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A thesis presented to the Faculty of Humanities President University in partial fulfillment of the requirements for Bachelor’s Degree in International Relations Specialized in Diplomacy Studies

2018
THESIS ADVISER RECOMMENDATION LETTER

This thesis entitled “The Implementation of Indonesian Maritime Military Strategy by Indonesian Navy in Tackling the Maritime Piracy and Armed Robbery Cases in the Straits of Malacca (2015-2017)” prepared and submitted by Muhammad Mirzal Dipa in partial fulfillment of the requirements for the degree of Bachelor of Arts in International Relations in the Faculty of Humanities has been reviewed and found to have satisfied the requirements for a thesis fit to be examined. I therefore recommend this thesis for Oral Defense.

Cikarang, May 2018

Prof. Anak Agung Banyu Perwita, Ph.D
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DECLARATION OF ORIGINALITY

I declare that this thesis, entitled “The Implementation of Indonesian Maritime Military Strategy by Indonesian Navy in Tackling the Maritime Piracy and Armed Robbery Cases in the Straits of Malacca (2015-2017)” is, to the best of my knowledge and belief, an original piece of work that has not been submitted, either in whole or in part, to another university to obtain a degree.

Cikarang, May 2018

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The panel of examiners declares that the thesis entitled “The Implementation of Indonesian Maritime Military Strategy by Indonesian Navy in Tackling the Maritime Piracy and Armed Robbery Cases in the Straits of Malacca (2015-2017)” that was submitted by Muhammad Mirzal Dipa majoring in International Relations from the Faculty of Humanities was assessed and approved to have passed the Oral Examination on May 17th, 2018.

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ABSTRACT

Muhammad Mirzal Dipa, International Relations 2014, President University

The Straits of Malacca is important for littoral states and also for user states. The Straits of Malacca labelled as the most dangerous water in the world because the negative publication regarding the number of maritime piracy and armed robbery attack in the Strait of Malacca. Decision making process on defence and security of Indonesia especially on Indonesia Navy, started from national interest of Indonesia following several steps until Indonesian Maritime Military Strategy (IMMS). To maintain maritime security in the Straits of Malacca, Indonesian Navy established Western Fleet Quick Response (WFQR). WFQR is quick response unit, operated on limited and islet area. WFQR role is very important to adding capability of Indonesian Navy to combating maritime piracy and armed robbery in the Straits of Malacca. WFQR contributed on decreasing the number of maritime piracy and armed robbery attack by cooperation with national stakeholders of Indonesia and regional stakeholders in the Straits of Malacca.

Keywords: The Strait of Malacca, Piracy and Armed Robbery, Maritime Security, Western Fleet Quick Response
ABSTRAK

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Pembimbing: Prof. Anak Agung Banyu Perwita, Ph.D. and I Gusti Bagus Dharma Agastia, M.Sc.


Kata Kunci: Selat Malaka, Pembajakan dan Perampokan Bersenjata, Keamanan Maritim, Western Fleet Quick Response
ACKNOWLEDGEMENT

First of all I would like to thank Allah for guiding me throughout my life until I have reached this point. It is only through Him, that I am able to stay strong and achieve the best of my life so far in His name. From His blessings, I have my family – my father, mother, and my sister who have never run out of patience and energy in supporting me, be it in direct affection or in comfortable silence. As a matter of fact, I have been doing so well only because they are my motivation and my sole purpose, to make them proud. I hope what I have been doing so far and what I will be doing in the future will not disappoint them.

I would like to express my gratitude to Prof. Anak Agung Banyu Perwita, Ph.D. and Mr. I Gusti Bagus Dharma Agastia, M.Sc., my thesis advisor who has been guiding me not only during this thesis but also from the end of my year at President University. Thank you for your dedication and time (even during weekend and late night). I hope this thesis can be useful to other people – especially to inspire my juniors that are going to take the turn soon.

Also to my IR lecturers; Mr. Teuku Rezasyah, Mr. Hendra Manurung, Mr. Bustanul Arifin, Mr. Riski M. Baskoro, Mr. Indra Alverdian, Ms. Natasya, Ms. Witri; thank you for your dedication to help me during my entire university life. High appreciation to my first IR’s lecture Mr. Eric Hendra for your dedication to help during my position as Sectary General of President Model United Nations 2015-2016

Special thanks to Rafiqa Meidina Arifin, thank you for your support and motivation when I have a obstacle, I can rely on through my ups and downs in my life and always stay with me everyday.

I would like to thank my best friends – Aldo, Naufal, Paksi, adit, dicky,Anky, Fanny, Kalya, Ratih and Amel. We have always been together for the past semesters, but eventually had to separate our ways nearing the end of our semester.
Thank for my friend in PUMUN and PUMA IR. Thank you for your support and dedication to our major. To My deputies of PUMUN 15-16, thank you for your dedication and help me during our period handle PUMUN. To my junior Rendy, Denisa, Nadya, Amel, Anya, Yue, Flo, and Hafid, thank you for your moment, glad to know all you during my university life

Thank you for letting me spend some part of my youth with all of you, I would want nothing but to meet you on top as we have promised before.
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<td>Automatic Identification System</td>
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<tr>
<td>AK 47</td>
<td>Kalashnikov's Automatic Rifle</td>
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<tr>
<td>ASLI</td>
<td>Archipelagic Sea Lanes of Indonesia</td>
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<tr>
<td>C4ISR</td>
<td>Command, control, communications, computers, intelligence, surveillance, and reconnaissance</td>
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<td>COG</td>
<td>Course Over Ground</td>
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<td>EEZ</td>
<td>Exclusive Economic Zone</td>
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<td>EIA</td>
<td>The Energy Information Administration</td>
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<td>EIS</td>
<td>The Eye in the Sky</td>
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<td>ICC</td>
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<td>IEG</td>
<td>Intelligence Exchange Group</td>
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<td>IFC</td>
<td>Information Fusion Centre</td>
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<td>ILO</td>
<td>Indonesian Liaison Officers</td>
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<td>IMB</td>
<td>International Maritime Bureau</td>
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<td>IMMS</td>
<td>Indonesian Maritime Military Strategy</td>
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<td>IMO</td>
<td>International Maritime Organization</td>
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<td>LNG</td>
<td>Liquefied Natural Gas</td>
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<td>LRIT</td>
<td>Long Range Identification and Tracking</td>
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<td>MALSINDO</td>
<td>Malacca Straits Coordinated Patrols</td>
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<td>MMD</td>
<td>Malaysian Marine Department</td>
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<td>MMEA</td>
<td>Malaysia Maritime Enforcement Agency</td>
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<td>MSC</td>
<td>Maritime Safety Committee</td>
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<td>MSSP</td>
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<td>MSTF</td>
<td>Maritime Security Task Force of Singapore</td>
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<td>Abbreviation</td>
<td>Full Form</td>
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<td>NMC</td>
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<td>RECAAP</td>
<td>The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia</td>
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<td>SOG</td>
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<td>Very Large Crude Carriers</td>
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<td>Western Fleet Quick Response</td>
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CHAPTER I
INTRODUCTION

I.1. Background of The Study

As one of the busiest shipping route in the world, the Strait of Malacca has become one of the most valuable territories for littoral state surround it. Many actors are taking advantages from this natural route.¹

The Strait of Malacca is a strait with a length of 890 km located in South East Asia which runs between three littoral state such as Indonesia, Malaysia and Singapore². The Strait of Malacca is the end of the Southern part of South China Sea which labeled as the third Golden Waterways in the world because it connects Pacific Ocean and Indian Ocean.³

The geographical condition of the Strait of Malacca is a narrow and shallow strait or chokepoint. Chokepoint at the strait of Malacca is the second largest in the world.\(^5\) The Strait of Malacca is very important because this strait is the Sea Line of Trade (hereinafter, SLOT) which means that this area is very crucial for international trade.\(^6\)

The Strait of Malacca has the strategic value, because this strait is the shortest path that connect Indian Ocean and Pacific Ocean. This has an impact on decreasing the time and cost for ship from Indian Ocean to Pacific Ocean or vice versa.\(^7\)

In 2016, according to Malaysian Marine Department (hereinafter, MMD) and Nippon Maritime Center (hereinafter, NMC), the number of sea trade in the Strait of Malacca has been increased from the previous year. In 2015, the number of sea trade in the Strait

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\(^{5}\) World Oil Transit Chokepoints (2014) Retrieved from https://www.eia.gov/beta/international/regionstopics.cfm?RegionTopic=1\(\text{WOTC}\)

\(^{6}\) Ibid

\(^{7}\) Bender, J. (2015, April 1). These 8 narrow chokepoints are critical to the world's oil trade. Retrieved from http://www.businessinsider.com/worlds-eight-oil-chokepoints-2015-4/?IR=T
of Malacca is 80,980 transits, while in 2016 it was increased up to 83.740 ships transits to the Strait of Malacca.\(^8\)

In terms of the mobilization of energy resources, more than 67% Liquefied Natural Gas (hereinafter, LNG) passed the Strait of Malacca as their sea route. This condition makes The Strait of Malacca three times busier than Suez Canal and fifteen times busier than Panama Canal, which also make the Strait of Malacca as the “Energy life route” for several big nations in East Asia region.\(^9\)

The Strait of Malacca become the third of the world’s biggest marine commerce with up to 80% of oil imported by China and Japan passed through the Strait of Malacca to their trade route. Furthermore, trading activities between East Asia and Southeast Asia which bring consumer good product to West Asia and some countries in Europe as well as East Africa are also through this strait. Some materials such as coal and iron are the dominant cargos in the Strait of Malacca and those cargos are very crucial for the development of East Asia and Southeast Asia.\(^10\) Petroleum is also one of the most valuable cargo which is transported through this strait as well. Many types of petroleum cargos such as heavy ships, LNG ships, vehicle carriers, super tankers and etc.\(^11\) In 2011, the world produce oil up to 87 million barrels every single day.\(^12\) 15.2 million barrels from the total of world oil production passed through the Strait of Malacca per day.\(^13\)


\(^12\) Hirst, T. (2014, May 21). The world's most important trade route?.

\(^13\) Bender, J. (2015, April 1). These 8 narrow chokepoints are critical to the world's oil trade. Retrieved from http://www.businessinsider.com/worlds-eight-oil-chokepoints-2015-4?IR=T
For Indonesia, the Strait of Malacca is directly bordering with Malaysia and Singapore, and has a strategic importance for Indonesia. Moreover, as one of the most dominant littoral states at this strait with 80% territorial control, the Strait of Malacca potentially develop Indonesia in its economic sector.\textsuperscript{15} For example, according to\textbf{ Law Number 17 Year 2008} About shipping / territorial waters of Indonesia, Indonesia launches Malacca and Singapore Strait guide services. This services are divided into two types: Waters Compulsory guide (\textit{Perairan Wajib Pandu}) and Water Guide Extraordinary (\textit{Perairan Pandu Luar Biasa}). Water Compulsory Guide is the water with compulsory condition for vessel with minimum of 500 Gross Tonnage (\textit{hereinafter, GT}). And Water Guide Extraordinary is set for the water condition, and it is not obligated to be used as guide but for vessel who need help can propose this to

\textsuperscript{14} Hirst, T.(2014, May 21).
official guide by Indonesian government. With 150-200 ships cross the Strait of Malacca per day, this strait become a huge economic income for Indonesia. The Strait of Malacca also has a strong relation with the sovereignty of Indonesia. The new regulation from Ministry of Transportation of Indonesia regarding guide for all ships who want to cross the Strait of Malacca, they also have to maintain the sovereignty of Indonesia.

With many numbers of ships crossing the Strait of Malacca, not all actor has been welcomed. Furthermore, as one of the busiest strait in the world, the number of illegal action are also increasing in the Strait of Malacca.

Starting from 1995 until 2013, from all hijacking attack in the world, Southeast Asia was contributed to up to 41% from all of the attack in the world. Since October 2013, there are many illegal actions happen in the Strait of Malacca, one of them is the piracy on oil tanker near Malaysian territorial specifically near Kukup Island. During transit on the Strait of Malacca, the pirates successful hijacked the tanker with forcing the crew to move the cargo to the pirates ship.

According to United Nations Convention on the Law of the Sea (hereinafter, UNCLOS) Year 1982 Article 21, the security condition in the Strait of Malacca become the concern for three littoral states which have responsibility to keep their territory safe from all threats. In this case, littoral states need to tackle piracy and armed robbery cases in this strait.

