



The Role of International Cooperation in Indonesia's Maritime Security: Study Case of MT Arman 114

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Abstract

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Purpose: This study explores the critical role of Indonesia's maritime domain in national development, focusing on its function as a connector for its archipelagic geography and a repository of natural resources. It highlights biological resources, such as fisheries, and non-biological resources, including natural gas and oil reserves, while emphasising the importance of safeguarding and optimising these assets for sustainable growth.

Study Design/Methodology/Approach: The research utilises a qualitative approach, using secondary data from government reports, academic studies, and international maritime frameworks. A thematic analysis examines challenges and opportunities in Indonesia's maritime security framework, with particular attention to non-state threats and the role of international cooperation.

Findings: Indonesia's vast maritime territory, covering 6.4 million square kilometres, offers significant economic and environmental benefits. However, these benefits face threats from illegal, unreported, and unregulated (IUU) fishing, transnational crimes, and environmental degradation. Limited maritime security resources further hinder effective threat mitigation.

Originality/Value: This study highlights the need for a multilateral approach to maritime security challenges. Drawing on the case of the Iranian supertanker MT Arman 114, it underscores the importance of international cooperation and technological advancements in strengthening Indonesia's maritime security. The research contributes to the broader discourse on maritime security and regional stability in Southeast Asia.

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INTRODUCTION

As the largest archipelagic state in Southeast Asia, with a maritime area of approximately 6.4 million square kilometers, Indonesia possesses significant maritime potential that underpins its national development (Arto et al., 2021). This includes the fisheries sector and abundant reserves of natural gas and oil, contributing 3.7 per cent to the nation's GDP in 2020 (Pebrianto, 2020). However, optimising this potential necessitates addressing maritime security threats, such as sovereignty violations and disruptions to maritime activities, which pose risks not only to national security but also to the economic benefits derived from Indonesia's maritime domain.

Indonesia's identity as a maritime nation positions maritime security as a pivotal element within the broader framework of national security, encompassing various reference objects such as shipping activities, state sovereignty, and other maritime operations (Kembara, 2021). Within the traditional framework of national security, threats typically stem from state actors; however, this is no longer entirely applicable in the modern international system. Globalisation has amplified the role of non-state actors, both legitimate ones, such as non-governmental organisations and transnational corporations, and illegitimate ones involved in transnational crimes, including drug trafficking, human trafficking, terrorism, and illegal, unreported, and unregulated (IUU) fishing. Such illicit activities often span multiple countries, making them challenging to address as their sources are not confined to fixed entities like states. Furthermore, their impact extends across various dimensions of security, ranging from environmental degradation to threats to human and maritime security, thus complicating mitigation efforts.

In recent times, threats to maritime security do not solely come from state actors; rather, they have become increasingly dominated by non-state actors. These threats can materialise in the forms of illegal, unreported, and unregulated (IUU) fishing, the use of the sea as a medium for transnational crimes, maritime pollution, and other kinds of threats (Okafor-Yarwood, 2020). Despite the limited scope of such threats, which do not jeopardise the existence of a state, the implications they bring remain worth noting. Such threats can not only be seen as blatant violations of the sovereignty of the state or the activities involving the sea, as they also have an environmental dimension that cannot be overlooked. Threats like IUU fishing and waste dumping in the sea have negative repercussions, notably on the marine ecosystem (Nasution, 2018). Should those threats not be properly handled, the sea would face degradation in the future.

This difficulty in facing non-state threats, especially at sea, is present for Indonesia. Being an archipelagic state, the sea holds an important role for the nation's Identity and economy. However, Indonesia has witnessed a growing variety and number of non-state threats within its maritime domain. Some notable ones in Indonesia include IUU fishing, drug trafficking, human trafficking, and others. Many of those threats have been handled reactively, meaning that addressed only when they occur. However, such a symptomatic approach must also be accompanied by a more thorough approach addressing their source. Unfortunately, such a feat is easier said than done given the mobility of non-state actors engaged in transnational crimes. This feature can be seen in how despite inflicting damage to a country, Indonesia for instance, they operate beyond its borders.

