

The Relationship Model of Maritime Culture and State Policy Towards National Resilience



Avando Bastari, Marjono, Moeljadi, Zaenal Fanani

Abstract: This study aims to obtain a model that represents the Effect of Maritime Culture and State Policy on Maritime National Security and measures how much it affects. The relationship model is needed as a guideline in formulating marine policies based on the strength of Maritime Culture that has taken root in the history of the Indonesian nation. The method used in this study is to use the SEM (Structural Equation Model) Modeling approach which is compiled based on quantitative descriptive analysis with the aim of describing relationships between variables accompanied by significant indicators. Modeling analysis has a significant relationship between Maritime Culture (X1), State Policy (Y1) and National Maritime Security (Y4). The variable indicators used are community character (X1.1) and economic activity (X1.2), cultural activities and happiness traditions (X1.3), defense and security policies (Y1.1), economic policy (Y1.2), Technology and education policy (Y1.3) and Socio-cultural Policy (Y1.4). National Resilience with indicators: ideological aspects (Y4.1), politics (Y4.2), economics (Y4.3), socio-cultural (Y4.4) and defense security (Y4.5). The study produced a Model with Goodnes of Fit value in the form of a suitability of the model that represented a significant relationship between Maritime Culture and State Policy towards National Resilience. The relationship formulations found were: $\text{Maritime Resilience} = 0.207 * \text{Maritime Culture} + 0.542 * \text{State Policy}$, $\text{Maritime National Defense} = 0.813 * \text{State Policy} + 0.207 * \text{Maritime Culture}$.

Keyword: Relationship Model, Maritime Culture, State Policy, National Resilience

I. INTRODUCTION

The history of the nation of Indonesia as a maritime nation has long been known. Indonesian nation's shipping activities have been going on since the days of our ancestors, in line with the history of the Indonesian people. The archipelago, which is located in the cross of the world's sea traffic network, is indirectly a link between the East and the West. Various crops originating from Indonesia are goods that are needed by the world market, especially Europe. This has resulted in the occurrence of lively trade and shipping activities from and towards the territory of Indonesia [7].

Indonesia's maritime glory can be seen from the history of the kingdoms that once existed in the archipelago. The kingdom of Srivijaya has a strong naval fleet, controls the maritime trade route and collects excise tax on sea use. The influence of his power over Southeast Asia was corroborated by historical records that there was a close relationship with the Kingdom of Campa located between Cambodia and Laos. Mataram kingdom in Central Java along with other kingdoms such as the Kingdom of Tarumanegara have built Borobudur Temple which in its wall reliefs can be seen a picture of a sailboat with sturdy masts and has a wide rectangular screen. Various documents about the maritime glory of the Indonesian nation in the past have been widely revealed, but in its journey, the glory of the nautical has experienced a drought. There are at least two causes for this, namely the Dutch colonial practice of the past, and the non-maritime development policies of the New Order regime [16]. This means that Maritime Culture in the Archipelago has existed since ancient times, so as to be able to make the Archipelago become large and prosperous with strong maritime resilience, but with increasing time the spirit of Maritime Culture began to be neglected so that Indonesia experienced a setback in maritime security for several years. Restoring the cultural spirit and maritime resilience is not easy, serious efforts are needed from all elements of the nation. Optimization of the Indonesian people in terms of national security in the maritime field must be done immediately. Finally, a study is needed that can produce a model that can illustrate how the influence of Maritime Culture and State Policy on Maritime Resilience in the Maritime sector. As for a number of global and national issues underlying the need for discussion of the maritime culture model in the context of national maritime policy and resilience can be presented as follows:

1.1. Global Situation Dynamics.

Global and international regional developments stem from key issues relating to strategic policy and competition between the United States as a trans-regional power in the world, Iran in the Persian Gulf, China in the South China Sea, North Korea on the Korean peninsula, and ASEAN as a force main regional in each region [17]. This certainly relates to the policies implemented by each country and contributes to the strategic competition between trans-regional forces in the Middle East and the Asia Pacific region, especially in the maritime sector including the issue of maritime culture [14]. To anticipate this, Indonesia has a marine policy in the form of the World Maritime Axis Vision. This is deemed necessary by paying close attention to the constellation of relations between countries in Asia and various initiatives in the global region, such as the ASEAN Community, One Belt One Road (OBOR) of the People's Republic of China,

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East Act of India and Re-Balance of America [17] In this regard, Indonesia's vision to become the World Maritime Axis can be done with the synergy of various initiatives in accordance with national interests, in order to contribute and make a positive contribution to world peace. The vision of the World Maritime Axis can be realized if there are appropriate, effective and competitive supporting policies and programs [8].

