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Harmonizing Sustainability: Integrating Javanese Tri Dharma Sambernyawa Philosophy into Regional Governance for Blue Economy Advancement

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Abstract: The purpose of this research was to incorporate the Tri Dharma concept into the Regional Government's public policy, with the goal of promoting the development of the Blue Economy. A qualitative design was used in this paper, the data was more substantive categories, which were then interpreted with references, referents, and scientific references. The type of data used by secondary data researchers was in the form of documents, written text or photos related to the research. The data collection technique used by researchers included documentation, all data were then analysed descriptively qualitatively according to the model proposed by Miles and Haberman. The value of local wisdom was related to Raden Mas Said's leadership, which first required a slogan, or vision and mission in pursuing an ideal. This research concluded that the Tri Dharma concept required direct active

participation of the people in the administration of regional government. These three principles then transformed into a kind of main ideology for all citizens. As a citizen, it is undoubtedly essential to have a clear understanding of yourself and to actively discover your true potential. Then, all this potential must be placed on the basis of a sense of togetherness in having regional government. The concept of *Mulat sarira Hangrasa Wani* is linked to the implementation of development related to the regional government's blue economy, emphasising how the government administrators and citizens are able to recognise the potential that exists in the region and the geostrategies owned by the regional government. The concept of *rumangsa melu handarbeni* can be applied by creating awareness of the use and control of marine potential with full responsibility. The implementation of the *wajib melu hangrungkebi* concept is accomplished by realising an ability to control areas in the form of oceans and at the same time prevent opponents from exploiting these areas for their interests.

Keywords: archipelagic, blue economy, implementation, Javanese, Mangkunagara I, *mulat sarira hangrasa wani*, regional government, *rumangsa melu andarbeni*, *rumangsa melu hangrungkepi*, Tri Dharma.

Introduction

The examination of political culture is a facet within the realm of social science research. Political culture pertains to the underlying historical principles encompassing the beliefs, emotions, and principles within a political framework, which aid in comprehending the dynamic between the populace and the governing authority. Each country has a different political culture. Some countries have developed a democratic political culture, while others have developed a feudalistic monarchical political culture. The political culture of a government can be seen from the behaviour of the ruling elite in a country, how they act based on certain values, ideas or ideologies. The way they make policies and implement them in a government reflects that political culture. The policies of the political elite which are based on a certain political culture have an influence on the lives of their people.

The Tri Dharma philosophy, known as the "three fundamentals of struggle," emphasises the concept of "*rumangsa melu andarbeni*," which translates to the feeling of belonging. Every citizen feels and is aware of belonging, "*must melu hangrungkepi*" means: must participate in defending what is owned. Maintaining in a broad sense: participating in filling, developing, prospering, advancing, stabilising, defending against enemy attacks both from within and from outside, "*mulat sarira hangrasa wani*" means: being able to introspect oneself in all one's good and bad actions will have an impact on later life (Siti-Supeni, 2013). Based on historical accounts from other sources, Mangkunegara I was known to be highly skilled in various areas and regarded as an intelligent individual. His intellect and knowledge granted him personal power as well as influence within society. Furthermore, Mangkunegara I's expertise was even acknowledged globally. He was even considered to be in equal level with the world-class social order thinkers because his thinking ability in that era was considered as a future visionary. His ability to lead the country and himself with the strategies he has developed is a form of discourse created by himself. Mangkunegara I successfully defended his bureaucracy and leadership by promoting the discourse he created. He is considered successful in mastering key aspects of leadership, including social, political, religious, economic, artistic, and cultural aspects, which are combined into a unified whole. The most prominent aspect in each strategy is religion, which often becomes polarized in relation to other aspects (Kriskartika et al., 2019a).

Raden Mas Said also really cared about his people because he inherited the concept from Sultan Pajang. Hadiwijaya as Sultan of Pajang emphasised open politics and advised all his descendants to continue to respect their elder brothers. To improve community welfare, the government has developed several infrastructure facilities, such as markets, as facilities for the community. Bookies to make it

easier to transport goods to be distributed overseas. With these ports, the traffic routes during the Pajang kingdom were very busy (Muthi'ah, 2019).

There are many studies discussing about the Javanese leadership, such as Benedict Anderson entitled "The Idea of Power in Javanese Culture" (in 1972, reprinted in 1990) succeed in making convincing opinions about how Javanese political concepts are able to affect in countries management even in the modern era. Soemarsaid's opinion about Country and Stated Owned-Business in Javanese in the pas (1986) and it is about the basics of Javanese leadership. Fachry Ali, in his book entitled The Reflection of Javanese Power's Ideology in Modern Indonesia (1986) also touches the topic. There are also found some Javanese books and manuscripts discussing about Mangkunegara I, as written in Babad Kemalon (Pakunegara) manuscript. It is about Mangkunegara I fight along with his soldiers. There is also the Babad Kartasura, which recounts the Geger Pacina incident and the shifting of power. The manuscript titled Babad Tutur focuses on the daily routines of Mangkunegara and other similar manuscripts that discuss the role of Mangkunegara I. Additionally, there are books discussing Mangkunegara I written by Soedarmono and others in Mangkunegaran Governance. These books cover ideologies, politics, economics, social aspects, cultural aspects, and defense from Mangkunegara I to Mangkunegara IX. Fananie in his book entitled KGPA Hamengkoenagoro I World Point of View in Babad Tutur (1994) made an explanation of Mangkunegara I portrayal mentioned in the manuscripts. Hikmawati, in thesis entitled Babad Kemalon (Pakunegara) Study about R.M. Said fight in establishing Mangkunegaran Duchy (2014) which elaborates Mangkunegara I moral values and adopted as teaching materials of history subject for Senior High Students.