I.2. Identification of The Problem

The administration of Joko Widodo established Global Maritime Fulcrum (hereinafter, GMF), this concept is supported by the position of Indonesia as the largest

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18 Ibid
19 Ibid
maritime nation in the world. The establishment of GMF will attract international attention because of the development of economic sector especially from maritime sector.\textsuperscript{21} GMF is divided into seven pillars:\textsuperscript{22}

1. Management of marine resources and human resource development
2. Defense, security, law enforcement and safety at sea
3. Governance and institutions
4. Economic and marine infrastructure and welfare improvements
5. Management of marine space and marine environmental protection
6. Maritime culture
7. Maritime diplomacy

Second pillar of GMF mentions that defense and security become the concern of Jokowi’s administration to achieve GMF in the future, and in this case, Indonesian military development through Indonesian Navy and coast guard to take responsibility to run the second pillar of GMF.\textsuperscript{23}


\textsuperscript{22} Indonesian Ocean Policy White Paper to Global Maritime Fulcrum 2015

\textsuperscript{23} Ibid
The pillar of defense, security, law enforcement and safety at sea has the purpose to maintain the sovereignty and law enforcement of Indonesia and also to protect the country from challenges, obstacles, and distractions especially at the sea. The main program of defense, security, law enforcement and safety at sea of GMF consist of:

1. Defense and maritime security;
2. Development of marine border areas;
3. The active role of regional and international cooperation
4. Enhancement of law and sovereignty
5. Optimizing of the command system

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24 Indonesian Ocean Policy White Paper to Global Maritime Fulcrum 2015
25 Ibid
6. Optimization of the command system

7. Security and safety navigation

This concept will be main based to define national security and defense policies of Indonesia. According Act No. 34 of 2004 Article 9 regarding Indonesian National Military, Indonesian Navy has responsibility to maintain marine tasks on defense field such as anticipated threat, navigation threat, and resolve the violation of the law of the sea in the territory of Indonesia.\(^{26}\)

As the largest archipelago in the world, the development of Indonesia National Defense at Sea connected with the UNCLOS 1982 to provide free space and security for all user or marine services.\(^{27}\) The strategic position of Indonesia gives advantages and also disadvantages. Disadvantages from this are the potential threats that might be a threat to the Indonesian sovereignty.\(^{28}\) This situation causes many of users want to use the Indonesian sea water as Sea Lanes of Trade (hereinafter, SLOT) which means that it has become a vital connection for international trade.\(^{29}\)

Security become the concern of all actor using the Strait of Malacca as their trade route. The Strait of Malacca is very important for all country to support their economic sector. Littoral states in the Strait of Malacca need to secure their territory to be safe for everyone or user states such as United States of America (hereinafter, USA), China, Japan, Republic of Korea and etc.

According to UNCLOS Year 1982 Article 21, littoral states have the authority and the responsibility for securing the Strait of Malacca. Littoral states must provide safety of navigation and also regulations of traffic for all actors using the sea route.\(^{30}\) All littoral states surrounding the Strait of Malacca have the right to create the


\(^{27}\) Indonesian Defense White Paper


\(^{29}\) Ibid

regulations which consist of security, safe transit system, law enforcement, and management of traffic for all actors in this strait.\textsuperscript{31}

Every littoral states on the Strait of Malacca has the capability to implement the UNCLOS Year 1982 Article 21. Navy has the essential role on this part for securing and protecting the Strait of Malacca. Indonesia as one of the littoral states on the Strait of Malacca, through Indonesia Navy, is responsible in protecting and providing security stability at this strait.\textsuperscript{32} Ministry of Defense of The Republic of Indonesia predicts that there will be around 114,000 ships which will cross the Strait of Malacca by 2020.\textsuperscript{33}

In 2004, Malaysia, Indonesia and Singapore as the littoral states, establish a cooperation to secure the Strait of Malacca with the codename Malacca Straits Coordinated Patrols (hereinafter, MALSINDO). MALSINDO is a trilateral cooperation between states around the Strait of Malacca. The objective of this cooperation is to provide security in the Strait of Malacca\textsuperscript{34}.

MALSINDO is usually more labelled as coordinated patrolling than joint patrolling. During the implementation of MALSINDO in the Strait of Malacca, littoral state only exchange patrol during operation in their own maritime area. Joint patrol means that another country can maneuver their warship in the Strait of Malacca area. As stated on MALSINDO agreement, a warship from another state around the Strait of Malacca can maneuver into another state only when they are going to ambush a pirate or an armed robbery ship.\textsuperscript{35} In 2016, MALSINDO has renamed their codename into Malacca Strait Patrols (hereinafter, MSP) with the development of standard-operating

\textsuperscript{31} Koh, T. (2008).
\textsuperscript{35} Indonesia, Malaysia, Singapore Launch Coordinated Patrol of Malacca Strait. (2004, July 20). Retrieved from Yale Global Online http://yaleglobal.yale.edu/content/indonesia-malaysia-singapore-launch-coordinated-patrol-malacca-strait
procedures during chasing pirates or armed robbery ship into another sovereignty littoral state.\textsuperscript{36}

According to International Maritime Bureau (hereinafter, IMB), the number of incidents on the Strait of Malacca is increasing every year. The same result is coming from between the year of 2014 to 2015. In 2014, there was one incident in the Strait of Malacca, meanwhile in 2015, it was increasing to five incidents.\textsuperscript{37} The number of maritime piracy and armed robbery relative low every single year based on IMB.

\begin{table}
\centering
\caption{Locations of \textbf{Actual} and \textbf{Attempted} attacks, January – December: 2011 – 2015}
\begin{tabular}{|l|c|c|c|c|c|}
\hline
\textbf{Locations} & \textbf{2011} & \textbf{2012} & \textbf{2013} & \textbf{2014} & \textbf{2015} \\
\hline
S E A SIA & Indonesia & 46 & 81 & 106 & 100 & 108 \\
 & Malaca Straits & 1 & 2 & 1 & 1 & 5 \\
 & Malaysia & 16 & 12 & 9 & 24 & 13 \\
 & Myanmar (Burma) & 1 & & & & \\
 & Philippines & 5 & 3 & 3 & 6 & 11 \\
 & Singapore Straits & 11 & 6 & 9 & 8 & 9 \\
 & Thailand & & & & 2 & 1 \\
\hline
\end{tabular}
\end{table}

Figure 4: Location of the incident on the Strait of Malacca from year to year. The Figure shows the increasing number of actual and attempted incident on the Strait of Malacca starting from 2011 until 2015.\textsuperscript{38}

This cases make Commander of Western Fleet of Indonesia, Rear Admiral Achmad Taufiqoerrochman (February 2015-July 2016), not really sure with the situation on The Strait of Malacca according to the data from those international institution.\textsuperscript{39} According Commander of Western Fleet Indonesia, the data issued by

\begin{thebibliography}{99}
\small
\item The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), op. cit., 2015, Report for Jan – Dec 2015
\end{thebibliography}
international institution has been exaggerated for interests of some groups such as insurance claim.\textsuperscript{40}

With referring on Indonesian dimension of physical on Indonesia Maritime Military Strategy, Geographical condition on the Strait of Malacca more dominated by narrow and shallow waters area.\textsuperscript{41} If Indonesian Navy depends on command units of The Western Fleet Operations such as combat clusters and marine safety groups, Indonesian Navy will always be late to crack down the marine criminals, which in this case, piracy and armed robbery, because the movement of navy is not fast enough than marine criminals. With the limitation of command units of the Western Fleet Operation, Commander of Western Fleet of Indonesia ordered to increase the capability of the territorial unit. In this case, for securing the Strait of Malacca on Indonesia territory, Indonesian Navy created a quick response or task force team with high mobility and 24 hours operation for securing the Strait of Malacca. In 2015, Indonesia through Indonesia’s Navy build new task force team to secure the Western part of the Indonesia’s Sea called the Western Fleet Quick Response (WFQR).\textsuperscript{42}

I.3. Statement of the Problem

As elaborate in section I.2., this thesis discuss more regarding Indonesian maritime security, specifically, Indonesian Navy in the Western Fleet area to secure the Strait of Malacca from criminal cases such as piracy and armed robbery from 2015 to 2017 and this thesis also explain the strategy of Indonesian Navy especially the task force from the Western Fleet of Indonesia to reduce the number of piracy and armed robbery in the Strait of Malacca, therefore, the main question for this thesis is:

How did the Indonesian Navy implement the Indonesian Maritime Military Strategy in tackling the Piracy and Armed Robbery cases in the Straits of Malacca in 2015-2017?

\textsuperscript{40} Ibid
\textsuperscript{41} Ibid
\textsuperscript{42} Ibid
I.4. Research Objectives

The research objective of this thesis is:

To explain the Indonesia Maritime Military Strategy in context of securing the Strait of Malacca in Indonesia’s territory from piracy and armed robbery through Indonesian Navy.

I.5. Significant of the Study

The writer believes that this thesis will contribute for academic purposes, especially for scholar interested on defense and strategic study, specifically, on Indonesian Maritime Security in International Relations scope. This thesis hopes to give more explanation to understand the implementation of the Indonesia Maritime Military Strategy through Indonesian Navy’s.

I.6. Theoretical Framework

Decision making process on defense and security of Indonesia has several stage consist of: National Interest (Global Maritime Fulcrum), National Strategy, National Security System, National Security Policy, Military Strategy, Defense Policy. Figure 5: Decision making process on defense and security of Indonesia.\(^\text{43}\)

Security System, National Security Policy, Defense Policy, Military Strategy, 
**Indonesian Maritime Military Strategy** *(hereinafter, IMMS)*.\(^{44}\)

![Diagram: Five Dimensions of Indonesian Maritime Military Strategy](image)

*Figure 6: Five Dimensions of Indonesian Maritime Military Strategy. The Figure shows five dimension of Indonesian Maritime Military Strategy.*\(^{45}\)

Regarding IMMS sea environment or maritime has five interconnected military strategy dimensions consist of:\(^{46}\)

1. **Dimension of Economy**

   Traditionally sea used as media for transportation. Sea trade becoming the main route of some commodities such as raw materials, manufacturing product for consumer or production. One third from global trade is pure oil, oil product from Middle East to several countries in Asia and America region passed through the Straits of Malacca or using the archipelagic sea lanes of Indonesia *(Alur Laut Kepulauan Indonesia)* I, II, and III.

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\(^{45}\) Ibid

\(^{46}\) Ibid
Dimension of Economy on maritime environment also included criminal activity such as illegal drugs trafficking, sabotage on vital object at the sea, piracy, armed robbery and illegal weapons smuggling, that will be make instability on maritime area.\textsuperscript{47}

2. Dimension of Politics

Littoral states especially for third world countries like Indonesia which have international route such as the Straits of Malacca and Singapore there are the rights of another states which protected by international convention. The expansion of national jurisdiction have been increasing the conflict regarding freedom navigation and the use of littoral waters.\textsuperscript{48}

3. Dimension of Law

The base of law on maritime environment be explained on UNCLOS 1982 regarding international maritime law. Without deep understanding about international maritime law will effect to the leader and commander in Indonesian Navy that can not run well on law dimension. Understanding of international maritime law consist of:

a. The understanding of inland waters
b. The understanding of territorial waters
c. The understanding of archipelagic waters
d. The understanding of additional zones
e. The understanding of Exclusive Economic Zone (hereinafter, EEZ)
f. The understanding of the continental shelf demanded by the coastal state

4. Dimension of Military

Based on the capability, there are three types of navy in the world: Ocean’s navy (Super Power States), Medium Navy (Medium Power


\textsuperscript{48} Ibid
States), Coastal Navy (Small Power Navy). For Indonesia that measured from its position as the largest archipelago country in the world included on second class or medium power states. Indonesia is required to have capabilities on Maritime Force and also capabilities on Naval Forces for maintaining Indonesian national interest.\textsuperscript{49} Another side from military dimension is the increasing of navy demand for joint operation on bilateral level or multilateral.\textsuperscript{50}

5. Dimension of Physical.

The understanding of physical environment is important for Indonesian Navy where operations duty will take place. The understanding of physical environment consist of: geographical conditions, oceanography hydro and meteorology.

Five dimension of maritime military strategy of Indonesia will standard of Indonesian navy to running their tactics and mission.

As elaborate before, this thesis will started from Indonesian National Interest in this case Global Maritime Fulcrum. To support GMF, Indonesian required to have their maritime strategy, Indonesian Maritime Military Strategy will become the basis of decision making for Indonesian Navy.

