

## **ASEAN Contemporary Security: Maritime Diplomacy in Handling of Maritime Security Threats in Malaka Strait**

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### **Abstract**

This paper will explain the consequences of Indonesia's geopolitical location, namely in the Malacca Strait as an international trade route. The Malacca Strait is a crossing route for foreign ships to distribute goods to various regions. However, the strategic channel not only attracts sympathy from international entrepreneurs but also attracts these criminals and hijackers to obtain economic results from this activity. The Malacca Strait strategically makes pirates and pirates criminalize passing ships. On the other hand, the consequences of state legal matters are maintaining security and safety, and the comfort of crossings in the Malacca Strait. With a number of problems, both defense, governance and management infrastructure that cannot be seen in a fixed manner. In addition, its position borders on three countries, namely Indonesia, Malaysia and Singapore. With a qualitative descriptive analysis method, this paper explains the need for bilateral, trilateral and regional multi-level diplomacy approaches to solve problems. And the purpose of this article is that piracy occurred in the Straits of Malacca because of its strategic geopolitical structure and weak Indonesian defense. So, collaboration is needed, coordination through diplomacy and military projections as an effort to safeguard the sea area, sea control and military defense articulation. Thus, the authors hope that this article can add knowledge to the study of international relations, especially in marine studies.

**Keywords:** Geopolitics, Maritime State, Malacca Strait, Piracy, Multilevel Diplomacy

### **Abstrak**

*Paper ini akan menjelaskan konsekuensi dari lokasi geopolitik Indonesia, yaitu di Selat Malaka sebagai rute perdagangan internasional. Selat Malaka adalah rute penyeberangan bagi kapal-kapal asing untuk mendistribusikan barang ke berbagai daerah. Namun, saluran strategis tidak hanya menarik simpati dari pengusaha internasional tetapi juga menarik para pelaku kejahatan dan pembajak ini untuk mendapatkan hasil ekonomi dari kegiatan ini. Selat Malaka yang strategis membuat perompak dan pembajak mengkriminalkan kapal yang lewat. Sisi lain, konsekuensi dari urusan hukum negara adalah menjaga keamanan dan keselamatan, dan kenyamanan penyeberangan di Selat Malaka. Dengan sejumlah masalah baik pertahanan, tata kelola, infrastruktur manajemen yang tidak bisa dilihat secara terpisah. Selain itu posisinya berbatasan dengan tiga negara yaitu Indonesia, Malaysia dan Singapura. Dengan metode analisis deskriptif kualitatif, makalah ini menjelaskan perlunya pendekatan diplomasi multi-level bilateral, trilateral dan regional untuk menyelesaikan masalah. Dan tujuan dari artikel ini bahwa pembajakan terjadi di Selat Malaka karena struktur geopolitik yang strategis dan pertahanan Indonesia yang lemah. Jadi, diperlukan kolaborasi, koordinasi melalui diplomasi dan proyeksi militer sebagai upaya untuk menjaga wilayah laut, kontrol laut dan artikulasi pertahanan militer. Dengan demikian, penulis berharap bahwa artikel ini dapat menambah pengetahuan untuk studi hubungan internasional khususnya dalam studi kelautan.*

**Kata kunci:** Diplomasi Multilevel, Geopolitik, Negara Maritim, Pembajakan, Selat Malaka

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## INTRODUCTION

Indonesia is the largest archipelagic country with an area of sea reaching 6.3 million km<sup>2</sup>. With the largest number of islands in the world of 17,504, we also have a coastline of nearly 100,000 km. In addition, Indonesia has a strategic position which is in the crossing of the Asian and Australian continents, as well as the meeting of the two Pacific and Indian oceans. Besides this strategic position, Indonesia also has extraordinary natural capital, whether it is on land or in the ocean. Indonesia's marine biodiversity, both at sea level and below sea level, is the largest in the world, equivalent to the combined biodiversity of the Amazon and Congo Basin. With its strategic position, Indonesia has everything to become the number one maritime country in the world.

The vast area of Indonesia, which is dominated by the sea and shaped as an archipelago, naturally makes Indonesia have defense diplomacy that tries to be maximized. This diplomacy is known as the state's efforts in pursuing its foreign interests through peaceful use of defense capabilities and resources in order to achieve the main national goals, namely to maintain the sovereignty of Indonesia (Sumamora, 2013). In building this business, Indonesia was forced to develop the maritime sector as a strategic sector for its potential. In the future, the stability of Indonesia's territory will determine the course of the government and the life of the nation and state that supports every existing policy.

