

# The Influence of Coastal Community Poverty on Maritime Diplomacy: A Mediation of Indonesia's Maritime Policy in The Malacca Strait

Robinson Hendrik Etwiory<sup>1</sup>, Siswo Hadi S<sup>2</sup>, Edi Suhardono<sup>3</sup>, Viv Djanat Prasita<sup>4</sup>

<sup>1234</sup>*University of Hang Tuah, Surabaya, Indonesia*

**Abstract:** This study analyzes the complex interplay between coastal community poverty on maritime diplomacy in the Malacca Strait, with a specific focus on the mediating role of Indonesia's maritime policy. The research employs a quantitative approach using Partial Least Square (PLS) analysis to examine the relationships between these variables. The findings reveal that coastal community poverty has a significant negative influence on maritime diplomacy. Furthermore, the study demonstrates that Indonesia's maritime policy mediates the relationship between both coastal community poverty on maritime diplomacy. This research contributes to the existing literature by providing a comprehensive model that explains the dynamics of maritime diplomacy in the Malacca Strait, offering valuable insights for policymakers and practitioners in the fields of maritime affairs, public administration, and international relations.

**Keywords:** coastal community poverty, maritime policy, maritime diplomacy, malacca strait, public administration, regional cooperation

---

## I. Introduction

The Malacca Strait is one of the world's most critical maritime chokepoints, facilitating approximately one-third of global maritime trade and a significant portion of energy transportation. Its strategic importance, however, is paralleled by a complex web of challenges, including transnational crime, piracy, terrorism, and the persistent issue of poverty in its coastal communities. These challenges have a direct bearing on Indonesia's maritime diplomacy, which seeks to advance the nation's interests while ensuring regional stability and security. The Indonesian government has made concerted efforts to address these issues through a comprehensive and integrated maritime policy, but the effectiveness of these efforts in the context of maritime diplomacy remains a subject of empirical investigation.

The relationship between socio-economic conditions and maritime security has received increasing attention in recent years, yet the specific mechanisms through which coastal poverty influences maritime diplomacy remain poorly understood. This study addresses this critical gap by examining the intricate relationships between coastal community poverty and maritime diplomacy, with a particular focus on the mediating role of Indonesia's maritime policy.

This study is guided by the following research questions: (1) How does coastal community poverty influence maritime diplomacy in the Malacca Strait? (2) To what extent does Indonesia's maritime policy mediate the

relationship between coastal community poverty, and maritime diplomacy? By answering these questions, this study aims to provide a nuanced understanding of the factors that shape maritime diplomacy in the Malacca Strait and to offer evidence-based recommendations for enhancing the effectiveness of Indonesia's maritime policy. The research is grounded in a quantitative methodology, utilizing data collected from the coastal area of Tanjungbalai Asahan, North Sumatra, a region that epitomizes the socio-economic challenges prevalent in the Malacca Strait.

## **I. Literature Review and Theoretical Framework**

### *Maritime Diplomacy: Conceptual and Theoretical Perspectives*

Maritime diplomacy is a multifaceted concept that extends beyond the traditional use of naval power. It encompasses a wide range of activities, from cooperative engagements and humanitarian assistance to coercive actions and naval presence. The concept of maritime diplomacy has evolved significantly over the past two decades, reflecting the changing nature of maritime challenges and the growing recognition of the maritime domain as a critical arena for international relations and foreign policy implementation (Le Mière, 2014; Timothy D. Hoyt, 2006).

Following contemporary scholarship (Perez, 2015; Till, 2004), this study adopts a comprehensive view of maritime diplomacy, defining it as the use of maritime assets to achieve foreign policy objectives while maintaining or enhancing a nation's strategic interests in the maritime domain. This includes not only the deployment of naval forces but also the strategic use of coast guards, port facilities, maritime law enforcement, and other maritime resources to build relationships, deter aggression, promote national interests, and contribute to regional stability. The effectiveness of maritime diplomacy is contingent upon a variety of factors, including the credibility of a nation's maritime power, the clarity of its strategic objectives, the quality of regional relationships, and its ability to adapt to the evolving geopolitical landscape.

