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INDONESIA'S MARITIME DIPLOMACY (CASE STUDY: MARITIME TERRORISM IN THE SULU-SULAWESI SEAS)

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Abstract

Maritime terrorism is an activity that involves illegal actions that directly or indirectly impact a country's interests at sea. These actions include piracy, robbery, assault, and illegal trafficking in weapons, people and drugs. Maritime terrorism does not always have political aims, but has other aims, namely economic. The Sulu-Sulawesi Sea is a region in southeast asia that frequently affected by maritime terrorism. As maritime country, Indonesia has responsibility to protect the security of its maritime territory and must collaborate with neighboring countries to do so. This paper employs the concept of maritime diplomacy to examine the measures Indonesia has implemented in the region. The results of various forms of maritime diplomacy efforts made by Indonesia have succeeded in reducing maritime terrorism activities in the Sulu-Sulawesi sea area from time to time.

Keywords: maritime security, diplomacy, cooperation, maritime terrorism, Sulu-Sulawesi seas.

Introduction

Maritime security is defined as activities or operations carried out to protect state sovereignty and marine natural resources, support smooth navigation and trade, and prevent transnational crime. Maritime security threats are transnational, classified as non-traditional security issues, and can affect the security stability of a country (Arif & Yanto, 2022). One example of transnational crime is Maritime Terrorism.

Maritime terrorism is an activity that involves illegal actions that directly or indirectly impact a country's interests at sea. These actions include piracy, robbery, assault, civilian logging and illegal trafficking in weapons, people and drugs. Maritime terrorism does not always have political aims, but has other aims, namely economic.

Its potential to escalate into conflict between the countries concerned among the countries concerned emphasizes the urgency of collaborative measures. Furthermore, Maritime Terrorism not only endangers security but also presents an alluring prospect for criminal enterprises, adding complexity to the complex web of international relations (UNODC, 2018).

Located at the crossroads of the Indo-Pacific, the Southeast Asia region combines some of the world's most important straits and waterways. The vast Sulu-Sulawesi Sea covers an area of 900,000 square kilometers, surrounded by the Sulu Islands, including Palawan, Sabah, Mindanao, East Kalimantan, and Sulawesi (DeVantier et al., 2004). Currently, the Sulu-Sulawesi Sea is widely used for inter-island trade, with fishing as one of the economic activities considered important. Marine resources harvested include pearls, pearl oysters, sea cucumbers, shark fins and turtle eggs. The coral reefs of the Sulu Sea are globally recognized among diving enthusiasts, contributing to the region's distinction as

one of the most productive and diverse ecosystems worldwide. Collaboratively, Indonesia, Malaysia and the Philippines share responsibility for the conservation of the Sulu-Sulawesi Seascape (IILSS, 2023).

The Sulu-Sulawesi Sea has a vast maritime area and the sea itself plays an important role in the economies of all surrounding countries. Trade flows in this region are highly dependent on maritime trade and are one of the main sources of national income for every country in Southeast Asia. Furthermore, about half of commercial shipping activities traverse this vital route, contributing to an annual trade value that exceeds US\$ 800,000,000 (Edwards & Bradford, 2023). The Sulu-Sulawesi Seascape has significant economic value for Indonesia, Malaysia, and the Philippines, by providing important resources such as fisheries, supporting tourism, facilitating transportation, and encouraging trade and commerce. Around 40 million coastal residents depend on marine resources, with marine fish contributing 60-70% of the animal protein intake of residents around the sea (DeVantier et al., 2004).

In the legal perspective, Indonesia has ratified the 1982 United Nations Convention on the Law of the Sea (UNCLOS) through Law no. 17 of 1985, which binds Indonesia to the provisions of the convention. Therefore, Act 6/1996 in regards of Indonesian Waters was enacted to implement these provisions, including the regulation of archipelagic sea lanes (Rustam, 2016).

As an archipelagic country, Indonesia has established three Indonesian Archipelagic Sea Lanes (ALKI): ALKI-I, ALKI-II, and ALKI-III, based on UNCLOS 1982. Maintaining maritime security along the ALKI is a global priority since disturbances that occur can threaten the economy world. Geographically, Indonesia has a strategic position in the water sector which allows foreign ships or aircraft to pass freely,

hence it must control and secure ALKI by deploying sea forces to ensure maritime security and uphold its sovereignty (Rustam, 2016).

