

Enhancing Indonesian Maritime Route Security to Prevent Transnational Crime

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Abstract—This paper highlights the transnational crime issues that have threatened Indonesia's maritime security in recent years, then explores the possible challenges and how Indonesia has improved its response to these issues. Major acts that have affected Indonesia's maritime security include the Abu Sayyaf terrorist group, illegal actions by Vietnamese, Malaysian, and Singaporean fishermen, smuggling and human trafficking by Captain Bram, as well as drug trafficking that has developed during the COVID-19 pandemic. From the issue of illegal fishing only, Indonesia has suffered a loss of 477.33 million USD in 2014-2021. Many obstacles limit efforts to find solutions, a combination of internal factors such as Indonesia's lack of quality resources, and external factors such as maritime border disputes and the absence of clear definitions to assess maritime security conditions in various international cooperation. Our government has responded by initiating several national resource development plans, such as the establishment of Bakamla, implementation of presidential regulation no. 16 of 2017, developing infrastructures such as sea tolls and port renewal, as well as created cooperative relationships with various countries, namely Australia, the Philippines, Malaysia, China and other countries in the Southeast Asia and the Indian Ocean regions. Consequently, a trusting relationship with good communication can be formed between Indonesia and other countries to address threats to maritime security and reduce the number of transnational crimes in Indonesian waters, although not yet in large numbers.

Keywords— Security, Maritime, Diplomacy, Indonesia, Transnational Crime

I. INTRODUCTION

In the past decade, concern over Indonesia's maritime security issues has increased, especially in addressing the threat of transnational crime. Vital sea lanes are the primary means for exchanging and developing shared assets worldwide and have an important influence on economic and territorial stability. In relation to Indonesia, as the world's largest maritime nation, the security of sea lanes is critical. Indonesia's sea lanes stretch far and wide, connecting islands and encouraging cross-border

exchanges and other economic activities. However, the existence of these borderless sea lanes also brings significant challenges in the context of harmful transnational crimes, such as drug smuggling, arms trafficking, robbery and other criminal offences. These violations undermine national security, compromise territorial security and damage marine assets that are fundamental to preserving nature. (Tiara, 2018)

Disruptions to national security have a significant impact on the implementation of maritime security, which makes countries pay considerable attention to the fundamental aspects of the policies they make to address this challenge. In writing this research, the author uses three previous studies as important sources in understanding the issue of defence and security on the maritime route, especially in Indonesia's efforts to face and deal with transnational crime and realise the vision of a world maritime axis.

The first research used as a reference is a journal entitled "Indonesia's Military Defense Diplomacy in Facing Non-Traditional Security Threats: Efforts to Realise the Vision of the World Maritime Axis" written by Muhammad Samy and Jayanti Aarnee Kusumadewi in 2021. (Samy & Kusumadewi, 2021) This research focuses on Indonesia's maritime security diplomacy efforts in dealing with non-traditional security threats in the territorial waters. By examining the vision of the world maritime axis, the authors outline the diplomacy strategy implemented by Indonesia and its impact on Indonesia's maritime security. The results of this study provide an extensive understanding of how security diplomacy with military elements implemented by Indonesia can be an important instrument in responding to increasingly complex security threats, especially in the maritime area.

The second research used as a reference is a journal entitled "The Indonesian Government's Marine Security Strategy to Maintain Maritime Security", written by Muhammad Ridha Iswardhana, Adi Wibawa, and Hidayat Chusnul Chotimah in 2021. (Iswardhana et al., 2021) This research uses the concept of maritime security, which focuses more on the Indonesian government's perspective on the definition of sea lane security threats. The authors also identify the traditional forms of crime that exist under Indonesian law and investigate the concrete measures taken by Indonesian security forces. The research further discusses how Indonesia determines national security

policy strategies based on institutional governance in response to the challenges of maintaining maritime security.