For supporting these argument, the writer will use four specific theories to analyze this topic. Those theories are Maritime Security, Post Modern Navy, and Good Order at Sea. This thesis will started with theory of Maritime Security and the constabulary role of Navy on maritime security especially in the Strait of Malacca, Good Order at Sea to understand the strategy of a state for securing the shipping route to represent their capability on maritime power, Post Modern Navy to understand the role of navy on the current era.


\textsuperscript{50} Ibid
1.6.1 Maritime Security

Some scholar argued that there is no international agreement which clearly stated the definition of maritime security.\textsuperscript{51} According to Löwy’s, to understand the concepts of maritime security will give us advantages because this concept allow the actors to work together in joint cooperation while this concept did not find the common ground.\textsuperscript{52} To understand maritime security as a key word enable us to know the important thing and the conflict from this concept.\textsuperscript{53} However this concept face the risk of disagreements and political interest. Disagreement might come up during crisis and bring to the bad situation. Moreover, during the implementation, this system has a lack of management, such as, it did not find the common ground and weak coordination, which worsen the situation.\textsuperscript{54} During the implementation of this system actor who involve think they are discussing the same topics, when in fact they are not.\textsuperscript{55}

The point from the analysis of maritime security suggests the method of how to encourage the intellectual and policy debate on this concept. Most of the point from this framework beneficial in:\textsuperscript{56}

1. ‘Semiotics’ to find the different explanation by researching more into the relation between maritime security and others.

2. ‘Securitization’ which set the meaning to know how the distinctive threat in the concept of maritime security


\textsuperscript{55} Ibid

\textsuperscript{56} Ibid
3. Security practice theory to comprehend what behavior are taken under the umbrella of maritime security.

Maritime security can be understood by knowing how the system works with the previous concept and the current concept, such as the concept of marine safety, sea power, blue economy and resilience.\(^57\) Learning these relations will guide to the outline of maritime security matrix for mapping the different understanding regarding maritime security and explore more how the actor response depend on threat.\(^58\)

According to the traditionalist, national security is the way of the states in protecting the nation and for survival. This concept is proposed by Geoffrey Till which is related to the ‘sea power’ with purpose to put the role of navy and implement the strategy as needed.\(^59\) During the peacetime, the function of warship is mostly to protect water territorial of a state and protecting the sea lines which connect international trade through shipping sea route.\(^60\)

Navy is one of the main actors on maritime security. Talking about sea power which have the meaning that how far the role of the state involved to other maritime territorial or international maritime area.\(^61\) Also the concept of marine safety is more likely to deal with situation regarding security of the ships and maritime facility with function to protect marine territory. Marine safety also informs all aspect regarding maritime regulation, such as regulation for ships construction, including the equipment and maritime physical object and also safety procedure.\(^62\)

While discussing about marine safety, it will most likely has the relations with International Maritime Organization (IMO) and Maritime Safety Committee (MSC) as the international body which has the capability to develop rules and

\(^{57}\) Bueger, C. (2015)
\(^{58}\) Ibid
\(^{60}\) Ibid
\(^{61}\) Ibid
regulation in the system.\textsuperscript{63} Nowadays, marine safety and maritime security has linked significantly on maritime industry, actor on this industry become the potential target, such as piracy, terrorist and armed robbery. This sector also has the potential relation with international crime including human trafficking, drugs dealing, and unofficial arm trades.\textsuperscript{64} Maritime security also has a connection with the development of economic sector. This statement is proven by the majority of trade using the sea route to support the industrial sector and fisheries industry as well. Both of this sector has developed significantly up to multi-billion industries.\textsuperscript{65}

The idea of blue economy is connected with maritime security because of the sustainable management strategies, not only the implementation and supervision of law and rules, but also in protecting maritime environment by implementing and managing marine resources.\textsuperscript{66} In blue economy, there are two core dimensions such as food security (fisheries) and resilience of land citizen, these two concepts are directly connected to human security.\textsuperscript{67}

Reflecting on fisheries which are the essential food resources, and has the problem with Illegal, Unreported and Unregulated (IUU) Fishing which become major obstacle for a country which effected to human security.\textsuperscript{68}

\begin{thebibliography}{10}
\bibitem{63} Maritime Security Committee has mandate to assign the issue from maritime sector included “aids to navigation, construction and equipment of vessels, safety side, rules to prevention accident at the sea, regulation for high security of cargoes, Search and Rescue.
\bibitem{64} Bueger, C. (2015). What is Maritime Security. Retrieved from Department of Politics and International Relations, School of Law and Politics, Cardiff University
\bibitem{65} Ibid
\end{thebibliography}
Maritime security closely related with four concepts. Analyzing with this matrix in the beginning will bring us to learn the types of possibility relations between the actor and maritime security based on the concepts. For some actor, the main issue maybe related with economic sector and for the other related with national security and safety.

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70 Ibid
71 Ibid
According to Ken Booth on Navies and Foreign Policy 1997, navies as the main actor on sea power has three essential roles consist of: 73

1. **Military Role**

   Military role has a function when the conflict or war has been started. During that time requires the optimal of force to winning the war or armed conflict for maintaining the sovereignty of the state at the sea. Military role plays an essential role as preventive action for all type of military threats in maintaining the maritime stability, securing and protecting sea border between neighboring state. 74

2. **Constabulary Role**

   Constabulary role is implemented in order to support the enforcement of law, protecting the environment and national natural resources, maintaining good order at sea and also supporting national development which involved in maintaining maritime stability. 75

3. **Diplomatic Role**

   Diplomatic role become an essential role as well, on the use of sea power as diplomatic thing in order to support foreign policy of the state and is designed to influence the leader of the states during peace or war. 76

1.6.2 **The Post-modern Navy**

   Globalization adopted the system where using water as the route for connecting the globalization. In this case, sea power will play essential role on the globalization. According to Daniel Coulter’s research:

   “To defend globalization we need to concern more on security. Navies take a essential role on the globalization as actor who take responsibility on security so Navies need to maintain their capability.

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74 Ibid
75 Ibid
This is raison d’être or the most important purpose. Navies will become the first who know about it, Navies need to developed their strategy to catch up with this.”

The role of Navy is very important in this system, especially on security part, this case is influenced by the high intensity of the threats that must be faced in the system and the response from the actor who take responsibility in this system. The example from this case is we can see the huge number of shipping using the sea route. It is very clear that navy directly and indirectly secure the system, which will give direct effect on the tanker or the indirect effect on the trade using tanker as transportation.

In 2016, the number of tanker traffic transit on the Strait of Malacca is 25,439 transits, and according to Nippon Maritime Center (NMC), most of the tanker bring clean oil from East Asia especially from People’s Republic of China. For securing this natural sea route is very important to maintain the security on this place. As littoral state Malaysia, Indonesia and Singapore have their own navy team for securing this part.

There are two point of research regarding navy task that might be useful for now. First, most of the requirements are created to attract the sailors in the future, geographically. Second, it’s very important for navy to develop their capability and not only depend on the strategic of reaching, but also the capability of navy to control the area which has conflict potential, the range of this area has developed and become wider. Navy needs to identified and make the priority such as in

preparing their platform and capability to achieve the main task of navy for present.\textsuperscript{80}

According to Geoffrey Till, to maintain all main aspects such as current risk, threat and conflict, it is very important for navy to develop their strategy. Mission for post-modern navy is divided into three characteristics.\textsuperscript{81}

1. \textbf{Sea Control}

Generally, sea control has not change much but there has been some upgrade and allow the sea to be used for various purposes in accordance with the interests of the state control. Most of post-modern navies argue that the condition of sea control right now is concerning more about the strategy in open ocean operation to against enemy fleet. This condition happens more in coastal areas of littoral states and the condition mayb has a huge difference and more challenging on the open ocean.\textsuperscript{82}

To maintain the defense system in the 21\textsuperscript{st} century is very depending on the capability of littoral troops to protect themselves from attacks coming from the open sea such as, coastal submarine, swarming attacks, terrorist using small and fast boat or jet-ski.\textsuperscript{83} Less emphasis on traditional naval capabilities in the high intensity such as open sea operations and concern more on threats of lower intensity such as coastal threats.

Another angle regarding post modern about sea control is nowadays in globalization era we are not securing the sea only for our own self but the point is more into making the sea secure for everyone, except the

\begin{flushright}
\textsuperscript{81} Ibid
\textsuperscript{82} Ibid
\textsuperscript{83} Ibid
\end{flushright}
actor who is against the system. Creating the secured sea for everyone is to support freedom navigation for everyone as universal requirement, if not as universal requirement at least not restricted by flags or cargo.

2. Expeditionary Operations

The lack of management by government on the land also gives bad impact for the situation in maritime area. Take the example from the cases around Indonesia’s water which become a big problem because of the bad management of government of Indonesia. This situation make navies need to deal with the tendency of the problem more than the causes. To deal with this situation navies need to negotiate the situation on the government side. Navies need to deal with situation on the ashore because it is where most of people and industries use this natural route for post-modern maritime operation. After the cold war, liberal interventionism has developed a new concept regarding defense system based on statement “if we do not go to the crisis, then the crisis will come to us.” These days a defense for direct political and strategic condition that make advantages on economic system and input navy as an essential role.

1.6.3 Good Order At Sea

Globalization happened when in both of trading actor make a result mutually advantages for both of side in good condition either on the land or sea. Writer quote a statement from U.S Coast Guard Strategy mention that various of threat to good order at sea:

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85 Ibid  
86 Ibid  
“The weak capability of coastal states has an impact on their ability to provide protection and security of legitimate ship movements in their territory. Coastal states are always unprepared for threats that come unpredictably such as: threats to maritime territory, infrastructure energy and illegal exploitation of their marine resources. This threat not only disturbs their domestic security but also poses a threat to international maritime and international trade.”

Post modern argues that threats such as piracy, transnational crime, international terrorism, excessive degradation and exploitation of marine resources will damage the international system. Good order at sea mean that safety and security are essential elements to secure shipping system in order to chase maritime interest and also to grow maritime resources. There are some types of maritime crime to good order at sea such as piracy, armed robbery, terrorist, illegal trafficking including human trafficking, drugs, illegal fishing and natural disaster. This thesis discusses more on piracy and armed robbery. These activity will directly damage all sectors on this field such as sea logistic, regional fishing, and state economic. Not only that, these activity also decrease the capability of local authority to preserve good order at sea. The successful of transnational crime such as piracy, armed robbery, and drugs dealer developed the capability of the actor who against the states. Also this problem decrease the security and relationship to another state. The country that fail to resolve these issues will be a security problem for another states which resulting with them starting to pay attention and concern more about this issue.

To maintain good order at sea, the state needs to concern on the development of consciousness, the right policy, and integrated government

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91 Ibid
system. Navy, state’s coast guard, and another maritime institution have a big role to achieve good order at sea.

Figure 9: Good Order At Sea: General Requirements. The Figure shows the four concepts of maritime security with several related point.  

Figure 10 mentioned that before the implementation of the concept good order at sea by coast guard and Navy, there are some requirements needed to be processed such as maritime awareness, a maritime policy, and integrated maritime governance.

To support good order at sea, this concept also requires to fulfill activities such as implementation of law and defense. Both activities can be implemented with relying on naval forces for defense requirement and coast guard or governmental institutions for enforcement law.

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93 Ibid
94 Ibid
From figure 1.6 the result from this is the states has some variety concept regarding how the state decided and coordinated in ocean management according to their geographical condition, capability, and constitution.\footnote{Till, G. (2009). Good Order at Sea.}  
To fight piracy and armed robbery there are 3C term which are command, control, and communication. In good order at sea, the role is more to be known as collaboration, cooperation and coordination.\footnote{Ibid} To maintain this concept navy needs some capabilities because there are many countries using navy for constabulary duty, the standard capability requires such as:\footnote{Ibid}

1. Graduate forces are very important to deal in globalization era such as territorial dispute, not limited with the cases like pirates, terrorist group, ship hijacking and etc.
2. Navy needs to provide central network approach. This network is useful for coordination with other institution.
3. The ability to operate in dangerous sea.
4. Navy need to have capability on operation planning on analyzing threat and strategic planning.
5. Naval must have a public visibility.

All the capabilities that has been mentioned above need to be implemented in navy in order to maintain good order at sea. This concept by Geoffrey Till is not necessarily followed by all navies in the world, maybe some navy in the world referring to good order at sea concept from Geoffrey Till, some navy might be have their own good order at sea concept based on the geographical condition of the state, ocean policy of the state or other factors.\(^99\)

Indonesia has the policy regarding defense, security, law enforcement and safety at the sea, this section will be elaborated more on chapter 2.

