Counter maritime terrorism: Multitrack diplomacy

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Abstract

Aim: This research aims to discuss the maritime terrorism problem, which researchers see as a national security and sovereignty risk. Terrorist acts committed by maritime groups are a real danger that can jeopardize a country's safety and independence without its citizens' knowledge.
Method: Researchers in this study employed qualitative and case study research strategies. Qualitative research is a method that gathers information about a topic through in-depth interviews, focus groups, and documenting people's actions and words. In contrast to quantitative research methods, which emphasize the sample size of the studied population, case study research seeks to gain a deeper comprehension of the issue at hand.
Findings: According to these research results, the maritime terrorism group is actively plotting and executing terrorist attacks throughout Southeast Asia. Abu Sayyaf, JI, and the MILF (Moro Islamic Liberation Front) are just a few groups that have publicly stated their intention to oppose western rule in the Philippines. To the tune of Brandt, those terrorist groups on the high seas unleash their full arsenals in acts of terror. Terrorists on the high seas didn't act because of any ideological commitment to a specific government or religion, unlike ISIS and Al Qaeda.
Implications/Novel Contribution: Terrorism cannot be eliminated by any one nation acting alone or the government alone. To defeat terrorism entirely, we need additional resources. Terrorists are human, and as such, they make decisions based on trust and reason, which puts innocent people in danger. While the government's approach is undoubtedly required, it has only served to restrain the terrorist uprising. Multiple channels of diplomacy are necessary to eradicate terrorism once and for all.

Keywords: Maritime terrorism, Hijacking, bomb, Multi-track diplomacy, Southeast Asia, ASEAN

INTRODUCTION

"No part of the world or any one country is safe from terrorist attacks." The United Nations (UN) has issued the following definition of terrorism: "Terrorism is commonly understood as a reference to political or ideological aims". The international community has agreed upon a broad definition of terrorism; however, separate declarations, resolutions, and universal sectoral relations define certain acts and essential components. In accordance with this definition, terrorism is a threat that continues to overshadow the sovereignty and security of a country, so many countries are currently preparing and implementing counter-terrorism policies. Every nation's government needs to start working on a strategy to combat terrorist acts because terrorism is an idea that can be traced back to every era. In the wake of the 9/11 attacks on the United States, tensions on the international political and security stages rose to new heights. The United States made these claims against Iraq only a few months after the UN Security Council issued UNSCR 1441, claiming that Iraq was linked to Al Qaeda and had attacked Iraq without authorization from the UN. Even though everyone will eventually learn that the United States attack was not motivated by anything particularly important, this is still a warning that the world is starting to feel the effects of the growth in terrorist activities. All evidence points to Al Qaeda as the mastermind behind the terrorist attacks in New York in 2001. Their views on the Western culture threatening Islam are why they carry out acts of terror in various countries. After the 9/11 World Trade Center (WTC) attacks in 2001, governments in every country increasingly raised their awareness of organized terrorist groups and sacrificed thousands of lives to achieve their desired goals.

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Firstly, the government was aware of this terrorist group via land and air security systems; now, however, the government's attention is shifting to the maritime sector, and this is being realized via a security system on port infrastructure and trade routes that are part of a country's marine territories. The maritime sector is becoming increasingly strategic for a country to achieve its goals and interests, making maritime security an issue of great importance in recent discussions. Thus, the problem of maritime terrorism can be understood as a phenomenon associated with criminal acts, including terrorist activities, that occur in a specific country's sea area. However, the definition of maritime terrorism is still a point of contention amongst various groups. They draw a parallel between piracy and ship piracy in the territorial sea and maritime terrorism. Remember, maritime terrorism isn't just about making money but also advancing political and ideological agendas.

Concern among policymakers about the possibility of future maritime terrorist attacks has grown in the wake of the statement mentioned above. Mass casualties, damaged infrastructure, and a halt to sea-based inter-state trade are real outcomes of some maritime attacks, which significantly impact the state.