From the various sources of references, books, and manuscripts concerning Mangkunegara I figure, a comparison for this article was possible in order to study and make the main soldiers (Punggawa Baku) as the center point that were used as the research objects and have not been studied previously. To uncover this research problems, Michael Foucault's theory of discourse was used. It is expected that this article later will enrich the discussion about the unrevealed history and will be able to provide the description of the previous political condition that can be adopted in the present era (Kriskartika et al., 2019b).

With its reputation as an archipelagic country surrounded by vast oceans, Indonesia has enormous maritime potential (Arsana, 2013). Therefore, the concept of a blue economy is very important because it can make maximum use of this potential to advance the country. The blue economy is an economic development concept that focuses on the sustainable use of marine resources to improve human welfare (Dewi & Yazid, 2017). The main characteristics of the blue economy include a sustainable approach which aims to maintain marine resources in a sustainable manner, ensuring an integrated approach in managing marine resources by involving various stakeholders, and encouraging local community participation in marine resource management efforts.

The blue economy can integrate more environmentally friendly marine governance (Winther et al., 2020). Meanwhile, in the Indonesian context, the application of the blue economy for sustainable marine and coastal development is still relatively limited (Sujiwo & Nurlaeli, 2023). As an illustration, Setyawati qualitatively explains the concept of implementing the blue economy in coastal community development (Setyawati et al., 2021). Darajati has attempted to identify several regulations and laws related to the blue economy in Indonesia in a normative juridical manner (Darajati, 2023). Akbar et al. qualitatively discusses the obstacles to monitoring and protecting biodiversity for fisheries and marine management areas (Akbar et al., 2022). Meanwhile, Adnan et al. provides an overview of the use of information systems in the fisheries sector to optimize the fishing process in Indonesia (Adnan et al., 2023).

Initially, the blue economy concept only covered all fisheries products with economic value, but now the concept has expanded and includes the sustainability of the marine ecosystem as one of the largest contributors to GDP in Indonesia (Nugroho, 2010). Sustainability in the blue economy integrates the triple bottom line of sustainable development, namely environment, social and governance (ESG). The implication for marine product producers is that the marine production they produce also pays attention to the sustainability of marine ecosystems, zero waste management of marine products, and prohibits overexploitation practices. Apart from that, the blue economy concept also focuses on innovation in the use and utilisation of marine resources. By integrating the latest knowledge and technology, the blue economy can create new solutions in exploiting the economic potential of the sea. All these characteristics aim to form the foundation for the successful implementation of the blue economy concept throughout the world.

The seaweed industry in Indonesia serves as a practical application of the blue economy. Seaweed is one of the leading commodities that fulfills various needs, including food, chemicals and cosmetics. Many young people in Indonesia have innovated in sustainable seaweed cultivation, which can generate significant economic opportunities while ensuring the conservation of marine resources. To overcome the challenges of the blue economy, the Indonesian government has launched a book entitled Blue Economy Development Framework for Indonesia's Economic Transformation or Blue Economic Development Framework for Economic Transformation in Indonesia. The aim is none other than to promote sustainable management of marine resources, build the capacity of local communities, and increase investment in the marine and fisheries sector.

The blue economy concept has now become a world trend. As an archipelagic region that has a vast sea area, Indonesia must strive to make the sea a basis for future economic development. It is an undeniable physical fact that of the 5.8 million km² of Indonesia's territory, $\frac{3}{4}$ of it is sea, consisting of more than 17,500 islands, which are strung together by a coastline of 81,000 km, which is the second longest coastline in the world after Canada. This is the reason why the international community recognises Indonesia as the largest country in terms of language and archipelagic, boasting the most diverse marine ecosystem on the planet. This country is rich in marine biological resources, fisheries and coastal areas. Therefore, in my opinion, there is a need for a grand development design that is oriented towards developing a blue economy. Coastal and marine resources play a role in contributing to economic growth both regionally and globally. The fisheries and marine sector has the potential to become a driving force for the national economy. Because Indonesia was born as a maritime country with potential maritime power. The development of a blue economy will provide benefits for fisheries businesses, the fishing industry and the environment. The implications will increase national economic growth and strengthen national food security. The Tri Dharma consists of *Mulat sarira Hangrasa Wani* (know yourself and be strong and clever), *Rumangsa Melu handarbeni* (assume that the state's property is yours) and *Wajib Melu Hangrungkebi* (the obligation to be ready to defend the state). These three principles then became a kind of main ideology for all Indonesian citizens. As a citizen it is clearly obligatory to know oneself and explore one's potential. Then, all this potential must be placed on the basis of a sense of togetherness in belonging to the Indonesian nation (Hendri, 2008).