Therefore, it becomes challenging for Indonesia to eliminate these threats, as they lie beyond its sovereignty. Not stopping there, Indonesia is also faced with shortcomings in its capacity to safeguard its maritime domain. This can be seen through the inadequate

number of vessels that its maritime agencies possess compared to the sheer size of its maritime zones, which poses an operational issue (Kembara, 2021). This is apparent in the case of The Maritime Security Agency of the Republic of Indonesia (Bakamla) which only has 10 vessels, far behind the ideal goal of 90 vessels needed in 3 maritime zones (Achmad and Krisiandi, 2024). Despite such monumental hindrances, it is by no means something that can not be overcome. One way of doing so is through tagging other states along, especially those that are affected, under the spirit of multilateralism.

The many new threats highlighted above necessitate states to adapt. Such a thing is needed as states can no longer work on their own to maintain their maritime security. Considering the interconnectedness of the sea as a natural medium linking states, a multilateral approach is needed to maintain maritime security (Menzel & Otto, 2020). The path provided by multilateralism can allow states to better combat non-state threats based on several factors. First, it allows states to muster greater resources collectively than they could independently. For the case of maritime security, the sea makes up a huge percentage of regional territories, particularly in Southeast Asia. The sheer size would require an enormous sum of resources that could be unattainable for a single state to cover. Hence, through working together, states can manage and utilize the means at their disposal. Secondly, given how transnational crimes/non-state threats are no stranger to the regional level, a multilateralism stance within a region offers a unified platform to combat it.

This particular feature of multilateralism can be seen materialising in numerous regional organizations, from ASEAN in Southeast Asia to NATO in Europe. Not stopping there, the unified stance also enables states to overcome previously difficult obstacles, especially in the case of maritime security, like sovereignty. This particular matter can be seen in the cases of IUU fishing where the perpetrators frequently evade capture by fleeing to neighboring states' territorial waters when they are pursued by the local maritime agency. With a unified stance against the threat, states can work together to devise solutions. Multilateralism itself can be pursued through numerous channels, from multilateral dialogues or forums to practical initiatives involving the relevant parties.

For this purpose, Indonesia has been active in numerous regional and international fora that cover the issue of maritime security, such as ASEAN Regional Forum as well as bilateral and multilateral dialogues with neighbouring states. These multilateral initiatives provide Indonesia with the opportunity to actively participate in the effort to overcome non-state threats at sea with other states in the region. In doing so, Indonesia not only combats the threats to its own maritime domain, but also supports the security of the broader region.

Moreover, harnessing technological advancements, states can strengthen their efforts in the field (Sarjito, 2023). Employing appropriate technologies could support maritime security related activities such as maritime patrol and surveillance. These two activities are carried out by the relevant government agencies in the field. Some of those technologies include vessel innovations to enhance patrol activities, along with sonar or satellite technologies to improve surveillance capabilities at sea.

In the effort to maintain its maritime security, Indonesia has formed numerous agencies dedicated to this domain. One of those agencies is Bakamla RI. Referring to Government Regulation Number 32/2014 Concerning Maritime Affairs, (Government Regulation Number 13/2022; Presidential Regulation of the Republic of Indonesia Number 178/2014) Bakamla RI has the duty to conduct pursuits, inspections, and

apprehensions, as well as handing over vessels to other relevant agencies, integrate the security and safety system within Indonesia's maritime territory, and fulfil other responsibilities (Azis et al., 2016).

Apart from being one of the key agencies in the effort to maintain maritime security, Bakamla RI also actively engages in maritime diplomacy endeavors. As a diplomatic actor, Bakamla RI participates in many international maritime security initiatives. An example of such initiatives is the ASEAN Coast Guard Forum (ACGF) which brings together coast guards from ASEAN member states. Beyond Southeast Asia, Bakamla RI also conducts maritime diplomacy in larger forums like the Heads of Asian Coast Guard Agencies Meeting (HACGAM) (Afrimadona and Fathun, 2019).

One of the cases involving Bakamla RI maritime security efforts is a case involving an Iranian super tanker in July 2023 (Mawangi, 2023). The case featured the capture of the vessel as it was involved in some violations, including waste dumping and the manipulation of the automatic identification system (AIS). Aside from that, another noteworthy aspect is how it involved cooperation between Bakamla RI and Malaysian Maritime Enforcement Agency (APMM) when the vessel entered Malaysian waters.

