipelagoes into the latest marine maps. Malaysia also has carried out a survey of the waters around the island of Amboyna Cay. As a sign of seriousness to exploit and explore the natural resources in the region.

Fourth, Brunei adhering to the UNCLOS Convention 1982 which claimed the Louisa Reef one of the coral islands in the South Spratly included in the continental shelf to a depth of 100 fathoms of Brunei

correspond UNCLOS in 1982.

### ***Code of Conduct***

ASEAN agreed to mediate the conflict with the Code of Conduct (COC) or a code of conduct with China “resolve territorial and jurisdictional disputes by peaceful means without the use of force and through negotiations”. China signed the COC together with the ten ASEAN countries, they agreed to voluntarily accept status quo and to avoid the use of force (Yahuda, 2013).

But China, has not agreed to the COC for the difference principle. China to resolve the dispute through “bilateral negotiations” with the conflict-affected countries, while ASEAN wants to “multilateral talks”, for example in the Paracel dispute, China only negotiate with Vietnam and not with the ASEAN countries.

Indonesian Foreign Minister, Ali Alatas expressed at the Ninth Workshop on Managing Potential Conflicts in the South China Sea, which was held in Indonesia on December 1, 1998:

“Recent events in the South China Sea has once again clearly

demonstrated the need for more confidence-building measures (CBM) between and among claimants of the South China Sea. We also seek to promote the adoption of a code of conduct that regulates what things they should do and what they should avoid”. (Antara, 1998)

The situation demanded a reduction in hostility and increased confidence through cooperation in establishing a code of conduct for countries in the South China Sea with the aim of creating an atmosphere of security and stability in the region (Thao, 2001). In fact, China has been more actively cooperate with neighbors to address non-traditional security threats such as piracy, natural disasters, trafficking in persons and narcotics, etc. (Arase, 2010)

### **Research Method**

This study used a qualitative method with descriptive design, the research gives a careful description of the specific individuals or groups on the circumstances and symptoms. Furthermore, according to the qualitative research is research that aims to understand the phenomenon of what is experienced by the subject of the study such as behavior, perception,

motivation, action, etc., Holistically, and by way of description in the form of words and language, in a specific context natural and by using various natural methods. (Moleong, 2007).

## **Results and Discussion**

### ***Conflict between Nations***

Conflicts between countries in the South China Sea occurred after the discovery of oil and gas resources are abundant, causing maritime conflict in the South China Sea.

China-Vietnam occurred in 1974, 1988 and 1992. Vietnam-Indonesia caused some areas that Vietnam claims sovereignty intersect with Indonesia in the Natuna,

China and the Philippines caused by claims Philippines on Spratlys by UNCLOS 1982 that sets the Economic Zone Exclusive should not exceed 200 nautical miles (321 km) from the baselines measurements of the width of the territorial sea.

China-Malaysia as a result of Malaysia officially enter the Spratly (Swallow Reef, Mariveles Reef, and Dallas Reef) part of the territory of Sabah on the grounds of history which refers to the mastery of English to the

islands in 1979.

China-Brunei Darussalam with historical reasons which refers to the mastery of English to pulau-pulau in the Spratly islands that are part of the Sultanate Bruneisejak beginning of the century 18<sup>th</sup>. China-United States occurred in 2001 and 2009.

China-Japan because of the assumption China that Japan has violated the Potsdam agreement of 1945 that set the limits of power of Japan and China. For more than 40 years, these two countries are disputing control of the Senkaku Islands or Diaoxu without any signs of settlement.

Disputes usually based on national pride and attitude that is not realistic when mistrust continues to exist between the parties (Thao, 2001). The trust needs to be built to avoid conflicting and formed diplomatic peace. Between China and Japan was an agreement in principle in 2008, but in practice has not been agreed upon. Meanwhile, China continues to produce gas in the relevant field in eastern China and has been to deliver gas to China.

A potential deal with the Philippines, and Vietnam joined ends in 2008 because the legislature in Manila objected because the agreement is based on corruption and including areas that are not claimed by China (Wain, 2008)

### ***Peace efforts***

Some peace efforts that have been made to deal with conflict maritime China are: DOC (Declaration on The Conduct of Parties in the South China Sea) between ASEAN and China on 4 November 2002 to resolve the dispute without the threat or use of weapons,

November 2012 set up a working group to discuss the code of conduct (code of Conduct) called 1st WG ASEAN SOM or COC, the bilateral agreement between China and Vietnam in October 2011 on Principles for Resolving Maritime Issues.