The Abu Sayyaf Group (ASG), Palestinian groups, Al Qaeda, the Moro Islamic Liberation Front (MILF), and the Liberation Tigers of Tamil Eelam are just some terrorist organizations with a history of carrying out attacks at sea. The Abu Sayyaf organization is responsible for many terrorist attacks, including those at sea, within Southeast Asian territory. The separatist group Gerakan Aceh Merdeka was responsible for the 2003 piracy on the Singaporean tanker M/V Penrider that was transporting fuel to Penang, Malaysia. This is one of many terrorist acts where GAM carried out a maritime attack within North Malaysian territorial waters. They held the ship's master, chief engineer, and engineer hostage and demanded a ransom of $52,000 to get them back. The Abu Sayyaf group, aided by other terrorist organizations like Jemaah Islamiyah (JI), then bombed Philippine Super Ferry vessels in 2004. Twenty dynamite charges with holes drilled in them were used in the attack. More than a hundred people perished when the bomb ignited a fire that quickly spread throughout the ship. Some call this or similar events "maritime terrorism," and they're right (Brandt & Sandler, 2010).

LITERATURE REVIEW

Theory of Multi-Track Diplomacy

We have previously discussed the motivations, intended victims, and operational strategies of terrorist groups. We must gain insight into this issue. As a starting point, researchers use this data to develop a theory and methodology for addressing the issue of maritime terrorism. Researchers propose finishing the job with soft power, specifically through multi-track diplomatic pathways. Multi-track diplomacy, as defined by Azhar (2015); Diamond and McDonald (1996), is a diplomatic concept that explains how international peace is achieved through a mix of government-led, group-led, and individual-led diplomatic efforts. Using soft power in a coordinated fashion, the primary objective of multi-track diplomacy is to bring about world peace, and peacebuilding (Diamond & McDonald, 1996; Sutiono, 2018).

Diplomacy on multiple tracks builds on the success of Track Two, the conflict resolution paradigm that has dominated the field since the 1990s. The idea of multi-track diplomacy was formulated by establishing a multi-track diplomacy institution in 1992. The formation of the diplomatic multi-track resulted from the country's diplomatic approach to less effective countries. To effectively resolve conflicts, diplomats are increasingly turning to multi-track diplomacy, which allows for more interaction between individuals. The term "multi-track diplomacy" refers to bringing together all levels of mediation, from civilians up to the head of state, in one coordinated effort. This multi-track diplomacy uses all levels of society to determine the needs and facilitate communication between all levels.

This peacebuilding framework in multi-track diplomacy is essential because, in the end, no conflict can be peacefully resolved without negotiation and lobbying. So that it can be more effective in addressing global problems, structural peacebuilding involves more than just government or non-government actors. This means that diplomacy, negotiation, and lobbying between all levels and multi-actors with soft power are just as viable as military defense instruments in the 21st century when building peace and realizing peace. Therefore, employing a foreign policy approach to secure the release of the ship's crews through multi-track diplomacy is considered a prudent and effective diplomatic strategy.

The development of multi-track systems is aided by Diamond and McDonald (1996). They emphasize the interconnectedness of the various tracks. They don't view their relationship as superior to inferior but rather as a closed loop. None of the paths is more vital than the others, and they are all interdependent. Because the different strands are linked, they can pool their resources and strengthen their strategies by working together.
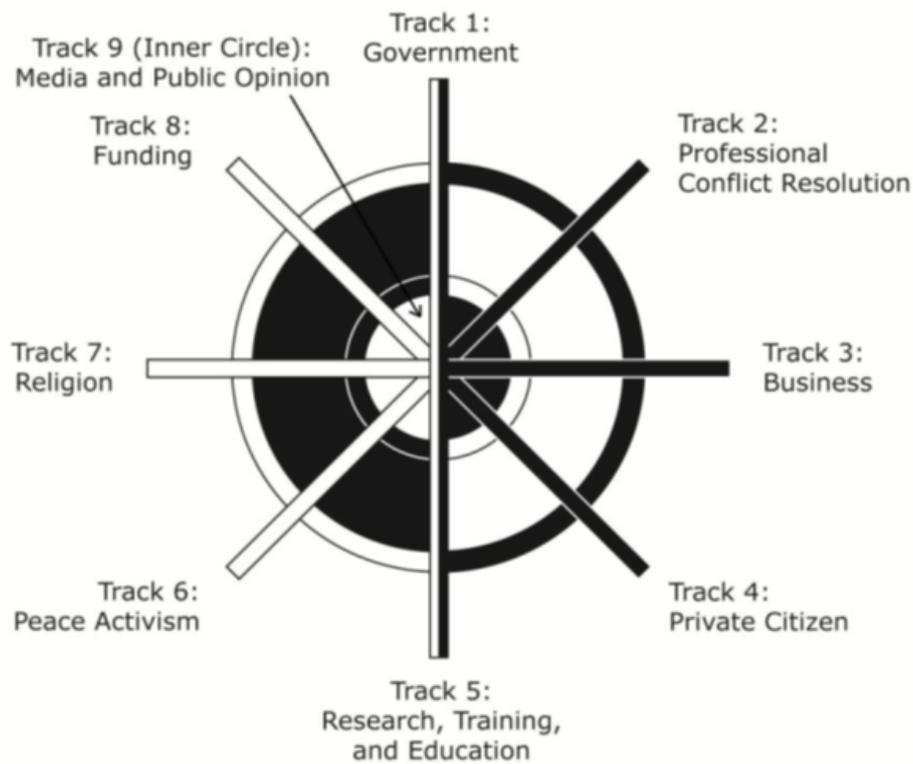