The sea is part of the territory that has been familiar to the Indonesian people since time immemorial. As an archipelagic country, the Indonesian nation has a close relationship with the sea, the relationship is reflected in the dependence of the Indonesian people in ancient times with the sea. The sea is used as a center of community economic movement, in which the majority of trading and service activities utilize sea lanes. The dependence on

the sea is still happening to this day, the Indonesian sea area is the entry point for ships from America, Europe and Asia that are heading to Southeast Asia and East Asia. In addition, this vast Indonesian maritime area is also the place for activities of various human activities, such as sea traffic that connects between islands, becomes a trade route, and is a place for fishermen to find fish.

However, with the vast maritime domain that Indonesia has, there are many and varied threats. Threats that lurk in the maritime domain can be divided into two, namely traditional threats and non-traditional threats. Traditional threats are territorial problems, which focus more on threats that threaten a country's sovereignty. Traditional threats can also be in the form of armed conflicts that affect seaports and disrupt economic movements. In addition to traditional threats, there are also non-traditional threats in which this threat includes greater risks and threats. Examples of these non-traditional threats are piracy and piracy at sea, maritime terrorism, and criminal acts related to smuggling, trafficking and illegal fishing.

With these various threats, maritime defense measures are needed from the government to prevent and overcome these threats. As a first step in carrying out the maritime defense that is by rebuilding the awareness of the Indonesian people on the maritime domain. The initial step to build maritime domain awareness or maritime domain awareness from the public can be done by starting to rebuild the maritime culture of the community. The government can rebuild the maritime culture of the community by means of coordination between stakeholders in the supervision and management of the sea, and the government disseminates regulations/ laws relating to the use of sea or sea as resources that may be jointly exploited for the mutual interest in the

framework of development and sea welfare. Thus, building a maritime domain awareness is in line with the vision of President Joko Widodo who wants to make Indonesia a maritime axis of the world, it can be started by building a maritime culture of the Indonesian people which will increase public awareness of their maritime domain. Seeing how diverse the potential threats will come to Indonesia as a maritime country, if there is no or lack of Maritime Domain Awareness (MDA) or maritime domain awareness, especially from the existing stakeholders. By having a good maritime domain awareness, Indonesia is expected to be able to respond to everything that can threaten maritime security quickly and accurately.

One area that has a strategic position, the Malacca Strait holds a threat to the interests of countries around it such as Indonesia, Malaysia and Singapore. The rise of armed piracy and piracy creates an 'unsafe' situation for users and stakeholders in the region. The high level of piracy activity in the Malacca Strait makes this region one of the most dangerous waters in the world. The Malacca Strait region is declared as a region with a piracy rate of 55 percent of all piracy incidents throughout the world throughout 2015 (IMB, 2015).

The Malacca Strait is an area of water that extends mostly between Indonesia and Malaysia, extending between the Andaman Sea in the northwest and the Singapore Strait in the southeast by approximately 520 nautical miles with a width that varies about 11-200 nautical miles. Because of its strategic location since the days of Malaka Strait Colonialism became an attraction for Europeans to expand. The Malacca Strait is the most economic route to get to other lanes such as the South China Sea, or to other regions such as Europe, East Asia, and South Asia. Even the strategic location is three times better than the suez channel or fifteen times the Panama Canal as an international oil trade

route. This strategic location needs to be watched by the government. It can be distinguished legally related to maritime terrorism which is divided into hijackers (sea piracy) and robbery army (Fathun, 2016).

In the ICC IMB Piracy and Armed Robbery Against Ships 2015 Annual Report released data from January 2011 to December 2015 for maritime terrorism activities that occurred in Indonesia in 2010 there were 40 attacks, 2011 occurred 46 attacks, 2012 occurred 81 attacks, 2013 with 106 attacks and 2014 as many as 100 attacks and 2015 108 attacks and the data took samples in the Malacca Strait. In this data Indonesia is a country that always ranks first in relation to maritime terrorism. While the benefits of terrorists reached 2.2-2.3 million USD for the Indian Ocean region. Of the total there are 5009 attacks 320 in the Indian Ocean, and 3564 in ASEAN. While the profits every year for maritime terrorists can reach 7 to 12 million USD annually.

Whereas in Indonesia there are several places that are prone to maritime terrorism, namely in 2015 the sea has 15 attacks, Dumai sea 5 attacks, Tanjung Priok 4 attacks, big and small Karimun 24 attacks, Nipah Island 26 attacks, and Taboneo Island 4 attacks and the Strait Malacca has 5 attacks. This reality must be wary of Indonesia, and the key to regional defense and security is accompanied by modern and sophisticated equipment. But the current reality of the alutsista tool is still very minimal to carry out operations with a large number of regions (IMB, 2015).