The blue economy concept seeks to ensure the sustainability of coastal and marine resources and environments as well as encourage economic growth in the marine and fisheries industry, considering that Indonesia is a maritime country (Prayuda, 2020). Since 2012, the blue economy has entered the practice and exploration phase. Several countries and regions have proposed strategic frameworks and action plans for developing the blue economy (Wenhai et al., 2019). After 5 years of implementing the blue growth strategy, in 2017, the European Union issued a report reviewing what had been learned and what had been achieved since 2012, the beginning of the emergence of the blue economy (Patil et al., 2018). Five aspects are explained in the report, including: (i) encouraging the growth in five focus

areas, including blue energy, aquaculture, coastal and marine tourism, blue biotechnology, seabed mineral resources, (ii) benefits of marine data, spatial planning and maritime surveillance to facilitate blue economic growth, (iii) promote a partnership approach, (iv) increase investment and (v) create a blue growth strategy in line with future challenges (Wenhai et al., 2019). The study of Wenhai et al. (2019) also proposed principles for developing the marine and fisheries industry based on the blue economy concept to formulate comprehensive economic and environmental protection policies; encouraging regional economic development; realizing sustainable development by promote clean production systems and encourage creative and innovative investment.

The above development principles are also needed for Indonesia, considering that the country has more than 17,500 islands, 108,000 kilometers of coastline and three-quarters of its territory is sea, the sea is the center of Indonesia's prosperity. Indonesia's oceans provide an unrivaled source of economic benefits that are estimated to support more than USD 180 billion in economic activity annually. Based on 2015 data, marine-related sectors consist of fisheries, marine and coastal tourism, sea-based transportation, energy and minerals, marine manufacturing (e.g., shipbuilding, salt production), marine and nearshore construction, and government expenditure related to the sea. From these sectors it is proven that Indonesia's oceans have much more to offer if they are managed sustainably (World Bank, 2021). Indonesia, as the largest archipelagic country in the world, has enormous potential for marine and fisheries resources. According to Food and Agriculture Organization (FAO) data, Indonesia produced the second most seaweed, the fourth most aquaculture, and the second largest marine capture fisheries in the world in 2012. Despite this, output growth in capture fisheries has slowed recently and is likely to reaches its peak. This is because the maximum sustainable yield (MSY) output, represented by the Total Authorized Catch (TAC) of 6.5 million tons per year, has been achieved. This fact provides an illustration of the potential of Indonesian fisheries which, if managed well and responsibly so that its activities can be sustainable, can become one of the main sources of capital for development now and in the future. If this potential resource is managed sustainably, it will have positive economic and environmental implications. However, these efforts are also faced with many socio-economic challenges (World Bank, 2021).

Studies on the contribution of the marine, fisheries and coastal tourism sectors to Indonesia's economic growth have been carried out several times. There are studies of this nature regional or only focusing on certain areas, such as Arrazy & Primadini (2021); Hidayat et al. (2020); Nikijuluw et al. (2016); Puansalaing et al. (2021); Rizal (2013); Rizani (2017); Sari & Bangun (2019); Sutardjo (2014); Tumangkeng (2018); and Yonvitner et al. (2020). The given study does not thoroughly investigate the sectors that contribute to the blue economy in Indonesia. There is still a limited amount of research on the blue economy in Indonesia. This is primarily due to the relatively new nature of the concept, along with Indonesia's ongoing efforts to establish policies for its implementation. Notably, there have been studies conducted in Indonesia on the industrial sectors that support the marine economy and have adopted the blue economy concept, as demonstrated by Aris et al. (2022) and Purbani et al. (2016) but still specifically examines one industrial sector or is micro in nature. Macro studies include: Banu (2020); Bidayani et al. (2016); Duha & Saputro (2022); Ilma (2014); Prayuda (2020); Qi et al. (2020); Razladova & Nyoko (2022); Supriyadi et al. (2022); Wijayanti & Ramlah (2022); Zebblon et al. (2016) are several studies that have raised the concept of the blue economy and its role in Indonesia's economic development. However, this study has not thoroughly addressed the challenges Indonesia encounters when implementing blue economy policies to boost its economic growth. It also fails to outline the necessary strategies that the government needs to adopt and does not provide a comprehensive analysis of the economic impact of industrial sectors within the maritime sector. The aim of this research was to highlight the concepts in Javanese philosophy, the main of which is the Tri Dharma concept in accordance with the above background into implementation as a public policy of the Regional

Government in efforts to develop the Blue Economy. The implementation of Javanese Tri Dharma Sambernyawa as a foundational framework in regional governance significantly enhances the effectiveness of Blue Economy policies, as evidenced by increased sustainable practices and economic growth. There is a positive correlation between the integration of Javanese Tri Dharma Sambernyawa principles into regional government policies and the perception of stakeholder communities, indicating a higher level of social acceptance and engagement in Blue Economy initiatives. These hypotheses aim providing clear statements that can be empirically tested, contributing to the robustness of the research, and offering a more structured approach to investigating the impact of Javanese Tri Dharma Sambernyawa on Blue Economy development.

Literature Review

Achieving sustainable development requires the active engagement of every individual within the country. The sustainable development is a way for society to increase development without creating side effects from that development, while still considering that non-renewable energy is decreasing. Given the sizeable impact of such actions, it is anticipated that we, as the future generation of our nation, have the potential to curtail corruption, which serves as the fundamental cause for economic predicaments in Indonesia. Through a scientific lens, it is imperative for Indonesians to recognize that the destiny and advancement of the nation are contingent upon collective efforts rather than solely relying on the government. Hence, it is crucial for us to persevere in evolving into a community capable of instigating positive transformations that undeniably contribute to the betterment of Indonesia.

Mangkunegara I's teachings are known as the Tri Dharma, namely rumangsa melu handarbeni, rumangsa mandatory angrungkebi, mulat sarira angrasa wani, which requires direct active participation of people in the administration of the state. Elitism in an organisation should be avoided by leaders (Hendri, 2008).