The third research used as a reference is a journal entitled "Indonesia's Maritime Security Strategy in Facing the Threat of Transnational Crime in Southeast Asia", written by Muhammad Sajidin, Inggar Saputra, and Wida Nofiasari in 2023. (Sajidin et al., 2023) This journal from the National Defense Institute of the Republic of Indonesia (Lemhannas RI) highlights the cooperation between Indonesia and other Southeast Asian countries in facing existing security threats, especially the threat of transnational crime. This research provides an understanding of how Indonesia and ASEAN create a peaceful and strong region through cross-border law enforcement strategies, intelligence operations and maritime diplomacy.

However, there is still a gap between the title raised by the author and the existing research. The author focuses on the concept of maritime security by examining the understanding of the forms of sea lane security threats and the realities that have occurred in Indonesian waters in recent years. This research also discusses the challenges Indonesia has faced so far in dealing with various transnational crime cases that have continuously disrupted Indonesia's national security. In addition, the author also examines the government's independent efforts to improve the security of Indonesia's sea lanes as well as efforts to cooperate with various other countries as a proactive step against transnational crime.

By looking deeper into these issues, this research is expected to play a meaningful role in raising public awareness about the importance of maintaining Indonesia's maritime routes and aims to assist the government in developing strategies, both in drafting practical and essential policies, as well as building optimal cooperative relationships for Indonesia as a maritime nation.

II. METHODS

The author uses a conceptual, qualitative research method to write this research combining the historical and case studies design methods. Historical research method is chosen because it takes an analytical step related to the identification and evaluation of data from the past that makes it easier for the author to find what is faced in the present. Then the author combines it with the case study method which is an in-depth exploration method of a person, group or an issue that is being raised, where each case has important things to be interpreted. (Leavy, 2014) Historical design method, in this case, was applied by collecting past studies about the history of maritime threats in Indonesia and how the government dealt with them. Moreover, several case studies were compiled herein to reinforce the past studies highlighted by the historical design method with the real cases occurring in the past decades to narrow the scope of the discussion and filter out important parts that will be represented in the form of long descriptions using a new sentence structure. The author analyses the title and discusses various related aspects,

such as what types of transnational crimes occur in Indonesia, the Indonesian government's efforts to improve maritime route security, and preventive efforts against transnational crimes in Indonesian territory. Based on the data obtained, the author uses descriptive analysis techniques to formulate what problems will be processed again in the discussion section of this research. At the end of the study, the author will conclude the outcome produced through this research.

III. RESULTS AND DISCUSSION

A. Security Threats on Indonesia's Maritime Trails

Indonesia's strategically advantageous geographical location brings numerous benefits across diverse sectors but also exposes the nation to external threats. In response to this concern, the Indonesian government, as outlined in Law No. 32 of 2014, classifies four categories of crimes in the country's maritime routes: threats of violence using weapons, threats to shipping, threats to damage marine resources, and violations of the law. (Sajidin et al., 2023) This legal framework further details the various manifestations of threats, including violence using weapons, which involves activities such as piracy, hijacking, sabotage, and the deployment of mines. Conversely, threats to damage marine resources encompass actions such as harm to marine ecosystems, the use of non-compliant fishing gear, disputes over the management of biological resource utilisation, and the improper use of islands. Law violations encompass illegal fishing, unauthorised logging, smuggling, drug trafficking, and human trafficking. These unlawful activities involve international countries and organisations, presenting substantial challenges to Indonesia's political, economic, and defence aspects as a maritime nation. (Iswardhana et al., 2021)

Indonesia's past is closely associated with occurrences of piracy, armed robbery, terrorism, illegal fishing, smuggling, and drug trafficking. These activities are categorised as non-traditional crimes, commonly known as transnational crimes. It is essential to acknowledge that transnational crimes are intricately connected to organised groups operating across national boundaries, driven by the primary objective of maximising profits without adherence to international laws. The global proliferation of such criminal organisations is on the rise, posing a significant threat not only to Indonesia but also to the wider international community.