Thus, it is necessary to make efforts from Indonesia in securing the Malacca Strait waters through a security mechanism for maritime border diplomacy. Considering that this area is an important route for world trade and is located between three countries such as Indonesia, Malaysia and Singapore. The presence of non-state actors in the form of piracy and armed piracy that threaten the Malacca Strait region is feared to have a

significant impact. The impact can be in the form of a decrease in the flow of merchant ships that pass through the Malacca Strait waters either to and from or vice versa. As a result, there will be an economic downturn for the three countries, both from the economic and security impacts of citizens engaged in activities there.

So this paper focuses on the efforts of the Indonesian government in securing the Malacca Strait from the threat of maritime security, so that the productivity of international trade routes is not disrupted by piracy activities. And the objective of this article assume that piracy occurred in the Malacca Strait due to strategic geopolitical structures and weak Indonesian defense. So, it requires collaboration, coordination through diplomacy and military projections as an effort to guard sea territory, sea control and military defense articulation.

## **Conceptual Framework**

### *Concept of Maritime Diplomacy*

In essence, between education and diplomacy something that cannot be separated as Stearns said that communication is the essence of diplomacy. There has never been a good diplomat who was a bad communicator. According to Nicolson (1974), diplomacy are: (a) the management internal relation by means of negotiation; (b) the method by which these relation are adjusted and manage by ambassador and envoys; (c) the business of art of the diplomatist; (d) skill or address in the conduct of international intercourse and negotiations. In conclusion, basically diplomacy means that the way actors of international relations influence other actors with their power, economic, political, social, cultural, etc. to follow the actor's will. diplomacy as an instrument to convey the idea of actors of international relations in peaceful or persuasive ways or often known as soft power (Naes, 2013).

More specifically, maritime diplomacy refers to efforts to communicate national

interests related to maritime border areas as a means of safeguarding the sovereignty of maritime border areas at regional and multilateral levels. In accordance with the mandate of Law No.37 of 1999 where efforts to achieve Indonesia's national interests are carried out through diplomacy. Diplomacy is the main instrument in realizing Indonesia's multi-level interests. It is in this role that the Ministry of Foreign Affairs integrates the National Maritime Policy in foreign policy through maritime diplomacy. Maritime diplomacy is operationalized through three dimensions, namely: (i) sovereignty dimension; (ii) security dimension; and (iii) prosperity dimension (BPPK Kemlu RI, 2016).

Thus, relating to both variables, namely disaster and diplomacy, can be used as a unity in the pattern of interaction between countries. The point is that border issues can be part of how the State uses these issues in strengthening its communication with other countries, seeking donors to help resolve disasters so that the term diplomacy emerges in international relations. But the concept of diplomacy so far only refers to the medal. The point is that in this context maritime diplomacy is said, in some other cases there is mention of culinary diplomacy, cultural diplomacy and much more. It should be understood that the substance of diplomacy is not in the media but at the level of its achievers. The author divides it into four domains namely a) communication content (related to speech), negotiation (related to diplomatic law, gesture and bargaining, c) advocacy (protection of vital areas), and triki (deceiving opponents). In those four domains the content of maritime diplomacy will be seen based on its urgency so that the author can place his position.

### *Maritime Security Concept*

The concept of maritime security is two combinations of thought, namely traditionalism about security which tends to

limit the concept of security (de-securitization) with the tendency of competition or security issues between countries. While non-traditional groups that have a tendency to expand the concept of security (securitization). Security landscape according to the non-traditional school must include intra-national security issues and cross-national security issues. The condition of intra-state security problems such as the appearance of disorder in the country and society due to ethnicity, race, religion, linguistics or economic strata. Whereas cross-national security issues such as security threats stemming from population issues such as migration, environment and resources, the space is not limited to national scale. This security threat is also related to the concept of human security. So that whatever the object is that national security is the national interest of the country concerned (Keliat, 2009).

Maritime security is a condition where there is no maritime "threat" such as disputes between countries; acts of terrorism at sea; piracy; narcotics, human and contraband trade; IUU fishing (illegal, unreported, and unregulated fishing); environmental crime; as well as marine disasters and accidents. Clarifying this view, another definition 'states that maritime security also needs to be interpreted more than just the absence of threats, but also includes conditions accompanied by the creation of stability (stable order} in the sea (Bueger, 2015). Furthermore, Bueger said there were two the approach of looking at maritime security is an approach that focuses on issues considered as maritime security threats, and approaches that focus on stability of the sea (stable of the sea). The first approach deals with the issue of traditional threats and non-traditional threats. Then the second approach focuses on achievement efforts maintain the stability of maritime territory through legal approach.