1.2. National Situation Dynamics

Responding to State policies that put the maritime sector into one of the development priorities, various data and accurate information related to Indonesia's maritime potential are needed. During this time, the sea and all its potential tend to be forgotten, so it is time for Indonesia to rebuild marine culture as an inseparable part of making Indonesia a world maritime axis. Indonesia must be able to read the potential and strategic functions of the sea. Indonesia must be able to change the mindset that the sea is unifying not as an inter-island separator and in Indonesia [10]. The abundant potential of marine resources and the history of maritime glory in the past, so that the spirit of reviving Indonesia's maritime glory is not impossible. The Djuanda Declaration of 1957 has given new hope to restore the glory of Indonesia as a maritime nation. The task of the current generation is to continue the next step, namely the development of maritime and maritime fields and the need for adjustments to the mindset, pattern of attitudes, and patterns of action of the nation based on awareness of the maritime space of the Indonesian nation through marine-oriented development [9].

The Conditions of National Maritime Resilience

The lack of alignments and State policies in the national maritime resilience sector is one of the causes of the chaotic arrangement of the maritime sector which is actually a source of foreign exchange. The North Coast Reclamation Case in Jakarta (2016) is a clear proof of the impartiality of State policy makers in supporting Maritime Culture as part of the lives of coastal fishermen [6]. Another problem is that there are still many Indonesian domestic ports that have not become the Standard International Hub Port, the EEZ is still neglected, the development of small islands, especially in the border regions, has not been completed which requires high funding and State commitment, and the increasingly widespread practice of illegal fishing illegal drug, trafficking, illegal people, and the increasing smuggling of drugs in Indonesia, this is very influential in decreasing Indonesian National Maritime Resilience. One important aspect of the nation's maritime vision is Culture and Maritime Resilience. The Indonesian nation must truly understand the importance of culture and maritime resilience as the main foundation for achieving this maritime vision. The Indonesian nation must get used to reading and writing scientifically about the aspects of maritime affairs of the Indonesian people. Indonesian nation's maritime culture is a legacy of local wisdom that can be re-elevated its glory, and if coupled with State Policy that supports the sector and maritime culture, it can create a national maritime resilience of the Indonesian people increasingly high and stronger and sustainable [7].

For this reason, research or modeling is needed that can represent "How the Effect of Maritime Culture and State Policy on the National Resilience of the Maritime Sector to

strengthen the National Resilience of the Indonesian people. It becomes a demand and need for all maritime stakeholders.

1.3. The Main Problems

From the description explained earlier, de facto Indonesia is a country where 2/3 of its territory is an ocean with abundant marine resources. However, the natural wealth in the sea until now has not been able to contribute to the prosperity of the nation. State policy is needed to restore the vision of the Indonesian State to become a strong maritime country and to prosper its people. For this reason, research is needed that can contribute to aspects of maritime culture and the vision of the state in the future that can strengthen the national security of the Indonesian nation.

Based on this matter, a problem statement can be formulated in this study as follows: "What is the influence of Maritime Culture and State Policy on the National Defense of the Maritime sector, to strengthen the National Defense of the Indonesian Nation". To be able to answer the formulation of the problem, it was revealed to be the following research questions:

- What is the influence of Maritime Culture on State Policy to support the National Maritime Resilience?
- What is the effect of State Policy on Maritime Resilience in the Maritime Sector?
- What is the direct influence of Maritime Culture on the National Maritime Resilience?
- How is the influence of Maritime Culture indirectly through State Policy (as a mediating variable) towards the National Maritime Resilience?