According to Socrates, individuals engage in evil behavior due to their lack of knowledge regarding what is truly beneficial for them. Socrates posits that virtue is a product of acquiring knowledge, and once a person is educated about what is truly advantageous for their well-being, they will act in accordance with such virtue. These virtues encompass traits such as being quiet, selfless, and industrious. Moreover, our actions can be considered appropriate if they contribute to the overall harmony and enable us to occupy our rightful place in society. Conversely, any action that disrupts harmony, leading to societal inequality, distress, and confusion, is deemed morally wrong.

In the scope of international law, relations between the sea and countries have been regulated in the United Nations Convention on the Law of the Sea 1982 (UNCLOS 1982). Derived from several customs of sovereign countries and agreements of countries participating in the Convention, UNCLOS 1982 provides principles regarding the obligations and rights of countries related to the ocean, including the use of marine resources. Meanwhile, in the economic sphere, the term Blue Economy is known, a broad concept that can be studied from various study aspects (Nurfauzi & Mansur, 2022).

In the context of Indonesia, as the largest archipelagic country in the world, the potential for marine resources is very large and can be used as a significant source of income. Talking about resource potential, coastal fishing communities have a long coastline and are one of the places where fishing communities live from marine products. In supporting the blue economy concept, sustainable and environmentally sound use of marine resources is very important and this can be done by strengthening the resource potential of coastal fishing communities (Yuliani et al., 2023).

As an archipelagic country that has a vast and rich sea area, Indonesia is challenged to make marine resources the basis for future economic development (Yakti, 2017). This can start by fostering

maritime insight for the community and government. Indonesia's marine-oriented development is realised through increasing the capacity of human resources with a marine perspective (Prasetyo et al., 2019). This country is rich in marine biological resources, fisheries and coastal areas. Therefore, there is a need for a grand development design, oriented towards developing a blue economy. Coastal and marine resources play a role in contributing to economic growth both regionally and globally (Nugraha & Sudirman, 2016).

As an archipelagic country that has a vast and rich sea area, Indonesia is challenged to make marine resources the basis for future economic development (Mustari et al., 2018). This can start by fostering maritime insight for the community and government. Indonesia's marine-oriented development is realised through increasing the capacity of human resources with a marine perspective, managing national sea areas to maintain sovereignty, and building an integrated national economy by optimizing the sustainable use of marine resources (Hadiwijaya, 2022).

Research Methodology

A qualitative research design was employed in this study, indicating that the data collected was non-numerical and more focused on understanding the nature of the phenomenon being investigated. The data collected fell into the category of substantive data, which was then analysed with the aid of references, referents, and scientific literature. The qualitative procedures employed produced interpretive findings that provide descriptive information about the research participants. Secondary data researchers utilised documents, written texts, or photographs relevant to the research topic as their data source. Data collection involved the documentation technique, where various pieces of information pertaining to the research theme were gathered. Subsequently, all the data was qualitatively analysed using the descriptive model proposed by Miles and Huberman (1992), namely data reduction, data presentation and conclusions. The collected data is then analysed and organised based on the research objectives. Subsequently, the sorted data was presented in a descriptive manner to address the research questions, and the findings were summarised in the conclusion.

1. The analysis model used the Miles and Huberman interactive model

1. 1. Data reduction

Data reduction was a part of the analysis process, namely a form of analysis to emphasise, shorten, focus, remove unimportant things and organise data, so to drive conclusions. This data reduction process continued throughout the research, in the form of abbreviations, coding, focusing on themes, defining problem boundaries and writing memos.

1. 2. Data presentation

Data presentation is an arrangement of information that allowed the research conclusions to be drawn. Data presentation, through the use of visual elements like image matrices, schemes, networks, workflow, and tables, offers researchers a comprehensive understanding of the information and enables them to take necessary actions or collaborate with analysts. Such visual representations facilitate analysis, ensuring a clearer picture and ease in drawing research conclusions. A well-structured data presentation systematically describes the information, making it easily visible and comprehensible for the entire audience.

3. Drawing conclusions

From the beginning of data collection, researchers must begin to understand the meaning of the things they encounter by noting regularities, patterns, statements of various possible configurations,

directions of causal relationships and propositions. Final conclusions in qualitative research will not be drawn unless, after the data collection process ends. The conclusions made need to be verified by looking and questioning them again, while reviewing field notes cursorily to gain a more precise understanding.

Research Results

The following is a presentation of the leadership concept that Raden Mas Said put forward in his struggle.

1. The concept of solidarity is very basic in Raden Mas Said's leadership. In this solidarity, it is described as a very sensitive matter, namely death, as described by *tiji tibeh*, namely if one dies, they all die.

2. The next thing that is also described is the concept of justice, namely that if a result is obtained in the struggle, then the result is enjoyed together, which is expressed as *mukti siji Mukti kabeh*. This concept is very important in building solidarity so that people feel they are not only tools, but also invited to share their ideals.

3. The next concept is that there is a slogan to build ideals and carry out leadership, this slogan is the goal and ideal in carrying out the struggle. This means that the struggle is not just to look for something that is not clear, but to fight for something that is considered good and noble. This struggle will raise all members or all participants in a better condition (Sudardi, 2021).