Vietnam and Malaysia in May 2009 has signed the MoU on the Commission restrictions on the Continental Shelf, China actively hold bilateral approach such as the ASEAN Regional Forum with an offer that

territorial disputes can be resolved by setting aside issues of sovereignty and put forward economic development.

China held a bilateral approach with ASEAN, an offer that territorial disputes can be resolved by setting aside issues of sovereignty and put forward economic development, China establishes the authority to patrol the South China Sea and built cities in disputed territory.

China issued a new passport by including the South China Sea as its territory, Vietnam, Malaysia, and the Philippines responded by increasing its military presence in disputed areas, the Philippines to replace the designation South China Sea into the Philippine Sea West Vietnam replacing as the East Sea and China called the Spratly by name Nansa Qundo (beach island group).

### ***Globalization and Regionalism***

South China Sea area faced with the challenge of non-traditional maritime security. This is a global issue that consists of issues, dilemmas and challenges related to the security of international peace, justice, freedom, order, maritime security and

progressive development (Dougherty, 1981) can clarify to the military diplomacy, maritime, security, strategic military and socio-economic.

ASEAN Community that is expected to materialize in 2015 were the three pillars, namely political security, economic and socio-cultural which is an increase from the previous plan by 2020. The ASEAN Community can be implemented as expected by all parties, given still dealing with the issue of non-intervention (Saverino 2006).

Maritime region and globalization has a direct correlation confronted the smooth flow of goods and services and is supported by the flow of information demanding maritime safety guarantee. Because more than 95 percent of the current world trade using maritime domain, so that all stakeholders are required to develop a Maritime Domain Awareness (MDA) to ensure maritime security (Saverino, 2006).

Maritime Security Challenges in South China Sea Maritime security in the South China Sea there is rivalry over natural resources and trade

competition via the sea, in which the countries engaged the dispute are basically fighting over natural resources and prestige of each country dispute for interpretation unilaterally against UNCLOS 1982 and claims in the South China Sea based on historical reasons, the occupation and the law of the sea (Emmers, 2007).

Facing the challenges of maritime security in the Asia Pacific region, according to Nadkarni (2010) Indonesia has a prime position as a country in the region with the principle of “balancing without alliance” which is implemented in the form of dynamic equilibrium and foreign policy were “sailing on the turbulent sea”. It is an Indonesian effort to balance between the great powers competing in South East Asia and Asia Pacific.

As stated by The Whitehouse in his article about: FACT SHEET: U.S. Building Maritime Capacity in Southeast Asia in November 2015, the United States plans to expand its maritime assistance to Indonesia by Maintain strong security assistance program, with nearly \$ 11 million in the form of help-related maritime in



FY 2015 and nearly \$ 10,000,000 planned for FY 2016 subject to allocation.

Improve the capacity of Indonesia's patrol, the integration of ISR, and capacity maintenance to improve the ability of the Government of Indonesia to protect maritime areas, safeguarding natural resources, and contribute to regional security and stability. Support the development of Indonesia, Coast Guard organization with a focus on human resources capacity, technical skills, and educational partnerships.

United States will remain engaged and committed to enhancing maritime security in Southeast Asia. We work closely with our allies and partners to develop the most effective mix of capabilities to deliver credible defense capabilities and maritime patrol. We will consult with our allies and partners to ensure that needs and requirements more effectively and to seek new opportunities for collaboration.

### ***China strategy***

Chinese strategy in the period 2000-2010 has been successfully

building the strength of Off Shore Defense by concentrating on Off Shore Combatant and “Brown Water Navy”. In 2010-2020, China launched Operation Off Shore Island along 1st chair and the development of “Green Water Navy”, with the development of large surface ships, nuclear submarines and fighter planes to warshi. From 2020 to 2050 will finalize the combat aircraft program and the construction of the power of “Blue Water Navy” that is capable of operating at 2 High Seas (Bakri, 2013).

China will become a maritime country both in economic, diplomatic, and military directed at Core Interest cover welfare literal zone, the economy, as the pride of the hegemonic values.