Secretary-General on Oceans and the Law of the Sea (A / 63/63), maritime security

is associated with the handling of three threat issues, namely: (1) terrorist acts against ship and offshore installations (terrorist acts against shipping and offshore installations) (2) piracy and armed robbery (piracy and armed robbery against ships) (3) illegal drugs and narcotics traffic and psychotropic (illicit traffic in narcotic drugs and psychotropic substances) substances (Keliat, 2009). there is a detailed definition of maritime security itself, but IMO (international maritime organization) defines maritime security in two aspects, namely maritime security refers to protection of marine activities and freedom to sail the sea, while maritime safety concerns minimizing accidents at sea in the form of non-standardized ship, or human error behavior (Nurdin, 2015).

Although consensus on the definition of maritime security has not been achieved, it can be observed that there are several common characteristics related to maritime security. Some of these characteristics are: (i) threats to maritime security are not bound to national boundaries, and therefore require international cooperation; (ii) maritime security is broad, not only from military power and focusing on state actors; and (iii) determined by a country's perception of what it considers potentially threatening the stability of maritime security. In the third point, maritime security is a social construction or perception of its meaning. This securitization approach can mean two things. The first is that "maritime" itself is made into an issue which is securitized into a security issue. The second is how different issues are securitized to form "maritime security". The majority of international actors define maritime security by identifying a number of threats that are included in the concept of maritime security. This is related to political power can construct issues into a security threat or called the speech act. This conceptual operation will be invaded through non-traditional maritime security threats or

piracy and piracy activities that occur in ASEAN. Attention is very much to the world, where in fact in 2002 the Malacca Strait was the most frequent area of piracy activities against ships passing through the area. The piracy made the Malacca Strait an area that was given a red line by the ICC IMB and IMO.

## **DISCUSSION**

### **The Geostrategic Position of the Malacca Straits**

In the context of international relations, Indonesia continues to promote active free politics that is guided by the principle of love of peace but more love of independence and sovereignty, and views that neighboring countries are friends who share a common commitment in maintaining the stability of regional security. Therefore, increasing equality and minimizing differences in solving problems needs to be prioritized and promote peace in accordance with the basic principles of the UN Charter. The dynamic development of the environment and strategic context always brings changes to the complex spectrum of threats and has implications for national defense. The complexity of threats is classified into multidimensional patterns and types of threats in the form of military threats, non-military threats and hybrid threats that can be categorized in the form of real and unreal threats. Thus, future national defense efforts require integrated military and non-military defense through efforts to build strong and respected national defense forces and capabilities and have a high deterrent power.

Indonesian foreign policy and diplomacy are carried out to ensure Indonesia's national interests, national development goals, economic growth, people's welfare, consolidation of democracy and the achievement of social justice for all Indonesian people. In accordance with the development of the dynamics of international relations both at regional and global levels today, Indonesia's

foreign policy and diplomacy continue to refer to the implementation of free and active foreign policy, which is based solely on Indonesia's national interests. Can be taken from one example of the use of Diplomacy instruments in the Indonesia-Singapore maritime border case which refers more to non-military threats.

Regarding the settlement of the Western Segment Sea Boundary of the Singapore Strait, one of Indonesia's achievements in setting the maritime boundary is the ratification of the agreement on the Stipulation of the Territorial Sea Boundary Line in the Western Part of the Singapore Strait through Law No.4 of 2010 concerning the Ratification of the Agreement between the Republic of Indonesia and Republic of Singapore concerning the Establishment of the Second State Territorial Sea Boundary in the Singapore Strait in 2009. The two countries have also exchanged the instruments of ratification of the Agreement in August 2010 as a sign of the entry into force of the Marine Boundary Agreement. (PGBL). The agreement has been deposited jointly to the United Nations by Indonesia and Singapore on December 15, 2010. With the completion of the regional maritime boundary in the western segment (Tuas-P. Nipa), the maritime boundaries that need to be resolved by Indonesia and Singapore only live in Eastern segment of the Singapore Strait (Kemenlu RI, 2010).

The Border Area is a strategic area in maintaining the country's territorial integrity, so special management is needed. Management of state borders and border territories is needed to provide legal certainty regarding the scope of the country's territory, the authority to manage the territory of the country, and sovereign rights, as well as carried out jointly with welfare, security and environmental sustainability approaches. The implementation of the management of the country's borders and border areas as mandated by the development of RPJPN 2005-

2025 has begun since the RPJMN I (2004-2009), however, there have not been significant results. To encourage the acceleration of the development of border areas, RPJMN II (2010-2014) places the management of state borders and border areas as national priorities (BNPP, 2015).

The Malacca Strait is a narrow waters between the islands of Sumatra (Indonesia) and the Malayan Peninsula (Malaysia) and some of its parts also border with Singapore and little about southern Thailand. The name Malacca Strait comes from the name of the

port of Melaka (Malay language) in the 16th and 17th centuries. Other information about the Malacca Strait which I obtained from Encyclopedia Britannica is the Malacca Strait is a waterway that connects the Andaman Sea with the South China Sea. So that it can be said that the Malacca Strait is a water route that connects Indian waters (Indian Ocean and Andaman Sea) with the South China Sea. Data recorded on the geographical area of the Malacca Strait is a total of 65,000 km<sup>2</sup> in total, with a length of 800 km and a width of 65 km.