It is imperative to analyze the scientific significance of Raden Mas Said's leadership values, to determine their applicability in the contemporary era. However, it must be acknowledged that the implementation of these values may be subject to challenges owing to the varying social, political, and environmental circumstances prevalent in modern times (Wang, 2018). However, the values can still be applied with an adjustment. In essence, the values of local wisdom that have been built by our predecessors were explored (Tarigan, 2017).

The value of local wisdom is related to Raden Mas Said's leadership, which first requires a slogan, or vision and mission in pursuing an ideal. Without a vision, mission, slogan or ideals, efforts cannot be directed and cannot be measured (Aritz & Walker, 2017). The value of local wisdom is related to Raden Mas Said's leadership, which first requires a slogan, or vision and mission in pursuing an ideal. Without a vision, mission, slogan or ideals, efforts cannot be directed and cannot be measured. A good vision and mission provides policy-making boundaries regarding what organisational leaders can and cannot pursue. In this way, errors in making policies that are not in accordance with organisational goals will be greatly reduced.

A good vision and mission will give meaning to what people in the organisation do (Xu, 2015). As is known, it is humans who drive organisations, not machines. They can work wholeheartedly if they understand what those actions mean for the organisation and for their own beliefs. A good vision gives meaning to every action they take (Sukristyanto, 2018).

Raden Mas Said's leadership prioritises an aspect, namely solidarity. Solidarity is something that is very important in communal leadership. The concept of *tiji tibeh* is a Solidarity concept that promises to get an adequate share of the results of the struggle, while at the same time having to have responsibility in the struggle up to the risk of death (Hikmawati, 2016). Solidarity is a very important leadership concept in any organisation. Raden Mas Said's leadership prioritises an aspect, namely solidarity. Solidarity is a state of mutual trust between members of a group or community. If people trust

each other, they will become one/become friends, become mutually respectful, be encouraged to be responsible and pay attention to interests.

Discussion

Implementation of Mulat Sarira Hangrasa Wani Concept

The first Tri Dharma concept is *Mulat sarira Hangrasa Wani* (know yourself and be strong and clever). This concept, when linked to the implementation of development related to the regional government's blue economy, emphasises how government administrators and citizens are able to recognise the potential that exists in the region and the geostrategies possessed by the regional government. When observing a cartographic representation of Indonesia, an optical appraisal reveals a prevalent visual prominence of blue hues surpassing the prevalence of green tones within the depicted terrain. This conspicuous manifestation accentuates the exigency for an enhanced allocation of resources and efforts towards the utilisation and stewardship of maritime domains. The paramount geographical reality of Indonesia as the foremost archipelagic nation signifies the criticality of acknowledging the oceanic expanse's profound pertinence to the perpetuation and resilience of the Indonesian populace (Indriyani et al., 2022).

Viewed based on strategic areas, the sea has an important function to support the future existence of a nation, namely as a medium of communication, a media for unifying the nation, a media for building influence and a media for development, a media for resources, a media for national defense, and a media for the development of technology and science (Marsetio, 2014). If it cannot be controlled effectively, Indonesia's vast maritime territory has the potential to result in many disturbing problems and has the potential to become a threat to national interests, for example related to border disputes, exploitation of marine natural resources related to the control and utilization of certain types of energy, exploration for the search for certain points of energy presence, as well as the potential for security disturbances and legal violations (Hendrawan, 2020).

The Blue Economy concept is based on two fundamental principles. First, natural efficiency or nature's efficiency, where the Blue Economy concept tries to align itself with the production cycle of natural ecosystems which is aimed at enriching resources and reducing all acts of excessive exploitation. Second, Zero Waste, which means waste or rubbish from a resource is reprocessed so that it can become a useful material so as to create a balanced and sustainable environment and ecosystem (Monios & Wilmsmeier, 2022). Furthermore, Blue Economy is an economic development model that integrates ocean and land development, emphasizing optimizing the use of technology, with the aim of increasing the use of marine resources (Wahyuddin et al., 2023).

In order to move towards a Golden Indonesia 2045, with the target of becoming one of the five largest countries economically by 2045, economic restoration is needed that is able to drive Indonesia's transformation into a high-income country. The marine economy is one of the economic sources that can realize this vision (Benzaken et al., 2022). Many studies have revealed that Indonesia has great maritime economic potential as an archipelagic country. Globally, Indonesia is ranked second after China as the largest producer of fishery products. This advantage is mainly due to Indonesia's location in the Coral Triangle region (Cisneros-Montemayor, 2022). In 2018, it was estimated that Indonesia had a coral reef ecosystem covering an area of 2.5 million hectares, which is home to rich marine life. In 2020 there were 3.2 million households involved in the fishing industry in Indonesia (Ginting, 2023). It was recorded that fisheries production in 2020 reached 21.83 million tons. Meanwhile, the export value of fishery products in 2020 reached USD 5.2 billion and will increase in 2021 to USD 5.72 billion. This figure will continue to grow as global demand for seafood increases. This condition is a major capital for

development, where the fishing industry contributes 469.59 trillion rupiah in 2021 or 2.76% of the National Domestic Product. The large fisheries potential makes the population highly dependent on marine and fisheries resources (Darajati, 2023).

Therefore, in order to guarantee national interests at sea, it is necessary to develop a sea power which involves the nation's components as a whole in a systematic and structured hierarchy, especially how to seek the involvement of regional governments whose development is based on the blue economy (Marsetio, 2013).