II. II. MATERIALS AND METHODS

2.1. Indonesian Maritime Culture

According to [1] the Maritime State is a country that is in the territory of a vast sea and is able to utilize all the potential of the sea, be it fisheries, maritime affairs, mining, marine tourism or even national defense. All these management lead to the welfare of the people in prospering a nation and country. Furthermore, the concept of a maritime state can be explained in 4 (four) things as follows: (1) A maritime country is a country consisting of island islands, (2) A maritime country is a country consisting of people working on the sea and coast, (3) A maritime country is a country surrounded by sea and waters, (4) A maritime country is a country that is able to utilize all marine potentials, namely fisheries, marine, mining, tourism and even national defense for the sake of national and state interests [3]. Maritime culture in Indonesia stretches from Sabang Island to Merauke. Various kinds of culture and local wisdom are created in each region. Indonesian maritime culture can be dissected through the definition of culture itself in Indonesia. According to [13] "Culture" has a meaning, "The whole ideas, actions, and results of human work that belonged to him through the learning process". Furthermore the word "maritime" is interpreted as, "connecting to sea or near the sea", which means connecting to the sea or near the sea. The etymological word maritime actually comes from Latin, namely maritimus or mare, which means sea.

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The interpretation of Maritime Culture is the whole idea that is capable of producing actions and behaviors that belong to a collective who lives and lives close to the sea. The discussion of this led to the landscape of the order of the people living with sea culture [11]. Thus it is not excessive if it is said that the essential nature of the Indonesian state is maritime. Sea as a transportation medium serves as a liaison for islands in Indonesia. The sea as a welfare medium is closely related to trade activities and the utilization of Indonesia's marine wealth. This is also supported by the sea as a defense media for the Indonesian nation [2].

2.2. Indonesian National Resilience

Indonesian National Resilience is the dynamic condition of the Indonesian people which includes all aspects of integrated national life, containing resilience and resilience that contain the ability to develop national strength, in facing and overcoming all challenges, threats, obstacles and disturbances both from outside and inside, to guaranteeing identity, integrity, survival of the nation and state and the struggle to achieve national goals [7]. The nature of Indonesia's national resilience is the resilience and resilience of the nation which contains the ability to develop national power, to be able to guarantee the survival of the nation and state in achieving national goals. Whereas the essence of the conception of Indonesia's national resilience is the regulation and implementation of welfare and security in a balanced, harmonious and harmonious manner in all aspects of national life [7]. Based on the understanding of the relationship between humans and the surrounding world, the relatively static mapping of 3 gatra (Trigatra), namely gatra geography, natural resources and population, while based on the understanding of human relations in social life, obtained an agreement that in all Indonesian aspects of life resilience The national map is mapped in 5 dynamic gatra (panca gatra) that are dynamic and considered dominant, namely gatra ideology, gatra Politik, gatra Ekonomi, gatra social-culture, gatra defense and security. The 3 natural gatra (Trigatra) when combined with 5 gatra sosial (Pancagatra) become 8 gatra (Astagatra) which is a comprehensive model of mapping of the Indonesian national life system. The 8th gatra (Astagatra) with one another as a whole is comprehensive and integrated to shape the behavior of the nation and state society [7].

2.3. State Public Policy

State Public Policy is a means of action by the State with the aim of promoting certain phenomena that occur in the community. A policy can describe a rule, provide a principle that directs action, applies roles and responsibilities, reflects the values and principles and intentions of a country. Policies can be enforced by all levels of State (federal, provincial, regional and municipal), communities, organizations, businesses and schools.

According to [15], State policy involves behavior and intentions and actions. Policies have results that may not have been predicted before. Policy refers to purposive actions, policies emerge from a process from time to time that allows intra-and inter-organizational relations. Policy for the public as a series in making decisions concerning the public interest, which are conscious, directed, and measurable carried out by the State that involve stakeholders in certain fields that lead to specific goals. While the

implementation of policy is a stage of activity / activity / program in implementing policy decisions made by individuals / officials, State groups, communities, and / or the private sector in order to achieve the objectives set in policy decisions that affect the final outcome of a policy [15].

According to [5], State policy is a series of decisions that are set and implemented by the State that have certain objectives in the public interest "and for good business actors, State policies must have entrepreneurial marketing capabilities with five main indicators, namely, frequency of product diversification, level product diversity, ability to establish relationships with medium-sized businesses, the ability to establish relationships with large businesses, and the level of activity seeking business information. Policy as a series of actions / activities proposed by a person, group or State in a particular environment where there are obstacles (difficulties) and opportunities for implementing the proposed policy in order to achieve the objectives in which the public policy making process is demanded by the State not only to give birth to a good policy but also the policy that goes through the process of involving citizens based on citizens preferences, namely the policy making process that is based on people's choices [12].

