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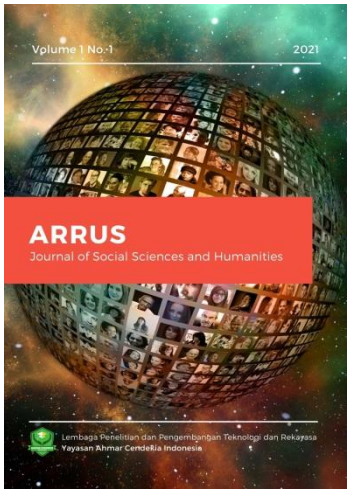

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RESEARCH ARTICLE

Implications Of Illegal Sea Fence Construction On Maritime Security, Environment, And Welfare Of Coastal Communities

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Abstract: This study aims to analyze the implications of the construction of the sea fence on maritime security, the environment, and the welfare of coastal communities. The research method used is qualitative with a descriptive-analytical approach, utilizing secondary data from legal documents, official reports, scientific articles, and reliable news. The results of the study show that this sea fence violates various national regulations, such as the Regulation of the Minister of Marine Affairs and Fisheries No. 28 of 2021 concerning KKPRL, Law No. 27 of 2007 concerning the Management of Coastal Areas and Small Islands, and Law No. 32 of 2009 concerning Environmental Protection. The ecological impacts are also significant, including the destruction of mangroves and marine biota habitats that threaten the sustainability of coastal ecosystems. There are indications of a conflict of interest related to this project, which allegedly involves a large property developer for reclamation without transparency and participation of local communities. Weak coordination between government agencies such as the KKP, TNI AL, and Bakamla RI has also exacerbated this situation. The construction of illegal sea fences not only harms coastal communities economically and socially, but also violates the law and threatens the sustainability of marine ecosystems. Concrete measures such as the dismantling of illegal sea fences, rehabilitation of coastal ecosystems, increased coordination between agencies, and the implementation of sustainability-based policies are needed to prevent similar cases in the future.

Keywords: Maritime Security, Sea Fence, Law

1. Introduction

Geographically, Indonesia is located between 6° N and 11° S as well as 92° E and 142° E. With land and sea areas, Indonesia is one of the largest archipelago countries in the world. According to Sandy et al., in Merkelbach et al. (2020) geographic area is the final result of the research. "Area" and "geomer" which in Indonesian can be interpreted as "region" are terms used to describe the part of the earth's surface that is used as the object of research. After the analysis, the area is divided based on certain standards. According to data from the Geospatial Information Agency, Indonesia's land area is 1.905 million km2, while the ocean area is 3.257 million km². Thus, the area of Indonesia as a whole is around 5,180 million km². Indonesia consists of more than 17,504 large and small islands. With an area of 5.9 million km² and a coastline of about 95,161 km, Indonesia has the second longest coastline in the world after Canada, and three-quarters of its land is covered by the ocean .

On December 13, 1957, Indonesia declared itself an archipelagic state with the Djuanda Declaration, which establishes the surrounding ocean, separating and within the Indonesian

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archipelago as a single territory of the Unitary State of the Republic of Indonesia (NKRI) (Darmawan, Albar, & Study, 2021). The 3rd United Nations Convention on the Law of the Sea (UNCLOS) in 1982 gave international recognition to this statement, and Indonesia ratified it with Law No. 17 of 1985. 3.2 million km² of territorial waters and 2.7 million km² of Exclusive Economic Zones (EEZs), excluding the continental shelf, make up Indonesia's total sea area of 5.9 million km², according to UNCLOS 1982 (Lasabuda, 2013). For this reason, Indonesia is referred to as the Largest Archipelago in the World, the largest archipelagic country in the world (Siregar, 2023). According to Article 25A, the second amendment to the 1945 Constitution, "The Unitary State of the Republic of Indonesia is an archipelagic country characterized by an archipelago with territories whose boundaries and rights are determined by law." This clause solidifies Indonesia's position as the largest maritime country in the world.