Indonesia leads in the frequency of piracy incidents in Asia, as highlighted by a 2020 report from the International Chamber of Commerce (ICC) and the International Maritime Bureau (IMB), with the Malacca Strait and Sulu-Sulawesi Seas singled out as particularly vulnerable areas. (Samy & Kusumadewi, 2021) In 2020, 69 of the 97 piracy incidents in Asia occurred in the Strait of Malacca. (Mitsui O.S.K Lines, 2021) This trend is exemplified by piracy in the waters of Morosi, Southeast Sulawesi, in January 2022. During this event, a group of armed pirates seized control of the SPOB Graha 21 tanker, coercing the captain to redirect the ship toward Saponda

Island, while the remaining crew was restrained and gathered in a different location. The assailants concealed the vessel's identity and proceeded to plunder valuables and personal belongings from the crew. Fortunately, this specific incident did not result in any casualties; however, in other instances, significant losses and tragic fatalities have been reported among the crew members. (Darmawan, 2022)

Besides instances of piracy, terrorism is a significant transnational crime in Indonesia. In contrast to piracy, terrorism is often driven by political and economic motives, leading to various cases of kidnapping and hostage-taking. An example is the Abu Sayyaf Group (ASG), a terrorist organisation actively operating in the waters of Indonesia, Malaysia, and the Philippines. ASG is an extremist Islamic separatist group rooted in the Southern Philippines, primarily targeting Filipinos and Christian foreigners to expand its influence across the Southeast Asian region, including Indonesia. To achieve its goal of establishing an independent Islamic state covering Borneo, the Sulu Archipelago, Western Mindanao, and southern Thailand, the organisation uses terrorist tactics to gain financial benefits, resorting to acts like murders and bombings to advance its jihadist agenda. (Yunanto et al., 2017)

Beyond the vulnerable areas of the Malacca Strait and Sulawesi Sea, the Natuna Islands represent another region susceptible to transnational crime. Covering a 200-mile Exclusive Economic Zone (EEZ), the Natuna Islands are abundant in natural resources, especially diverse marine life. These waters possess significant potential, making them an attractive target for illegal fishing by other nations that can easily access them. Being part of Indonesia's EEZ, the Natuna waters directly share boundaries with those of neighbouring countries such as Vietnam, Malaysia, Singapore, and even the South China Sea. These waters are frequently exploited by foreign fishermen from various nations utilising large vessels and fishing equipment that do not conform to established standards, posing a threat to the Natuna marine ecosystem. According to data from 2014-2021, the average amount of Indonesia's losses due to illegal fishing is 477.33 million USD from the squid and cuttlefish trade sector. (Indonesian Ocean Justice Initiative, 2022)

The extensive stretch of these waters presents a formidable challenge for the Indonesian government to efficiently regulate and counteract the frequent illicit activities carried out by foreign fishermen. This challenge is aggravated by the suboptimal state of Indonesian water management, encompassing oversight institutions and facilities for large vessels. Consequently, instances of illegal fishing in these waters are pervasive. Between January and March 2023, the Indonesia Ocean Justice Initiative (IOJI) recorded six fishing vessels from Vietnam suspected of participating in illegal fishing in Natuna waters. Simultaneously, the Ministry of Maritime Affairs and Fisheries apprehended one Vietnamese and two Malaysian ships engaged in illegal fishing. (Martiar, 2023)

Opening Indonesia's territorial waters to other countries facilitates international migration, bringing

positive impacts for Indonesia and a significant threat to national security. Two additional transnational crimes commonly witnessed in Indonesia are smuggling and human trafficking. In the context of smuggling, the focus is on ensuring the security and feasibility of transporting individuals, along with compliance with the sovereign regulations of the country of origin, transit country, and destination country. Many smuggling cases involve asylum seekers who, despite being ineligible or failing to meet immigration standards, lack a permanent place of residence. On the other hand, human trafficking consists of a process of recruitment, transportation, and reception utilising threats and violence. Victims of human trafficking are often coerced into agreements with more powerful individuals, or they may be vulnerable parties exploited for sexual purposes, forced labour, or domestic servitude. In more severe instances, human trafficking may manifest as organ trafficking.