2.4. The Proposed Methods

The location of the study focused on areas that represented the condition of the Maritime Culture in a comprehensive manner that supported the national resilience of the maritime sector in Indonesia, including: Lamongan, Probolinggo, Banyuwangi and Surabaya districts. This research was conducted from August 2018 to February 2019. Data collection was in the form of an open questionnaire and in-depth interviews conducted during this period. The research subjects as questionnaire respondents were selected purposively according to the purpose of the study which included all stakeholders of maritime, industry, fishermen, local State and central State as many as approximately 200 respondents. The following is Figure 1. Location of the study. The location of this study was chosen because it comprehensively represented the regions that represented the conditions of maritime culture and State policies towards national maritime resilience.

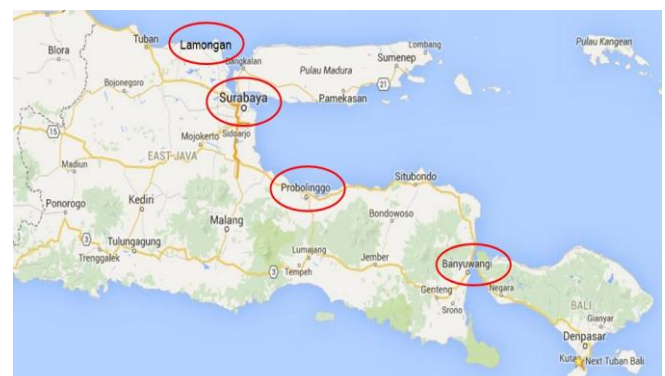


Figure 1. The Location of Research

2.5. The Methods of Structural Equation Model (SEM)

The method used in this study is modeling using the Structural Equation Model (SEM). SEM is a statistical technique to study causal relationships between unobservable variables which are currently widely used in various fields. Latent variable is a variable that is formed or explained by an indicator (observable variable). Another name for the latent variable is the factor or construct variable. While other names of observable variables are measurement variables, indicator variables, or manifest variables.

In principle, the SEM method is a combination of regression, factor analysis and path analysis. Furthermore the goodness index / suitability model (Goodness of Fit Index) becomes a reference to measure how much the level of compatibility between the two models. The seven steps above are technically different from one another depending on the software used.

According to [4] propose the SEM Modeling stage into 7 (seven) main steps, as follows:

- a. Development of a theory-based research model.
- b. Development of path diagram analysis to show causality relationships.
- c. Conversion of the path diagram becomes a Structural Equation Model.
- d. Selection of input and estimation matrices for the proposed model.
- e. Assess the identification of structural models used.
- f. Estimated evaluation of the goodness of the model with the Goodness of Fit criteria.
- g. Interpretation and modification of the research model.

2.6. Novelty and Originality

To determine the originality and novelty of this research, there are 2 (two) approaches, namely the research object and the method used. Academically this research has never been done by previous researchers either object or method. The object of this research is directed at How Maritime Culture and State Policy Affects National Maritime Resilience, using methods that are the development of the concepts and models of the Structural Equation Model (SEM). Objects, concepts and methods of this research have been partially used by researchers and scientists beforehand, however, simultaneous and integrated use has never been done in terms of Maritime Culture, State Policy or the National Defense of Maritime Affairs.

In detail, the originality and novelty presented in this dissertation study include the following:

- a. Modeling the relationship and influence between Maritime Culture and State Policy on Maritime Resilience in the Maritime field as an interacting system variable is a new model that has never been done by previous researchers.
- b. The development of the Structural Equation Model (SEM) method in analysis and modeling in representing the relationship and influence of Maritime Culture and State Policy on Maritime Resilience in the Maritime sector is a new thing that has never been done by previous researchers.