The Indonesian sea is not only the main transportation route that connects the islands in the archipelago, but also a strategic economic resource that includes the fisheries sector, marine tourism, marine energy, and international geopolitics (Hao, Xu, Feng, Li, & Yin, 2021; Taufiqurrahman, Wahyudi, & Masumoto, 2020). Various challenges in marine resource management are still a major concern, one of which is the construction of illegal sea fences that have the potential to disrupt the balance of the ecosystem and access of coastal communities (Febrianti, Susetyo, & Silvianti, 2023). The case of a mysterious 30-kilometer sea fence found on the coast of Tangerang, Banten, is a clear example of marine governance problems that are not in accordance with the provisions of the Suitability of Marine Space Utilization Activities (KKPRL) as stipulated in the Regulation of the Minister of Marine Affairs and Fisheries No. 28 of 2021 and Law No. 6 of 2023 concerning Job Creation. The impacts include economic losses for local fishermen, damage to coastal ecosystems, and potential conflicts of interest between the government and the private sector (Purwanto et al., 2021). This fence was allegedly built without official permission. The existence of this illegal sea fence is not only illegal but also has a direct impact on coastal communities. Local fishermen reported that they lost access to their traditional fishing grounds due to the presence of the fence. This resulted in a significant decrease in income for the local fishing community (Sprintall et al., 2019).

In addition to the social and economic impacts, the existence of sea fences also poses a serious threat to the coastal environment (Prayoga & Koestoer, 2021). The sea fence structure has the potential to damage the mangrove ecosystem and marine biota habitat which supports the balance of the coastal ecosystem. coastal areas have a very important ecological function as a natural protector from abrasion and fish spawning grounds (Elvina, 2022). This environmental damage is contrary to the spirit of Article 33 Paragraph (3) of the 1945 Constitution which states that "the earth and water and the natural resources contained therein are controlled by the state and used as much as possible for the prosperity of the people." In addition, Law No. 27 of 2007 concerning the Management of Coastal Areas and Small Islands also mandates that every activity in coastal areas must consider environmental sustainability and the welfare of local communities. The case of this sea fence also shows that there is a gap in the supervision and implementation of marine spatial planning policies in Indonesia. In the context of international maritime law, Indonesia has ratified the 1982 United Nations Convention on the Law of the Sea (UNCLOS) which regulates the state's obligations to protect the marine environment and prevent illegal activities in its territorial waters. However, weak coordination between agencies such as the Ministry of Maritime Affairs and Fisheries (KKP), the Indonesian Navy, Bakamla RI, and local governments is often an obstacle in maritime law enforcement (Ikhtiari, 2011; Simarmata, 2025).

In addition to this mysterious sea fence case, there are a number of other issues that complicate Indonesia's maritime security management. The threat of illegal fishing, for example, continues to be a serious challenge for national fishery resources. At the beginning of 2023 alone, the KKP managed to arrest 17 illegal fishing vessels, including foreign vessels flagged by Malaysia and the Philippines (KKP, 2023). In addition, Indonesia's maritime

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territory is also often a route for international narcotics smuggling. For example, the sea route in the Riau Islands has been identified as the main entry point for Southeast Asia's narcotics trafficking network. Not only that, maritime border disputes with neighboring countries such as Malaysia and the Philippines are still an issue that has not been fully resolved. Disputes such as the Ambalat in the Sulawesi Sea or EEZ-related conflicts in the North Natuna Sea show the importance of active diplomacy to resolve these border issues. Other threats such as piracy also remain a major concern as they can damage Indonesia's image as the world's maritime axis although piracy incidents have declined in recent years thanks to joint patrols by ASEAN countries. In addition, human smuggling by sea and geopolitical tensions in the South China Sea have also complicated Indonesia's maritime security situation.