Although it has its benefits, serves as the most important trade route and has strong legal laws in surrounding countries, the Sulu-Sulawesi Sea faces challenges and poses significant dangers, especially for Indonesian Maritime Security. Even though shipping activities that is economically profitable has increased in the Sulu-Sulawesi Sea, it has resulted in significant economic losses for Indonesia, exceeding USD 4 billion due to fish theft by foreign fishermen (DeVantier et al., 2004). This simultaneously resulted in said region to be threatened by security threats. The vulnerability extends to transnational criminal threats, one of which is Maritime Terrorism. In particular, in recent years, the Abu Sayyaf Group (ASG) and the Moro Islamic Liberation Front (MILF) have emerged as the main rebel organizations in regards to security in the Sulu-Sulawesi sea (Rahman, 2019).

The activities of said organization are not far from piracy, kidnapping and abuse of ship crews, which will lead to other illegal activities, namely taking hostages to obtain ransom. These problems have directly strained relations between Indonesia, Malaysia and the Philippines. The 9/11 attacks in 2001 were also a cause and raised concerns globally, highlighting the potential for violence and attacks in Southeast Asian waters (Edwards & Bradford, 2023). Furthermore, maritime terrorist attacks have the potential to cause mass casualties, disruption to global trade and extreme damage to the maritime environment itself.

The cases of maritime terrorism reached its peak in 2016. Ocean Beyond Piracy (OBP) reported that around 38 terrorist incidents occurred in the Sulu-Sulawesi Sea which 21 of these cases involved kidnapping, 4 cases of armed robbery, 4 cases of failed boarding

attempts or attacks, 1 case of outright robbery, and 8 cases were marked as suspicious activity. Terrorist groups operating in the Sulu Sea initially targeted smaller vessels at the beginning of the year (Ocean Beyond Piracy, 2017). However, in October 2016, terrorist groups shifted their focus to larger vessels, thus posing a significant threat to international and regional maritime trade traffic, which resulted in raises of serious concerns about the security of Sulu-Sulawesi Sea (Ocean Beyond Piracy, 2016). Furthermore, in the same year the ASG terrorist group also succeeded in taking 2 Indonesian ships hostage and detaining 10 crew members who were Indonesian citizens (BBC News Indonesia, 2016). This directly adds complexity to the security challenges faced by countries in regional and international areas.

The threat of Maritime Terrorism that continues to occur in the Sulu Sulawesi region is also caused by fundamental differences in the national rules and policies of each country in ASEAN regarding Maritime Terrorism. Maritime Terrorism does not have a universal and official definition. Therefore, there are fundamental differences regarding national rules and policies in the ASEAN region as well as a lack of making international arrangements related to Maritime Terrorism itself (Bergin, 2005).

Indonesia, Malaysia and the Philippines have collaborated several times in supporting the vulnerabilities posed by these threats by strengthening national responses, launching regional cooperation arrangements and using regulatory instruments such as the International Ship and Port Facilities Security Code to encourage a wider range of stakeholders to provide a more proactive contribution to maritime security in the Sulu-Sulawesi region. However, seeing the many opportunities and challenges that exist in the Sulu-Sulawesi Sea caused by Maritime Terrorism, as well as assessing the

importance of the Sulu-Sulawesi Sea for Indonesia, it is important to analyze Indonesia's maritime diplomacy efforts in facing the threat of maritime terrorism in the Sulu-Sulawesi Region.

Theoretical Framework

Maritime Diplomacy

Christian Le Mière defines diplomacy as a tool used in managing international relations and therefore maritime diplomacy itself is defined as the management of international relations using the maritime domain. Furthermore, Maritime diplomacy involves the use of maritime resources not only to resolve conflicts in the maritime domain, but also to navigate international relations effectively, which is usually guided by the principles of international maritime law (Christian Le Mière, 2014). Christian Le Mière categorizes maritime diplomacy into three types, namely Cooperative Maritime Diplomacy, Persuasive Maritime Diplomacy, and Coercive Maritime Diplomacy.

Cooperative Maritime Diplomacy involves voluntary cooperation between parties, exemplified by naval forces providing humanitarian assistance to a country following a disaster. This shows that warships not only serve combat purposes but are also involved in activities such as disaster relief and helping refugees. Additionally, maritime diplomacy includes initiatives such as personnel exchanges, educational programs, and collaborative meetings, all of which aim to foster mutual trust (Christian Le Mière, 2014).