III. RESULT AND DISCUSSION

3.1. Maritime Culture Variable

The Confirmatory Factor Analysis (CFA) model and the results of processing Maritime Culture latent variables are as follows, see Figure 2:

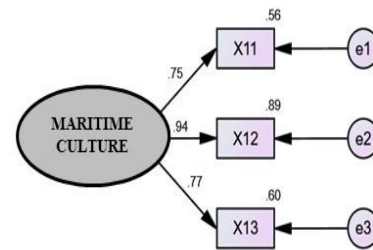


Figure 2. The Model of Maritim Culture Variables
Based on Figure 2. It can be explained that Variable of Maritim Cultural is measured using the following indicators:
X11 = Citizen Character
X12 = Economic Activity
X13 = Cultural Activities and Maritime Traditions

3.2. State Public Policy Variable

The Confirmatory Factor Analysis (CFA) model and the results of processing State Public Policy latent variables are as follows, see Figure 3:

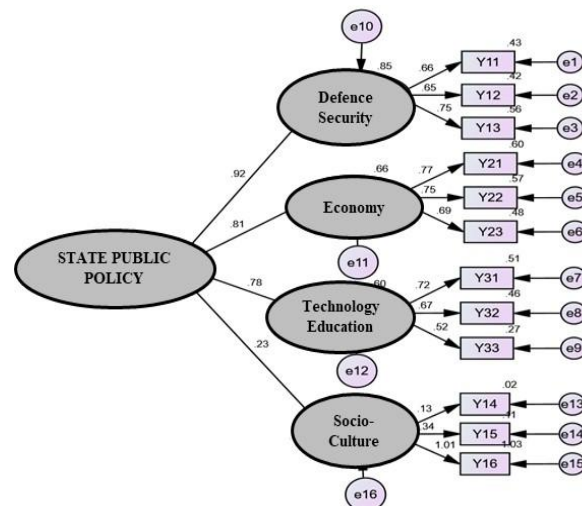


Figure 3. The Model of State Public Policy Variables

Based on Figure 3. It can be explained that State policy is defined as a policy programmed to be run by the State in a maritime cultural perspective to support national maritime resilience. State policy is a latent and dependent variable. Latent variables State policies are measured using the following indicators:

- Y11 = State Public Policy on Defence and Security
- Y12 = State Public Policy in the Economy
- Y13 = State Public Policy in Technology and Education
- Y14 = State Public Policy in Socio-Culture

3.3. National Resilience Variable – Full Model
The Confirmatory Factor Analysis model and the

results of processing data on the Latent National Resilience Variables in the Maritime Field are as follows, see Figure 4:

Y45 = Defence-Security aspect

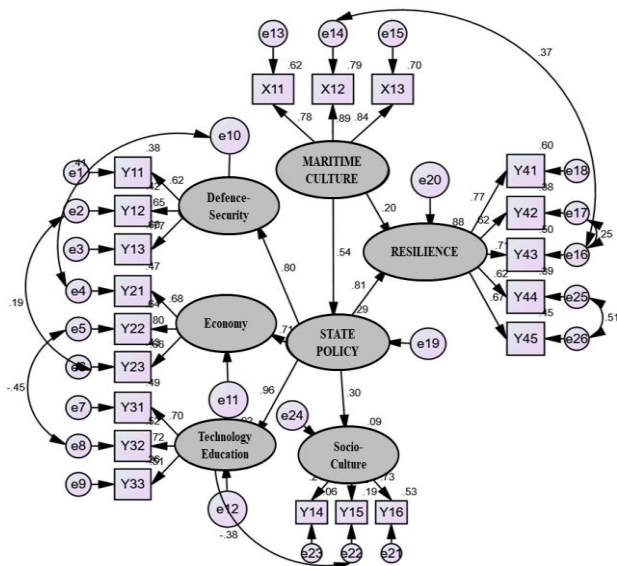


Figure 4. The Full Model of National Maritime Resilience

Based on Figure 4. It can be explained that The National Resilience of Maritime Sector is measured using the following indicators:

- Y41 = Ideology aspect
- Y42 = Political aspect
- Y43 = Economy aspect
- Y44 = Socio-Culture aspect

Based on Table 1. It can be seen that all the requirements for the Goodness of Fit model have met the Goodness standards with the results of "Fit", so that the appropriate model represents the relationship of the existing variables.