The existence of an illegal 30-kilometer sea fence in Tangerang is just one example of the various multidimensional challenges faced by Indonesia in maintaining its maritime security. From illegal fishing to maritime border disputes and the threat of piracy, all of these issues highlight the need for an integrated approach between domestic law enforcement and international diplomacy to address threats to Indonesia's maritime sovereignty and territorial stability. Therefore, legal and policy studies related to maritime security are very important to understand the root causes of cases such as sea fences as well as formulate comprehensive solutions to ensure that the management of marine areas can be carried out in a sustainable and fair manner for all stakeholders

2. Research Method and Materials

This study uses a qualitative method with a descriptive-analytical approach. This method aims to describe the phenomenon of illegal sea fencing on the coast of Tangerang in depth and analyze its implications for maritime security, marine spatial policy, and its impact on society and the environment. A descriptive approach is used to explain the existing facts, while the analysis is carried out to evaluate the relationship between the phenomenon and the applicable regulations and challenges in the management of Indonesia's maritime area. Secondary data includes legal documents such as Law No. 6 of 2023 concerning Job Creation, Law No. 27 of 2007 concerning the Management of Coastal Areas and Small Islands, Regulation of the Minister of Maritime Affairs and Fisheries No. 28 of 2021 concerning MPA, and the International Convention on the Law of the Sea (Barnes, 2000). In addition, secondary data also includes official reports from the Ministry of Maritime Affairs and Fisheries (KKP) related to marine spatial planning and illegal fishing cases, scientific articles and reliable news from academic journals and national media. This secondary data is collected through documentation studies to provide a theoretical foundation and empirical facts relevant to the research. These documents are used to analyze violations of the law, socio-economic impacts on fishing communities, and environmental damage due to the existence of illegal sea fences. By referring to comprehensive secondary data, this study is expected to provide an in-depth understanding of maritime security challenges in Indonesia as well as relevant policy recommendations

3. Results and Discussion

3.1. Results

3.1.1. Violation of the Law

The 30-kilometer sea fence built on the coast of Tangerang does not have a permit for the Conformity of Marine Space Utilization Activities (KKPRL), as required in the Regulation of the Minister of Marine Affairs and Fisheries No. 28 of 2021 concerning the Implementation of Marine Space Planning (KKP), 2025). KKPRL is a licensing instrument that ensures that every activity in coastal and marine areas is in accordance with the spatial planning that has been set by the government. Without these permits, this project has the potential to have a negative impact on the marine environment, coastal ecosystems, and the lives of coastal communities that depend on marine resources.

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In addition, the construction of this sea fence also violates Law No. 27 of 2007 concerning the Management of Coastal Areas and Small Islands, which stipulates that any activity that utilizes marine space must have a valid permit from the relevant authority (KKP, 2025). This law aims to maintain a balance between the use of coastal resources and the protection of marine ecosystems. Without a clear permit, this sea fence project has the potential to threaten the sustainability of the coastal environment, especially if the construction disrupts the flow of seawater, damages the habitat of marine life, or obstructs the access of fishing communities to the sea.

3.1.2. Socio-Economic Impact

The existence of sea fences in the coastal area of Tangerang has had a significant impact on the economic, social, and ecological life of local fishermen. The 30.16-kilometer long sea fence that was originally built to mitigate abrasion actually hinders fishermen's access to their traditional fishing areas. As a result, fishermen's income has decreased drastically to IDR 9 billion in the last five months (Hidayat, 2025). In addition, fishermen have to travel longer distances to go to sea, so operational costs increase significantly due to additional fuel consumption which reaches IDR 1.55 billion per month or IDR 18.6 billion per year (Hidayat, 2025). This condition is a heavy burden for small fishermen who have limited capital. Socially, sea fences also cut off fishermen's access to traditional fishing areas that have been used for generations. This forced many fishermen to find other jobs to meet their needs

In addition, sea fencing is considered to violate the principles of social justice and the rights of coastal communities guaranteed by Law Number 31 of 2004 concerning Fisheries (UM Surabaya, 2025). Social inequality is increasingly felt because this structure provides unilateral benefits to certain parties without considering the impact on local communities. From an ecological perspective, sea fences interfere with the circulation of seawater and cause sedimentation in some locations. This condition damages the habitat of fish and other marine life such as shrimp and shellfish (Arfah & Patty, 2016). If left unchecked, ecosystem damage due to sea fences can threaten the sustainability of marine resources in the area. Therefore, measures such as the dismantling of sea fences to restore fishermen's access, the implementation of data-driven policies for more effective abrasion mitigation, and strict supervision of similar projects in the future are needed so as not to harm coastal communities