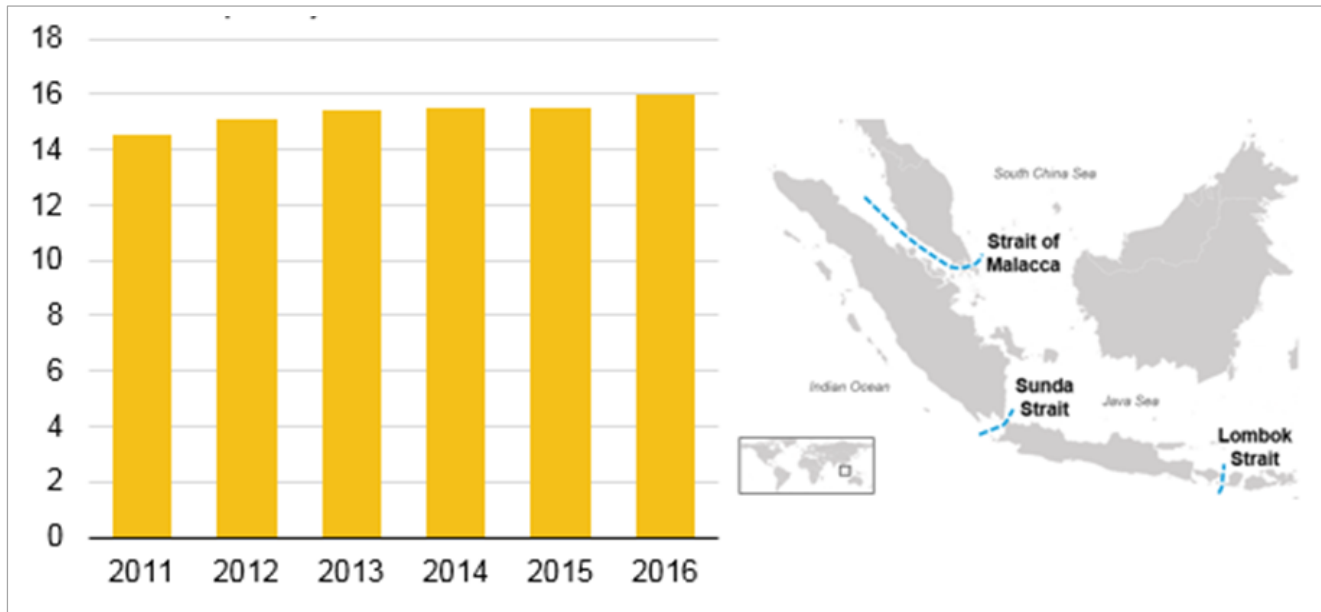
Source: Britannica.com, 2018.

**Figure 1.**  
Strait of Malacca

The Malacca Strait is the shortest route connecting India and Asia. Compared to turning far past the Philippines-the Arafuru Sea, passing the Straits of Malacca is much faster and cutting shipping times. In addition, the location of the Malacca Strait which is very strategic has become an attraction since the past which tried to be dominated by Arabs,

Portuguese, Dutch and British. Until now the Malacca Strait area still has a high strategic value. This is evidenced by the special statistics for crude oil which is 16 million barrels per day through the Malacca Strait

(U.S. Energy Information Administration, 2018).



Source: U.S Energy Information Administration

**Figure 2.**  
Crude Oil and Petroleum Products Transported through the Strait of Malacca  
(million barrels per day)

In connection with its strategic location, the Malacca Strait as a transit route for the world economy has its own threat. Piracy is generally defined in general as an act of piracy and violence that takes the rights and property of others by force, but this will be specifically defined in the scope of maritime which means piracy in the sea by the same means of action

carried out using ships or a boat in the sea and on a dock or on the beach. Piracy is categorized as a non-traditional threat in the concept of maritime security because the form of threats is difficult to anticipate and prevent militarily and due to the involvement of civilians and paramilitaries in it, both from foreign and domestic countries.





Source: International Maritime Bureau, 2015.

**Figure 3.**  
Piracy attacks in Southeast Asia in 2015

The Malacca Strait as one of the international trade navigation routes due to its strategic location has become a major problem of frequent piracy in the Malacca Strait region. According to historical records, the Malacca Strait has become an area that is prone to piracy activities since the 4<sup>th</sup> century AD, piracy carried out intentionally either by certain kingdoms or by accident by sea tribes who need food and fulfill economic needs, while intentionally if it can be advantageous to maintain power or destroy the moral and economic trade of the enemy kingdom, as was done by officials of the Malacca Sultanate.