The Indonesian Ministry of Foreign Affairs documented 2,438 instances of online fraud involving Indonesian citizens, with 40 percent of these cases identified as attempts at human trafficking during the period from 2020 to 2023. (Bimantara, 2023) An illustrative case highlighting a widely publicised incident of smuggling and human trafficking in Indonesia centres around Abraham Louhenapessy, widely known as 'Captain Bram.' This individual posed a security threat to several countries, including Australia, Sri Lanka, New Zealand, and Indonesia, which served as his transit country. Captain Bram's criminal activities persisted over an extended duration, leading to his multiple arrests in 2007 and 2009. During these arrests, it was discovered that he had facilitated the transportation of thousands of asylum seekers to various countries using the Indonesian sea route. In this case, victims paid approximately US\$4,000-US\$8,000 for their immigration to designated destinations. (Hardanto, 2019) Finally, in 2016, Captain Bram was apprehended by the Indonesian police for allegedly purchasing a boat previously employed in smuggling and human trafficking operations. Resolving this case necessitated significant effort and collaboration between the Indonesian People Smuggling Task Force and the New Zealand government. Both parties succeeded in dismantling Captain Bram's criminal network and addressing all aspects associated with the smuggling activities he had conducted. (Arab News, 2016)

In alignment with the practice of human trafficking, another widespread form of transnational crime in Indonesian waters is drug trafficking. This issue involves a range of entities, encompassing both large and small groups within Indonesian territory, as well as international groups like cartels that take advantage of what is perceived as a weak Indonesian bureaucracy. Drug trafficking in Indonesia covers the production, distribution, and sale of various types of drugs, utilising sea, land, and air routes for distribution. Among these routes, the sea route stands out as the primary conduit for drug trafficking in Indonesia, focusing on regions such as Sumatra, Kalimantan, Sulawesi, and the Maluku Islands. Despite the global challenges presented by the COVID-19 pandemic in 2020,

recorded cases of drug trafficking in Indonesia reached 2,777 incidents during the 2018-2020 period, involving 4,357 suspects. (Pugu & Suryanti, 2023) Illicit drug circulation employs various methods to avoid inspection, including the utilisation of small ports with minimal security presence, illegal ports, and even official ports with disguised shipments. Disguises may involve concealing drugs in food or beverage packaging within travel bags or suitcases, and some traffickers resort to inserting drugs into the bodies of distribution agents, either through swallowing or the anus. (Hartono & Bakharuddin, 2023)

Considering the various types of transnational crimes taking place in Indonesia's territory that utilise maritime routes, resolving these issues requires cooperative efforts from multiple stakeholders, including both state actors and international organisations. Transnational offences pose threats to both national and international security, potentially leading to conflicts between countries due to mutual distrust among the involved parties.

B. Obstacles Encountered by the Indonesian Government in Addressing Security Threats on Maritime Paths

The Indonesian government has implemented various measures to strengthen its maritime security; nevertheless, it has faced numerous challenges in the process. The success of the Indonesian government in attaining its objectives is influenced by internal and external factors. Internally, there is a noticeable lack of efficient coordination among the involved stakeholders. Entities such as the Ministry of Foreign Affairs, Ministry of Defense, Bakamla, TNI, and others are primarily focused on strategies to enhance security, often overlooking the implementation of policies. The establishment of Bakamla, according to Government Regulation No. 178 of 2014, has created uncertainty about the extent of the agency's operational authority. This lack of clarity impedes government efforts, as there is no well-defined formulation of a maritime diplomacy strategy serving as a reference at the national level. (Adikara & Munandar, 2021)