3.1.3. Environmental Damage

The construction of sea fence structures in coastal areas has a significant negative impact on coastal ecosystems, especially on mangroves and marine biota habitats such as fish and shrimp. Mangroves, which have an important role as a natural protector from abrasion as well as spawning grounds for various types of fish, have suffered significant damage due to this development (Elvina, 2022). Mangrove destruction not only reduces the ability of coastal ecosystems to withstand waves and prevent erosion, but also eliminates their important function as a habitat for marine life. As a result, the population of fish and shrimp that depend on mangroves for spawning and protection has decreased drastically (Rosyidi, 2017). This decline has a direct impact on the productivity of local fisheries, which are the main source of livelihood for coastal communities. In addition, the damage to the coastal ecosystem due to the construction of sea fences also threatens the sustainability of natural resources in the region. According to UNCLOS (1982), countries have a responsibility to protect and preserve coastal and marine ecosystems for the sustainability of biological resources. However, the construction of sea fences is contrary to this principle because it causes severe environmental degradation).

3.1.4. Indications of Conflict of Interest

This study reveals indications that the construction of sea fences in coastal areas is not entirely aimed at mitigation of abrasion, but is related to the interests of large property developers.

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Allegedly, the developer used the area for reclamation projects without going through a transparency process and without involving the participation of the local community who were directly affected. This reclamation project not only causes damage to coastal ecosystems, but also triggers social conflicts because people lose access to marine resources on which their livelihoods are based. In addition, this construction shows allegations of corrupt practices or abuse of authority in the issuance of building rights certificates (SHGB). The certificate is allegedly issued illegally to support the interests of certain parties, thereby exacerbating the injustice felt by coastal communities. This kind of practice shows the weak government supervision in the management of coastal and marine areas. According to previous research, reclamation projects that are not transparent tend to violate the principles of good environmental governance and can result in environmental degradation and socio-economic inequality (Pratama, 2021). In addition, the lack of community participation in the project planning and implementation process is also contrary to the principles of sustainability regulated in Law Number 32 of 2009 concerning Environmental Protection and Management.

3.2. Discussion

3.2.1. Violations of the Law in Marine Governance

The construction of a 30-kilometer sea fence on the coast of Tangerang has violated a number of relevant national and international legal regulations. First, Law No. 27 of 2007 concerning the Management of Coastal Areas and Small Islands (which has been amended by Law No. 1 of 2014) stipulates that every use of marine space must have a Marine Space Utilization Permit (IPRL) as stipulated in Article 17. Without this permit, the activity is considered illegal and may be subject to administrative, criminal, or fine sanctions. This law aims to ensure that activities in coastal areas are carried out in a planned manner and do not damage the environmental ecosystem.

In addition, the Regulation of the Minister of Marine Affairs and Fisheries No. 28 of 2021 concerning the Implementation of Marine Space Arrangement requires the Conformity of Marine Space Utilization Activities (KKPRL) document as the main requirement for every activity in the marine area. The KKPRL functions to ensure that these activities are in accordance with the spatial plan that has been set by the government, protect the marine ecosystem, and prevent conflicts of interest in the use of marine space. The construction of this sea fence does not have a KKPRL, thus violating these provisions.

Furthermore, Law No. 32 of 2009 concerning Environmental Protection and Management was also violated in this case. Article 36 of this Law states that every activity that has an impact on the environment must have a valid environmental permit document. Without these documents, activities such as the construction of sea fences are considered illegal because they can cause significant environmental damage. Violations of this provision may be subject to administrative and criminal sanctions as stipulated in Article 40.