Christian Le Mière characterizes cooperative maritime diplomacy in various forms, starting from Humanitarian Assistance (HA) or Disaster Response (DR), goodwill, Training and Joint Exercises, and Joint Maritime Security Operations.

Persuasive maritime diplomacy seeks to increase recognition of a country's power by demonstrating its naval strength,

emphasizing military superiority. This diplomatic approach focuses on leveraging maritime power to influence other countries and shape their policies. By demonstrating naval capabilities and performing symbolic acts such as raising flags, countries seek to gain recognition and respect as maritime powers. This form of diplomacy aims to improve a country's position in the international community and increase bargaining power in maritime-related negotiations. Persuasive maritime diplomacy aims to increase international prestige (Christian Le Mière, 2014).

Coercive diplomacy, known as gunboat policy, involves the use of maritime forces, such as warships, to intimidate through threats and maritime blockades. This strategy involves the use of military force, especially naval assets, to achieve political objectives and assert control over maritime areas. By deploying naval vessels and coast guard units, a nation seeks to intimidate rivals, deter aggression, and secure strategic maritime interests. This approach relies on the threat or use of force to force another state to comply with the coercing state's demands. The goals of coercive diplomacy include developing military power, global maritime access, achieving military goals, instilling fear, and winning in disputes (Christian Le Mière, 2014).

Maritime Terrorism

Sam Bateman & Anthony Bergin define maritime terrorism as a particular type of global terrorism that has been around for quite some time. Maritime terrorism is an action related to piracy (Bergin, 2005). Furthermore, Oladipupo S. Alaka defines maritime terrorism as activities involving illegal actions that directly or indirectly impact the interests of a country at sea or on land. These actions include piracy, robbery, assault, and illegal trafficking of weapons, people, and drugs. The worst scenario of maritime terrorism is using ships as bombs or vehicles to

transport explosives, even nuclear explosives. Attacks can target passenger ships to cause maximum casualties or sink ships to cause significant economic damage, such as blocking busy waterways (Alaka, 2009).

Referring to the explanation of the academics above, the author can define maritime terrorism as activities involving illegal actions that directly or indirectly impact the interests of a country at sea. These actions include piracy, robbery, assault, civilian logging and illegal trafficking in weapons, people and drugs. Maritime terrorism does not always have political aims, but has other aims, namely economic.

Research Method

The author uses descriptive qualitative method through literature study, or library research, as the data collecting technique by taking sources such as books, journals, scientific works, documents, articles and media reports that are relevant to the research. The focus of the data collection techniques used is directed at factual findings, seeking an accurate representation of reality.

Results and Discussions

The security of the Sulu-Sulawesi Sea is very important for shipping and trade activities that pass through it. The increasing level of crime at sea poses a threat to passing ships, especially ships carrying high-value cargo. Security instability in the Sulu Sea in Sulawesi has encouraged Indonesia to carry out diplomacy and issue policies as an effort to protect its maritime territory.

Maritime trade, especially between Indonesia, the Philippines and Malaysia, always pass through said waters. Apart from that, international trade involving Australia, Southeast Asia and Northeast Asia also uses this shipping route. Every year it is estimated that more than 10,000 ships cross the ocean carrying 55 million metric tons of cargo transporting coal and various commodities to various countries

(Chaer et al., 2021). The Sulu-Sulawesi Sea Route has important meaning for Indonesia because it facilitates transportation export-import commodities destined for the East Asia and Pacific region. This directly indicates that the Sulu-Sulawesi Regional Route functions as a vital route for export-import activities for various products from the region, especially for Eastern Indonesia (D., 2019). Therefore, this region is one of the priorities that Indonesia must protect.

In addition, secondary industries and services, especially international tourism, are increasingly developing in the Sulu-Sulawesi region. The reported existence of 22 species of whales, dolphins and manta fish offers the potential for sustainable ecotourism development, bringing the tourism industry in the Philippines, Malaysia and Indonesia to an annual increase of 5%. This directly increases interest in international tourism in these three regions (Ellet, 2021).

Indonesia's maritime diplomacy in Indonesian territory has previously been demonstrated through the formation of the ASEAN Regional Forum (ARF) for collaborative and comprehensive foreign cooperation to deal with crimes at sea effectively and efficiently. Apart from that, Indonesia has also joined the ASEAN Maritime Forum (AMF) and the Expanded ASEAN Maritime Forum (EAMF). All forms of regional cooperation and diplomacy aim to create safe and protected maritime areas (Sajidin et al., 2021). However, this form of diplomacy is considered not to have suppressed cases of maritime terrorism in the region, hence Indonesia need to consider other maritime diplomacy efforts to overcome maritime terrorism.