Addressing the ongoing coordination challenges makes it important for the Indonesian government to engage with society actively. Most Indonesians' awareness of maritime security is still lacking, resulting in the underutilisation of existing naval forces. Therefore, the government needs to change people's mindsets to optimise Indonesia's seas. Achieving Indonesia's vision-mission as the World Maritime Axis requires collaborative efforts between the people and government to ensure progress without harming either party. In this context, the government must improve its negotiation skills, not only with global partners but also with domestic partners, to make a significant contribution to the advancement of Indonesia's maritime sector. (Amalia, 2018)

Every country needs a proper and maximised law enforcement and security apparatus to improve maritime security significantly. However, in Indonesia, several entities responsible for enforcing the country's laws and ensuring security have not been fully optimised to serve as key defenders against various transnational crimes. This is

a significant challenge given that Indonesia's waters are currently ranked third most vulnerable globally to international crime. There is an urgent need in Indonesia for decisive, honest and courageous officers who can effectively deal with the criminals who consistently pose a threat to Indonesia's borders and waters. (Putri et al., 2022)

Another domestic challenge is Indonesia's substantial reliance on financial assistance for developing its state capabilities. In the endeavour to enhance maritime security, Indonesia aims to conduct military patrols on sea, air, and land with the Maritime Coordination Center (MCC). However, this undertaking is neither inexpensive nor straightforward, as considerable funds are required for regular patrols across Indonesia's extensive territorial waters. Additionally, the Indonesian government lacks essential facilities, such as an adequate fleet of surveillance ships. Currently, Indonesia possesses 30 surveillance ships, while an optimal maritime strategy would require more than 70 ships to monitor and address various crimes within Indonesian waters effectively. (Wiswayana, 2023)

Regarding external challenges, Indonesia contends several maritime border disputes with other countries. About 44% of territorial sea issues, including concerns related to the Exclusive Economic Zone, remain unsettled. A notable issue is presented by China's One Belt One Road (OBOR) Policy, which does not recognise Indonesia's waters. (Adikara & Munandar, 2021) Instances like these have a considerable impact on national security, as a significant portion of Indonesia's territory is not acknowledged, creating conditions conducive to the occurrence of exploitation and criminal activities in Indonesian waters.

Indonesia encounters another external challenge concerning various multilateral cooperation initiatives, where there is a lack of a clear definition that can serve as a reliable reference for assessing maritime security conditions. Each country participating in these collaborations has distinct interests and objectives related to achieving maritime security. For instance, within the Indian Ocean Rim Association (IORA), some countries emphasise local maritime issues, while others prioritise the maritime economy or combatting transnational crime. Until now, IORA has not witnessed significant success in the maritime domain, thus lacking credibility on a global scale. (Amalia, 2018) While Indonesia's collaboration with various entities has been constructive, it hasn't been fully optimised to effectively reduce the number of crimes in Indonesia's maritime routes. Most of these cooperative efforts have resulted in establishing a trusting relationship with good communication for addressing threats to maritime security.

C. Indonesian Government's Initiatives in Confronting Security Challenges on Maritime Routes

Due to the extensive territorial waters of Indonesia, the potential risks to its maritime security are heightened. Consequently, President Joko Widodo's administration places significant emphasis on the maritime sector, aiming to position Indonesia as the World Maritime Center (*Pusat Maritim Dunia* - PMD). The realisation of PMD has

centred around five core pillars: maritime defence, maritime economy, maritime diplomacy, maritime culture, and maritime connectivity. In pursuit of this objective, the Indonesian government has initiated various domestic measures to bolster its maritime territory. These measures encompass the creation of the Marine Security Agency (Bakamla), strengthening maritime policy by implementing Presidential Regulation No. 16 of 2017 and advancing maritime infrastructure. (Tiara, 2018)