From a constitutional perspective, the construction of the sea fence is contrary to Article 33 Paragraph (3) of the 1945 Constitution, which states that natural resources must be managed for the prosperity of the people. This project actually limits fishermen's access to marine resources that are their livelihood, thus violating the principles of natural resource management for the welfare of the community.

In the context of fisheries, Law No. 31 of 2004 on Fisheries also provides protection for the rights of coastal communities to fishery resources. Article 2 emphasizes that fisheries management must pay attention to the principles of social justice and sustainability, while Article 6 states that the state is obliged to protect the rights of traditional fishermen to access their fishing areas. Sea fences that block access to traditional fishermen clearly violate the basic principles of this law.

Internationally, the construction of sea fences is also contrary to the 1982 United Nations Convention on the Law of the Sea (UNCLOS), where Indonesia as a party has an obligation

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to protect the marine environment and ensure its sustainable use. Article 192 of UNCLOS requires countries to conserve and protect the marine environment, while Article 194 requires states to prevent, reduce, and control pollution and degradation of marine ecosystems due to human activities. The damage to the coastal ecosystem due to the construction of the sea fence shows a violation of Indonesia's obligations under UNCLOS. Overall, the construction of this sea fence not only violates various national regulations such as Law No. 27 of 2007, Law No. 32 of 2009, Ministerial Regulation No. 28 of 2021, and Article 33 of the 1945 Constitution, but also contradicts Indonesia's international obligations based on UNCLOS.

3.2.2. Socio-Economic Impact on Coastal Communities

The existence of illegal sea fences on the coast of Tangerang has had a significant socio-economic impact on the lives of coastal communities, especially traditional fishermen who depend on the fisheries sector for their livelihoods. The 30.16-kilometre sea fence has blocked fishermen's access to their traditional fishing areas, forcing them to travel further routes. This has led to a drastic increase in operational costs, especially for fuel, which reaches IDR 1.55 billion per month or around IDR 18.6 billion per year. In addition, fishermen's income decreased to Rp93.31 billion per year due to longer fishing time and significantly reduced catches

According to data from the Ombudsman of the Republic of Indonesia, around 3,888 fishermen are directly affected by the existence of this sea fence. The economic losses experienced by fishermen are estimated to reach Rp9 billion in just the last three months. On average, fishermen's daily income is reduced by Rp100,000 because their fishing area is blocked by sea fence structures. Assuming fishermen work 20 days per month, the total loss reaches IDR 7.7 billion per month. This condition further worsens the welfare of coastal communities who are already economically vulnerable. In addition to direct losses to revenue and operational costs, the social impact is also very felt. Many small fishermen are forced to look for other jobs because they cannot afford the burden of additional costs and declining catches. This triggers social inequality where local communities lose access to marine resources that have been used for generations, while certain parties allegedly benefit from the project

This inequality violates the principle of social justice as stipulated in Law Number 31 of 2004 concerning Fisheries. This socio-economic impact is also exacerbated by environmental damage due to sea fences. Disturbances in marine ecosystems such as sedimentation and the loss of marine biota habitats such as fish and shrimp also reduce the productivity of local fisheries. With a disturbed ecosystem and limited public access, this sea fence is actually the main obstacle in efforts to improve the welfare of coastal communities

Overall, the existence of illegal sea fences in Tangerang not only creates social injustice but also harms the economy of coastal communities on a large scale. Annual economic losses are estimated to reach IDR 116.91 billion if it includes a decrease in fishermen's income of IDR 93.31 billion, an increase in operational costs of IDR 18.6 billion, and ecosystem damage worth IDR 5 billion

3.2.3. Coastal Ecosystem Damage

The construction of a 30-kilometer sea fence on the coast of Tangerang has had a significant negative impact on the coastal ecosystem, especially on mangroves and marine life habitats. Mangroves, which have an important role as a natural protector from abrasion, fish spawning grounds, and carbon sinks, have suffered severe damage due to the construction of this sea fence (Elvina, 2022). The loss of mangroves not only reduces the ability of coastal ecosystems to withstand waves and prevent erosion, but also deprives them of important habitats for various types of marine life such as fish, shrimp, and shellfish (Rosyidi, 2017). The decline in the population of marine life has a direct impact on the productivity of local fisheries, which are the main source of livelihood for coastal communities. In addition, the existence of sea fences interferes with the circulation of seawater in coastal areas. These disturbances cause