### 1.6.4 Framework of Analysis

![Figure 11: The Framework of Analysis](image)

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The framework of this thesis will be started from Indonesian National Interest in this case global maritime fulcrum. To support global maritime fulcrum, Indonesian need their maritime strategy in this case Indonesian Maritime Military Strategy has been stated on Doctrine of Indonesian Navy Eka Sasana Jaya, Maritime Security become concern of Indonesian Maritime Strategy, in this case Maritime security on the Strait of Malacca. To maintain their Maritime security requires the formulation of Good Order at Sea, good order at sea can be implemented by domestic approach with the Development of Navy (Post Modern Navy). The result from development of navy is the implementation of task force unit by Indonesian Western Fleet Command named Western Fleet Quick Response to fulfill maritime security and national interest.

I.7. Scope & Limitation of Study

This thesis will be more concerned about the Indonesian Maritime Military Strategy through Indonesian Navy in combating piracy and armed robbery in the Strait of Malacca in Economic Exclusive Zone of Indonesia. The period is started with the early implementation of Western Fleet Quick Response in the Strait of Malacca on May 2015. Before Western Fleet Quick Response was established by Indonesian Navy and three littoral state in the Strait of Malacca, Malaysia, Indonesia and Singapore has established the join cooperation with code MALSINDO and has been changed to MSP.

I.8. Research Methodology

This thesis will be using qualitative method in order to answer the research questions. Qualitative method will try to find the answer from point of problem by “looking at different social settings and from individual who occupy the system”.100

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Qualitative method uses the terminology to figure out aspect on social life that cannot be explain by scientific numbers and rely on data to analyze the cases. Qualitative method is generally used to answer research question of ‘what’, ‘why’, ‘how’. Qualitative method collect the sources from doing some interview, and concrete data such as observations, report and oral information from primary resources.\textsuperscript{101}

This thesis collects the data from scientific book and journal and also some interviews from state institution to get primary data. This thesis is also using media to collect the information regarding the topic discussion both physical and electronic from national and international media.\textsuperscript{102}

In this case of this thesis, qualitative methods provide the explanation to the writer to answer the research question and get more understanding regarding the Indonesia Maritime Strategy through implementation Western Fleet Quick Response by Indonesian Navy for securing the Strait of Malacca in Exclusive Economic Zone of Indonesia.

\subsection*{I.9. Structure of the Thesis}

This thesis will provide structure as follows:

\textbf{Chapter I} as foundation for this thesis which provides the brief introduction of this issues, which is the role of Indonesian navy in securing the Strait of Malacca and following with the identification of the problem as the main issue of this thesis, the research question will be stated on this chapter and will be answered by the following chapter, and the theories that are used as the guide of this thesis will be stated in this chapter as well.

\textbf{Chapter II} discusses the strategic importance of the Strait of Malacca. This thesis discusses deeper in the security environment and the security problem about piracy and armed robbery on the Strait of Malacca.


\textsuperscript{102} Ibid
Chapter III discusses the Indonesian Maritime Military Strategy in Indonesian Navy’s doctrine Eka Sasana Jaya and Western Fleet Quick Response. This chapter discusses deeper about Indonesian Maritime Strategy and the brief history and Standard Operation Procedure of Western Fleet Quick Response.

Chapter IV as the core of this thesis, in this chapter the writer elaborates the points and topics from chapter II and Chapter III deeper and answer the research question. The writer analyzes deeper about the strategy of the Indonesian Maritime Policy Western Policy in tackling the Piracy and Armed Robbery cases through implementation of Quick Response (WFQR) in Securing Malacca Straits (2015-2017).

Chapter V will provide summary of this thesis and conclusion.
CHAPTER II
THE DYNAMICS OF STRATEGIC ENVIRONMENT OF
THE STRAIT OF MALACCA

II.1 The Dynamics of Strategic Environment in The Strait of Malacca

The Straits of Malacca is one of valuable strait become the second-busiest strait in the world under the Strait of Hormuz. The Strait of Malacca located on Southeast Asia region with three littoral states consist of Republic of Indonesia, Federation of Malaysia and Republic of Singapore.

The Strait of Malacca very important not only for littoral states on The Straits of Malacca but also for international trade activities or called as Sea Line of Trade (hereinafter, SLOT). The Strait of Malacca become the bridge between Pacific Ocean and Indian Ocean. The Straits of Malacca can reduce significantly shipping time than other routes.

The Straits of Malacca have length around 890 km along the territory of Malaysia, Singapore and Indonesia. The geographical condition of the Strait if Malacca dominated by narrow and shallow condition or called as chokepoint and this strait is shorten route to connected vessels from Indian Ocean to Pacific Ocean or vice versa. The condition of the Strait of Malacca which dominant by shallow condition with only 21.8 Meter deep but the recommendation from International Maritime Organization (hereinafter, IMO) only 19.8 meters and The Strait of Malacca has narrowest points

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104 Hirst, T. (2014, May 21). The world’s most important trade route?.

105 Ibid

106 Hirst, T. (2014, May 21). The world’s most important trade route?.
around 1.5 miles wide. This situation creates natural bottleneck condition. The bottleneck condition will become potential troubles.\textsuperscript{107}

Figure 12: Map of Trade Routes that Passes through the Strait of Malacca.\textsuperscript{108}

The quantity of Very Large Crude Carriers (\textit{hereinafter}, VLCC) which transit on The Strait of Malacca has been increase every single year since 2011. In 2017 there are 84,456 transits in this strait. Containerships is the dominant users in the Strait of


Malacca with 33% from total traffic.\textsuperscript{109} The VLCC which transit on The Strait of Malacca dominated by mobilization of energy resources.\textsuperscript{110}

The mobilization of energy resources which passing through the Strait of Malacca, there are more than 67% of Liquefied Natural Gas (hereinafter, LNG) using this strait.\textsuperscript{111} The Strait of Malacca become essential route for development of Asia and surrounding countries. In 2011, there are around 11 million barrels of oil passed per day through the Strait of Malacca and it will be increases with increasing oil consumption in Asian market with 3% per year until 2025.\textsuperscript{112}


\textsuperscript{110} Hirst, T. (2014, May 21). The world’s most important trade route?.


\textsuperscript{112} Ibid
In 2017 the increasing world’s oil production up to 87 million barrels world oil produced there are around 15.2 million passing the Strait of Malacca to spreading oil production from Persian Gulf to Asian markets. The traffic condition on the Strait of Malacca is more than 19 times than Panama Canal and four time higher than Suez Canal. This data exclude the additional supply from production countries such as Middle East.

115 Hirst, T. (2014, May 21). The world’s most important trade route?.
116 Ibid
According to The Energy Information Administration (hereinafter, EIA) under the United States Department of Energy, If it happens a trouble or incidents in the Strait of Malacca, this situation will affected to world oil shipping, the situation will force the ships to reroute to another route around Indonesian water. Rerouting will affect to increasing shipping cost and will give direct impact to energy cost of a states. For the example like China and Japan, In China 80% of oil import passing through the Strait of Malacca and Japan over 60% of oil import passes through this strait. 

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117 Romero, L. (2017, October 14). Seven places in the world where global trade could be stopped cold.
problem in the Strait of Malacca will give a huge affect for energy crisis for both countries.\textsuperscript{119}

The Strait of Malacca not only important for economic sector but also for strategic perspective for littoral states surrounding the Strait of Malacca. The Strait of Malacca geographical position is bordering with Indonesia, Malaysia and Singapore will bring much national interest on this strait.\textsuperscript{120} According to Singapore which relies on shipping activities has a view that the Strait of Malacca as Sea Lanes of Trade (\textit{hereinafter}, SLOT) and for Indonesia and Malaysia has view that the Strait of Malacca as Sea Lanes of Communication (\textit{hereinafter}, SLOC) because both countries has longer coastal area than another more concerned on the sustainability of coastal communities that mostly become fishermen and Indonesia and Malaysia more concern on maintaining of fisheries resources.\textsuperscript{121}

According to \textit{United Nations Convention on the Law of the Sea} (\textit{hereinafter}, UNCLOS) \textbf{Year 1982 Article 21}, the security condition in the Strait of Malacca become the concern for three littoral states which have responsibility to keep their territory safe from all threats.\textsuperscript{122}

\section*{II.2 Security Environment in The Strait of Malacca}

The geographical condition at The Strait of Malacca dominant by narrow and shallow condition. The condition of narrow and shallow with the high traffic of vessel

\textsuperscript{120} Calhoun. (1997). Malaysia, Singapore, and Indonesia-controlling the Malacca Straits (Master’s thesis, Naval Post Graduate School). Retrieved from https://calhoun.nps.edu/bitstream/handle/10945/8643/malaysiaisingapor00band.pdf?sequence=1 &isAllowed=y
on the Strait of Malacca create the dangerous condition for vessel that can be affected to disrupt vessel traffic in the Strait of Malacca.123

The increasing traffic in the Strait of Malacca bring challenges for littoral states surrounding this strait. Piracy and armed robbery cases become one of major concern of three littoral states surrounding the Strait of Malacca. Piracy and armed robbery cases on the Strait of Malacca become dangerous situation for ship crew and sailor.124

According to UNCLOS 1982 article 101 mentioned the definition maritime piracy is:

1. Illegal action like violence, arrest or destruction for private business by crew or passenger of unofficial ship or aircraft and pointing to:
   i. On high seas, towards another ship, aircraft, people and property;
   ii. Towards a ship, aircraft, people and property outside jurisdiction of a state
2. Voluntary action participation in the operation for making pirate ship or aircraft for piracy purpose;
3. Any action for facilitated piracy action described in point “a” and “b”.

And, the definition of armed robbery defined by International Maritime Organization (hereinafter, IMO) on Resolution A.1025(26) regarding Code Of Practice For The Investigation Of Crimes Of Piracy and Armed Robbery Against Ships. The cases categorized as armed robbery consist of:

1. All illegal action such as detention and destroy all maritime property except piracy action for individual or group purpose towards ship, crew and maritime property in sovereignty of state and archipelagic waters.

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2. All kind of act to facilitate the action in point number one.

![THREE SEAZONES Diagram](image)

Figure 15: Chart of Three Sea Zones.

According UNCLOS 1982 that “any illegal action against a ship, aircraft, people and property in outside the jurisdiction of a states or international waters labelled as **Piracy**. But in fact most of piracy action in the world happens on in jurisdiction of a states, not on international waters. Mostly the piracy action occurs on three sea zones under the jurisdiction of littoral states, the three sea zones consist of: territorial waters, neighboring zones, and Exclusive Economic Zone (*hereinafter, EEZ*). However if based on the definition of UNCLOS 1982, armed robbery technically not qualified for piracy action.

However, The International Maritime Organization has a different defining piracy:

> “Any unlawful act of violence or detention or any act of depredation, or threat thereof, other than an act of ‘piracy,’ directed against a ship or against persons or property on board such a ship, within a State’s jurisdiction over such offences.”

The definition of piracy is different with maritime terrorist, maritime terrorist has a purpose to seeking political interest and reformation of ideology. So piracy and maritime terrorist is two kind of crime with two different definition. In this thesis the

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definition of piracy referring to previous explanation is non-politically action in international waters and the armed robbery included hijacking in sovereign area.\textsuperscript{127}

The research for Fund for Peace stated that the main reason behind the people or group doing maritime piracy is related with the poor condition some villages in Indonesian area near Singapore or the other word is economic factor.\textsuperscript{128} Many citizen surrounding coastal area of the Straits of Malacca live on low standard living. Many scholar argue that the piracy cases on the Strait of Malacca that occurred at the end of 1990 more triggered by Asian Financial Crisis in late 1997.\textsuperscript{129}

The piracy attack has a planning before they launch attack vessel on maritime area. Usually most of piracy actor using armed attack such as revolver, smuggled Kalashnikov’s Automatic Rifle (\textit{hereinafter}, AK 47), small grenade, knife, samurai and etc. The piracy attack on the Strait of Malacca usually occurs during dark time.\textsuperscript{130} The piracy attack usually take time around 30 minutes and more for the bigger vessel the risk also increasing during time by time after the attack started.\textsuperscript{131}

\textsuperscript{128} Ibid
\textsuperscript{129} Ibid
\textsuperscript{130} Liss, Carolin. Oceans of Crime: Maritime Piracy and Transnational Security in Southeast Asia and Bangladesh.
The complexity of pirates attack, the export of piracy divided piracy attack into three categories with different purpose and pattern consist of: robbery, hijacking and ransom kidnapping. The most successful piracy attack in the Strait of Malacca is robbery.133

According to Robert C. Beckman, piracy cases also can be categorized by the level of attacks, Beckman classified the pirate attack in the Strait of Malacca consist of:134

a. The types of weapon which using during attack and the impact of the weapon toward the risk for on board crew.
b. The act of pirates toward crew on board such as hostage, killed, injured or forcing to left the ship.
c. The value of property that stolen such as cargo, cash money, personal equipment or vital equipment during on board.