Data regarding piracy in the Malacca Strait is one of the cases of piracy of Thai ships on March 2, 2014 carried out by 4 sea pirates from Aceh, Indonesia. Piracy of Thai ships 213 MO08 Tamban Hin Muong Suvarnabhumi ROI mastered by Mr. The proposal was carried out by pirates from Indonesia based on the fulfillment of economic needs because the pirates drained the valuable equipment of the ship and the action of the ship captain was carried out in the hope of obtaining ransom,

but the action failed and left the ship with goods that had been raided from the ship.

For sea pirates in the Malacca Strait, hijacking ships is a very easy thing to do especially for civil and trade ships that are not armed so that they can become easy targets for sea pirates to an amateur level, especially with weak sea security surveillance in the Malacca Strait which facilitates piracy or piracy activities are increasingly vulnerable and often occur every year.

### **Diplomacy Strengthens to Maritime Defense**

#### *MALSINDO's collaboration*

The application of the diplomacy strategy carried out by G to G (Government to Government) in the case of the Malacca Strait is to use defense diplomacy and foreign policy instruments to realize national interests and maintain the sovereignty of each country which takes place bilaterally and multilaterally. This collaboration encourages efforts to increase security and proactively address all kinds of disturbances in the

Malacca Strait that have an impact on Indonesia's sovereignty and territorial integrity. Security issues that threaten the peace of the Malacca Strait such as piracy, terrorism, smuggling of illegal goods, black markets, and human trafficking are important cases to worry about for the coastal states, Indonesia, Malaysia and Singapore. In addition to being the responsibility of the three countries to secure the transportation of one of the most densely populated straits in the world, they must also apply order to create security and comfort for users and non-state users in conducting business and other activities in the Malacca Strait.

Seeing the strategic position of the Malacca Strait requires special treatment and treatment to create transportation comfort in the strait, seeing the borders of the country's waters so close to the Malacca Strait, criminals often use them to trick and escape from the authorities. The inability of each country in overcoming criminality in the Malacca Strait which is a major factor in the need for cooperation between coastal countries. Because if cooperation is not established, the resolution of cases such as piracy will be difficult to handle seeing the pirates who will flee from one country to another, and if the authorities chase crimes will be hindered by the jurisdiction of the borders of neighboring countries, and this will make it very difficult to arrest the pirate.

In response to the growth of criminal acts in the Malacca Strait, Indonesia, Malaysia, and Singapore directs collaborative efforts to eradicate crime with MALSINDO's operations. A joint three-state operation that involves coordinating maritime patrols for each coastal country. Early collaboration of 17 naval vessels from three countries changed the strait crime movement and simultaneously drastically increased security. The launch of a joint patrol operation in the Malacca Strait was inaugurated on July 20, 2004 at a ceremony in the strait waters, attended by

Commander of the Indonesian Armed Forces General Endriartono Sutartono, Commander of the Malaysian Army General Gen. Sri Dato' Zahidi Zainudin, Chief of Defense of the Singapore Armed Forces, Lieutenant General Ng Yat Chung, Navy Chief Admiral Dato 'Sri Mohd. Anwar bin HJ. Mohd. Nor and Singapore Navy Chief of Staff Rear Admiral Ronnie Tay.

In this coordinated patrol activity, each coastal state Navy includes about 5-7 of its warships. In addition, 24-hour hot line communication was prepared to exchange information and reports, especially to accelerate acts of repression from elements of patrols in the event of interference or threats in the Malacca Strait. This coordinated patrol activity was not solely due to the IMB report, but was driven by a sense of responsibility of the three coastal states as part of a sovereign money country to realize security stability in the Malacca Strait. With the existence of a 24-hour hotline can facilitate the Navy of the three coastal states of the Malacca Strait can exchange information and also prevent the existence of communication errors that are fatal. Since the initiation of MALSINDO, the acts of crime, especially piracy in the Malacca Strait, have plummeted, but the weakness of this operation is the failure to establish the regulation of the pursuit in the border area, because such a law is considered very sensitive to the sovereignty of each country, even if piracy is pursued.

The Malacca Strait, which lies between the narrow gaps between Indonesia, Malaysia, Singapore and Thailand, there are many issues concerning the security and stability of the region, where the sea lanes in the Malacca Strait region are prone to piracy, piracy, theft and terrorism in the sea. Plus in the eyes of the world, this sea lane includes dangerous sea lanes in the world. This certainly presents its own challenges for Indonesia so that in the eyes of the world it can reject the assumption that the Malacca Strait is dangerous even though Indonesia is security stability.