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excessive sedimentation in some areas, which ultimately damages seafloor habitats such as coral reefs and seagrass meadows (Arfah & Patty, 2016). Sedimentation also worsens the quality of seawater, thereby reducing the carrying capacity of the environment for other marine life. This condition further accelerates the degradation of coastal ecosystems that are already vulnerable due to human activities. This environmental damage not only has an impact on the coastal ecosystem but also threatens the sustainability of natural resources in the region. Healthy coastal ecosystems are essential to support ecological functions such as providing habitat for marine species, protecting beaches from storms and large waves, and supporting nutrient cycles in waters (Elvina, 2022). With the destruction of these ecosystems, the ability of coastal areas to provide ecosystem services that are important to humans and the environment becomes very limited. Furthermore, this damage is contrary to Indonesia's obligations as a party to the 1982 United Nations Convention on the Law of the Sea (UNCLOS). Article 192 of UNCLOS requires countries to preserve and protect the marine environment for the sustainability of biological resources. In addition, Article 194 of UNCLOS requires countries to take preventive measures against pollution and degradation of the marine environment due to human activities. However, the construction of this sea fence actually violates these principles because it causes severe environmental degradation (Barnes, 2000). The destruction of mangroves and other coastal ecosystems is also exacerbating the impact of climate change. Mangroves function as natural carbon sinks that can help reduce greenhouse gas emissions. With the loss of mangroves due to the construction of sea fences, the ability of coastal areas to absorb carbon has been drastically reduced, thereby exacerbating the impact of climate change globally (Elvina, 2022). In addition, the loss of mangroves increases the risk of coastal abrasion because there are no longer any natural barriers that can withstand large waves

3.2.4. Indications of Conflict of Interest

The construction of a sea fence on the coast of Tangerang not only raises environmental and socio-economic problems, but also indicates a conflict of interest involving large property developers. Based on various reports, this project is suspected to be not entirely aimed at abrasion mitigation, but is related to certain commercial interests, such as land reclamation for property development. This allegation is reinforced by the fact that the process of building the sea fence was carried out without transparency and without involving the participation of the local community directly affected. This is contrary to the principles of good and inclusive governance in the management of coastal areas. One strong indication of a conflict of interest is the issuance of a Building Rights Certificate (SHGB) at the location of the sea fence which is suspected to have been carried out illegally. The SHGB was allegedly issued to support the interests of certain parties in reclamation projects, regardless of the impact on coastal communities that depend on marine resources for their livelihoods This kind of practice indicates the potential abuse of authority by certain parties to secure personal or group benefits, while local communities have to bear economic and social losses. In addition, the construction of this sea fence reflects the weak government supervision of.

3.2.5. Weak Inter-Agency Coordination

One of the factors that exacerbates the problem of illegal sea fence construction on the coast of Tangerang is the weak coordination between government agencies responsible for the management and supervision of coastal areas. Institutions such as the Ministry of Maritime Affairs and Fisheries (KKP), the Indonesian Navy (TNI AL), the Maritime Security Agency of the Republic of Indonesia (Bakamla RI), and local governments have an important role in ensuring that activities in coastal areas are in accordance with applicable regulations. However, this lack of synergy and coordination between institutions opens up opportunities for certain parties to take advantage of legal loopholes for personal or group benefits (Ikhtiari, 2011). The disharmony between institutions can be seen from the absence of an effective integrated supervision mechanism for major projects such as the construction of sea fences. In this case, the MPA should be the main authority that ensures that every activity in the coastal area has a Marine Space Utilization Activity Suitability (KKPRL) permit in accordance