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133 Ibid
d. The level of treat to maritime navigation especially to SLOC or SLOT which can treat international trade and the vessel surrounding that place.

The classification of the piracy attack can help the state actor to manage and combating piracy surrounding the Strait of Malacca and the success of the operation combating piracy in this strait depends on the capability of littoral states surrounding the Strait of Malacca such as Indonesia, Malaysia and Singapore.\textsuperscript{135} Starting from 1995 until 2013, from all hijacking attack in the world, Southeast Asia was contributed to up to 41\% from all of the attack in the world.\textsuperscript{136}

\textbf{II.3 Piracy and Armed Robbery in the Strait of Malacca}

Piracy and armed robbery report in the Strait of Malacca become major concern of three littoral states surrounding the Strait of Malacca. The reports issued by several international organization has a different number of the cases. In this thesis the author will using the report International Maritime Bureau (IMB). The author collect the report from 2015 until 2017. The author using the data from IMB, to analyzed the perspective of Indonesian Navy regarding the statement that the negative publication about the number of maritime piracy and armed robbery in the Straits of Malacca issued by IMB. The analyzed will elaborate more in Chapter IV.

\textbf{II.3.1 Report from International Maritime Bureau (IMB)}

IMB is non-profit organization under International Chamber of Commerce (hereinafter, ICC) established in 1981 to combating crime in maritime area.\textsuperscript{137}

The report issued by IMB define the piracy based on UNCLOS 1982 article 101.\textsuperscript{138} and armed robbery based on IMO Resolution A.1025(26)

\textsuperscript{135} Beckman, Robert C. (2002). Ocean Development & International Law.
\textsuperscript{136} Ibid
\textsuperscript{137} International Maritime Bureau (IMB), 2015, Piracy and Armed Robbery Report in the Strait of Malacca.
\textsuperscript{138} According to UNCLOS 1982 article 101 mentioned the definition maritime piracy is:
regarding Code Of Practice For The Investigation Of Crimes Of Piracy and Armed Robbery Against Ships.\textsuperscript{139}

II.3.1 IMB Report 2015
IMB Report Actual and Attempted Attack during 2015

<table>
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<th>ATTEMPTED ATTACKS</th>
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\textit{Figure 17: The Piracy and Armed Robbery incidents report of Actual and Attempted in the Strait of Malacca during 2015 issued by IMB.}\textsuperscript{140}

IMB classified the incident of piracy and armed robbery in their report into two types attempted and committed.\textsuperscript{141} There are several attack in the Strait of Malacca during 2015 consist of:

1. Actual Attacks :
   a. Boarded : 1 Incident
   b. Hijacked : 4 Incidents

2. Attempted Attacks : 0 Incident

1. Illegal action like violence, arrest or destruction for private business by crew or passenger of unofficial ship or aircraft and pointing to:
   a. On high seas, towards another ship, aircraft, people and property;
   b. Towards a ship, aircraft, people and property outside jurisdiction of a state
2. Voluntary action participation in the operation for making pirate ship or aircraft for piracy purpose;
3. Any action for facilitated piracy action described in point “a” and “b”.

\textsuperscript{139} The cases categorized as armed robbery consist of:
1. All illegal action such as detention and destroy all maritime property except piracy action for individual or group purpose towards ship, crew and maritime property in sovereignty of state and archipelagic waters.
2. All kind of act to facilitate the action in point number one.
\textsuperscript{141} Ibid
The low number of piracy and armed robbery attack in the Strait of Malacca caused the intensive patrol by littoral states surrounding the Strait of Malacca but for the ship which cross this strait need to be aware with their surround in terms of piracy and armed robbery attack.¹⁴²

II.3.2 IMB Report 2016
IMB Annual Report during 2016

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Figure 18: The Piracy and Armed Robbery incidents report of Actual and Attempted in the Strait of Malacca during 2016 issued by IMB.¹⁴³

During 2016, there is no piracy and armed robbery attack in the Strait of Malacca according to IMB. Littoral states surrounding this strait increasing their capability to maintaining security in the Strait of Malacca with intensive patrol.¹⁴⁴

¹⁴³ Ibid
¹⁴⁴ Ibid
II.3.3 IMB Report 2017
IMB Annual Report during 2017

<table>
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<td>8</td>
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</table>

Figure 19: The Piracy and Armed Robbery incidents report of Actual and Attempted in the Strait of Malacca during 2017 issued by IMB.145

The number of piracy and armed robbery cases in the Strait of Malacca decrease since 2015. In 2017 there is no attack reported same like last year. This situation caused by the increasing capability of littoral states to maintain security in this strait.146

The number of maritime piracy and armed robbery in the Straits of Malacca relative low every single year. The urgency to established additional team that specializes for combating piracy and armed robbery by Indonesian will elaborate on the chapter IV.

146 Ibid
CHAPTER III

INDONESIAN MARITIME MILITARY STRATEGY

III.1 Indonesian National Interest at Sea

National interest is something that must be achieved, maintained, and be guarded by a country. Indonesian National Interest at sea is one of important aspect for Indonesian that should be consider more because Indonesia as a largest archipelago country in the world. Indonesian National Interest at sea consist of: 147

1. Indonesia should be maintaining the security stability at all national jurisdiction of Indonesia;

2. Indonesia should be maintaining the security of Sea Lines of Communication (hereinafter, SLOC) between island, region and country also the archipelagic sea lanes of Indonesia (Alur Laut Kepulauan Indonesia,) I, II and III;

3. Indonesia should be maintaining natural resources of Indonesia for the welfare of the nation;

4. Indonesia should be protecting the marine environment from acts or actions that can be impacted to marine damage;

5. Indonesia should be maintaining regional stability for strategic interest which bordered with neighboring country;

6. Indonesia should maintain the security of Economic Exclusive Zone of Indonesia

7. Indonesia Should developed their maritime industry and capability for supporting national defense at sea.

III.2 Indonesian Ocean Policy Towards Global Maritime Fulcrum

The administration of Joko Widodo established GMF this concept is supported by the position of Indonesia as the largest maritime nation in the world. The establishment of GMF will attract international attention because of the development of economic sector especially from maritime sector.\textsuperscript{148} GMF is divided into seven pillars:\textsuperscript{149}

1. Management of marine resources and human resource development

2. **Defense, security, law enforcement and safety at sea**

3. Governance and institutions

4. Economic and marine infrastructure and welfare improvements

5. Management of marine space and marine environmental protection

6. Maritime culture

7. Maritime diplomacy

Second pillar of GMF mentions that defense and security become the concern of Jokowi’s administration to achieve GMF in the future, and in this case, Indonesian military development through Indonesian Navy and coast guard to take responsibility to run the second pillar of GMF.\textsuperscript{150}


\textsuperscript{149} Indonesian Ocean Policy White Paper to Global Maritime Fulcrum 2015

\textsuperscript{150} Ibid
The pillar of defense, security, law enforcement and safety at sea has the purpose to maintain the sovereignty and law enforcement of Indonesia and also to protect the country from challenges, obstacles, and distractions especially at the sea.152 The main program of defense, security, law enforcement and safety at sea of GMF consist of: 153

1. Defense and Maritime Security
   The development defense and maritime security of Indonesia through Indonesian marine defense posture which proper to the territorial waters and jurisdiction of Indonesia and have a capability to overcoming

151 Indonesian Ocean Policy White Paper to Global Maritime Fulcrum 2015
152 Ibid
153 Ibid
threats and disturbances from within and abroad and able to play a role in building peace and security of the region;

2. **The Development of Marine Border Areas**
   The development of marine border areas can be implemented by integrated capacity and performance of defense and security throughout the territorial waters and jurisdictions and outside jurisdictions based on international law. And also by development of border areas at the sea and outer islands;

3. **The active role of regional and international cooperation**
   Enhancement of Indonesia's active role in defense cooperation and maritime security both at regional and international level.

4. **Enhancement of Law and Sovereignty**
   Enforcement of sovereignty and law in territorial waters and jurisdictions;

5. **Optimizing of The Command System**
   Optimizing of the command system, control, communications, computerization, intelligence, supervision and surveillance;

6. **The Development of National Character**
   The development of national character oriented to maritime in an effort to defend the country;

7. **Security and Safety Navigation**
   The last is the development capability of security and safety navigation.

**III.3 Indonesian Maritime Military Strategy**

If looked back on Bueger concept regarding three main framework to construct maritime which consist of “Maritime Security Matrix”, “Securitization Framework” and “Security Practice and Communities of
Practice”. Focusing on maritime security matrix, an entity can be determined by formulating maritime security through four dimensions consist: 154

1. National Security;
2. Economic Security;
3. Human Security;

National security dimension rely on traditional perspective that national interest as an effort to protect the existence of a country, with the result that sea power that is implementation by naval forces as dominant power to maritime field. So maritime security interrelated with development and the use of naval forces. 155

Based decision making process on defense and security of Indonesia, national interest become the first step of decision making process of defense and security. In Indonesian Navy, the decision making process on defense and security started from national interest and then several steps until Indonesian Maritime Military Strategy and ended up to tactics. 156 The Function Indonesia to protect national interest cause the position Indonesia as the biggest archipelago country in the world with two-third water as the territory area and Indonesia Navy have dominant role to protect Indonesian national interest at sea. 157


157 Ibid
Regarding Indonesian Maritime Military Strategy (hereinafter, IMMS) sea environment or maritime has five interconnected military strategy dimensions consist of: 158

Figure 21: Five Dimensions of Indonesian Maritime Military Strategy. 159

III.3.1 Dimension of Economy

Traditionally sea used as media for transportation. Sea trade becoming the main route of some commodities such as raw materials, manufacturing product for consumer or production. One third from global trade is pure oil, oil product from Middle East to several countries in Asia and America region passed through the Straits of Malacca or using the archipelagic sea lanes of Indonesia (Alur Laut Kepulauan Indonesia) I, II, and III.

Trading using sea route reflected the development of the complexity of modern world which more dependent which each country and operate on

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159 Ibid
free market. A vessel operating on the high seas has staff from different countries which potentially conflict. For anticipated this bad situation, the identification of ownership and responsibility for the interests of cruise safety and ship safety is often overlooked.160

Fisheries accounted for 25% of the world's commodities on animal protein. Illegal fishing often occurs in Indonesia territory to fulfill stock of fish in Southeast Asia. Supervision over fishing and fisheries management always trigger a problem because many states deploy their marine fleet close with EEZ of another states. Fish shortages and fish exploitation will lead to conflict between countries.161

Another motivation of littoral states to expand their jurisdiction territory is the prospect of hydrocarbon wealth on the continental shelf which have a potential conflict. Hydrocarbon is natural resources that will continue to be reduced and become a very profitable commodity. That the reason littoral states should maintain their territory such as South China Sea (hereinafter, SCS) which overlapping EEZ with several countries surrounding this are such as China, Thailand, Malaysia, Singapura, Philippine, Vietnam and Indonesia162

Dimension of Economy on maritime environment also included criminal activity such as illegal drugs trafficking, sabotage on vital object at the sea, piracy, armed robbery and illegal weapons smuggling, that will be make instability on maritime area.163

III.3.2 Dimension of Politics

Dimension of politics on maritime field has been changed since 1970 for littoral states, especially third countries. The waters adjacent to the coast

161 Ibid
162 Ibid
163 Ibid
provide the only prospect for regional expansion. Maritime border disputes are often more politically based than seeking the benefits from the expanding of territory.\textsuperscript{164}

Littoral states especially for third world countries like Indonesia which have international route such as the Straits of Malacca and Singapore there are the rights of another states which protected by international convention.