Figure 1. Skema multi-track diplomacy

The term "multi-track diplomacy" refers to a system that includes nine distinct channels of communication, each of which is a distinct combination of different types of diplomatic actors., namely Track One: Government, Track Two: Nongovernmental/Professional, Track Three: Business, Track Four: Private Citizens, Track Five: Research, Training, and Education, Track Six: Activism, Track Seven: Religion, Track Eight: Funding, Track Nine: Communication and Media, making it easy to understand complex systems of peace activities (Diamond & McDonald, 1996; Yilmaz, 2017).

One government diplomacy track, two nongovernmental/professional diplomacy tracks, track four citizens, track five activists, and track seven religions make up the multi-track diplomacy strategy employed in this research.

Government diplomacy aims to prove, manage, and improve the system of international relations, trust, confidence, mediation, crisis intervention, and conflict resolution, even to prevent violence and secure national interests, such as the economy, trade, politics, human rights, science, culture, and academics. This is necessary because modern society, culture, and religious identity groups (Berman, 2011), ethnic group Direct signing, an agreement, or a state visit (Diamond & McDonald, 1996) are all examples of how to track one diplomacy can be put into practice.

Through analysis, prevention, resolution, and accommodation of international conflicts through communication, understanding, and building good relations in dealing with problems, a professional non-government entity can bring peace through conflict resolution in non-government/professional diplomacy. Undoubtedly, the actors here have significant potential to bring about peace. This form of diplomacy has the potential benefit of shedding light on pressing issues and revealing creative solutions that the government may fail (Soy, 1997).

Peacemaking efforts undertaken by ordinary people as part of a concerted effort to promote international understanding and cooperation are examples of citizen diplomacy. Through exchange programs, private voluntary organizations, non-governmental organizations, and various interest groups, citizens often carry out diplomacy along this route (Chalk, 2008).

Inhuman political actions, such as oppression and disturbing peace with justice, are met with activist diplomacy, a mass movement that brings awareness and resistance. Human rights, the environment, social and economic justice, and advocating for special interests concerning specific government policies are all central to this route. Religion-based diplomacy aims to build mutual trust to achieve world peace (Diamond & McDonald, 1996). This route emphasizes nonviolence and the promotion of peace through the work of spiritual and religious communities. Typically, pacifism is what these groups stand for; specifically, the idea of avoiding violence whenever possible (Diamond & McDonald, 1996).

Indonesia has systematically arranged through careful consideration the release of children, not ships, held hostage by the Abu Sayyaf group through government diplomacy, non-government/professional diplomacy, citizen diplomacy, diplomacy activist, and religious diplomacy. From this vantage point, it's clear that multilateral diplomacy (or "soft power") is crucial to the safety of a nation's citizens and national security. Diplomatic efforts on multiple fronts are being pursued as an alternative to top-down policymaking to combat maritime terrorism. According to the study's authors, having terrorist crimes that endanger maritime security in a country is a serious issue that must not be taken lightly. With so many ASEAN countries sharing a coastline, the seas that separate them should be used as a primary weapon in the fight against terrorist acts with maritime objectives.

However, it is important to stress that the government sector is no longer the sole combatant in the war against maritime terrorism. Groups or institutions based on people's power outside of government can be a potent ally in the fight against terrorism. Professionals with expertise in maritime security can be found in various organizations, from government agencies and universities to private businesses and think tanks, all of which have a role to play in shaping public perceptions of maritime terrorism.

METHODOLOGY

Researchers in this study employed a qualitative approach and a case study research strategy. Qualitative research is "a method of gathering information about a topic by observing and interviewing real people and analyzing the results," The data collected in this way can be either written or verbal (Cresswell, 2013). Research based on a case study model places more value on a thorough comprehension of the issue at hand, in contrast to quantitative approaches that place greater value on the sample size taken from the studied population.