Moving beyond the significance of the research undertaking, the research also aims to contribute to understanding international cooperation within the maritime security landscape. There have not been many studies focused on the role of international cooperation in maintaining a state's maritime security, let alone one that is focused on the case involving the MT Arman 114 vessel. However, one work of reference on this topic is that by Octavian (2019). In his work titled "ASEAN Naval Cooperation" discusses the importance of international cooperation for Southeast Asia's maritime security and broader regional stability. Despite its focus on naval cooperation, the work includes references to other units like the coast guard, and more importantly, highlights how international cooperation in the region could be developed as a regional interest, something beyond national interest. Such an interest could be cultivated and aligned given the importance of the sea to the region. Against that backdrop in the academic landscape, the article seeks to further enrich the field by examining the MT Arman 114 case involving cooperation between Indonesia and Malaysia.

By analysing at the case of waste dumping and the transshipment of goods the Iranian super tanker, the article seeks to underline the role of international cooperation in maintaining Indonesia's maritime security. Through highlighting this approach to maritime security, it is hoped that more attention would be given to international cooperation in Indonesia's policy, both domestically and internationally. The former can be seen in the development of Indonesia's maritime security index and the latter is evident and can be further strengthened through Indonesia's foreign policy and role within ASEAN. Another reason this case was selected is due to the limited coverage or discussion on the topic. Not only that, a similar case involving an Iranian vessel in Indonesian waters had occurred back in 2021 (Manulang and Setiyono, 2023). Thus, the focus given to this topic contributes significantly to the study's novelty.

Literature Review

Given the recent occurrence of the event, there has been little to none research undertaking into it. However, it is nonetheless helpful to assess the strides that have been taken into or surrounding the topic at hand. First, there is the work of Gunawan, Y., Fathi,

M., and Ghiffara (2024) that recently discusses the MT Arman 114 case, albeit through the international law perspective. Being the affected state in the dispute, Indonesia can call upon some relevant international laws to bolster its position in its negotiation with Iran. It lays out how Indonesia can invoke the UNCLOS 1982 dispute resolution procedure in dealing with the seizure of MT Arman 114. However focused the study is on the MT Arman 114 case, it does not adequately address the maritime security element of the case.

Moving on, there is the work of Fitriyanto, A., Darmawan, W. B., and Djuyandi, (2022) that discusses the domestic cooperation among Indonesia's governmental bodies over its maritime domain, specifically the Indonesian Army (TNI), Polairud (Water and Air Police Corps), and Bakamla RI itself. The study takes into account Indonesia's nature as an archipelagic state that makes it necessary to govern its sea lanes in response to the flow of foreign vessels. To safeguard the divided sea lanes, it is important for Indonesia's agencies to work together and maintain good synergy in safeguarding the area. Such a collaboration is important as it would also extend to contribute to Indonesia's overall national defense and sovereignty maintenance. Such an importance makes it important that any problem surrounding the coordination and cooperation of the domestic agencies should be dealt with properly so as it would not pose a significant hindrance.

Finally, there is also the work of Iswardhana (2021) that provides a look into another example of international cooperation involving Bakamla RI and its US counterparts, the US Coast Guard. The cooperation between the two aforementioned agencies can be seen as Indonesia's attempt to pursue its national interest of global maritime fulcrum. Through such an opportunity to engage with one of the world's global powers, Indonesia's Bakamla RI can benefit from the transfer of knowledge and technologies that could improve its capacity in safeguarding Indonesia's maritime domain. Moreover, in a practical sense, the presence of the US Coast Guard in the equation also provides Bakamla RI with a partner to work in facing numerous threats on the sea, from IUU fishing to maritime piracy.

Apart from looking into the prior undertakings, it is no less important to look into what maritime security is. As laid out by Bueger (2014), maritime security has 4 dimensions that consist of national security, human security, economic development, and marine environment. The many dimensions inherent to maritime security demonstrate how the idea of maritime security is not only exclusive to the sea itself, but also all the things and activities related to it. The many dimensions inherent to maritime security adds to its importance to the bigger picture of national security. What is meant by that is how disturbance or threat to one of them could not only affect the other dimension of maritime security but those of national security. Against that backdrop, it can be surmised how the maintenance of maritime security would require a holistic approach so as to not abandon any of the four dimensions. This resonates with the study carried out by Galani (2020) where it is explained how the European Union has taken numerous strides to address maritime security, albeit still focused on its shipping activities and enforcement of marine environmental standards. While it can not be denied that the coverage of those matters are important, the focus should also be given to human rights, a critical element in human security, given its strategic value to the European Union's maritime security.