### ***US interests in the South China Sea***

South China Sea shipping lane for more than half of world trade. This path is passed by more than 50,000 merchant ships annually with a trade value of US \$ 5.3 trillion because of guaranteeing freedom of shipping in international waters. Americans will be involved if the Chinese take control of the area because some of the

countries disputing a close US, as well as the Philippines who have agreed Mutual Defense Treaty of 1951.

At the Summit in Kuala Lumpur in November 2015, about US-ASEAN relationship to a strategic partnership, recognizes the transformation of forward security related maritime are joint commitment to a peaceful resolution of the dispute, including full respect of the legal and diplomatic, without the use of threat or use of force in accordance with the universally recognized principles of international law and the 1982 United Nations Convention on the law of the Sea (UNCLOS).

Shared commitment to preserve peace, security and stability in the region, ensure safety and maritime security, including the rights of freedom of navigation and other legitimate use of the sea, and regardless of the legitimate maritime commerce as described in the 1982 UNITED NATIONS Convention on the law of the Sea (UNCLOS) as well as non-militarization and restraint in conducting activities.

Joint commitment to further

cooperation to overcome challenges in the maritime public domain.

The determination to take the lead on global issues such as terrorism and violent extremism, human trafficking, drug trafficking, and illegal, unreported, and unregulated fishing, as well as trade in wildlife and timber;

The East Asia Summit (EAS) has become the Asia-Pacific's premier leaders-level forum on political and security issues, helping to advance a rules-based order and spur cooperation on pressing challenges, including maritime security, countering violent extremism, and transnational cyber cooperation.

### ***Anticipation States in the South China Sea Region***

Anticipating conducted by the state near the South China Sea is China increased sea patrols in the disputed region, operate the cluster aircraft carrier Varyag, the addition of 36 new warships, and deployed 75 units of Marine Surveillance.

Vietnam carrying out war games with real bullets, Philippines operates two frigates ex cutter US

Coast Guard US aid and threatened to take the dispute to the International Court of Justice.

the Philippines and Japan are working together Maritime Defence Japan via East Asia Maritime Forum (EAMF). United states through the Secretary of state (Hillary Clinton) implement safari to the countries concerned, including Indonesia.

China-Russia continues to strengthen the Shanghai Cooperation Organization (SCO) with KIR, Russia-India do Inter-Governmental Commission on Military Technic, supporting India's ally in the SCO, and US-India strengthen cooperation with the Indian Navy, especially the crackdown pirates in the Gulf of Aden.

### ***Indonesia's attitude toward the South China Sea***

Indonesia as ASEAN member Indonesia is obliged to get involved because of concerns the interests of regional security in the country, but the situation is more difficult if the United States and India are actively involved in the conflict. Economically, the interests of Indonesia bothered considering trade

figures Indonesia with East Asian countries is quite high. Navy efforts to create a conducive situation, especially in the waters of Indonesia and in maritime Southeast Asia.

In addition, to holding a routine patrol in the ocean, also active in peace any potential conflict in the South China Sea and the Asia Pacific. According Marsetio (2013) Indonesia has also held a meeting of Ministers of Defence in the ASEAN region, the ASEAN Defense Ministers Meeting (ADMM) and ASEAN Defense Ministers Meeting Plus Expert Working Groups (ADMM Plus EWG), which discusses security issues, the stability of maritime security in the ASEAN region, peacekeeping and counter-terrorism.

The efforts were made to maintain the security of the sea through the Declaration of Code of Conduct (DOC) is a declaration made by the ASEAN China involving countries of China, Malaysia, the Philippines, Vietnam, and Brunei to the dispute in the South China Sea minus Taiwan (Marsetio, 2013).

Cooperation with the Navy

Navy ASEAN countries is done only to create relations between neighboring countries and create favorable conditions in the South China Sea and the Asia Pacific region, and is not aimed at forming an alliance force. Campaign “World Class Navy” was ahead in securing the sovereign territory of the Republic of Indonesia and was involved in efforts to create world peace.

Various ways taken to achieve “World Class Navy” include sending warships in the UN mission (Peace Keeping Force), active in various international activities. So the Navy is more popular and known to the world at the same time part of efforts to achieve world-class navy. One activity that followed the Navy Fleet Review is held by other countries with training ship Dewaruci and KAL White Sea. So, if there is a potential conflict of maritime security in the South China Sea, the Navy was ready for diplomacy.