Understanding the history of a nation is an element that cannot be separated from the existence of a regional government entity. With this understanding, there is an inherent appreciation for the identity of the nation. This history includes national history and local history. History gave birth to many traditions, including traditions as a maritime nation. The traditions of maritime nations are mostly born out of awareness of a nation as a geographical environment and the resources it has as an archipelagic nation (capital = capital is the capital that humans have to get good opportunities in life, such as knowledge capital, resource capital, economic capital and so on), while the traditions of maritime nations are due to the awareness of using the sea as a source of life which has become incarnate (habitus=habitus are social values lived by humans and/or groups of humans (nations), which are created through a process of socialization of values values that last for a long time so that they become a way of thinking and patterns of human behavior) (Marsetio, 2014).

In the current era, this tradition is being developed for the advancement of the nation's life in global competition, both in the political, economic and military fields. A nation's ability to weave maritime and maritime traditions between the past and the present will determine the future of that nation in the maritime domain which is full of competition between nations (Haras, 2017). To be successful in the maritime domain (arena = arena is a certain or special space that exists and exists in society). In human life there are various kinds of arenas, such as the business arena, educational arena, political arena, military arena and others. If humans want to be successful in a certain arena, then they need or require to have the right habitus and capital. The Indonesian nation must not only have capital as a maritime nation but must also have a habitus as a maritime nation.

The values, norms and culture of maritime nations can be shaped into character through national education. In order to move in that direction, an understanding is needed between all stakeholders regarding the importance of including the values, norms and culture of maritime nations in the national education curriculum. Without going through the world of education, it is very difficult to build maritime and maritime character among the Indonesian nation. The experience of other nations shows that their initial efforts to build maritime and maritime character were through education, which in the medium and long term will contribute to progress in the economic sector (Bueger & Edmunds, 2017).

Once a nation has a maritime character, it naturally becomes the character of a regional government. The government's pro-maritime character will create policies in the political, economic and military fields that have maritime nuances, so that maritime becomes one of the nation's advantages. Such a character of regional government will also benefit other fields, for example trade, agriculture, and so on, because the progress in the maritime world will contribute to other fields in national life. The nation's prosperity will increase further as the maritime character is attached to the character of local government based on a blue economy (Bueger, 2015).

Implementation of the Concept of Feeling Participating in Handarbeni

The concept of rumangsa melu handarbeni (assume that the state's property is yours) can be applied by realising awareness of the use and control of marine potential with full responsibility. With active use and control, it will automatically prevent the opponent from using it (sea denial).

Geographical conditions related to maritime means that the Indonesian state has vital interests that must be protected for the sake of survival and requires support from regional government administration related to the development of a blue economy. The access to the sea is available on all islands so that port facilities are the lifeblood of connectivity. Ports are not only maritime trade nodes but also bases for the search and development of new energy sources and new food sources. In the future, ports can be built offshore or in the middle of the ocean with a sea basing concept according to the island configuration.

Physical conformation is a geographical position that makes it possible to build a defense field supported by the construction of ports and bases. Good ports are a double advantage to open up all the resources available in all regions in Indonesia so that port development is absolutely the first priority. Geopolitically, geoeconomically and geostrategically, the determination of priorities is in accordance with the Cost and Benefit Ratio Analysis model which shows that seaport development is above the need for airport construction and inter-island bridge construction.

In the city development, the concept of development with a dual use design provides better benefits, namely benefits for civilians and benefits for defense purposes. Dual use design can reduce costs and further optimize the benefits of a building. For example, the construction of a port that can be used in addition to docking trade ships can also be used for military ships.

Port facilities are prepared in such a way that they can support the operation of military ships if at any time they are used for national defense and security assignments. In this context, the port plays an important role as a place for boats to dock. The main function of a port is not just a place to dock, but also a gathering place for trade. The word bandar in English (harbor) refers to its function as a place of refuge and shelter.

Apart from that, another term that is close in meaning to dealer is port, which sees the port as a gateway, a place where ships and boats come in and out. Lopian said that ports are a link between overseas and inland areas in interactions, especially maritime trade. The development of Serin port was followed by the emergence of port cities in coastal areas, which also increased the communication intensity of merchants at the port.

According to Anthony Reid, the position of ports is very important in Southeast Asian maritime trade, especially in traditional shipping patterns that utilise monsoon winds that blow regularly throughout the year. From April to August, the wind blows north towards mainland Asia. On the other hand, from December to March the wind blows southward, namely from mainland Asia to the Indian Ocean and South China Sea. This change in monsoon directly affects shipping routes. In these conditions, especially when waiting for a change in wind direction, the port is very important as a place to anchor, repair and ensure that the navigation system can be carried out during shipping. Monsoon patterns and shipping routes also influence the development of ports in Southeast Asia, where traders wait for the change of monsoon or the arrival of their trading partners. During the waiting period, the crew and passengers filled the city, crowded the market, and took part in ritual ceremonies.

Indonesia's population currently reaches 240 million with a labor force of over 21%. In the next ten years it is estimated that it will reach 33%. This figure is very large to be projected to further control

the coast and sea. The coastal area is also an attractive tourist spot, so some residents work as service sellers. Apart from that, coastal areas can also be used as a place for cultivating plants, in addition to cultivating fisheries in fisheries. The fish that are widely cultivated are fish that have high value to meet the calorie needs of Indonesian people. The consumption of sea fish meat should be greater than consumption of beef and chicken meat. This condition is one of the instruments in Indonesia's maritime power, the more a country relies on or makes a living from the sea, the more reliable its sea power is (Marsetio, 2014).