The establishment of the Marine Security Agency (Bakamla) on December 15, 2014, through Government Regulation No. 178 of 2014, aims to create a specialised security organisation tasked with ensuring the security and safety of the nation's coastal areas, ports, and waters in collaboration with the Indonesian Navy. Bakamla has deployed Marine Security and Safety Monitoring Stations (SPKKL) as their primary facilities throughout Indonesian waters to fulfil their responsibilities. To bolster the capabilities of the existing security apparatus, the Indonesian government has implemented Presidential Regulation No. 16/2017, which centres on Indonesia's Ocean Policy. This regulation outlines guidelines for all Indonesian citizens involved in implementing marine policy, intending to realise Indonesia's vision as the World Maritime Axis.

Furthermore, the Indonesian government is actively improving maritime infrastructure through various measures, such as constructing sea tolls, renovating existing ports, and creating more accessible routes to connect industrial areas with port facilities. This could be seen through the 2018 Logistic Performance Index (LPI) data. Indonesia managed to take the 46th position with a score of 3.15, which has successfully increased since 2016 to the 63rd position with a score of 2.98. (Direktorat Jenderal Perhubungan Laut, 2019) The implementation of the Sea Toll Road is a pivotal focus of President Joko Widodo's administration. This essential initiative aims to optimise the operational efficiency of ports throughout Indonesia and establish a streamlined system for transporting goods and people within the country, effectively tackling various transnational challenges like smuggling, human trafficking, and drug trafficking.

In countering diverse transnational crimes within Indonesian waters, the government strategically employs maritime defence diplomacy to address and combat these threats, acknowledging the constraints and inadequacies in resources, both in terms of quality and quantity. This approach goes beyond mere military and political actions, placing emphasis on cooperative endeavours, interstate security coordination, joint military exercises, and the exchange of information. Maritime defence diplomacy aims to elevate Indonesia's foreign relations by promoting national and international security. Indonesia collaborates with various nations, including Australia, Malaysia, the Philippines, and China, to confront transnational crimes collectively. In addition to bilateral collaborations, Indonesia actively engages in international organisations such as ASEAN, IORA, and IOM to bolster global maritime security.

The cooperation between Indonesia and these nations is fueled by similar geographical circumstances that expose them to analogous challenges. For example, in the context of Indonesia and Australia, both countries are surrounded by extensive waters, boasting coastlines of 25,870 km. Australia possesses the world's third-largest Exclusive Economic Zone (EEZ), spanning 10 million square kilometres. Moreover, Indonesia and Australia have a longstanding history as trade partners, making import-export dynamics a significant facet. The commitment between Indonesia and Australia is evident through the establishing of the Joint Declaration on Maritime Cooperation in February 2017. This agreement aims to facilitate seamless bilateral trade, ensure the sustainable use of marine resources, and strengthen regional security and stability. (Fricila et al., 2022)

Originating from the Joint Declaration on Maritime Cooperation, the Joint Coordinated Patrols initiative was instituted, encompassing two primary programs known as Operation Gannet and AUSINDO CORPAT. Since 2018, Operation Gannet has been consistently operational, involving Bakamla, the Indonesian Ministry of Maritime Affairs and Fisheries, the Australian Border Force (ABF) through the Maritime Border Command (MBC), and the Australian Fisheries Management Authority (AFMA). This cooperative effort aims to uphold the security of Indonesian-Australian waters and counter various forms of transnational crime. In contrast, AUSINDO CORPAT is a joint initiative involving the Indonesian Navy and the Royal Australian Navy, primarily focusing on addressing illegal fishing activities.