In the context of the Malacca Strait, maritime diplomacy takes on particular significance due to the region's strategic importance and the diverse interests of multiple stakeholders. Indonesia, as the primary littoral state, bears a special responsibility for ensuring the security and stability of this vital waterway. The effectiveness of Indonesia's maritime diplomacy directly influences its ability to shape regional norms, maintain its sovereignty over maritime zones, and contribute to the resolution of transnational maritime challenges.

### *Coastal Community Poverty: A Strategic Maritime Concern*

The socio-economic conditions of coastal communities are often overlooked in traditional analyses of maritime security and diplomacy. However, this study posits that coastal community poverty is a significant factor that can either undermine or support maritime policy objectives. High levels of poverty can create a breeding ground for illicit maritime activities, as individuals may be driven to participate in smuggling, piracy, or other forms of maritime crime out of economic desperation. Conversely, prosperous and resilient coastal communities can serve as valuable partners in maritime security efforts, providing local knowledge, surveillance, and support for law enforcement activities.

The nexus between poverty and maritime crime is well-documented in the literature (Kusnadi, 2003; Satria, 2001). Coastal communities with limited economic opportunities often become recruitment grounds for criminal networks engaged in maritime trafficking and piracy (Suyanto, 1993). Furthermore, poverty can undermine the legitimacy of state authority in coastal regions, making it difficult for government agencies to enforce maritime regulations and maintain order. This, in turn, can weaken a nation's maritime diplomacy by signaling weakness or lack of control over its maritime domain. Therefore, addressing coastal community poverty is not only a matter of social justice but also a strategic imperative for enhancing maritime security and diplomacy.

### *Indonesia's Maritime Policy: Framework and Implementation*

Indonesia's maritime policy serves as the central framework for managing the nation's vast maritime domain, which comprises approximately 6.3 million square kilometers of ocean. It is a comprehensive policy that integrates various sectors, including defense, law enforcement, economic development, environmental protection, and diplomatic engagement. The policy is grounded in the concept of Indonesia as a "Global Maritime Fulcrum,"

a vision articulated by the government to position Indonesia as a central player in maritime affairs and regional cooperation (Presiden Republik Indonesia, 2017; Kemlu RI, 2016).

Indonesia's maritime policy encompasses several key components: maritime security and law enforcement, maritime economic development, marine environmental protection, and maritime diplomacy and cooperation. The effectiveness of this policy in translating national objectives into tangible outcomes is crucial for shaping the relationship between coastal community poverty, maritime security, and maritime diplomacy. A well-designed and effectively implemented maritime policy can mitigate the negative impacts of poverty, enhance maritime security, and ultimately strengthen Indonesia's diplomatic leverage in the region.

#### *Theoretical Framework: The Mediation Model*

This study is grounded in the theoretical framework of structural equation modeling, which posits that complex social phenomena are often the result of multiple interrelated variables operating through both direct and indirect pathways. In this context, Indonesia's maritime policy is conceptualized as a mediating variable that channels the effects of coastal community poverty on maritime diplomacy.

The theoretical rationale for this mediation model is as follows: Coastal poverty challenges generate pressures on the government to develop and implement comprehensive maritime policies. These policies, in turn, translate these pressures into concrete actions and strategies that influence the effectiveness of maritime diplomacy. For example, a maritime policy that prioritizes poverty alleviation in coastal communities may enhance the legitimacy of state authority and improve cooperation with local populations, thereby strengthening maritime diplomacy. Similarly, a maritime policy that emphasizes maritime security may enhance the state's credibility and deterrent capacity, thereby improving its diplomatic standing.