MALSINDO's collaboration with its IEG component is an important aspect of interaction to accommodate marine security operations in overcoming piracy and sea robbery carried out by Indonesia, Malaysia and Singapore as the littoral states. IEG focused more on exchanging information about the situation and conditions of pirates that occurred in the Malacca Strait. Indonesia's interest in this collaboration is to reduce the international negative image (prestige) that the waters of the Malacca Strait in the territory of Indonesia get the status of the most dangerous waters after Somalia. Therefore, by playing an active role in the Indonesian armed forces in the framework of inter-armed forces cooperation and intelligence is to prove that the Indonesian armed forces are able to handle all types of threats and to maintain regional security stability in the Malacca Strait region.

The Commander of the Western Region Indonesian Fleet Command First Admiral TNI Achmad Taufiqurrochman stated that the Malacca Strait could no longer be equated with Somali waters in Africa which are vulnerable to piracy. Crime rates declined by 70 percent after the first quarter of 2015. The decline in crime rates in the Malacca Strait was due to cooperation between the Indonesian, Singaporean and Malaysian Navy. These three forces routinely hold patrol operations in the strait which is one of the global trade bridges. This operation includes a joint program between MALSINDO and IEG.

Furthermore, the Commander of the Western Fleet Command of the Western Region of the Indonesian Rear Admiral Achmad Taufiqurrochman explained that criminality in the Malacca Strait waters declined due to continued enforcement operations in the Malacca Strait area. The decline in crime rates since Koarmabar secured as many as 76 criminals who carried out their actions in the Malacca Strait. This is an attempt to realize the Malacca Strait waters

remain in a safe, orderly condition and there are no more crimes that are detrimental to sailing ships because of the assumption of some foreign countries which consider that the Malacca Strait area is a crime-prone area.

Indirectly, the IEG collaboration which became a vital component in MALSINDO contributed to the reduction in the number of crime in the Malacca Strait. Indonesia's defense diplomacy in the IEG collaboration in the Malacca Strait can create mutual trust (CBMs) where with the existence of intelligence exchanges between coastal countries, information transparency can be established and also this IEG collaboration as a means of communication between coastal countries. Whereas in the development of defense capabilities, it can be an arena for the development of modernization of military equipment, especially defense equipment and intelligence, such as modernization in electronic and signal intelligence improvement, the establishment of international interoperability in Indonesia and can improve the quality of Human Resources, especially Intelligence personnel. In addition, this collaboration is also a place to restore the negative image (prestige) of the international world towards Indonesia where with the collaboration of MALSINDO, Indonesia is able to maintain and also promote the stability of regional security in the Malacca Strait which has been negative views of the Malacca Strait.

#### *Maritime Diplomacy in Asia Pacific*

The World Maritime Axis which has been outlined in the 2015-2019 RPJMN, in its formulation turns out to prioritize cultural development, inter-island interconnectivity, law enforcement in the sea area, maritime economic development and maritime infrastructure, or it can be said to prioritize domestic affairs (looking inward). The main project is to be able to build infrastructure that can support shipping, so that the use and

access of Indonesian choke-points (the Malacca Strait and the Sunda Strait and Lombok Strait) can be increased so that it can become a port visited by world ships and benefit Indonesia. Internal connectivity may indeed be a good first step to building the World Maritime Axis starting from the grassroots. But if the point is to build Indonesia into a liaison for the world shipping lanes, especially from the Indian Ocean to the Pacific Ocean, Indonesia's external connectivity should not be ignored.

In the vision-mission of President Joko Widodo himself stated that the World Maritime Axis also has implications for Indonesia's foreign policy, one of which is the Maritime Diplomacy agenda. But a critic, Conelly, argued that this vision and mission was deemed only to use maritime diplomacy to safeguard and resolve border conflicts with neighboring countries. Jokowi's perception in the World Maritime Axis to return to the "sea" is only limited to the territorial and territorial waters, not reaching the oceans and the open seas around Indonesia (Connelly, 2015).

In fact, it is maritime diplomacy that actually has strong capital to promote the World Maritime Axis and safeguard Indonesia's interests beyond Indonesia's territorial waters to the regional and global levels. Because the Indian Ocean can be categorized as a heart land or the center of the world's waters. And if Indonesia wants to become the World Maritime Axis, then Indonesia must be able to master its heartland first, in accordance with Clausewitz's expression. In this case, Indonesia must be able to play its role as an influential country by becoming an active country in the IORA. Indonesia can do power projection, with efforts to show countries especially around the Indian Ocean that Indonesia has the ability to be counted as a maritime country because it has been able to have a clear vision to manage its waters.