Moreover, collaboration exists between the Indonesian police and the Australian Federal Police (AFP), established in 2002 and regularly convened through annual meetings between the two entities. This year's meeting took place in March during the Senior Officers Meeting (SOM), culminating in the endorsement of The Arrangement between INP and AFP on Cooperation in Preventing and Combating Transnational Crime, and the Implementing Arrangement between INP and AFP on Cybercrime Cooperation. This agreement was established to counteract transnational crime and cybercrime that pose threats to the national security of both nations. The INP and AFP also consistently engage in training and capacity-building sessions, conducting them 12 times within the 2019-2023 period, aiming to enhance their proficiency in handling cases of smuggling and human trafficking in both countries. (Sandy et al., 2023) This collaboration between Indonesia and Australia has demonstrated effectiveness in tackling illegal fishing in Indonesia-Australia water areas. From October 2014 to August 2018, the most remarkable result was the sinking of 488 vessels involved in illegal fishing. (Mikrefin, 2021)

Indonesia's other bilateral cooperation that focuses on maritime security is with China. Both countries share similar development concepts and goals, as Indonesia aims to establish the World Maritime Axis (PMD), and China seeks to build the 21st Century Maritime Silk Road. To strengthen their maritime sectors, Indonesia and China signed a memorandum of understanding on maritime

defence and security during the 2014 Maritime Cooperation Committee (MCC) meeting. (Tao et al., 2019) The agreement underscored the importance of maritime connectivity and infrastructure development in achieving the World Maritime Axis (PMD) and the 21st Century Maritime Silk Road. The results of this partnership were formalised in the Joint Statement on Deepening Comprehensive Strategic Partnership between the People's Republic of China and the Republic of Indonesia.

Through diplomatic interactions, the security collaboration between Indonesia and China is expanding, encompassing elements such as policy alignment, the transfer of defense technology, military trade, and armed forces training. The agreed-upon technology transfer involves exchanging defence technology for producing C-705 missiles, prompted by Indonesia's need for 60 defence system units (alutsista) as part of its Minimum Essential Force requirement. Indonesia aims to bolster its defence and security capabilities for maritime routes, requiring more sophisticated military equipment. Since 2015, the annual Navy to Navy Cooperation Talk (NTNCT) has been consistently held to maintain the collaboration between the two nations on defence and maritime security. (Amalia, 2018)

Indonesia actively participates in a cooperative endeavour known as the trilateral relationship involving the Philippines and Malaysia. The primary goal of these three nations is to eliminate criminal activities such as piracy, smuggling, and human trafficking in the Sulu waters, which directly border their respective countries. The Sulu waters are crucial to the Indonesian Archipelago Sea Route II, representing one of the most heavily used maritime trade routes and susceptible to various criminal activities. (Wiswayana, 2023) Within this trilateral relationship, several agreements have been established, including the Joint Declaration on Immediate Measures to Address Security Issues in the Maritime Areas of Common Concern among Indonesia, Malaysia, and the Philippines in May 2016; the Framework Trilateral Cooperative Arrangement Indonesia-Malaysia-The Philippines on Immediate Measures to Address Security Issues in the Maritime Areas of Common Concern in July 2016; The Joint Statement Trilateral Meeting among the Defense Ministers of Indonesia, Malaysia, and the Philippines in August 2016; and the Joint Declaration by the President of the Republic of Indonesia and the President of the Philippines on Cooperation to Ensure Maritime Security in the Sulu Sea in September 2016. (Amalia, 2018) These four agreements symbolise a gradual strategy for addressing the prevailing issues in the region.

The Maritime Command Control (MCC) was established in June 2017, expanding on the trilateral collaboration. Through the MCC, the three nations commenced air patrols, sea patrols, and Army training to ensure the security of all entities involved in trade, fishing, and human transportation in the Sulu waters. The cooperative endeavours of these three countries align with the constructive principle of coming together as non-conflicting strategic partners in response to security threats. Rather than opting for conflict, they actively strive

for peace while addressing the diverse potentials and sources of threats from each side.