## **II. Method**

#### *Research Design and Context*

This study employed a quantitative research design (Creswell, 1994; Sugiyono, 2015) to examine the relationships between coastal community poverty, maritime security, Indonesia's maritime policy, and maritime diplomacy. The research was conducted in the coastal area of Tanjungbalai Asahan, North Sumatra, a region that is representative of the complex socioeconomic and security challenges in the Malacca Strait. This region was selected because it exemplifies the intersection of poverty, maritime security concerns, and diplomatic challenges that characterize the broader Malacca Strait region.

#### *Population and Sample*

The population for this study comprised various stakeholders in the maritime sector of Tanjungbalai Asahan, including local government officials (n=20), navy personnel (n=25), marine police (n=20), coast guard officers (n=20), community leaders (n=25), and fishermen (n=40). A purposive sampling technique was used to select a sample of 150 respondents who were deemed to have relevant knowledge and experience in the research domain. This sampling method was chosen to ensure that the data collected would be rich and relevant to the research questions. The respondents were selected based on their direct involvement in maritime activities, policy implementation, or community engagement related to maritime affairs.

#### *Data Collection and Instrumentation*

Data were collected through a structured questionnaire that was designed to measure the four key variables of the study: coastal community poverty, Indonesia's maritime policy, and maritime diplomacy. The questionnaire consisted of a series of Likertscale items (ranging from 1 = strongly disagree to 5 = strongly agree), where respondents were rated their level of agreement or disagreement with a set of statements. The questionnaire was developed based on extensive literature review and consultation with subject matter experts.

For coastal community poverty, the questionnaire measured dimensions such as income levels, access to basic services, employment opportunities, and economic vulnerability. For Indonesia's maritime policy, the

questionnaire assessed respondents' understanding of policy objectives, implementation effectiveness, and coordination among agencies. For maritime diplomacy, items measured the effectiveness of diplomatic engagement, regional cooperation, and Indonesia's diplomatic standing in maritime affairs.

The validity and reliability of the questionnaire were established through a pilot test with 30 respondents and subsequent statistical analysis. Cronbach's Alpha coefficients for all constructs exceeded 0.90, indicating high internal consistency. Construct validity was assessed through confirmatory factor analysis, with all factor loadings exceeding 0.70.

#### *Data Analysis Techniques*

The collected data were analyzed using the Partial Least Square (PLS) method, a powerful statistical technique that is well-suited for complex causal modeling. The PLS analysis was conducted using the WarpPLS software package, version 8.0. The analysis involved two main stages: the evaluation of the measurement model and the assessment of the structural model.

The measurement model was assessed to ensure the validity and reliability of the constructs. This involved examining factor loadings, composite reliability, average variance extracted (AVE), and discriminant validity. The structural model was evaluated to test the research hypotheses using path coefficients, p-values, and effect sizes. Additionally, mediation analysis was conducted using the indirect effect approach, with bootstrapping procedures employed to assess the statistical significance of indirect effects.

### **III. Results**

#### *Descriptive Statistics and Sample Characteristics*

The sample consisted of 150 respondents with a mean age of 42.3 years (SD = 8.7). The majority of respondents (68%) were male, and 72% had completed secondary or higher education. Respondents had an average of 12.4 years of experience in maritime-related activities (SD = 6.2). The sample represented a diverse range of maritime stakeholders, ensuring that multiple perspectives on maritime affairs were captured.

#### *Measurement Model Evaluation*

The measurement model was evaluated to assess the reliability and validity of the constructs. The results indicated that all constructs had high levels of internal consistency, with Cronbach's Alpha values ranging from 0.92 to 0.97 and Composite Reliability values ranging from 0.94 to 0.98, all exceeding the recommended threshold of 0.70. The Average Variance Extracted (AVE) values ranged from 0.78 to 0.86, exceeding the recommended threshold of 0.50. The discriminant validity of the constructs was also established, confirming that each construct was distinct from the others.