Furthermore, the Reliability Test value is calculated using the formula:

$$\begin{aligned}
 \text{Construct Reliability} &= \frac{(\sum \text{standardize loading})^2}{(\sum \text{standardize loading})^2 + \sum \epsilon_j} \\
 &= \frac{(\sum 17.742)^2}{(\sum 17.742)^2 + 14.439} = 0.956 \geq 0.70 \\
 &\rightarrow \text{The model is Reliable}
 \end{aligned}$$

Based on the formula above, the Construct Reliability value is 0.956. The construct reliability value is greater than 0.70 (standard reliability value), meaning that it can be said that the model has been reliable.

3.4. Analysis of the Effect of Maritime Culture and State Policy on the National Defense of the Maritime Sector

Based on the results of testing and analysis show that the model has met all the requirements of Goodness of Fit and Reliability, so it can be concluded that the model is

Furthermore, based on the analysis and processing of data using the SEM method, the test model is carried out, namely the model validity test and model reliability test. Validity test is a test conducted to measure the suitability of the model, whether the model is appropriate and represents the actual condition in the form of the value of the Goodness of Fit (value of Suitability Model). While reliability testing is a reliability test model in representing relationships between variables expressed in Construct Reliability values. The results of the validity test can be seen in Table 1:

Table 1. Validity Test - Goodness of Fit - National Maritime Resilience Model

Goodness of Fit	Goodness Standards	The Calculation Results	Conclusion
CHI-SQUARE	Low	148	Fit
RMSEA	≤ 0.080	0.23	Fit
GFI	≥ 0.930	0.933	Fit
CFI	≥ 0.900	0.992	Fit
CMIN/DF	≤ 2.000	1.104	Fit

valid and reliable to use, with the results of the analysis as follows:

a. The variable Maritime Culture has a significant influence on State Policy Variables to strengthen the National Security of the Maritime field, with the following formulations:
*State Policy = 0.542*Maritime Culture*

b. State Policy Variables have a significant influence on the National Maritime Resilience Variable. Indications of a significant influence are indicated by a large value of loading factors and significant probability. The relationships that can be formulated are as follows:
*National Maritime Resilience = 0.813*State Policy*

c. Cultural variables have an indirect effect on the system of National Maritime Resilience through State Policy. This is indicated by the value of the loading factor of the direct effect of Cultural Variables on the National Resilience Variables in the Maritime Field which is smaller than the value of the loading factor of the influence of Cultural Variables on the National Defense Resilience Variables through State Policy, with formulations:
*National Maritime Resilience = 0.207*Maritime Culture*

d. The study produced findings that the Cultural variables and State Policy variables had a significant influence on the Maritime Resilience National System. The results also show that the influence of maritime cultural variables on the National Maritime Resilience will be stronger if followed by State policy (as a mediating variable) oriented to maritime culture, with formulations:
*National Maritime Resilience = 0.813*State Policy + 0.207*Maritime Culture*



3.5. Managerial Implications

The results of data processing on the full model using SEM, found that the influence of cultural variables directly has a smaller loading factor than the indirect influence that is through State policy. This means that education and technology sector policies, defense and security sector policies, economic sector policies and socio-cultural sector policies must pay attention to the cultural aspects of culture that have been embedded in the soul of the Indonesian people if they want to strengthen national maritime security. This means that the policy which denies the inevitability of Indonesia's geographical condition, which is the largest archipelagic country in the world with long-standing cultural roots, will weaken the national security of the maritime sector.

In addition to aspects of State policy that pay attention to aspects of maritime culture, it is also necessary to look at indicators that build national resilience variables in the maritime field. The national resilience variable in the maritime sector was measured using 5 indicators, namely ideological, political, economic, socio-cultural, and defense security resilience. Of the five indicators used to measure the national resilience variable, the maritime sector has almost the same loading factor, namely ideology with a loading factor of 0.77, politics with a loading factor of 0.62, economy with a loading factor of 0.71, socio-cultural with a factor of 0.62, and defense with loading factor 0.67. of the five indicators used to measure the national resilience variable in the maritime field, ideological indicators have the largest loading factor, followed by economy, defense and security, socio-cultural and political.