Indonesia's Cooperative Maritime Diplomacy

Another form of Maritime Cooperative Diplomacy carried out by Indonesia is Training and Joint Exercises and Joint Maritime Security Operations.

The Training and Joint Exercises and Joint Maritime Security Operations referred to here are Trilateral Maritime Patrol Indomalphi and Trilateral Maritime Patrol Port Visit Indomalphi Joint Exercise.

Based on concerns about security threats in the Sulu-Sulawesi Sea, which borders the Sulawesi-Indonesia maritime area, Indonesia, Malaysia and the Philippines held a series of meetings which resulted in various agreements under the Trilateral Cooperative Arrangement (TCA) (BBC News Indonesia, 2017). Discussions in said meetings focused on regional security issues, emphasizing a collective commitment to protect against various threats, especially those related to transnational crimes that affect every country. Apart from that, it will also be discussed what standard operating procedures are for each activity that will be carried out. This Trilateral Cooperation Agreement has three forms of cooperation, namely Exercise and Training, Coordinate Patrol and Port Visit.

Trilateral Maritime Patrol (TMP) Indomalphi

Indomalphi Trilateral Maritime Patrol (TMP) is a collaboration between Indonesia, Malaysia and the Philippines in carrying out maritime patrols in the Sulu Sea. This collaboration was formed in 2016 to overcome maritime security problems in the region, especially related to piracy cases carried out by pirates and extremist organizations (Rustam et al., 2022). Since its launch, the Indomalphi patrol has succeeded in deterring and defending itself from attacks on ships carried by pirates and extremist organizations such as the ASG and MILF groups (Costa, 2023).

TMP Indomalphi aims to build capacity and increase cooperation between the three countries in terms of handling maritime security. Fast and effective exchange of information and good coordination between the authorities of the

three countries are the main focus in achieving this goal. With the Indomalphi TMP, it is hoped that security and stability in the Sulu Sea can continue to be improved, so that the region can become a safe and prosperous zone for all interested parties (Aliyah et al., 2024).

The cooperation process between Indonesia, Malaysia and the Philippines in the Indomalphi TMP in the Sulu Sea includes several stages. First, the three countries held meetings and negotiations to discuss joint maritime patrol objectives, strategies and frameworks. This patrol aims to increase security and stability in the region. Second, the parties involved share intelligence information regarding illegal activities in the waters of the Sulu-Sulawesi Sea. This information includes terrorist activities, piracy networks, drug smuggling, and other cross-border illegal activities that can threaten maritime security. Finally, these countries carried out joint maritime patrols involving warships, patrol aircraft and marine troops from each country (Aliyah et al., 2024).

Indonesia itself has a role and responsibility for the Indomalphi TMP, namely the Coordinating Ministry for Political, Legal and Security Affairs (Kemenko Polhukam) which is responsible for coordinating and supervising the operations of the Indomalphi Trilateral Maritime Patrol in the Sulu Sea, and the Indonesian Ministry of Defense which is also involved in this cooperation and plays a role in providing resources and operational support for maritime patrols in the Sulu Sea (Aliyah et al., 2024).

Trilateral Maritime Patrol (TMP) Port Visit Indomalphi

Port Visit is the activity of visiting ships to other countries where activities are also carried out in the form of warship training in scenarios that have been jointly planned. In activities both at home and abroad, several agendas are carried out such as courtesy calls, holding seminars, and discussions on how to improve

cooperation so that patrols are more effective and efficient. This activity allows for the building of emotional relations between troops of each country and increases the coordination factor so that it will have an impact on the security cooperation that has been formed (Sangga, 2018).

In 2023, the TMP Port Visit Indomalphi will be implemented and will take place in Tarakan, North Kalimantan. The Trilateral Maritime joint exercise was successfully coordinated by Lantamal XIII and Indonesia became the host of this activity. This collaboration between Indonesia, Malaysia and the Philippines aims to ensure the security of border seas which are prone to crime and law violations through joint patrols (Dispen Lantamal XIII, 2023).