#### *Structural Model Evaluation and Hypothesis Testing*

The structural model was evaluated to test the research hypotheses. The results of the path analysis are presented in Table 1.

Table 1: Path Analysis Results and Hypothesis Testing

| Hypothesis | Path                                 | Path Coefficient | pvalue | T-statistic | Effect Size (f <sup>2</sup> ) | Result    |
|------------|--------------------------------------|------------------|--------|-------------|-------------------------------|-----------|
| H1         | Coastal Poverty → Maritime Diplomacy | -0.245           | <0.001 | 4.152       | 0.082                         | Supported |
| H2         | Maritime Policy → Maritime Diplomacy | 0.150            | 0.015  | 2.579       | 0.032                         | Supported |

|    |                                   |       |        |       |       |           |
|----|-----------------------------------|-------|--------|-------|-------|-----------|
| H3 | Coastal Poverty → Maritime Policy | 0.376 | <0.001 | 6.026 | 0.168 | Supported |
|----|-----------------------------------|-------|--------|-------|-------|-----------|

The results show that coastal community poverty has a significant negative influence on maritime diplomacy ( $\beta = -0.245$ ,  $p < 0.001$ ,  $f^2 = 0.082$ ). This indicates that higher levels of poverty in coastal communities are associated with reduced effectiveness of maritime diplomacy. In contrast, maritime security ( $\beta = 0.312$ ,  $p < 0.001$ ,  $f^2 = 0.124$ ) and Indonesia's maritime policy ( $\beta = 0.150$ ,  $p < 0.05$ ,  $f^2 = 0.032$ ) both have significant positive influences on maritime diplomacy. Furthermore, both coastal community poverty ( $\beta = 0.376$ ,  $p < 0.001$ ,  $f^2 = 0.168$ ).

#### *Mediation Analysis*

The mediating role of Indonesia's maritime policy was examined using the indirect effect approach. The results of the mediation analysis are presented in Table 2.

Table 2: Mediation Analysis Results

| Path                                 | Direct Effect | Indirect Effect | Total Effect | p-value (Indirect) | Mediation Type    |
|--------------------------------------|---------------|-----------------|--------------|--------------------|-------------------|
| Coastal Poverty → Maritime Diplomacy | -0.245        | 0.056           | -0.189       | 0.042              | Partial Mediation |

The analysis confirms that Indonesia's maritime policy significantly mediates the relationship between coastal community poverty on maritime diplomacy. For coastal poverty, the indirect effect through maritime policy is 0.056 ( $p = 0.042$ ), indicating a partial mediation effect. These findings suggest that the influence of coastal poverty on maritime diplomacy is partially channeled through the implementation of Indonesia's maritime policy, while also having direct effects on maritime diplomacy.

The model explains 42% of the variance in maritime diplomacy ( $R^2 = 0.42$ ), indicating that the model has substantial explanatory power. The Goodness of Fit (GoF) index was 0.38, exceeding the threshold of 0.36 for large effect sizes, indicating an overall good fit of the model.

## **IV. Discussion**

#### *Interpretation of Findings*

The findings of this study provide a nuanced understanding of the dynamics of maritime diplomacy in the Malacca Strait. The significant negative influence of coastal community poverty on maritime diplomacy underscores the importance of addressing socio-economic issues as an integral part of maritime strategy. When coastal communities are mired in poverty, they are more susceptible to exploitation by criminal networks and may be less willing or able to cooperate with state authorities. This, in turn, can undermine the effectiveness of maritime diplomacy, which relies on a foundation of trust and cooperation.

The negative relationship between coastal poverty and maritime diplomacy operates through several mechanisms. First, poverty can undermine the legitimacy of state authority in coastal regions, making it difficult for government agencies to enforce maritime regulations and maintain order. Second, poverty can drive individuals to engage in illicit maritime activities. Third, poverty can reduce the capacity of coastal communities to contribute to maritime surveillance and law enforcement efforts. All of these mechanisms contribute to a weakened maritime environment, which in turn undermines maritime diplomacy.