#### ***Alutsista modernization in the South China Sea Region***

Modernization of defense equipment in the South China Sea area

is done by some countries, namely:

First, China with PLAN (The People Liberation Army Navy China) implement the modernization of its fleet in line with the implementation of “Blue Water Naval Strategy” by force as follows: 1 carrier, 760 warships of various types, 1822 freighter, 8 main port, 21 warships, 68 units of submarines (9 of them nuclear-powered, 42 Frigate, 368 patrol boats coast, 39 units, Sweepers mines, 121 units boat Amphibians, soldiers Active 2.255 million, 800,000 reserve troops, Active parameter 3.969 million, army of China strengthened 31 300 land-based heavy weapons, 8,200 battle tanks, 5,000 vehicles transporting troops, 14,000 guns, 1,700 guns berpendorong, 2,400 rocket launcher system, 16,000 mortars, 6,500 weapons control of the anti-tank, anti-aircraft guns 7700, the Chinese air Force: 1,900 fighter planes, 491 units helicopter, 67 airfields, nuclear weapons and military spending of China in 2012: US \$ 114 billion, 2013: \$ 150 billion.

Second, the Philippines received 2 Frigates of America

following the \$ 10 million, two warships followed, 5-class submarine kilos of Russian fighter planes jet, rudalrudal shooters into the air and various types of boat combat, and Third, the Malaysian Navy purchases of US \$ 329 billion for procurement NGPV class ships (Full class Next Generation Patrol Vesse), Literal Combat Copter lassie ASW 6-12 slaps on the type of the MH-GOR Sea Hawk.

### ***Fleet to Reconcile South China Sea Dispute***

Indonesia focuses on strategy and defense systems-oriented maritime by changing the development paradigm Homeland from “Land Based Oriented Development to Archipelagic Oriented Development”, meaning that the area continental (mainland) transformed into Archipelagic consisting of district land, air and sea integrated into one coherent whole (Wirasuta, 2013).

Meanwhile, according to Soeparno (Budiono, 2012), the Navy used the allocation of funds for the procurement of submarines, missile

fast boats, warships Guard Missile and aircraft. For the ships, the Navy bought maritime patrol aircraft, anti-submarine lassie, transport aircraft and the best anti-ship surface. In the division of the organization, the Indonesian Navy command would add sea areas Indonesian and two of the existing fleet is westren and eastern fleet command into three fleets, as well as the addition of a division of marines.

Planning the construction of a maritime power is derived from the review that has been set. Therefore, in making the necessary planning reflective thinking (reflective thinking) that involves many stakeholders and assignment process should be carefully and meticulously and use certain stages (Baseline, 1950)

Two Indonesian fleet formed to focus in two regions of South Fleet concentrate on building naval and air defense capabilities throughout the session South ZEE Indonesia in the Indian Ocean region. While the second is Northern Fleet Fleet should be able to concentrate on the development of sea power and air throughout the

session ZEE North Pacific Ocean Region (Wirasuta, 2012).

### **Conclusions**

South China Sea dispute provides an understanding of the importance of mastery of the sea (sea control), so that Indonesia must have a great maritime power, powerful and professional to protect maritime sovereignty. In addition, Indonesia immediately settle and resolve the problems of sea borders with 10 neighboring countries, namely: India, Thailand, Malaysia, Singapore, Vietnam, Philippines, Palau, Papua New Guinea, East Timor and audit Australia. Segera wealth, maritime sovereignty of Indonesia, including outer islands and the maritime borders to the EEZ.

Indonesia's interest to assert claims against the Indonesian EEZ in the waters north of Natuna archipelago rone in claims China, if China managed to control the whole area of the disputed South China Sea. Therefore, diplomacy is important, but if followed by the title of maritime power, will have a significant impact on the neighboring countries of

ASEAN.

MEF program in 2014, should be completed and compiled a maritime defense strategy that is responsive to the strategic environment the United States and China. To face the growing challenges of maritime security in the South China Sea, the necessary Regional Maritime Partnership and Navy ASEAN multilateral cooperation in the common interest, namely security and stability of the South China Sea region.

### **Recommendation**

Researchers realized that to face the challenges of the conflict in the South China Sea is not only maritime defense strategy and multilateral cooperation. There are still things to form a stout maritime security including the fleet size, advanced weaponry and personnel deployed in the border areas of the sea. Besides, further research should use quantitative data with proper analysis that research results can be generally accepted.

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