Since the research topic, "Counter Maritime Terrorism: Multi-track Diplomacy," corresponds to specific cases and periods, the author decided to employ a case study approach. Actor crimes with global and regional reach will be discussed, as will a specific type of maritime terrorism. Soy (1997) outlined six steps in conducting a case study:

- Formulate research questions.
- Identify cases.
- Plan for data collection and analysis.
- Collect data.
- Evaluate and report findings.

By choosing a case, the researcher narrows down the situation or individual who will be the object of research; in this case, ASEAN is the main object of research.

RESULT AND DISCUSSION

All relevant facts and figures pertaining to maritime terrorism are presented here. Land-to-sea, system, and target of maritime terrorism, container shipping, and ferry shipping are the four main categories we send it to. That can serve as a useful context for thinking about maritime terrorism.

Land to Sea

Researchers feel compelled to reveal the context of the shifting target of terrorists, who have historically focused on land but are now shifting their attention to the sea, even though the facts related to maritime terrorism have shown some evidence. In reality, there is a notable difference between the ability and knowledge of marine-oriented maritime terrorism targets and the target of terrorism on land, as evidenced by the relatively small number of attacks on maritime targets carried out by terrorists. According to the Global Terrorism Database (GTD), only 199 out of 98,000 terrorist attacks in the past 40 years have involved maritime targets. This figure, if present, is only 0.2% of the total.

This makes sense, as terrorists who operate on the water must adapt to conditions unlike those encountered in more maritime attack operations on solid ground. So far, in 2017, there have been around 14 terrorist attacks on ships worldwide. Throughout Philippine waters, the Abu Sayyaf group has carried out six acts of maritime terrorism. On April 18th, 2017, in the seas off of Zamboanga Del Norte, Philippines, the Abu Sayyaf group carried out their most recent attack. The attempted hijacking of the MV Anabelle occurred in the waters off the coast of Siocon, Philippines, in the Zamboanga del Norte Sea. Security personnel arrived on the scene and drove off the attackers, with no reported casualties. While no single group has claimed responsibility, the Abu Sayyaf group is widely believed to have been responsible for this terrorist attack.

This was a failed attack that was widely anticipated. Maritime attacks at sea are considered successful if they cause a noticeable attack. Successful bombings, for instance, resulted in the explosion of explosive devices, which caused property damage and fatalities. In contrast, unsuccessful bombings were either discovered and defused in time or went off prematurely, killing their creators. The success or failure of a given action is evaluated concerning the larger objectives of the participants. Explosions within a structure, for instance, will be considered a successful attack if they result in casualties and draw the attention of the media and the government.

Recent maritime terrorist acts, as documented in Peter Lehr's research, continue to show a conservative bent and a reliance on tried-and-true methods. This is not meant to condone acts of terrorism committed at sea but to highlight that those who commit such acts continue to employ the same strategies, tactics, and skills they did on land when implementing such acts. Terrorists on the high seas need specific skills, expertise, and knowledge to pull off their attacks. Terrorists must be able to do things like buy and sell illegal firearms and drugs, operate boats, and devise strategies. They must also be able to demonstrate connections or networks with parties that share their goals. In terms of expertise, those involved in acts of maritime terrorism need to be well-versed in maritime matters and familiar with the specifics of the vessel they intend to attack, be it a container ship, ferry, or cruise ship. For those involved in maritime terrorism to be competent enough to carry out their attacks. Terrorist groups like Al-Qaeda learned the hard way during their attack on the USS Sullivans in 2000 that failing to account for these details led to a failed attack and wasted resources. Terrorists failed in their attack because the boat they boarded was laden with too many explosives and sank.

It's not just logistics; other issues have left researchers puzzled over why terrorist's targets have shifted from land to water. Successful terrorist attacks always require careful attack and attack. Terrorist groups also have difficulty distributing the necessary supplies due to the long distances they must travel to reach the target ships. The media spotlight comes next. The media tends to pay less attention to maritime acts at sea than those committed on land. This is feasible because the media's focus is limited to landlocked regions. It demonstrates that terrorists need to exist to commit acts of terror. This status is earned if their deeds are reported and shared with the public. However, because maritime terrorism is rarely reported, terrorists can create ideal conditions for every attack they plan.