Such interconnectedness is also made more important given how the present international system has witnessed a growing role of non-state actors as well as non-state threats. The latter has made waves across the globe, especially in the form of transnational

crimes over the sea that runs the gamut from IUU fishing, maritime terrorism, illegal transshipment, etc. It is not surprising therefore to see how issues originating from the maritime domain could lead the government to employ drastic means, for example its military. A study done by Danzell et al., (2021) presses on the importance of such measures. In the study, the importance of naval bases is put forward as an important approach to dealing with non-state threats, primarily maritime piracy.

Apart from employing said means, non-state threats have also brought some states together to overcome them. An example can be made out of the NATO and European Union cooperation to combat piracy around Somalia's coast. As elaborated by Sinkó & Besenyő (2022) in their study, it is argued how for non-state threats to be eliminated, especially piracy in this case, it is important to have good multilateral coordination over the maritime domain. Such a feat would open the door for more effective law enforcement and security capabilities in the vicinity as well as bringing to the table the same operational picture and knowledge for everyone involved.

Another important feature of non-state threat lies in the scope of its damage. For this reason, it is not surprising for such threats to be experienced by more than one state within a region. Such is the reality given the cross-boundary or transnational nature inherent to the practice many of the non-state threats engage in. Amidst such a challenging landscape, states, being a rational actor of the international system, have taken notes of the need to work with other states. As elaborated by Menzel and Otto (2020) in their work, the sea can be seen as a vast interest space for many national interests. In this regard, it can be noted two important driving forces with the first being the states' interest or desire to maintain their maritime sovereignty from unwanted disturbances. The second one would be the states' awareness of how this interest also resonates with those of other states, especially against non-state threats. Such things would make the need for a governance over those non-state threats an important matter which could be pursued through international cooperation.

The aforementioned points are also supported by the awareness that the potential damage non-state threat can inflict has led numerous overtures to better prepare the state apparatus. Here, international cooperation once again takes the primacy of the effort. Such is the case as, again, through working together, states can muster up more resources and engage productively in knowledge and technological transfer as well as practical field collaborations. This leads to another key element to the maintenance of maritime security is maritime domain awareness. Maritime domain awareness can be understood as the effort to defend maritime security through building a state's awareness and readiness in the maritime domain (Rachmaji, 2023). In regard to it, international cooperation on the maritime domain could bolster this particular matter as well.

Such a benefit can be enjoyed given how through international cooperation, states can strengthen their ties through knowledge and information sharing that could enrich the knowledge on what is going on the other part of the region's sea. The same goes for how states can improve their readiness on the field as international cooperation can also take the form of joint patrol and training that could enhance the relevant government agencies' capacity. The overall importance of maritime domain awareness is all the more relevant given the rise of non-state threats with their cross-boundary/transboundary nature. In a study by Chintoan-Uta and Silva (2017), the changing maritime security landscape as a result of the aforementioned threat makes it necessary to make way for a new approach. It suggests a global maritime domain awareness effort as opposed to relying on the

traditional state-centric model. Again, such a global approach to it would entail international cooperation as the very base of its enactment.

It is also no less important to take into account how the cooperations could bolster the ties between the involved states. Should it be looked at with a regional security lens, especially with how the sea holds an important role in many regional groupings, such endeavors would also help in supporting the regional pattern of amity. A look into its relevance to regional security can be obtained through a study done by Levaggi (2023). There, the paper touches upon how divergent regional forces could contribute to a more stable region, as in the case of the South Atlantic. The cooperations to combat non-state threats towards the region's maritime domain could be seen as interactions for a cooperative regional setting. For the case of Southeast Asia, despite the presence of other maritime issues, especially ones between the states, the importance of the maritime security fora with the focus towards non-state threats can not be downplayed as it nonetheless brought many states together, including those who may be at odds in other disputes.