In 2015, Indonesia finally succeeded in carving out another history by holding Concord IORA which resulted in a document of conduct and good governance for the IORA. IORA Concord is able to maximize cooperation in facing the challenges in the Indian Ocean region, especially non-traditional threats such as IUU Fishing, human trafficking, drug and weapons smuggling, and illegal immigrants and piracy. In addition, Indonesia's initiative to create an Ad Hoc Commission to formulate the IORA Concord at the IORA Ministerial Meeting in Padang in October 2016. The results of the IORA Concord have also had a real impact on the preparation of international norms, so that Indonesia needs to place many Indonesian citizens in various international organizations to ensure that the interests of the world maritime axis are maintained through international norms by bringing the interconnectivity of the Indian Ocean. The method can be by offering strategic waters to become a liaison from the world shipping lane. Increased initiation of cooperation in maritime affairs at the bilateral and multilateral levels, or by increasing regional activities such as conferences held in Indonesia.

Indonesia can also seek more practical things such as intensifying joint patrols in the Indian Ocean region, especially at crucial choke points. This diplomacy effort can be a way for other countries to understand Indonesian concepts and police without excessive suspicion. The free and active police position can also be used by Indonesia to become an identity that is able to maximize the potential of exchanging opinions through official forums by involving actors who play a direct role in safeguarding the security of the sea. This can then bring Indonesia to the process of exchanging knowledge and technology in the defense sector while at the same time knowing the naval capabilities of other countries. So that Indonesia can modernize its maritime power.

Indonesia attended the 13<sup>th</sup> HACGAM High Level Meeting Heads of Asian Coast Guard agencies Meeting, in Islamabad, Pakistan which was held on October 24-26, 2017 which was attended by 15 member countries namely Australia, Bangladesh, Brunei Darussalam, China, Indonesia, Japan, Malaysia, Maldives, Pakistan, Philippines, Singapore, Sri Lanka, South Korea, Thailand and Vietnam. The meeting was also attended by one Associate Member namely ReCAAP, observer namely Turkey, and Bahrain as a guest country (Andyva & Burhanuddin, 2018). Indonesia with this meeting made the International Organization as an arena in diplomacy making a good opportunity to carry out various communications with other countries in discussing Maritime Diplomacy especially on the sidelines of the HACGAM meeting, the Indonesian delegation also held bilateral meetings with the Philippines, Australia, Malaysia, Korea, China and Pakistan, with the subject matter of increasing cooperation in various fields such as capacity building, joint exercise and coordinated patrols for countries bordering Indonesia, accelerating all the processes needed in order to formalize relations between agencies in both countries in the form of MoU's, proposals for holds a High Level and Working Level Meeting periodically in the Coast Guard to Coast Guard Talk framework every year, as well as proposals for the preparation of a Common Operating Principles for Maritime Security (Jurnal Jakarta, 2017).

Efforts to fight for national interests in the field of maritime Indonesia must always establish positive cooperation with various friendly countries such as Japan who are good friends of Indonesia in economic cooperation. The maritime cooperation between Japan and Indonesia developed through bilateral and multilateral channels is the Indonesia-Japan Maritime Forum. Previously in 2016 the Memorandum of Cooperation for the Establishment of the Indonesian Maritime

Forum had also been signed and it was hoped that in the future through the formation of this forum, Indonesia and Japan could immediately realize various maritime and concrete maritime cooperation both bilaterally and at the same time provide tangible contributions to efforts to create and maintain stability, peace and security in the region.

## **CONCLUSION**

The threat of non-traditional security refers to the involvement of non-state actors in the emergence of international threats to the state. This involvement is not only from the actors but from the substance of threats that threaten the security of citizens or known as human security. This condition concerns the involvement of actors such as piracy and piracy in the sea jurisdiction of the state. A number of actors are threatening the stability of the country through their activities. The threat conditions are inseparable from Indonesia's geopolitical location which is composed of islands so as to facilitate threat activities accompanied by poor defense and security capabilities and the management of the division of institutions in the same power.

The location affects the actions of the perpetrators to smooth out their mission in every activity. For example piracy and dissemination where Indonesia has arrived at an emergency status. It can be seen that Indonesia's geopolitical location is like the Malacca Strait which is still an international trade route, but on the other hand it is precisely the place where maritime territorial activities take place. The conditions must be addressed well by the government at the global level of governance so that this issue becomes a joint focus not only on Indonesia's task which is limited to the size of the region with minimal budget capacity and infrastructure and personnel, making threats increasingly increasing each year. Therefore, through approaching diplomacy is one

effective way to minimize piracy and piracy activities in the Indonesian maritime region. This diplomacy is directed at communication, negotiation, advocacy both at the bilateral, trilateral level and regional cooperation. The success of Indonesia, Malaysia and Singapore and the ARF (ASEAN Regional Forum)

collaboration are part of diplomatic efforts to create a safe sea as part of international communication and trade. Because the consequences of the sea state are able to maintain safety and security for passers in the jurisdiction of the country including Indonesia.

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