The positive influence of maritime security on maritime diplomacy is consistent with traditional security studies, which emphasize the importance of a stable and secure environment for the conduct of foreign policy. The

findings of this study reaffirm the critical role of naval and coast guard forces in supporting maritime diplomacy, not only through their coercive capabilities but also through their contributions to maritime safety, law enforcement, and regional cooperation.

#### *The Mediating Role of Maritime Policy*

The mediating role of Indonesia's maritime policy is a key contribution of this study. The findings suggest that mitigate the negative effects of coastal poverty on maritime diplomacy. This highlights the importance of a holistic and integrated approach to maritime governance, one that coordinates the efforts of various government agencies and stakeholders.

Indonesia's maritime policy serves as a bridge between the underlying conditions (poverty) and the outcomes (maritime diplomacy). When maritime policy is effectively implemented, it can translate security capabilities into diplomatic leverage and can address the root causes of maritime insecurity by tackling poverty and promoting economic development. Conversely, when maritime policy is poorly implemented or lacks coherence, it fails to achieve these objectives, resulting in reduced effectiveness of maritime diplomacy.

The partial mediation effects observed in this study indicate that maritime policy is an important but not the only pathway through which poverty and security influence maritime diplomacy. Direct effects also exist, suggesting that maritime diplomacy is shaped by multiple factors operating simultaneously. This finding underscores the complexity of maritime affairs and the need for multifaceted approaches to maritime governance.

#### *Theoretical and Practical Implications*

From a theoretical perspective, this study contributes to the literature by demonstrating the importance of integrating socio-economic factors into maritime security and diplomacy frameworks. Traditional maritime security studies have focused primarily on military capabilities and geopolitical competition, often overlooking the socio-economic dimensions that underpin effective maritime governance. This study demonstrates that these dimensions are not peripheral but central to understanding maritime diplomacy.

From a practical perspective, the findings offer several important implications for policymakers. First, addressing coastal community poverty should be recognized as a strategic imperative, not merely a social concern. Second, maritime diplomacy requires a foundation of socio-economic stability and security in coastal regions.

### **V. Limitations and Future Research Directions**

#### *Study Limitations*

This study, while providing valuable insights, has several limitations that should be acknowledged. First, the research was conducted in a single region (Tanjungbalai Asahan) and may not be fully generalizable to other regions of the Malacca Strait or other maritime contexts. Second, the study relied on cross-sectional data, which limits the ability to make causal inferences. Longitudinal studies would be valuable for understanding how these relationships evolve over time. Third, the study did not include respondents from national-level maritime agencies such as the Ministry of Marine Affairs and Fisheries or the Ministry of Foreign Affairs, which might have provided additional perspectives on maritime policy and diplomacy.

#### *Future Research Directions*

Future research could build upon the findings of this study in several ways. First, longitudinal studies could examine how the relationships between these variables change over time and in response to policy interventions. Second, comparative studies could examine how these relationships vary across different maritime regions and countries. Third, qualitative research involving in-depth interviews with key stakeholders could provide a richer understanding of the mechanisms through which poverty, security, and policy influence maritime diplomacy. Fourth, research could explore the role of other variables such as regional cooperation mechanisms, technological advancements, and environmental factors in shaping maritime diplomacy.

## VI. Conclusion

This study has demonstrated the intricate and significant relationships between coastal community poverty, Indonesia's maritime policy, and maritime diplomacy in the Malacca Strait. The findings underscore the necessity of a holistic and integrated approach to maritime governance, one that recognizes the socio-economic dimensions and diplomacy. The research confirms that coastal poverty is not merely a social issue but a strategic one, with direct implications for a nation's ability to project its influence and protect its interests in the maritime domain.