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with the Regulation of the Minister of Maritime Affairs and Fisheries No. 28 of 2021. However, weak coordination with other institutions such as the Indonesian Navy and Bakamla RI has caused supervision of violations in the sea area to be suboptimal (Elvina, 2022). This allows illegal projects such as sea fences to continue without decisive action from the start. In addition, the lack of inter-agency communication also creates an overlap of authority in the management of coastal areas. For example, the Indonesian Navy has the responsibility to maintain maritime security, while the Indonesian Bakamla is in charge of supervising violations of the law in the waters. However, without good coordination, these two institutions often do not have the same data or information regarding illegal activities in coastal areas. As a result, violations such as the construction of sea fences can go unnoticed and cause a major impact on the environment and society (Ikhtiari, 2011). This weak coordination also reflects the lack of a technology-based supervision system that is integrated between institutions. In fact, by utilizing technology such as satellite monitoring or geographic information systems (GIS), the government can detect suspicious activity in coastal areas in real-time. However, until now, there has been no serious effort to integrate data and information between institutions to improve the effectiveness of supervision (Elvina, 2022). The impact of this weak coordination is very clearly seen in the case of the sea fence in Tangerang. Not only does it cause environmental damage and socio-economic inequality, but it also shows the weakness of governance in managing coastal resources in a sustainable manner. Weak synergy between institutions provides space for certain parties to violate the law without significant consequences. To address this problem, concrete steps are needed to strengthen coordination between government agencies. One of them is the establishment of an integrated cooperation mechanism that involves all relevant parties in the management of coastal areas, including the KKP, TNI AL, Bakamla RI, and local governments. In addition, the implementation of an integrated technology-based monitoring system can help improve the effectiveness of supervision and prevent similar violations from occurring in the future. With better synergy between institutions, coastal area governance can run more transparently and accountable in order to protect the environment and the welfare of coastal communities (Elvina, 2022; Ikhtiari, 2011).

4. Conclusion

The construction of a 30-kilometer sea fence on the coast of Tangerang has caused various serious problems that include violations of the law, socio-economic impacts, environmental damage, indications of conflicts of interest, and weak coordination between agencies. From a legal point of view, this project violates a number of national regulations, such as the Regulation of the Minister of Maritime Affairs and Fisheries No. 28 of 2021, Law No. 27 of 2007, and Law No. 32 of 2009, because it does not have a permit for the Conformity of Marine Space Utilization Activities (KKPRL) and valid environmental documents. In addition, this action is contrary to the principle of social justice as stipulated in Law No. 31 of 2004 concerning Fisheries and Indonesia's international obligations under UNCLOS 1982. This violation also shows the weak enforcement and supervision of marine spatial planning by the government.

From a socio-economic perspective, the existence of illegal sea fences has hindered local fishermen's access to their traditional fishing areas, causing a significant decrease in income and increasing operational costs due to longer distances to sea. Revenue decreased by up to IDR 9 billion in the last five months and increased operating costs by up to IDR 18.6 billion per year. This worsens the welfare of coastal communities who are highly dependent on the fisheries sector as their main source of livelihood. Many small fishermen are forced to look for other jobs because they cannot afford this additional burden. In addition, conflicts between fishing communities and large property developers suspected of being involved in reclamation projects have further worsened the social situation in the region.

In terms of the environment, the construction of sea fences damages mangroves and marine life habitats such as fish and shrimp, disrupts the circulation of seawater, and causes

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sedimentation that worsens the quality of coastal ecosystems. This damage not only threatens the sustainability of the ecosystem but also has an impact on the productivity of local fisheries. In fact, mangroves have an important role in maintaining the balance of coastal ecosystems and protecting coastal areas from abrasion.

Indications of conflict of interest further exacerbate this situation. It is suspected that this project is related to the interests of large property developers who are using the area for reclamation without transparency and participation of local communities. In addition, weak coordination between government agencies such as the KKP, TNI AL, and Bakamla RI has opened a gap for this violation of the law to occur without adequate supervision. Overall, this sea fence case reflects the weakness of marine space governance in Indonesia. Not only is it detrimental to coastal communities economically and socially, but it also threatens the sustainability of the marine ecosystem which is an important asset for the future of the nation.

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