On the 16th to the 19th of October 2023, the previously mentioned activity involved elements of Koarmada II led by KRI Singa-651 guiding the Malaysian Navy Ships KD Badik 113 and KD Paus 3507. Various activities were held such as sports with the Indonesian Navy, courtesy visits, Gala Dinner, City Tour, and friendly evenings. On the final day, the activity ended with a closing from the Mambirdan Navy Pier, marking the peak of trilateral cooperation through joint patrol exercises to improve coordination in securing border waters (Rustan, 2023).

The success of the Indomalphi joint exercise in 2023 emphasizes the importance of trilateral cooperation in addressing maritime security challenges in the region. By pooling the resources and expertise of Indonesia, Malaysia and the Philippines, the countries have demonstrated a collective determination to safeguard shared maritime interests and promote regional stability. It is important for participating countries to maintain collaborative efforts and explore additional avenues to enhance maritime security cooperation.

TMP Port Visit Indomalphi 2023 shows the benefits of multilateral cooperation in overcoming complex maritime security challenges. By working together, Indonesia, Malaysia and the Philippines have made significant strides in enhancing maritime security capabilities and promoting regional stability. It is hoped that this cooperation will continue to develop, leading to a safer and more prosperous maritime environment for all stakeholders involved.

Other than the frequently discussed trilateral patrols between Indonesia, Malaysia and the Philippines, Indonesia also continues to carry out interactions that have been going on for decades, such as the Philippines-Indonesia coordinated border patrol known as the Philippines-Indonesia Coordinator Patrol (Corpat Philindo). Corpat Philindo which was carried out during 37 meetings (Kementrian Luar Negeri RI, 2023).

Indonesia's Persuasive Maritime Diplomacy

In 2017, the Philippines received a Goodwill Visit from two Indonesian warships, namely the KRI Sultan Hasanuddin and KRI Sultan Iskandar Muda, which marked an important moment of goodwill and cooperation between these two neighboring countries in Southeast Asia. This visit is a clear reminder of the enduring partnership that the two countries share, especially in the maritime sector. Indonesia and the Philippines, which are ASEAN members that are both rich in maritime wealth, have long developed maritime relations. This long-standing cooperation has gained momentum as Indonesia and the Philippines jointly address emerging transnational threats, with a particular focus on improving security in areas such as the Sulu-Sulawesi Sea (Parameswaran, 2017). Furthermore, the Goodwill Visit continued on in 2019 where KRI Kring Bung Tomo (357) and KRI Sultan Iskandar Muda (367) were docked at Pier

15 Pier, South Harbor, Manila (Nepomuceno, 2019).

Indonesia's diplomatic visits to the Philippines have been carried out for a long time, but the previously mentioned visit focused on facing the challenges of transnational crime, one of which is maritime terrorism. In 2019, Lt. Commander Maria Christina Roxas, Head of Public Affairs of the Philippine Navy, said that apart from showing off the warship's capabilities, this visit was part of the ongoing cooperation between the Indonesian and Philippine Navies. Several interactions have been arranged for this purpose, including free public viewings and tours, goodwill games, as well as cultural exchanges between Indonesian and Filipino crew members (Nepomuceno, 2019).

In line with Christian Le Miere's form of Persuasive Maritime Diplomacy, Diplomatic Activities carried out by Indonesia are one of the efforts made by a country to realize Persuasive Maritime Diplomacy. In its implementation, Cooperative Maritime Diplomacy is not aimed at forming defense pacts, but is implemented to increase mutual trust (Confidence Building Measure), exchange information (information sharing), and increase defense capacity. Not only that, the aim of carrying out persuasive maritime diplomacy is to gain recognition as an effective maritime power.

Indonesia also sees the Philippines as one of the target countries for exporting locally made warships, as evidenced by the delivery of 2 Strategic Sealift Vessels (SSVs) by Indonesia to the Philippines (Parameswaran, 2017). The delivery of these 2 SSVs is proof that the diplomatic activities carried out by Indonesia in the Philippines have succeeded in building Filipino confidence in Indonesia's defense system, and vice versa. The export of ships carried out by Indonesia is a direct form of demonstration of Indonesia's maritime strength and is in accordance with the form

of persuasive maritime diplomacy according to Le Miere.