The evidence presented in this study suggests that Indonesia's maritime policy plays an important mediating role in translating the conditions of coastal poverty into effective maritime diplomacy. However, the partial mediation effects indicate that direct relationships also exist, highlighting the multifaceted nature of maritime affairs. These findings have important implications for policy and practice in the maritime domain.

### *Policy Recommendations*

Based on the findings of this study, the following recommendations are proposed for the Government of Indonesia and relevant maritime agencies:

**For the Government of Indonesia:** It is imperative to intensify efforts to alleviate poverty in coastal communities, not only as a means of improving livelihoods but also as a strategy for enhancing maritime security and diplomacy. This could include programs for alternative livelihoods, skills training, community-based resource management, and improved access to basic services. Such programs should be designed with explicit recognition of their strategic importance for maritime governance.

**For Maritime Policy Development:** Maritime policy should be developed and implemented with explicit attention to the socio-economic dimensions of maritime governance. Policy frameworks should integrate poverty alleviation, maritime security, and diplomatic objectives into a coherent and coordinated strategy. Regular monitoring and evaluation of policy implementation should be conducted to ensure that policies are achieving their intended objectives.

**For Regional Cooperation:** Indonesia should leverage its position as a key maritime power to promote regional cooperation on maritime security and development. This could include initiatives to address transnational maritime crime, promote sustainable fisheries management, and support the economic development of coastal communities throughout the region.

## References

- [1.] Abidin, S. Z. (2004). *Kebijakan publik*. Yayasan Pancur Siwa.
- [2.] Ajakaiye, D. O., & Adeyeye, V. A. (2002). Concept, measurement, and causes of poverty. *CBN Economic & Financial Review*, 39(4).
- [3.] Alfred Thayer Mahan. (1890). *Sea power: The influence of sea power upon history, 1660-1783*. Little, Brown and Company.
- [4.] Amron, & Imran, T. (2009). Analisis faktor-faktor yang berpengaruh terhadap produktivitas tenaga kerja outlet telekomunikasi seluler Kota Makassar. *Jurnal Sekolah Tinggi Ilmu Ekonomi Nobel Indonesia*.
- [5.] Andrianto, N. (2007). *Good governance: Transparansi dan akuntabilitas publik melalui egovernment*. Bayumedia.
- [6.] Babbie, E. (1992). *The practice of social science research* (6th ed.). Wadsworth.
- [7.] Bridgman, P., & Davis, G. (2004). *The Australian policy handbook*. Allen and Unwin.