For the case of Indonesia, numerous moves have been made to involve Indonesia in many relevant international initiatives or organizations alike. Some of the examples of Indonesia's involvement can be made out of the ASEAN Maritime Forum, HACGAM, and the ASEAN Coast Guard Forum. Through its participation in such fora, Indonesia has the opportunity to not only engage constructively with other states but also bring new issues on the maritime domain to a bigger audience. Such a feat is explored by Medina and Enggriyeni (2022) study over Indonesia's role in contributing to maritime security efforts within ASEAN. Within the many bodies of ASEAN, Indonesia has been an active member in raising concerns for relevant issues or the need for recommendations and policies alike as well as in participating and initiating it. An example of the latter can be noted in Indonesia's role as a key ASEAN member that developed the ASEAN Coast Guard Forum. Such an initiative is not only born out of the concern of its own maritime security, rather, it is also a realization that for Indonesia's maritime security to be maintained, it would require other ASEAN member states to get better grip on their respective maritime security.

With the overview of the existing landscape of the topic and its pertaining conceptual framework, it can be noted how international cooperation is no alien matter to the grand picture of maritime security. Because of that, it is not surprising to see how states, including Indonesia, have engaged in numerous overtures on this path to bring about a stronger grip on their respective maritime security given the difficulty of maintaining their respective maritime security on their own. The same goes for Indonesia given its geographical position in Southeast Asia which has witnessed a strong degree of interconnectedness that is palpable in the form of ASEAN and its plethora of initiatives. This set the stage for Indonesia's cooperative endeavors with its fellow ASEAN members, including Malaysia, in its interest to maintain its maritime security. All in all, it can be seen that with the little study pertaining to the MT Arman 114 case, especially under the maritime security framework, and the role of international cooperation inherent to it makes the undertaking to it one worthy to pick.

METHODS

In conducting this research, the writer employs research methods and data collection measures that are deemed appropriate. For the former, the qualitative research method is employed. The method can be understood as one that allows qualitative interpretation and examination of data or information to arrive at a conclusion (Bryman, 2016). As for the latter, the author adopts the document-based and internet data collection method to gather the needed data. In this research, both secondary and primary data are used to provide the base for the analysis. The secondary data is sourced from news coverage and relevant past studies, whereas the primary data are obtained from relevant government bodies' documents. In utilising both sources, triangulation is applied by comparing the information contained in the collected sources. Such a process is facilitated by the use of the internet in accessing the necessary information which allows the writer to tap into a larger pool of information to compare the findings across sources. By doing so, the writer enhances the likelihood of avoiding misinformation that could undermine the analysis.

RESULT AND DISCUSSION

In July 2023, Bakamla RI detected suspicious activities in the North Natuna sea. Upon dispatching nearby vessels to investigate, two supertankers, flying the flags of Cameroon and Iran, were engaged in transshipment within Indonesian waters. The Iranian supertanker was carrying approximately 272,569 metric tonnes of light crude oil (Achmad and Setuningsih, 2024). Despite warnings and shots fired from Marore-322, the vessels failed to comply with orders to stop and attempted to flee. With limited resources, Bakamla RI prioritised the pursuit of the Iranian super tanker.

The chase extended into Malaysia's Exclusive Economic Zone (ZEE). The Malaysian counterpart of Bakamla RI not only granted permission to continue their pursuit, but also provided assistance by dispatching their forces, including a helicopter carrying APMM personnel to board the supertanker. The operation culminated in the successful capture of the Iranian super tanker, MT Arman 114, along with the escape of the Cameroon-flagged vessel. This incident underscores critical lessons for Indonesia's maritime security.

Firstly, the vessels violated Indonesian waters by manipulating their Automatic Identification Systems (AIS) to conceal their true location, misleading the authorities to believe that they were in the Red Sea rather than the North Natuna Sea. However, Bakamla RI's patrol units and radar systems effectively detected this deception. Secondly, both vessels were engaged in illegal waste dumping within Indonesian waters. Such violations not only are against Indonesian law but also breaches international laws, notably the MARPOL Convention. Considering the severe implications of such actions, the involved vessels must be held responsible (Yuddin et al., 2023).