The expansion of national jurisdiction have been increasing the conflict regarding freedom navigation and the use of littoral waters.\textsuperscript{165} This restriction contradicts the interests of a large country that supports open sea freedom.\textsuperscript{166}

\section*{III.3.3 Dimension of Law}

The base of law on maritime environment be explained on \textit{UNCLOS 1982} regarding international maritime law. Without deep understanding about international maritime law will effected to the leader and commander in Indonesian Navy that can not run well on law dimension. Understanding of international maritime law consist of:

g. The understanding of inland waters

h. The understanding of territorial waters

i. The understanding of archipelagic waters

j. The understanding of additional zones

k. The understanding of Exclusive Economic Zone (\textit{hereinafter}, EEZ)

l. The understanding of the continental shelf demanded by the coastal state


\textsuperscript{165} Ibid
\textsuperscript{166} Ibid
The leader and commanders from up and bottom of each maritime field are required to know the functions of the law of the sea in detail.\textsuperscript{167}

Law enforcement at the sea more focusing some issues such as fisheries, illegal drugs dealer and criminal issues. For Indonesian navy law enforcement is main task of Indonesian Navy or called as constabulary role of Indonesian Navy.\textsuperscript{168}

\section*{III.3.4 Dimension of Military}

Based on the capability, there are three types of navy in the world: Ocean’s navy (Super Power States), Medium Navy (Medium Power States), Coastal Navy (Small Power Navy). For Indonesia that measured from its position as the largest archipelago country in the world included on second class or medium power states.

Indonesia is required to have capabilities on Maritime Force and also capabilities on Naval Forces for maintaining Indonesian national interest.\textsuperscript{169}

Dimension of Military included the implementation of technology on navy. The navy is required to have professional skills in the latest technological. Naval philosophy is controlled weapons. The navy is armed forces that facilitated with high technology to running their operation. The modern battleship always integrated by weapon platform and the others under the command of task group. But technology is not everything. The small ship which not really modern on the technology side not such as speed boat can be reliable for operation needs requiring for quick response.

\textsuperscript{168}\ Ibid
\textsuperscript{169}\ Ibid
Another side from military dimension is the increasing of navy demand for joint operation on bilateral level or multilateral. But the differentiation between doctrine and procedure of each navy in the world is little bit harder to do joint operation beside capability and equipment or called as Rules of Engagement (hereinafter, RoE).

To create joint operation between navy on bilateral or multilateral level required a match doctrine and RoE.

### III.3.5 Dimension of Physical.

The understanding of physical environment is important for Indonesian Navy where operations duty will take place. The understanding of physical environment consists of: geographical conditions, oceanography hydro and meteorology.

![Operation Area of Maritime Power](image)

*Figure 22: Three types of Operation Area of Maritime Power.*

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171 Ibid

172 Ibid
Operation area of maritime power started from deep sea in the free sea or blue waters, continue to shallow water or Green Waters and ends at beach, estuaries and rivers or Brown Waters. The important thing is the land position bordered to the sea, which is the maritime funnel.  

The strategic funnel is the entrance of a maritime territory owned by several littoral states such as the Strait of Malacca which owned by Indonesia, Malaysia and Singapore, another is the strategic funnel in Natuna/South China Sea which owned by Indonesia, Malaysia, Thailand, Vietnam, Philippine and China.

If there is a threat in the strategic funnel the littoral states surrounding this area will work together to counter this threat. Joint cooperation will be easily implemented and accepted by littoral countries.

Physical dimension of Indonesian waters clearly illustrated by existence of the Archipelagic Sea Lanes of Indonesia (hereinafter, ASLI) from ASLI I, ASLI II and ASLI III. Every place has a different characteristic included the frequency of national or international shipping traffic, geographical and natural resources.

Five dimensions of maritime military strategy of Indonesia will standard of Indonesian navy to running their tactics and mission.

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174 Ibid
175 Ibid
176 Ibid
III.4 The Function and The Role of Indonesian Navy

III.4.1 The Function of Indonesian Navy

Indonesian Navy have two main function with integrated with each other, the function of Indonesian Navy consist of: 177

1. The Sea Control

The purpose of the sea control is to ensure national interest of Indonesia at the sea, able to optimally maintain the potential of natural resources and have a capability to counter threat from any nation or non-states actor. 179

2. The Projection of Power

The projection of power is part of the sea control have meaning that the use of ships and marine forces to ensure control and security in marine areas or other important areas. 180

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178 Ibid
179 Ibid
180 Ibid
III.4.2 The Role of Indonesian Navy

The Role of Indonesian Navy have four main roles that implemented on Indonesian Navy task, four main roles of Indonesian Navy consist of:

1. **Military Role**

   Military role has a function to maintain sovereignty of the state at the sea by state defense and deterrence. Military role also has a function to maintain stability on maritime area and all kind states activity at the sea. Military role also has a purpose to securing and protect shipping line both people and logistics.\(^\text{182}\)

2. **Constabulary Role**

   Constabulary role has a purpose to law enforcement at the sea for securing natural resources, maintain stability at the sea and

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\(^{181}\) Indonesian Navy HQ. (2001). The Function and The Role of Indonesian Navy. In The Doctrine of Indonesian Navy (p. 63).

\(^{182}\) Ibid
supporting national development. Constabulary role is implemented in all marine waters of national jurisdiction for the purpose to maintain stability at the sea. The implementation of law enforcement do by independent or combined with other marine power.\textsuperscript{183}

The implementation of constabulary role by maintaining the maritime security by held an operation on strategic area for anticipated violation of law and crime at sea.\textsuperscript{184}

Constabulary role also has a purpose to maintain the security of international shipping line to supporting United Nations (hereinafter, UN) convention regarding international sea law on national jurisdiction.\textsuperscript{185}

3. Diplomacy Role

Diplomacy role has a function to supporting foreign policy of state and also to show up the military power to another state.\textsuperscript{186}

4. Others Role

Indonesian Navy also has a role as Military Operations Other Than War (hereinafter, MOOTW) means the used of Indonesian Navy for search and rescue, natural disaster response, peace keeping and aid operation.\textsuperscript{187}

\textsuperscript{183} Indonesian Navy HQ. (2001). The Function and The Role of Indonesian Navy. In The Doctrine of Indonesian Navy (p. 63).
\textsuperscript{184} Ibid
\textsuperscript{185} Ibid
\textsuperscript{186} Ibid
\textsuperscript{187} Ibid
III.5 Indonesian Navy Task Force: Western Fleet Quick Response (WFQR)

III.5.1 Overview of WFQR

Western Fleet Quick Response is Command, control, communications, computers, intelligence, surveillance, and reconnaissance (hereinafter, C4ISR) is a system on rapid operations. WFQR is a special unit under the Command of the Western Fleet of Indonesia (Koarmabar) which has a function to fight criminal acts and violations of law.\(^{188}\)

During operation, WFQR mobilization focusing on limited area or islet for their maritime security operation. During Mobilization WFQR have supported by maneuver units of the Command of the Western Fleet of Indonesia such as The Western Fleet’s Maritime Security Task Force (Gugus Keamanan Laut Armada Barat), The Western Fleet’s Sea Battle Task Force (Gugus Tempur Laut Armada Barat), and regional maritime stakeholders.\(^{189}\)


The Idea to create come up because the position of Indonesia as littoral states in the Strait of Malacca have responsibility to securing and maintain stability in The Strait of Malacca based on UNCLOS 1982. The background to establish quick response team because the bad publication by several international institution regarding the condition of the Strait of Malacca.\textsuperscript{191}

The impact from bad publication regarding condition in the Strait of Malacca is the increasing of premium insurance for ship and make a fear condition for ship which want cross through the Strait of Malacca.\textsuperscript{192}

Looked back on the Figure 1.3: The Road to WFQR, the reason of the Command of Western Fleet of Indonesia to created WFQR beside


\textsuperscript{191} Ibid

\textsuperscript{192} Ibid
the responsibility of littoral states to providing safety of navigation for all actors that using this sea route based on UNCLOS 1982 and also to prove the real security condition in the Strait of Malacca before the establishment of WFQR in the Strait of Malacca, the Strait of Malacca labelled as the most dangerous waters in the world based on several international maritime institution.\textsuperscript{193}

One of major concern of littoral states surrounding the Strait of Malacca beside the security stability is the bad publications of piracy and armed robbery report. The effect from bad publication are the increased of premium insurance and the intervention of user states.\textsuperscript{194}

![The Effect of Bad Publication](image)

*Figure 26: The Effect of Bad Publication Regarding Piracy and Armed Robbery. 195*

The bad publication in the Strait of Malacca utilized by several actor to take advantages such as:

1. **The Increased Premium Insurance**

   Lloyd’s Market Association, one of British insurance in London classified the ship which cross in the Strait of Malacca

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\textsuperscript{194} Western Fleet Information Center of the Republic of Indonesia. (2017).
\textsuperscript{195} Ibid
as operating in the war zone are this classification same like Iraq and another region which still on wartime.\textsuperscript{196}

![Lloyd's Market Association Premium Cost Diagram]

\textit{Figure 27: The Cost of Premium Insurance Based on Types of Ship.}\textsuperscript{197}

The classification the Straits of Malacca as operating in the war zone, for shipping company which want secure during passed this strait many of them using private maritime security companies to anticipated the worst condition during passed this strait.\textsuperscript{198}

According to Lloyd’s Market Association (hereinafter, LMA). Shipping company need to spend the cost for private security during passed through the Strait of Malacca based on the type of ships such as:

\begin{enumerate}
\item \textbf{Small Container}
\end{enumerate}

Small container measured by the size of the ship. For small container with the size 1.100 Twenty-foot Equivalent Unit (hereinafter, TEU) will be charge up to US$ 12.500. This cost is different with the cost to

\begin{itemize}
\item[\textsuperscript{196}] Asian Development Bank from http://development.asia/issue03/cover-05.asp
\item[\textsuperscript{197}] Ibid
passed through the Strait of Malacca. The additional cost will be charge up to US$ 2.500 per each ship.199

b. Super Tanker

For type of Super tanker, the cost for using private maritime security compani will be charge up to US$ 63.000 and additional cost for crossing the Straits of Malacca will be charge up to US$ 12.500.200

However both Indonesia and Malaysia create a strong response regarding escort by private maritime security companies in the Strait of Malacca. Both countries declared for private maritime security companies to not provide armed escrot during operated in the Strait of Malacca.201

2. The Intervention of Users States

Many users states in the Strait of Malacca argue that littoral states surrounding the Strait of Malacca can not maintain the security and combating piracy and armed robbery in this strait.202

The user states in the Strait of Malacca consist of United States of America, People Republic of China To addressing this issue user states propose joint operations to combating piracy and

199 Lloyd’s Market Association  From http://www.lmalloyds.com
200 Ibid
armed robbery in the Strait of Malacca between littoral states and user states.\textsuperscript{203}

Based on that, the user states not trust with littoral states surrounding the Strait of Malacca because the high numbers of piracy and armed robbery attack in this strait based on the report from several international institutions.\textsuperscript{204}

But the idea from user states rejected by littoral states in the Strait of Malacca, littoral states accept regional cooperation between all states surrounding the Strait of Malacca such as Indonesia, Malaysia, and Singapore.\textsuperscript{205}

Especially for Indonesia as dominant states in this place, Indonesia argue that the involved or intervention of user state in the Strait of Malacca will decrease the sovereignty of littoral states, because the assumption of user states with the lack capability of littoral states to maintain security stability in the Strait of Malacca.\textsuperscript{206}

The effect from the bad publication in the Strait of Malacca become the reason for Indonesian authority to increasing the capability and prove evidence to the international public about the real condition in The Strait of Malacca.\textsuperscript{207}

WFQR created by Western Fleet’s Commander at the time Rear Admiral Achmad Taufiqoerrochman in 2015. At the time Western Fleet command not really sure with the report IMB, many issues regarding piracy and armed robbery

\begin{thebibliography}{99}
\bibitem{204} Ibid
\bibitem{207} Ibid
\end{thebibliography}
attack in the Strait of Malacca occur in certain place but during that time Indonesian Battleship not received the information of attack even though the position of Indonesia Battleship is very close with the attack position.\textsuperscript{208}

Based on the condition Western Fleet of Indonesia not really sure with the report issued by several international institution. With referring on Indonesian dimension of physical on Indonesia Maritime Military Strategy, Geographical condition on the Strait of Malacca more dominated by narrow and shallow waters area.\textsuperscript{209} If Indonesian Navy depends on command units of The Western Fleet Operations, Indonesian Navy will always be late to crack down the marine criminals, which in this case, piracy and armed robbery, because the movement of navy’s unit is not fast enough than marine criminals.\textsuperscript{210} The result from this situation is Indonesian Navy through Western Fleet Command established additional quick response unit with 24 hour mobilization called as WFQR.\textsuperscript{211}