The implication of the results of this data processing is to be able to ensure the national security of the maritime field is well maintained, the factors that must be prioritized are ideology, which means maintaining and maintaining the ideology of society which means maintaining culture, maintaining politics, maintaining social and religious life that has taken root being the breath and vein of people's lives is very important. Ideology is a set of guiding principles that are used as a basis for giving direction and goals to be achieved in carrying out and developing society in a nation and state nationally. Ideology influences all aspects of people's lives because it is a comprehensive and systematic collection of ideas, ideas, beliefs, beliefs that concern the political, social, cultural and religious fields. In addition to the ideology that must be maintained, increasing the aspect of defense security through State policies is very necessary, given the strong aspects of defense and security, it will have very broad implications, especially in terms of securing national maritime assets and resources. With the strong defense and security system that can maintain and secure maritime resource potential will have an impact on improving the economy of the people who will support community conduciveness which will have a positive impact on strengthening the national maritime security system.

The findings of this study place political and socio-cultural factors as the smallest priority, not that political and socio-cultural problems have a significant influence on the national maritime security system. This can be seen from the value of the loading factor of the five indicators which have a weight that is not much different. So that it can be concluded that the five indicators are very important to note in the national maritime resilience system, only priority

scale is needed so that management is more planned and can be more directed and effective.

IV. CONCLUSION

Based on the results of data processing on all variables used in the cultural influence research model on the national maritime resilience system using the SEM method, the model that has been tested using empirical data, the test results show that the model has met all the requirements of Goodness of Fit, the value Small Chi-Square, RMSEA = $0.023 \leq 0.080$, GFI = $0.933 \geq 0.90$, CFI = $0.992 \geq 0.90$, and CMIN / DF = 0.104 still smaller than the maximum limit of 2.00. So it can be concluded that the model has been fit and feasible to be used as a model in the National Maritime Resilience system.

Furthermore, based on the results of data analysis and discussion of the research model, conclusions can be drawn as follows:

- Cultural variables have a significant influence on State Policy Variables with a value of loading factor 0.542. Thus it can be concluded that whenever there is an increase in the value of the Cultural Variables it will increase the value of the State Policy variable and the increase is significant. The purpose of this finding is that State policy must pay attention to the competence of a society and its country. If the community has a maritime culture supported by a state in the form of an archipelago, State policy must take sides with policies that can preserve and strengthen maritime aspects.
- The research model also shows that State Policy Variables have a significant influence on the National Maritime Resilience Variable with a loading factor of 0.813 with a significant p. This finding shows that State policy has a great influence on the condition of Indonesia's national resilience which is characterized by the value of loading factors reaching 0.813. State policies that prioritize maritime aspects in the fields of defense and security, economy, technology and education, as well as socio-culture will be able to increase national security in the maritime field. Thus it can be concluded that there is a significant positive effect of Policy Variables on National Maritime Resilience Variables.
- The research model also shows that Cultural Variables have a significant influence on the National Maritime Resilience Variable with a loading factor of 0.207. Thus it can be concluded that whenever there is an increase in the value of the Cultural Variables, it will increase the Maritime Resilience of the Maritime Sector, and produce a significant effect.
- The variable of Maritime Culture has an indirect effect on the National Resilience of the Maritime Sector through State Policy. This is indicated by the value of the loading factor, the direct effect of the Cultural Variable on the Maritime Resilience Variable in the Maritime Sector, smaller than the value of the loading factor, the influence of Cultural Variables on the National Resilience Variables in the Maritime Sector through State Policy. Total affect the influence of Cultural Variables on National Maritime Resilience Variables is 0.664 greater than the direct effect loading factor of 0.207.

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This shows that Cultural Variables have a significant influence on the Maritime Resilience National System, but these influences will be stronger if supported by State policies in terms of technology and education development, economic policies, defense and security policies, and social policy culture that is in favor of the maritime aspect.

The study found that Culture variables and State Policy variables have a significant influence on the Maritime Security National System. The results also show that the influence of cultural variables on the national resilience system in the maritime field will be stronger if followed by State policies oriented to maritime culture. The results of the study can be used as a reference in formulating a strategy to improve the system of National Maritime Resilience which involves State Policy in the fields of economics, Defense and Security, Education and Technology, and socio-cultural oriented to maritime culture. For this reason, the right strategy to improve the system of National Resilience in the Maritime Sector is to make policies related to economic activities. Other policies that must be considered are those related to defense and security which will be able to guarantee the security of economic activities, especially in the maritime sector and safeguard maritime natural resource potential to support economic activities.

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