The incident also highlights the role of international cooperation. Indonesia and Malaysia have maintained strong bilateral ties in maritime security. In 2023, as the chair of ASEAN, Indonesia held an ACGF that was also attended by the Malaysian delegation. Further cooperation is evident in initiatives such as Indomalphi, under which Indonesia, Malaysia, and the Philippines, worked together to maintain maritime security against threats posed by groups such as Abu Sayyaf (Rahmat and Rusdiyanta, 2021). In the case of the Iranian supertanker, the cooperation between Indonesia and Malaysia played an

important role. Just like Indonesia, Malaysia has a vested interest in safeguarding maritime security. Hence, when faced with a threat such as the Iranian supertanker that entered its waters without permission and conducted illegal dumping, Malaysia's interest aligned with that of Indonesia.

The benefits of such cooperation are evident in the case involving the Iranian super tanker. As a maritime nation, international cooperation is an important element that cannot be understated. Considering the open and interconnected nature of the sea, non-state threats can easily enter Indonesian waters, which, apart from being extensive, also suffer from limited patrol capacity (Slamet et al., 2020). Furthermore, it is also difficult to overcome such threats unilaterally, considering their capacity to move across borders. This is evident in the Iranian super tanker case where it entered Malaysia's ZEE following its departure from Indonesian waters. For that reason, diplomatic capacity is essential to build good international relations that can bridge the gaps in maritime security.

Being surrounded by the sea, Indonesia has a vision to optimally utilise, which is known as the Global Maritime Fulcrum (GMF) or *Poros Maritim Dunia* (Al Syahrin, 2018). In bringing the vision to fruition, which also entails Indonesia's maritime security, Indonesia is aware of the importance of build good relations with other states. This awareness is present in the maritime diplomacy pillar in the GMF that serves as a guide for Indonesia to cooperate with other states on maritime issues (Setiawan et al., 2022). In Southeast Asia, Indonesia has been actively involved in many regional initiatives aimed at deliberating on maritime issues. The activeness can be understood as a result of Indonesia's desire to attain its interests in the maritime domain which is paired with the awareness that such an interest is also present in the minds of other states in the region.

With the formation of numerous fora and multilateral initiatives, maritime security can not only benefit Indonesia, but also as other states in the region. This interconnectedness encourages similar commitments from states in Southeast Asia to maintain maritime security together as there is a shared interest in that particular field (Agastia, 2021). The shared interest serves as a significant driver for cooperation given the strong interconnectedness of the sea. Problems or threats surrounding the sea of a state can attract the attention of its neighbouring states given the potential repercussions.

This is evident in the shared awareness between Indonesia and Malaysia that threats to Indonesia's maritime security could have similar repercussions for Malaysia. In the case involving MT Arman 114, the threat posed by illegal dumping conducted by the vessel in Indonesian waters persisted during its escape to Malaysia. In response to it, the two states worked together, as seen in the permission granted to Bakamla RI following their notification of the pursuit to the APMM. From that, the importance of maritime diplomacy becomes evident, as it strengthens relations between maritime states, in this case, neighbouring countries like Indonesia and Malaysia.

The case also provides an opportunity for Indonesia or other ASEAN member states to enhance regional cooperation. While the cooperation between Indonesia and Malaysia stems from their established bilateral relations, it raises the question of whether such efforts could be expanded to encompass the entire Southeast Asian region. Such an initiative could bolster ASEAN's interoperability and coordination in the maritime domain. For Indonesia, this initiative aligns with its interests in the maritime sector. For other ASEAN states, the mobility of non-state threats at sea also underscores the need for collective action. Thus, an initiative to foster stronger international cooperation within ASEAN could leverage the concept of shared regional interests, particularly in maritime

security and combating transnational crimes. However, achieving such a goal would require significant diplomatic effort to engage ASEAN members, given the varying levels of interest in maritime issues across the bloc. Fortunately, Indonesia's track record within the regional organisation positions it well to spearhead such efforts. If successfully developed, this move could not only strengthen Indonesia's maritime security but also enhance its leadership in the region.

Apart from emphasising the importance of international cooperation to maintaining maritime security, the event also provides valuable input for the development of Indonesia's maritime security policies. One of the policies that could benefit from this event is Indonesia's Maritime Security Index (Indeks Keamanan Laut/IKL). The IKL is a relatively new initiative launched by Bakamla RI in 2022. Although still under development, the index has already been used to measure Indonesia's maritime security. In 2023, Indonesia's maritime security earned a score of 56, marking a three-point increase from its score in 2022 (Subarkah, 2024). Lessons from this event could inform further improvements to the IKL and contribute to strengthening Indonesia's maritime security framework.