In addition to cultivating bilateral and trilateral partnerships, Indonesia actively engages in international organisations that address threats to global maritime routes. These entities include the ASEAN Maritime Forum, the Indian Ocean Rim Association (IORA), and the International Organization for Migration (IOM). (Tiara, 2018) As a member of ASEAN, Indonesia is well aware of the prevalent criminal activities in Southeast Asian waters, necessitating collaborative efforts. In 2010, Indonesia played a pivotal role in championing the establishment of the ASEAN Maritime Forum. This forum serves as a platform where member states can formulate effective strategies to safeguard maritime security and gain a more comprehensive understanding of the shared challenges in the maritime domain.

Subsequently, Indonesia actively participated in the Indian Ocean Rim Association (IORA), especially during its leadership from 2015 to 2017. Formed by foreign ministers in 1997, IORA's principal objective is to foster balanced and sustainable economic growth among member countries by removing barriers to regional trade. During its chairmanship, Indonesia embraced the theme 'Strengthening Maritime Cooperation in a Peaceful and Stable Indian Ocean,' aligning with its objective to realise the concept of the World Maritime Axis and enhance regionalism in the Indian Ocean Region. In March 2017, Indonesia successfully hosted the inaugural IORA Summit, leading to the formulation of the Jakarta Concord and Action Plan 2015-2021. This action plan delineates priorities for the upcoming years and various short-, medium-, and long-term strategies to fortify maritime routes in the face of diverse threats. (Prasetya & Estriani, 2018)

In response to various cross-border threats affecting the country's migration sector, Indonesia actively participates in the International Organization for Migration (IOM) to address these challenges. The primary goal of IOM is to advocate for organised and humane migration without causing harm to any party. IOM promotes international collaboration with governments, intergovernmental organisations, and non-governmental organisations to identify solutions and provide humanitarian assistance to victims of transnational crimes that threaten global security. In Indonesia, IOM collaborates with the Ministry of Maritime Affairs and Fisheries, the Indonesian National Police, the Director General of Immigration, and other agencies to address issues such as illegal fishing, human trafficking, and slavery, which often occur through sea transportation. Particularly during President Joko Widodo's administration, Indonesia, in conjunction with IOM, has intensified efforts in law enforcement, cross-border trade management, and other activities to enhance maritime route security.

IV. CONCLUSION

Maritime security is crucial for Indonesia as the world's largest maritime nation. Indonesia, with its strategic geography, provides many advantages in various aspects, where sea lanes are vital for Indonesia as they serve to connect islands and encourage cross-border exchanges and other economic activities. Indonesian waters are closely related to piracy and armed robbery, terrorism, illegal fishing, smuggling, human trafficking and drug trafficking. These activities are categorised as transnational crimes that can threaten national security and global security. Realising this, the Indonesian government made maritime security one of the main focuses of its foreign policy and created many bilateral and multilateral cooperation with countries with the same problems in maritime security threats. In bilateral terms, Indonesia has cooperated with Australia, Malaysia, Thailand and China to strengthen its existence in overcoming and minimising various transnational crime practices that use sea routes between these countries. Meanwhile, in multilateral terms, Indonesia actively cooperates with the ASEAN Maritime Forum, the Indian Ocean Rim Association (IORI), and the International Organization for Migration (IOM). In addition to pursuing maritime security diplomacy, Indonesia has enhanced domestic capabilities to counter transnational crime by establishing Bakamla as a specialised security apparatus, actively improving maritime infrastructure and implementing Presidential Regulation No.16/2017, focusing on Indonesia's Maritime Policy. However, in spite of these efforts, Indonesia also faces many challenges, such as a lack of coordination between relevant agencies and the Indonesian society, an under-qualified state security apparatus, and a reliance on financial aid to develop domestic capabilities. Moreover, Indonesia still has cases of maritime border disputes where some countries still do not recognise Indonesia's sovereignty in some territorial waters, and the cooperation that has been established so far does not have an apparent reference to what maritime security is, so the existing relationship has not effectively eradicated transnational crimes in the maritime area.

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