Indonesia's Coercive Maritime Diplomacy

The number of crimes in Sulu-Sulawesi waters continued to decline until early 2019 after the inauguration of the Trilateral Maritime Patrol Program, a coordinated patrol program between Indonesia, Malaysia and the Philippines. Therefore, Indonesia is again carrying out Coercive Maritime Diplomacy which is more determined by military-based and coercive policies which directly determine the strong position of the Indonesian military in order for Malaysia and the Philippines to directly follow this form of policy, which is known for the policy of establishing Maritime Command Control (MCC) and the Hot Pursuit policy in the Sulu-Sulawesi Sea region.

Maritime Command Control (MCC)

In 2017, MCC was introduced as an extension of existing trilateral cooperation efforts, especially Trilateral Coordinated Patrols. Indonesia, led by the Ministry of Defense, initiated this cooperation to exchange intelligence information, which then facilitated the formation of the MCC (Apriyana, 2019). This mechanism functions as a center for sharing information between countries to overcome the threat of cross-border crime, which is a continuation of previous trilateral cooperation efforts.

The MCC itself will be owned by each country, namely Indonesia which is located in Tarakan, the furthest border on the island of Kalimantan, closest to Malaysia and the Philippines, which is located between the Sulu Sea and the Sulawesi Sea. In Tawau, Malaysia, and in Zamboanga, Philippines. It is hoped that the development of this MCC will increase capabilities in terms of communication, surveillance and computerization to produce accurate and fast detection and analysis capabilities in command and

control decision making, such as information centers where the information collected will be used to support maritime and coordinated air patrols. Liaison officers from each country are also arranged through the MCC, and will be present on a rotating basis every time a joint exercise is carried out. The work of the MCC itself is carried out when a dangerous call from ships is received by the MCC in Tawau. The information is then passed on to two other MCCs in Tarakan and Zamboanga. The two MCCs are then handed over to the Indomalphi Rapid Response Team. This team consists of surveillance aircraft, helicopters and ships from three countries, each of which acts as a scout and ambush for maritime terrorism activities (Maulana & Wijaya, 2022).

Indonesia played a key role in encouraging the establishment of the MCC, which functions as an information exchange center to address the threat of cross-border crime. Led by the Indonesian National Army (TNI), this initiative builds on previous trilateral cooperation efforts and was successfully inaugurated in 2017 in Tarakan, attended by representatives from each participating country. This is in line with Indonesia's focus on maritime leadership and improving regional and global maritime security.

Hot Pursuit Policy

In the same year, the Indonesian government attempted to increase the country's patrol capacity through the implementation of the Hot Pursuit Policy. The Hot Pursuit Policy, which allows a country to enter another country's territorial waters to pursue various international crimes such as kidnapping at sea, is highly expected. However, this initiative received resistance from the Philippine government, which insisted on sticking to its national policy of prohibiting the involvement of foreign military forces in its territory (Khasanah et al., 2021).

Efforts to encourage agreement on the Hot Pursuit policy in trilateral cooperation with Malaysia and the Philippines continue to be made by Indonesia. Despite the potential detrimental impact for Indonesia due to the absence of laws regulating the Hot Pursuit mechanism for foreign warships in Indonesian territory, the focus remains on increasing protection and monitoring of security threats in the Sulawesi - Sulu Sea. Apart from that, Indonesia's superior military strength compared to other Southeast Asian countries was also emphasized (Apriyana, 2019).

According to data from Global Firepower, which ranks the military strength of countries around the world, Indonesia occupies the top position among Southeast Asian countries with a strength index of 0.5231 (Tempo.co, 2021). This assessment considers various factors such as military procurement budget, number of personnel, equipment, geographical conditions, population, and foreign debt. These advantages are manifested in trilateral cooperation between Indonesia, Malaysia and the Philippines in the Sulawesi - Sulu Sea. In particular, in the Trilateral Air Patrol policy program, eight CASA/IPTN CN-235 aircraft were contributed by Indonesia in this initiative, while only two B200T Super King Air aircraft were provided by Malaysia. Meanwhile, fighter aircraft were not contributed by the Philippines due to limited military equipment (Apriyana, 2019).

The success of the formation of the Hot Pursuit policy shows that Indonesia is playing an active role in trilateral cooperation, with the various efforts made by Indonesia ultimately being heard by other countries, resulting in the ability of this trilateral cooperation to become the spearhead in handling maritime crimes occurring in the Sulawesi-Sulu Sea.