Table 1. Indonesia's Maritime Security Index components

Nr	Components of Indonesia's Maritime Security Index
1	Patrol capacity
2	Surveillance capacity
3	Control of crimes on the sea
4	Control of violations on the sea
5	Control of maritime pollution
6	Control of maritime accidents

Source: Humas Bakamla RI (2023)

As presented in the table 1, Indonesia's IKL currently has six components. However, the case involving the Iranian super tanker can be taken as a lesson to further develop the index to include international cooperation. The initiative to do so derives not this single incident case alone, as it can be supported by many maritime diplomacy endeavours carried out by Bakamla RI, TNI AL, and other relevant agencies. Some examples of such endeavours are present in maritime security initiatives like the Indomalphi, Malacca Strait Patrol, and ACGF that demonstrate Indonesia's experience in facing non-state threats at sea with other states (Octavian, 2019).

As mentioned before, efforts can also be made to strengthen international cooperation by expanding the scope of the cooperation within ASEAN. The expansion can be explored given how the prior initiatives, like the Indomalphi or Malacca Strait Patrol, do not encompass the entirety of ASEAN member states nor are they conducted under the framework of ASEAN despite the benefits they have yielded. Moving beyond its sole contribution to the index itself, the same benefit is also present for a better understanding of Indonesia's maritime security. Such is the case as international cooperation is not something that is done in isolation, it is are done in relation to other topics or sectors. For example, there are many international cooperation that entail the

execution of joint patrol, joint training, and other activities that strongly relate to the other elements of the IKL.

Reflecting on the presence of those initiatives along with the recent case, it can be understood that international cooperation plays an important role in Indonesia's maritime security. Moreover, one of the NGOs working in the maritime security field, Stable Seas, also has its own maritime security index that takes into account international cooperation. Hence, upon learning of Indonesia's maritime diplomacy endeavor, including international cooperation on maritime security, as well as the interest to maintain maritime security, further development of Indonesia's IKL by taking international cooperation into account should be thoroughly considered.

CONCLUSION

International cooperation provides Indonesia with the opportunity to collaborate with other states in overcoming new threats from non-state actors at sea. Many limitations in Indonesia's capacity along with those of other states in the region would not be a hindrance. On the contrary, said limitations can serve as a catalyst for international cooperation as they can be dealt with by the presence of other states. As an archipelagic state that is surrounded by the sea, Indonesia is no stranger to many international cooperation initiatives or maritime diplomacy endeavors in Southeast Asia and beyond. The MT Arman 114 case demonstrates the importance of international cooperation in the maintenance of maritime security. That importance can be seen in the cooperation between Indonesia (Bakamla RI) and Malaysia (APMM) in handling the MT Arman 114 vessel. Aside from the vessel's escape from Indonesia's exclusive economic zone, Indonesia still managed to capture it by cooperating with Malaysia. The violations committed by MT Arman 114 did could also serve as a medium for cooperation between the two states considering the repercussions that could affect them both. For Indonesia's maritime security, Indonesia has been involved in many international cooperation initiatives in Southeast Asia and beyond. As for its national policies, Indonesia can continue to develop IKL so it would encompass international cooperation as one of the important elements in maintaining maritime security. The driving force to do so is not only present in the MT Arman 114 case because as mentioned before, Indonesia is also involved in many international initiatives to overcome threats at sea.

Apart from its suggestion to continue the development of IKL by including international cooperation into account, something that may be currently under development by those in Bakamla RI, the study also has some other recommendations for future studies. Given the strong relevance of maritime security in Southeast Asia and the importance of multilateralism, a look into the challenges to international cooperation initiatives on maritime security within ASEAN should be conducted. Such an undertaking could provide more insight into other challenges, either regarding other member states or the regional bloc itself, that could prevent a more unified stance on the region's maritime domain. Putting aside other gaps that could be filled, from a data perspective, future endeavors could attempt to include more data either tapping into quantitative ones or obtaining primary qualitative data. Such an adjustment could yield more insight into the topic.

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