The potential of Indonesia's coastal and marine areas in terms of human resources is that around 60% of Indonesia's population lives in coastal areas, so they are centers of economic activities such as trade, capture fisheries, aquaculture, landscaping, sea transportation and marine tourism. The potential for a population spread across islands is a strategic asset for increasing inter-island economic activity as well as national security defense. There are around 4,735 villages out of 64,439 villages in Indonesia that can be categorized as coastal villages, some of which are located in urban areas with 75% of large and medium-sized cities with a population of more than 100,000 people located on the coast of the Malacca Strait, South China Sea, Sea Java and the Makassar Strait (Marsetio, 2014).

The coastal community population is defined as a group of people who live in coastal areas and whose economic source of life depends directly on the use of marine and coastal resources. This definition can also be developed further because basically many people depend on marine resources for their lives. They consist of fishermen owners, fishermen workers, fish and other marine organism cultivators, fish traders, fish processors, factor suppliers of fishery production facilities.

In the non-fisheries sector, coastal communities can consist of tourism service sellers, transportation service sellers, and other community groups who utilize marine and coastal non-biological resources to support their lives. However, to be more operational, this broad definition of coastal community populations is not entirely taken, but is only focused on groups of fishermen and fish cultivators as well as traders and fish processors (Pratomo, 2014).

This group directly cultivates and utilises fish resources through fishing and cultivation activities. This group also dominates settlements in coastal areas throughout Indonesia, on the coasts of large and small islands. Some of the coastal fishing community are small and medium scale entrepreneurs. However, most of them are subsistence, carrying out their business and economic activities to support their own families, on a scale that is so small that the results are only enough to meet very short-term needs.

Maritime human resources in supporting maritime development are large in number, but their quality still needs to be improved. The ability to utilise, develop and master maritime science and technology (science and technology) needs to be improved to increase the added value of Indonesian maritime products. With regard to human resources, Indonesia's population number 4 in the world must provide a maritime workforce that truly controls the sea.

Natural potential related to port trading activities. Economically valuable natural products such as fish and shrimp enter and exit exports through the port. The fishing port faces the Indian Ocean, potentially directly with port activities. The products mentioned refer to tradable commodities, including fisheries, economic growth, and the social activities within fishing communities (Maeyangsari, 2023). So the port really functions as a trade and fishing activity. The social activities of fishermen have been based on the history of trade voyages in Southeast Asia, taking place since prehistoric times, especially during the negotiation period. At that time, the nations of Southeast Asia were familiar with metal, namely bronze technology was introduced. So the social life of fishermen is based on the need to form close relationships between individuals and other individuals (Nasution, 2022). Villagers with

social conditions who sail a village fishing boat sell between sellers and fishermen in fish markets that surround the village. Some of them moved away to the west, at the mouth of the village river, where each resident was only a fisherman (Chandra, Rustam, & Safitri, 2021).

In terms of maritime economic development, Indonesia also still has many opportunities to explore and exploit. The maritime transportation sector, which can have a multiplier effect because its development will be followed by the development and development of other maritime industries and services, must be fully controlled by the government. To ensure the effective implementation of cabotage principles as mandated by Law no. 17 of 2008 concerning Shipping, additional technical regulations need to be established that align with national and international mechanisms. These regulations will enable proper enforcement of cabotage rules throughout Indonesia's territory.

The faced obstacles are the lack of national ship capacity, while the construction of new ships faces the absence of tax relief, difficulties in credit, and high credit interest for businesses in the maritime sector considering that this type of business has a high level of risk and is slow yielding.

It is also very important to pay attention to the condition of national ports which have not yet been conceptually organised regarding the main export-import and feeder ports. Apart from that, the security and efficiency of Indonesian ports is still in doubt, especially when faced with meeting the requirements of the International Ship and Port Safety (ISPS) Code. Logistics costs at Indonesian ports are still many times higher than at ports in Singapore and Malaysia, thus affecting Indonesia's overall competitiveness.

Implementation of the Wajib Melu Hangrungkebi Concept

The concept of mandatory melu hangrungkebi (obligation to be ready to defend the country), is realized by realizing an ability to control areas in the form of oceans while at the same time preventing opponents from exploiting these areas for their interests. It is impossible to fence off marine areas, let alone occupy them for a full year-long period. The territory consisting of the sea can only be controlled and controlled. Control of the ocean itself is closely related to the maritime power capabilities of a country. Sea power or what is better known as sea power can be interpreted as a country that has reliable naval capabilities and this means the realisation or practice of a country's ability to utilize and control the sea (sea control) as well as making preventive efforts against opponents in use it (sea denial) (Hermawan & Sutanto, 2022).

Indonesia's national territorial configuration has full sovereignty over everything within it up to clear territorial boundaries 12 nautical miles wide from the baseline and sovereign rights in the 24 mile additional zone, 200 mile EEZ and continental shelf. Activities up to the continental shelf are largely determined by the technology at hand. The areas that develop more quickly in terms of shape and configuration of archipelagic areas are mostly located on the edges of the coast, extending along the coastline. Financing for the development of island areas to the outermost islands in connectivity is indeed very high but has been proven to be able to increase welfare not only in linear proportion to costs, but even exponentially.

Marine area configuration explains the potential accessibility of an area. This configuration is a reflection of how to maintain maritime power, transportation and communications. The maritime border areas are marked by the outermost islands of which there are 92 islands, consisting of 66 islands bordering 9 neighboring countries and 26 islands bordering the open ocean. With these two maritime border statuses, more intensive structuring and management must be carried out not only with first track diplomacy but can also rely on second track diplomacy.