Indonesia's efforts to advocate for the agreement of the Hot Pursuit

mechanism in trilateral cooperation with Malaysia and the Philippines shows Indonesia's commitment to increasing efforts to protect and monitor security threats in the Sulawesi-Sulu Sea. Despite the potential weakness due to the absence of a law regulating the Hot Pursuit mechanism for foreign warships in Indonesian territory, Indonesia is more focused on achieving goals in cooperation. With superior military strength compared to other Southeast Asian countries, as evidenced by its top position in military power rankings, Indonesia plays an important role in trilateral cooperation, as seen in initiatives such as the Hot Pursuit policy program.

This principle underlies Indonesia's confidence in pushing for an agreement regarding the Hot Pursuit mechanism, with the belief that the Philippines and Malaysia will not violate the principle of non-intervention without strong reasons within the Hot Pursuit framework. The existence of agreements that have been established in trilateral cooperation further strengthens this view.

The Stability of the Sulu – Sulawesi Sea Region from 2016 to 2023

The perception that the Sulu and Sulawesi sea areas are very dangerous for seafarers has emerged due to the long history of maritime terrorist activity in the region. Every year, the world's attention is again focused on these waters, because attacks in this area continue to occur. Extensive global media coverage has highlighted maritime terrorism activities in this region (Amling et al., 2019).

Table 1. Allegedly Assertive Actions of China in South China Sea 2009-2017

2016		2017		2018		2019		2020		2021		2022		2023	
<i>act</i>	<i>att</i>	<i>act</i>	<i>att</i>	<i>act</i>	<i>att</i>	<i>act</i>	<i>Att</i>	<i>act</i>	<i>att</i>	<i>act</i>	<i>att</i>	<i>Act</i>	<i>att</i>	<i>act</i>	<i>att</i>
12	6	3	4	2	1	2	0	1	0	0	0	0	0	0	0

Information: Act = Actual
Att = Attempt

Source: ReCAAP Information Sharing Centre (ISC) (2023)

According to the table above, there is a decrease in the number of cases that occur from year to year. In 2016 there were 12 cases of maritime terrorism that occurred, with 6 attempted cases, then in 2017 there was a decrease in cases to 3 cases with 4 attempted cases. The same occurrence happened in 2018 where the number of cases decreased to 2 cases with 1 attempted case. In 2019, the number of cases was still the same as in 2018, but the number of trials was zero (0). In 2020, the number of cases decreased to 1 case with a trial number of 0. In contrast to 2021, 2022 and 2023, the number of cases and the total number of trials decreased completely to 0 cases.

This achievement occurred due to increased surveillance and patrols by law enforcement agencies in areas known to be attack areas and was the result of joint and focused efforts from the Governments of the Philippines, Malaysia and Indonesia. The Sulu-Sulawesi sea area has good institutions in countering maritime terrorism activities in Asian waters. These institutions, along with maritime law enforcement agencies and navies in the region, have been successful in reducing the number of attacks in Southeast Asia over recent years.

Conclusion

The Sulu-Sulawesi Sea has a large maritime area and plays an important role in the economy of Indonesia, Malaysia and the Philippines. Trade flows in this region are highly dependent on maritime trade and are one of the main sources of national

income for every country in Southeast Asia, one of which is Indonesia. However, the biggest challenge faced by the Sulu-Sulawesi sea area is maritime terrorism activity. This maritime terrorism activity endangers the security of the surrounding region and has hampered economic activities in the Sulu-Sulawesi region. In dealing with the issue of maritime terrorism in the Sulu-Sulawesi region, especially when dealing with neighboring countries such as Malaysia and the Philippines, Indonesia carries out maritime diplomacy to maintain regional stability, the country's economic flow and protect its territorial sovereignty.

Through collaborative efforts with neighboring countries, namely Malaysia and the Philippines, Indonesia has succeeded in implementing various diplomatic steps, including a cooperative maritime diplomacy strategy in which the forms of diplomacy are Trilateral Maritime Patrol Indomalphi and Trilateral Maritime Patrol Port Visit Indomalphi, In persuasive maritime diplomacy through Goodwill Visit and Delivery of Strategic Sealift Vessels (SSVs) by Indonesia ordered by the Philippine Navy, and lastly through coercive maritime diplomacy with Indonesia's involvement in pushing the policy of establishing Maritime Command Control (MCC) and the Hot Pursuit policy. These efforts have resulted in a marked reduction in maritime terrorism activity over time, demonstrating the effectiveness of Indonesia's maritime diplomacy initiatives as well as joint cooperation in improving maritime security in the Sulu-Sulawesi sea area.

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