\textsuperscript{209} Ibid


\textsuperscript{211} Ibid
Based on WFQR organization chart, WFQR unit divided into five units to covering all western waters of Indonesia. In this thesis the author will focusing on WFQR operations in the Strait of Malacca. WFQR I and IV is the WFQR units which have responsibility to securing the Strait of Malacca waters from any criminal attack such as piracy and armed robbery.\textsuperscript{213}


WFQR IV is the most active WFQR’s unit than the other, this happens because the condition in the Strait of Malacca at WFQR IV operation have the highest traffic of shipping line. This condition should be balance with the capability of WFQR unit to response any kind of attack.\textsuperscript{215}


WFQR supporting technology in WFQR I and IV have similar units consist of:

1. **Patrol Boat**

   ![Patrol Boat](image1)

   *Figure 30: Patrol Boat of Western Fleet of Indonesia consist of KRI Clurit dan KRI Kujang.*

2. **Sea Rider**

   ![Sea Rider](image2)

   *Figure 31: Sea Rider of Western Fleet of Indonesia with maximal speed up to 25 knots.*

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3. **Assault Helicopter**

![Figure 32: Assault Helicopter of Western Fleet of Indonesia To Supporting Additional Shot if needed.](image)

4. **Utility Helicopter**

![Figure 33: Utility Helicopter of Western Fleet of Indonesia To Supporting Personnel.](image)

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5. Fixed Wing A/C

![Fixed Wing A/C of Western Fleet of Indonesia](image)

*Figure 34: Fixed Wing A/C of Western Fleet of Indonesia To Reconnaissance.*

All kind of technology has a highspeed mobility to supporting WFQR task as a quick response unit at sea and air. In term of supporting of WFQR’s operations, WFQR have supporting personnel such as:

1. Corps of Marine
2. Command of Frogmen (*Kopaska*)

Both personnel have a capability to counter on board attack by close or distant combat.

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CHAPTER IV

THE IMPLEMENTATION OF INDONESIAN MARITIME MILITARY STRATEGY BY INDONESIAN NAVY IN THE STRAITS OF MALACCA

IV.1 The Implementation of Indonesian Maritime Military Strategy in the Straits of Malacca by Indonesian Navy

Decision making process on defense and security of Indonesia especially from Indonesian Navy started with national interest of Indonesia and followed by Indonesian Maritime Military Strategy. 222

Indonesian Maritime Military Strategy become the standard for Indonesian Navy to implementation the tactics in the field. One of the the action of Indonesia Navy is the establishment of one task force group focusing on limited/islet maritime security operations such as combating piracy and armed robbery called as Western Fleet Quick Response. 223

WFQR is a tool from Indonesian Navy to implemented Indonesian Maritime Military Strategy in the Strait of Malacca. The author will explain the implementation of Indonesian Maritime Strategy in the Strait of Malacca by Indonesian Navy.

Indonesian Maritime Military Strategy has five dimensions consist of: Economy, Politics, Law, Military and Physical. The establishment of WFQR in the Strait of Malacca has fulfil five dimension of Indonesia Maritime Military Strategy, started from: 224

223 Western Fleet Information Center of the Republic of Indonesia (2017).
1. Dimension of Economy
The establishment of WFQR is to support dimension of economy in the Western part of Indonesian Waters especially in the Strait of Malacca. The Strait of Malacca is important to littoral states and user states. The Strait of Malacca is a vital Sea Lanes of Communications (hereinafter, SLOC) and Sea Lanes of Trade (hereinafter, SLOT) for international trade.\(^{225}\) There are several existing criminal crimes such as piracy and armed robbery in the Strait of Malacca which can be a threat not only for national interest of Indonesia but also for international trade and WFQR is one of a tool to solve these issues.\(^ {226}\)

2. Dimension of Politics
Littoral states especially for third world countries like Indonesia which have international route such as the Straits of Malacca, there are the rights of other states which protected by international convention. The capability of Littoral States is very important to maintain stability and anticipated the intervention of super power countries in this strait.\(^ {227}\)

3. Dimension of Law
According to UNCLOS 1982 Indonesian as littoral state surrounding the Strait of Malacca have responsibility to maintain security stability and provide secure shipping line for user states.\(^ {228}\) The main role of Indonesian Navy included constabulary role with the purpose to law enforcement at the sea. Law enforcement at the sea more focusing some issues such as fisheries, illegal drugs dealer and criminal issues.\(^ {229}\)

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\(^{227}\) Ibid


WFQR is a tool from Indonesian Navy with the function as rapid maritime operations to anticipate Malacca Straits Maritime Security Threat such as piracy and armed robbery (criminal issues). By implemented WFQR, Indonesian Navy have increase their capability to running their responsibility based on UNCLOS 1982.230

4. Dimension of Military

The dimension of Military is a core from Indonesia Maritime Military Strategy. The modern battleship always integrated by weapon platform and the others under the command of task group. The small ship which not modern on the technology side such as speed boat can be reliable for operation needs required for quick response. Another side from military dimension is the increasing of navy demand for joint operation on bilateral level or multilateral.231

During the operation in the field, WFQR also work together with regional stakeholders from Malaysia and Singapore. Regional stakeholders only limited on intelligence sharing for executive will do by WFQR units consist of Marine Battalion and special force team (Frogmen). WFQR units using speed boat or sea rider to support their intercept action toward piracy and armed robbery attack.232

5. Dimension of Physics

The condition in the Strait of Malacca dominant by narrow and shallow water increased awareness for the super tanker or medium size ship

during crossing the Strait of Malacca.\textsuperscript{233} This condition utilizes by piracy and armed robbery actors do their illegal action.\textsuperscript{234} WFQR unit understand the condition of the Strait of Malacca. Dimension of Physics linked with the dimension of military. To supported rapid maritime operation of WFQR in the Strait of Malacca, WFQR unit rely on sea rider during intercept action.\textsuperscript{235}

\textbf{IV.2 Standard Operation Procedure of WFQR}

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{architecture.png}
\caption{Architecture of Standard Operating of WFQR.\textsuperscript{236}}
\end{figure}

\textsuperscript{233} World Oil Transit Chokepoints (2014) Retrieved from https://www.eia.gov/beta/international/regionstopics.cfm?RegionTopicI=WOTC


\textsuperscript{236} Western Pacific Naval Symposium
WFQR’s standard operating procedure is 24 hours mobilization units of WFQR to maintain security and create a quick response toward criminal crime or violation of law at the sea.

Standard operations procedure WFQR not only on national stakeholder but also included regional stakeholders of littoral states such as from Malaysia and Singapore, WFQR coordinated with Malaysia Maritime Enforcement Agency (hereinafter, MMEA), Royal Malaysian Navy (hereinafter, RMN). From Singapore WFQR coordinated with Maritime Security Task Force of Singapore (hereinafter, MSTF), Indonesian Liaison Officers (hereinafter, ILO) and Information Fusion Centre (hereinafter, IFC).237

WFQR also working with national stakeholders such as: Maritime Security Board (Badan Keamanan Laut), Water Police (Polair), Ministry of Marine and Fisheries, and Customs.238

Working with national and international stakeholder only limited on intelligence information sharing and for the response will be done by WFQR units.239

During the operations if there are incidents happens WFQR units can give the response directly or through several steps:

1. Direct Response
   Every single time in 24 hour, patrol boat need to mobilization every units in WFQR in the assigned duty area. If during patrol duty WFQR’s unit found incident or suspicious condition, at

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238 Ibid

239 Ibid
that time, commander of the patrol boat can give the response or action directly with coordination with another levels.\textsuperscript{240}

2. The Steps to Response Toward Incidents

This is the common condition during WFQR operation. If happened in WFQR the steps of WFQR’s units to response the condition started from Intelligence Analysis. Intelligence analysis started from if there are finding or reports of piracy, armed robbery and ny violation of law in operations area. The reports may come from neighboring countries or other maritime agencies including fishermen and sailing vessels. After get the report intelligence unit and detachment will analyzed the condition, if the incidents is piracy and armed robbery, intelligence will analyzed the geographical condition surrounding area and will make a prediction where the hijacked ship will be taken away.\textsuperscript{241}

After intelligence estimates have been set, the information will forward to maneuver unit by the closest WFQR units. Maneuver units will support by all component of WFQR units such as ships, fixed wing A/C, patrol boat and marine battalion.\textsuperscript{242}

Both intelligence and maneuver unit will persistent synergized coordination every single time. This situation needed because the information analyzed by intelligence unit

\begin{flushleft}
\textsuperscript{240} Western Fleet Information Center of the Republic of Indonesia. (2017).\
\textsuperscript{241} Ibid
\textsuperscript{242} Ibid
\end{flushleft}
and detachment and the action will be done by maneuver units of WFQR.  

IV.3 Illustrated Concept of WFQR Operations in The Strait of Malacca

This section will translate the standard operation procedure of WFQR to the national and regional cooperation. This section will elaborate the connection between national and regional stakeholder for securing the Strait of Malacca from criminal actions such as piracy and armed robbery.

![Illustrated Concept of WFQR Operations in The Strait of Malacca](image)

*Figure 36: National and Regional Cooperation Concept of WFQR in the Strait of Malacca and Singapore.  

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244 Ibid
To combating piracy and armed robbery in the Strait of Malacca, Indonesia can not do it alone, cooperation between littoral states surrounding the Strait of Malacca very needed to solve these issues.\textsuperscript{245}

\textbf{Figure 37: WFQR Regional Cooperation Between Stakeholders From Malaysia and Singapore.} \textsuperscript{246}

During on board, WFQR not only coordinate with national stakeholder but also coordinate with regional stakeholder in the Strait of Malacca. WFQR working together with neighboring countries institution such as Malaysia and

\begin{flushleft}
\url{http://www.wpns-ws-chile2017.cl/sym/6.d.%20IDN_PAP%20WPNS%20ASINTEL%20KMS%200704.pdf}

\textsuperscript{245} Western Fleet Information Center of the Republic of Indonesia. (2017).
\url{http://www.wpns-ws-chile2017.cl/sym/6.d.%20IDN_PAP%20WPNS%20ASINTEL%20KMS%200704.pdf}

\textsuperscript{246} Ibid
\end{flushleft}
Singapore. From Malaysia WFQR working with Malaysia Maritime Enforcement Agency (hereinafter, MMEA) and Royal Malaysian Navy (hereinafter, RMN).247

From Singapore side, WFQR work together with Maritime Security Task Force of Singapore (hereinafter, MSTF), Indonesian Liaison Officers (hereinafter, ILO) and Information Fusion Centre (hereinafter, IFC).248 Working with another countries institution only limited on intelligence sharing about piracy and armed robbery attack.249

Figure 38: WFQR National Cooperation Between Indonesian Stakeholders.250

248 Ibid
249 Ibid
250 Ibid
During operation in the Strait of Malacca, WFQR also working together with several national institution such as:\textsuperscript{251}

1. Ministry of Marine Affairs & Fisheries
2. Customs
3. Indonesian Coast Guard
4. The Water Police

Same with regional cooperation with stakeholders another neighboring littoral state, this cooperation only intelligence sharing between institution. For intercept and execute, it will be done by WFQR maneuver units.\textsuperscript{252}

Illustrated WFQR’s operation in the Strait of Malacca started from stand by force all unit of WFQR started from WFQR 1, WFQR 2, WFQR 3, WFQR 4, WFQR 5, and WFQR 7. All unit stand by 24 hours every single day supervise all western part of Indonesia waters.\textsuperscript{253}

WFQR’s operation in the Strait of Malacca continue to update intelligence information by coordination with Indonesian coast guard’s elements such as Coastal Surveillance System (\textit{hereinafter}, CSS). CSS is a system to give a real time the condition of shipping traffic in the Strait of Malacca, in western part of Indonesian waters WFQR coordinate with several CSS consist of:\textsuperscript{254}

1. CSS Sengkuang
2. CSS Muntai
3. CSS Sinaboi

Beside CSS, WFQR also coordinate with Rescue Coordinate Center (\textit{hereinafter}, RCC). RCC is a system to identify all ship during sail in the territory