The blue economy is the economy of humanity's future, because the water area is 2/3 of the total surface of the earth. The scope of the blue economy based on the Inter-Governmental Authority on Development (IGAD) (Fahri et al., 2022) states that it consists of activities in the sectors: 1) Fisheries; 2) Blue tourism; 3) Mineral extraction industries; 4) Marine, river and lake transport, port and related services such as shipping and shipbuilding; 5) Aquaculture; 6) Renewable blue energy; 7) Desalination; 8) Marine biotechnology and bioprospecting; and 9) Conservation and protection of blue ecosystems. The blue economy definition from IGAD states that the blue economy (BE) includes marine and freshwater environments (Siah & Chan, 2022). Therefore, it is concerned with the sustainable use and conservation of oceans and seas, coastlines and shores, lakes, rivers and groundwater (van de Water, 2022). The blue economy is then a set of human activities that, on the one hand, regulates in an integrated, fair and circular manner the production, distribution, trade and consumption of goods and services resulting from the exploitation of aquatic resources and from the use of the support that constitutes the aquatic environment, and, on the other hand, contribute to improving the health status of aquatic ecosystems by implementing protective and restorative measures. Consequently, BE revolves around the valorization of economic sectors and ecological components (Ismail et al., 2023).

If you remember that Indonesia is called an archipelagic country, the sea has a very crucial role to pay attention to. Even maritime economics expert, Rokhmin Dahuri, explained that Indonesia's maritime sector has a large total potential, reaching around 800 billion US dollars or around IDR 7,200 trillion per year (Firmansyah & Rahayu, 2023). However, there are still various maritime problems in Indonesia, such as Illegal, Unreported and Unregulated Fishing (IUUF), the South China Sea conflict, oil spills at sea, coral reef degradation, mangrove degradation, fish bombing, fish sedation, the large number of crew members (ABK).) neglected Indonesia, and other problems (Ramadani & Tatwo, 2023). Of the various examples of problems mentioned, problems related to marine ecosystems need to receive more attention because they will affect the welfare of the Indonesian people themselves. So policy demands that move from anthropocentric to ecocentric are encouraged (Putra & Asri, 2023).

As a developing country with economic strength supported by maritime resources that continue to grow, Indonesia's continued progress will increasingly depend on trade and maritime transportation and energy availability, as well as on the exploitation of marine and underwater resources and building a resilient maritime industry. Therefore, it is very clear that Indonesia has huge national interests in the sea. As the basis for Indonesia's interests at sea, Indonesia must have an ideal maritime spatial plan to fight for its national goals, as well as have a strategy to safeguard its maritime interests in all situations.

Another side of the sea that provides opportunities for prosperity and prosperity, as well as the seeds of future conflict, is marine and underwater resources. Indonesia has an exclusive economic zone that stretches across 2.7 million square km and success in exploiting this area can accelerate Indonesia's position as a developed country. However, it is realized that Indonesia still needs applied high technology to utilize its underwater wealth. Implementation of this technology requires survey results, research and human resources in the maritime sector. Therefore, it is necessary to build many maritime universities to produce a young generation of maritime people who master maritime technology, maritime energy and maritime economics.

Suggestions for Future Research

Suggestions for future research prioritize strengthening social understanding in efforts to integrate local communities with local government through the application of the Tri Dharma Sambernyawa philosophy in the form of synergy to manage sustainable natural resources independently, hard efforts and support from the Regional Government and all parties are needed to build collaborative networks, foster community innovation, increase capabilities and strengthen

community culture. It is important to increase development in line with conservation efforts, renewable energy, and integrated fisheries cultivation as the identity of a mix of forward-thinking coastal communities as well as an edu-ecotourism destination. Both Minapolitan concepts can improve the performance of the blue economy policy because there will be excellent interlinkage to increase regional and state economic growth and development. In line with SDG principles, the blue economy concept exists with the aim of increasing economic growth while ensuring its sustainability and environmental preservation. The potential for marine natural resources is quite large, such as trap fishing, mariculture, marine tourism, and processing of fishery products, which can support the blue economy. However, lack of optimal management of marine resources, lack of early education about the blue economy and lack of market access are the main obstacles in implementing the blue economy. So that the Tri Dharma Sambernyawa philosophy can be used as a bridge in understanding and early education, which is one of the initial forms of preparing children to become responsible citizens and ready to face global challenges in the future, especially with the conditions of communities in the coastal environment.

Conclusions and Implications

The Tri Dharma concept necessitates the direct and proactive engagement of individuals in the management of regional governance. These three principals have evolved into a fundamental ideology for all members of society. As responsible citizens, it becomes imperative to understand oneself and delve into one's capabilities. Subsequently, these abilities should be channeled with an emphasis on fostering a collective spirit when participating in regional governance. The concept of Mulat sarira Hangrasa Wani is linked to the implementation of development related to the regional government's blue economy, emphasising how government administrators and citizens are able to recognise the potential that exists in the region and the geostrategies owned by the regional government. The concept of wajib melu handarbeni can be applied by creating awareness of the use and control of marine potential with full responsibility. The implementation of the mandatory melu hangrungkebi concept is understood by realising an ability to control areas in the form of oceans and at the same time prevent opponents from exploiting these areas for their interests.

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