- [8.] Budiharjo, M. (1992). *Dasar-dasar ilmu politik*. Gramedia Pustaka Utama.
- [9.] Bueger, C. (2015). What is maritime security? *Cardiff University, Department of Politics and International Relations*.
- [10.] Chhotray, V., & Stoker, G. (2009). Governance: From theory to practice. In *Governance theory and practice: A cross-disciplinary approach* (pp. 214-247). Palgrave Macmillan UK.
- [11.] Cooke, F. L., Dickmann, M., & Parry, E. (2022). Building sustainable societies through humancentred human resource management: Emerging issues and research opportunities. *The International Journal of Human Resource Management*, 33(1), 1–15. <https://doi.org/10.1080/09585192.2021.2021732>
- [12.] Cox, E. (1995). *Background material and Boyer lecture*. Retrieved from <http://www.leta.edu.au/coxp.htm>
- [13.] Creswell, J. W. (1994). *Research design: Qualitative and quantitative approaches*. Sage.
- [14.] Dun, W. W. (1999). *Pengantar analisis kebijakan publik* (2nd ed.). Gadjah Mada University Press.
- [15.] Dye, T. D. (1984). *Understanding public policy* (5th ed.). Prentice-Hall.
- [16.] Geisser, S. (1975). The predictive sample reuse method with applications. *Journal of the American Statistical Association*, 70, 320–328.
- [17.] Hasan, M. I. (1999). *Pokok-pokok materi statistik 1 (Statistik deskriptif)*. Bumi Aksara.
- [18.] Hasanah, E. U., & Widowati, P. (2011). Analisis produktivitas tenaga kerja pada industri rumah tangga krecek di kelurahan Segoroyoso. *Efektif Jurnal Bisnis dan Ekonomi*, 2(2), 169-182.
- [19.] Hoyt, T. D. (2006). The United States and maritime strategy: A parochial view from the U.S.
- [20.] Naval War College. *Orbis*, 51(4), 0030-4387. <https://doi.org/10.1016/j.orbis.2007.08.003>
- [21.] IMO. (2015). *International Convention for the Safety of Life at Sea (SOLAS), 1974*. Retrieved from <http://www.imo.org/en/About/Conventions/ListOfConventions/Pages/InternationalConvention-for-the-Safety-of-Life-at-Sea-SOLAS-1974.aspx>
- [22.] Indradi, S. (2006). *Pengantar ilmu administrasi negara*. Dharma.
- [23.] Jones, C. O. (1984). *An introduction to the study of public policy* (3rd ed.). Brooks/Cole Publishing Company.
- [24.] Kasim, A. (1994). Tantangan terhadap pembangunan administrasi publik. *Jurnal Ilmu Administrasi dan Organisasi*, 1(2), 1-15.
- [25.] Keban, T. Y. (2008). *Enam dimensi strategis administrasi publik (Konsep, teori, dan isu)*. Gava Media.
- [26.] Keliat, M. (2009). Keamanan maritim dan implikasi kebijakannya bagi Indonesia. *Jurnal Ilmu Sosial dan Ilmu Politik*, 13(1), 45-67.

- [27.] Kemlu RI. (2016). *Diplomasi poros maritim: Keamanan maritim dalam perspektif politik luar negeri*. Badan Pengkajian dan Pengembangan Kebijakan Kementerian Luar Negeri Republik Indonesia.
- [28.] Kristiadi, J. B. (1994). *Administrasi/manajemen pembangunan*. LAN-RI.
- [29.] Kusnadi. (2003). *Polemik kemiskinan nelayan*. Pondok Edukasi dan Pokja Pembaruan.
- [30.] Lasswell, H. D. (1971). *A pre-view of the policy sciences*. American Elsevier Publishing.
- [31.] Le Mière, C. (2014). *Maritime diplomacy in the 21st century: Drivers and challenges*. Routledge.
- [32.] Levy, P. S., & Lemeshow, S. (1999). *Sampling of populations: Methods and applications* (3rd ed.). John Wiley & Sons, Inc.
- [33.] Marsetio. (2014). *Sea power Indonesia*. UNHAN.
- [34.] Massie, C. D. (2019). *Pengantar hukum kawasan perbatasan dan pulau-pulau terluar Indonesia: Perspektif hukum laut internasional*. Pustaka Referensi.
- [35.] McNicholas, M. (2008). *Maritime security: An introduction*. Elsevier.
- [36.] Muhadjir. (2000). *Ilmu pendidikan dan perubahan sosial: Teori pendidikan pelaku sosial kreatif*. Rake Sarasin.
- [37.] Niswan, E., Rawa, R. D., & Dami. (2021). Analisis pengaruh pertumbuhan ekonomi, upah minimum, dan tingkat pengangguran terhadap penduduk miskin di Kabupaten Bengkayang. *Jurnal Ekonomi Regional*, 7(2), 45-62.
- [38.] Octavian, A., & Yulianto, B. (2014). *Budaya, identitas & masalah keamanan maritim*. Universitas Pertahanan Indonesia.
- [39.] Parasasti, M. A. (2021). Kebijakan strategi pertahanan laut Indonesia dalam perspektif ekonomi. *Jurnal Strategi Pertahanan Laut*, 7(2), 159–173.
- [40.] Pasolong, H. (2013). *Teori administrasi publik*. Alfa Beta.
- [41.] Perez, A. M. (2015). *Coercive diplomacy in the 21st century: A new framework for the "carrot and stick"* [Doctoral dissertation]. University of Miami.
- [42.] Persons, W. (2005). *Public policy: Pengantar teori dan praktik analisis kebijakan publik*. Prenada Media.
- [43.] Pilkey, O. H., & Cooper, J. A. G. (2004). Society and sea level rise. *Science*, 303(5665), 17811782. <https://doi.org/10.1126/science.1093515>
- [44.] Presiden Republik Indonesia. (2017). *Peraturan Presiden Republik Indonesia Nomor 16 Tahun*
- [45.] *2017 tentang Kebijakan Kelautan Indonesia*. Retrieved from
- [46.] <https://jdih.maritim.go.id/id/peraturan-presiden-republik-indonesia-no-16-tahun-2017>
- [47.] Riduwan, & Engkos. (2011). *Skala pengukuran variabel-variabel penelitian*. Alfabeta.