\textsuperscript{251} Western Fleet Information Center of the Republic of Indonesia. (2017).\url{http://www.wpns-ws-chile2017.cl/sym/6.d.%20IDN_PAP%20WPNS%20ASINTEL%20KMS%200704.pdf}
\textsuperscript{252} Ibid
\textsuperscript{253} Ibid
\textsuperscript{254} Ibid
of Indonesian waters. This system will identify all ship by radars. Every ships have Automatic Identification System (hereinafter, AIS), this tool has a function to distribution all information about the ship to Indonesian authorities. Every ship will emit their AIS and then State authorities can accept all real time information. By using AIS, Indonesian authority can accept the updated information of ship such as name of ship, country of origin and owner. AIS also can record the ship activity such as: revolve on the same place, the ship leaned in a long time, the speed of ships under 10 knots and the ship which turn off their AIS. All type of activity is suspicious activities and Indonesia authority need to an action.255

The illustrated concept of WFQR in the Strait of Malacca usually started from intelligence sharing between Indonesian stakeholders. WFQR will get the information from CSS or RCC Batam regarding the condition of shipping traffic in the Strait of Malacca, in case any incident in the Strait of Malacca RCC, CSS, WFQR and regional stakeholder will stand by and updated the real time information.256 After get the information from all stakeholder WFQR will analyzed intelligence prediction regarding this cases and the output from this analysis are intercept or inspection actions by maneuver units of WFQR such as:257

1. Sea Rider
2. Patrol Boat
3. Fixed wing A/C
4. Marine Battalion


256 Ibid

IV.4 The Case Study of Intercept Act Bulk Carrier MV Merlin (22 Oct 2015)

The authors choose the case of intercept bulk carrier MV Merlin with the reason, this case explain to us, the implementation of SOP of WFQR by involved regional stakeholder from Singapore and national stakeholder of Indonesia such as Indonesian Coast Guard. WFQR also success to solved this problem and give back the stolen things under 24 hours.²⁵⁸


²⁵⁹ Ibid
Chronology incident of bulk carrier Merlin (hereinafter, MV Merlin) from Marshall Island started from the crew of MV Merlin sailing in the Outer Port Limited (hereinafter, OPL) or border between Indonesia waters and Singapore waters.²⁶⁰

Figure 40: Bulk Carrier MV Merlin from Marshall Island.²⁶¹

During sailing, MV Merlin’s crew found five strangers with armed in engine room. The robbers brought two machetes and threatening the ship’s crew and the crew was bound by robbers. In 05.00 am the robbers get out form the ship and bring some ship spare parts. The robbers steal some ship spare parts

such as pressure gauge, ring piston, oil ring piston, thrust metal assy, thermometer, metal crack pin, and etc. the robbers run away to the Parit Island. After this moment another MV Merlin crew turn on ship alarm to confirm that there was an attack on all MV Merlin.²⁶²

Figure 41: The Coordinate of MV Merlin During Armed Robbery Attack.²⁶³

²⁶³ Ibid
On 05.31 am, Indonesian Liaison Office (hereinafter, ILO) Singapore received information from MSTF about armed robbery attack at coordinate of 01° 06.5′U – 103° 32.0′T. 264

On 05.40, Command and Control Centers (Pusat Komando dan Pengendali) Indonesian Navy received the information from ME3 Keith of MSTF or Singapore authority about armed robbery attack in coordinate of 01° 06.5′U – 103° 32.0′T near at East Karimun Waters, Riau Island (west OPL on the border of Indonesia and Singapore). After received the information from neighboring stakeholder, WFQR IV do intelligent analysis and prediction.265

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264 Supreme Court of Indonesia. (2016). The decision of the Supreme Court of Indonesia (50). Retrieved from Supreme Court of Indonesia website: http://putusan.mahkamahagung.go.id/putusan/downloadpdf/4506d12b0e418e8e0744035b88fc5fba/pdf

265 Supreme Court of Indonesia. (2016). The decision of the Supreme Court of Indonesia (50).


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Figure 42: KRI Beladau 643 Type of Missile Fast Boat. 266
On 05.45, Command and Control Centers of Indonesian Navy forward the information to the nearest Indonesia Warship (hereinafter, KRI). KRI Beladau 643 is the nearest KRI to catch up MV Merlin coordinate. The information from Command and Control Centers forward by radio contact channel 16 move to channel 09 as Head of Operational Department of KRI Beladau 643 to do investigation to MV Merlin.\(^{267}\)

On 05.58 Command and Control Centers of Indonesian Navy try to contact MV Merlin but not connected. On 06.38 KRI Beladau has arrived on the right side hull of MV Merlin and forward the information about perpetrators and the information from MV Merlin regarding some missing spare parts.

![Figure 43: VBSS Team of WFQR Consist of Marine and Frogmen.\(^{268}\)](image)

On 06.59, Command and Control Centers give instruction to KRI Beladau to send the last information about MV Merlin. On 07.40, Visit Board Search and

\(^{267}\) Supreme Court of Indonesia. (2016). The decision of the Supreme Court of Indonesia (50).
Seizure (hereinafter, VBSS) team of KRI Beladau 643 to investigate MV Merlin. After collect all data from MV Merlin.269

In the other place after got the information, WFQR IV team move towards the Parit Island, every single boat investigate by WFQR IV and then WFQR IV team turn off the machine and floating at sea. A few moments later there is a boat that goes to the Parit Island, WFQR IV team followed the perpetrators boat and taking action of arrest. WFQR success arrest the perpetrators and found the stolen spare parts. On 09.49 MV Merlin is safe and can continue the cruise to Singapore.270 The author take the cases of MV Merlin because this is one of the successful WFQR operation in the Strait of Malacca.

IV.5 The Condition of Piracy and Armed Robbery in The Strait of Malacca Since WFQR Units Established by Indonesian Navy

The output from the implementation of WFQR by Indonesian Navy is to add the capability of Indonesian Navy to securing the Straits of Malacca. before the establishment of WFQR Indonesian Navy also has joint on trilateral joint patrol in the Strait of Malacca called Malacca Straits Patrol with three littoral states in the Strait of Malacca such as Indonesia, Malaysia and Singapore.271

WFQR establish since lately 2014. After the establishment of WFQR, started from January 2015 until December 2015 the number incident of piracy and armed robbery significantly decrease than previous year based on Indonesian Navy.272

269 Supreme Court of Indonesia. (2016). The decision of the Supreme Court of Indonesia (50).
270 Ibid
272 Ibid
In 2014 the report regarding piracy and armed robbery attack coming from Indonesian Navy that there are 50 incident piracy and armed robbery in the Strait of Malacca. Indonesian authority not really sure with the report from several international institution because Indonesian navy argue that the report made only for the interest of several group to create instability of security in the Strait of Malacca.\textsuperscript{273}

Based on Indonesian Navy, in 2015 the establishment of WFQR the number of piracy and armed robbery attack in the Strait of Malacca significantly decrease only eight incidents. According to Commander of Western Fleet of Indonesia, the incident of piracy and armed robbery still exist but the number of incidents not more than 10 incidents per year.\textsuperscript{274} According the author the

\begin{figure}[h]
\centering
\includegraphics[width=\textwidth]{figure44.png}
\caption{The Incident of Piracy and Armed Robbery in the Strait of Malacca since 2014-2015.} \textsuperscript{273}
\end{figure}

\textsuperscript{274} Ibid
\textsuperscript{275} Ibid
decreasing number of maritime piracy and armed robbery in the Strait of Malacca not only because the implementation of WFQR by Indonesian Navy. Indonesia has several national stakeholders which involved in this field such as Ministry of Fisheries, Customs, Water police and Indonesian Coast Guard. The coordination between national institution in Indonesia is contributed on decreasing the number of maritime piracy and armed robbery in Indonesia especially in the Straits of Malacca.\textsuperscript{276}

\begin{table}[h]
\centering
\begin{tabular}{|c|c|c|c|c|c|}
\hline
\textbf{Location} & \textbf{2013} & \textbf{2014} & \textbf{2015} & \textbf{2016} & \textbf{2017} \\
\hline
S E ASIA & Indonesia & 106 & 100 & 108 & 49 & 43 \\
\hline
 & Malacca Straits & 1 & 1 & 5 & & \\
\hline
\end{tabular}
\caption{The Piracy and Armed Robbery incidents report in the Strait of Malacca during 2017 issued by IMB.\textsuperscript{277}}
\end{table}

According to International Maritime Bureau (hereinafter, IMB), the number of piracy constantly on low number, such as in 2015 the number of piracy and armed robbery only five incidents and in 2016 and 2017 is zero incident.\textsuperscript{278}

In the figure 45, Western Fleet Quick Response provide their own data regarding the maritime piracy and armed robbery in the Straits of Malacca in 2014 and 2015. There are significantly different data between the data from Indonesian Navy and the data from IMB. Before the establishment of WFQR, Indonesian Navy argue that the report from IMB have been marked up to interest of several group but if we look on the data from IMB figure 46 in 2014 and 2015, IMB stated that on one incident in 2014 and five incidents in 2015.\textsuperscript{279} Compare with the data from Indonesian Navy there are 50 incidents in 2014 and eight

\textsuperscript{278} Ibid
\textsuperscript{279} Ibid
incidents in 2015.\textsuperscript{280} The data from Indonesian Navy higher than the data from IMB.

The author argue that the decreasing number of piracy and armed robbery in the Strait of Malacca not only because the single role of WFQR but also the commitment of littoral states to developing their capability and joint patrol to combating piracy and armed robbery cases in this strait. To combating piracy and armed robbery Indonesian Navy can not work individually, Indonesian Navy need coordinate with another regional and national stakeholder in terms of intelligence sharing to set up execution for maintain security stability in the Strait of Malacca.\textsuperscript{281}

CHAPTER V

CONCLUSION

The Strategic position of the Strait of Malacca is very important not only for littoral states such as Indonesian, Malaysia and Singapore but also for user states surrounding this strait. The Strait of Malacca is the end of the Southern part of South China Sea which labeled as the third Golden Waterways in the world because it connects Pacific Ocean and Indian Ocean.

As the largest archipelago in the world, the development of Indonesia National Defense at Sea connected with the UNCLOS 1982 to provide free space and security for all user or marine services. The increasing traffic in the Strait of Malacca bring challenges for littoral states surrounding this strait. Piracy and armed robbery cases become one of major concern of three littoral states surrounding the Strait of Malacca. Piracy and armed robbery cases on the Strait of Malacca become dangerous situation for ship crew and sailor.

The Second pillar of Global Maritime Fulcrum (hereinafter, GMF) mentions that defense and security become the concern of Jokowi’s administration to achieve GMF in the future, and in this case, Indonesian military development through Indonesian Navy and coast guard to take responsibility to run the second pillar of GMF.

Indonesian Maritime Military Strategy become the standard for Indonesian Navy to implementation the tactics in the field. The Command of Western Fleet of Indonesia (Koarmabar) have one task force group focusing on limited/islet maritime security operations such as combating piracy and armed robbery.

The Strait of Malacca located on Western Part of Indonesian water is under the Command of Western Fleet of Indonesia. The labelled the Straits of Malacca as the dangerous water in the world based on perspective of Indonesian Navy because the effect from negative publication about piracy and armed robbery in the Strait of Malacca from several international institution. Indonesian Navy not really sure with the number of piracy and armed robbery attack in the Strait of Malacca especially report from International Maritime Bureau (hereinafter, IMB). But the report from IMB stated the lower number than the report from Indonesian Navy.

The Command of Western Fleet of Indonesina establish rapid operation unit called Western Fleet Quick Response (hereinafter, WFQR). WFQR is quick response team operated on limited or islet operations area. WFQR is a tool of Indonesian Navy to implemented Indonesian Maritime Military Strategy to combating maritime piracy and armed robbery in the Straits of Malacca.

WFQR operation in the Strait of Malacca involved regional and national stakeholders from Malaysia and Singapore. Regional and national stakeholders only limited on intelligence sharing and information. For the execution will done with WFQR operations unit consist of Marine Battalion and Special command of frogmen.

The establishment of Malacca Straits Patrol (hereinafter, MSP) allow another littoral states from others country can enter to another state sovereignty if they intercept the maritime piracy and armed robbery attack but for WFQR only limited on Indonesian territory, WFQR can not enter to another states territory during their operation.

The decreasing number of maritime piracy and armed robbery in the Straits of Malacca not only because the single role of Indonesian Navy and WFQR. Indonesian
has several institutions focusing to protect and maintain Indonesian water. Also the decreasing of the number of maritime piracy and armed robbery in the Straits of Malacca because the joint patrol between littoral states in the Straits of Malacca by Indonesian, Malaysia and Singapore.
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