- [48.] Roell, P., Feldt, L., & Thiele, R. D. (2013). Maritime security: Perspectives for a comprehensive approach. *ISPSW Strategy Series: Focus on Defense and International Security*, 222, 1-18.
- [49.] Salinan Keputusan Menteri Koordinator Bidang Kemaritiman Republik Indonesia. (2019). *Nomor 128 Tahun 2019 tentang Buku Putih Diplomasi Maritim 2019*. Retrieved from <https://jdih.maritim.go.id/id/keputusan-menteri-koordinator-bidang-kemaritiman-no-128tahun-2019>
- [50.] Sastrohadiwiryono, S., & Syuhada, A. H. (2019). *Manajemen tenaga kerja Indonesia*. Sinar Grafika Offset.
- [51.] Satria, A. (2001). *Dinamika modernisasi perikanan: Formasi sosial dan mobilitas nelayan*. HUP.
- [52.] Sharp, A. M., Register, C. A., & Cerimes, P. W. (1996). *Economics of social issues* (12th ed.). Irwin.
- [53.] Siagian, S. P. (2006). *Manajemen sumber daya manusia*. PT Bumi Aksara.
- [54.] Singarimbun, M. (1995). *Metode penelitian survai*. LP3ES.
- [55.] Solimun, A. A. R., Fernandes, & Nurjannah. (2017). *Metode statistika multivariat pemodelan persamaan struktural (SEM) pendekatan WarpPLS*. Universitas Brawijaya Press.
- [56.] Subarsono, A. G. (2005). *Analisis kebijakan publik: Konsep, teori, dan aplikasi*. Pustaka Pelajar.
- [57.] Sudjana. (1995). *Desain dan analisis eksperimen* (4th ed.). Tarsito.
- [58.] Sugiyono. (2015). *Metode penelitian kuantitatif, kualitatif, dan R & D*. ALFABETA.
- [59.] Susanto, & Munaf. (2014). *Geopolitik dan geostrategi: Keamanan dan kedaulatan laut*. PT Gramedia Pustaka Utama.
- [60.] Suyanto, B. (1993). *Dampak motorisasi dan komersialisasi perikanan terhadap perubahan tingkat pendapatan, pola bagi hasil dan munculnya polarisasi sosial-ekonomi di kalangan nelayan tradisional dan modern*. YIIS dan Toyota Foundation.
- [61.] Suyanto, B. (2003). *Kajian model pemberdayaan ekonomi rakyat di desa pantai Madura dan kawasan selatan Jawa Timur*. Lemlit Unair dengan Balitbang Provinsi Jatim.
- [62.] Syafri, W. (2012). *Studi tentang administrasi publik*. Erlangga.
- [63.] Tangkilisan. (2003). *Kebijakan publik yang membumi*. YPAPI dan Lukman Offset.
- [64.] Till, G. (2004). *Good order at sea: Revisiting the imperative*. KCL Corbett Centre.
- [65.] World Bank. (2000). *Global poverty report*. World Bank.