On the other hand, terrorists who operate at sea have access to novel and exciting opportunities. To begin, terrorist groups at sea that lack the expertise to plan and execute maritime attacks seek assistance from commercial companies that provide training and marine equipment. Second, sea terrorists can potentially exploit other lucrative markets if this attack does not cause widespread destruction. The global nature of the logistics shipping industry by sea encourages investors to take notice of this service business, which generates high economic value circulation of money along the sea route. Terrorist organizations can reap the benefits of each attack here with minimal effort.

The above argument, however, introduces its paradigm into the study of maritime terrorism. There is a thin line between terrorist acts and acts of piracy on the ocean, so many terrorist attacks are initially categorized as piracy. This is evidenced by the fact that sea-level groups commit many acts of piracy in the sea areas of South Asia, Southeast Asia (Berrier, 2017), South America, and the Middle East and that maritime terrorist groups carry out attacks in these areas. Some academics have even looked into the link between maritime terrorist organizations and pirates. Piracy groups use many methods to carry out their activities are also used by maritime terrorist groups, suggesting the possibility of cooperation between the two. Most maritime terrorist groups are unable to meet their own needs, related to tools and competent staff who can be used to carry out their acts of terror, so terrorists who carry out their actions in the sea area often rely on pirate and smuggler equipment to support their sea transportation and logistics.

One such group is the Liberation Tigers of Tamil Eelam (LTTE), a terrorist organization based in Sri Lanka that operates a maritime branch. The LTTE established the Sea Tiger group in 1984 to handle the task of smuggling logistics to the LTTE. Sea tigers have smugglers and pirates in Sri Lanka and Tamil Nadi. Because of their gains, the maritime terrorist group is trying to broaden its support base and hone its strategy for attacking its intended target. A paradigm shift among terrorist organizations led to a change in focus from land to sea as the primary target of their attacks. This paradigm emerged in tandem with the rise of state-led initiatives across the board to safeguard citizen autonomy. The growing logistical requirements of supporting each terrorist attack is another factor contributing to the shift in the mindset of terrorists. To carry out their plans, terrorist organizations require substantial financial support for training and housing. For this reason, they turn to the ocean as a backup plan in case their other plans fall through. Terrorist organizations sometimes resort to facts like ship piracy or robberies of pirate groups to generate additional funding.

System and Target of Maritime Terrorism

On the previous page, I provided a high-level overview of the circumstances surrounding the terrorists' actions and whereabouts in the context of maritime terrorism. This page elaborates on the methodology behind acts of terrorism committed at sea. The maritime terrorism targets are also an interesting topic for discussion (Asal & Hastings, 2015). Attacks by maritime terrorists in the Sulu Sea area will be used to illustrate the nature and scope of this phenomenon. Some acts of maritime terrorism target vessels carrying hydrocarbons, chemicals, and tourists as they pass through international waters. People and all economically valuable infrastructure were also damaged in this attack. Because there is currently no mechanism that can be implemented to claim the loss of such attacks, the parties who feel disadvantaged as a result of the attack feel even more disadvantaged and are forced to bear significant losses on their own. There may be such situations, but they will be expensive and time-consuming to put into action. In contrast, (Greenberg, Chalk, Willis, Khilko, & Ortiz, 2006) does not address the issue of what sort of government responsibility, insurance, or policy victims of maritime terrorist attacks can expect to receive.

Cruise ships, freighters, and passenger ships are all potential targets of maritime terrorism. Different systems and instruments are used by maritime terrorism actors on different ships, meaning that the effects of an attack on the economy, hostages, or rescue efforts will vary depending on which ship was attacked. Examining the vessel type provides a straightforward justification for the statement mentioned above. Attacks on cruise ships, which only serve a select clientele, are more likely to be random acts of violence than attacks on ferries, which carry a wide range of people from different socioeconomic and religious backgrounds. The vast majority are of Jewish or Christian descent, allowing more lethal attacks to be carried out without endangering innocent Muslims.

Terrorist groups' reasons for committing atrocities can be divided into ideological and practical categories. In the context of the two motivations described in the preceding paragraph, there are several things that terrorists can use to launch their terror attacks in the sea area. Terrorist groups' strategic decisions can be better understood when their actors' motivations are considered. It is widely accepted that terrorist acts represent an ideological form of rebellion, with Islam being cited as justification for bombings committed by terrorists abroad.

It is important to note that Al Qaeda is a terrorist organization that always claims to act in Islam's name. By justifying their actions as necessary to attack Islam from Munkar, Al Qaeda came to believe that attacking the United States was morally justifiable. The question is, however, whether or not maritime terrorist groups also act

out of ideological motivations. According to information gathered by scholars, maritime terrorism is not driven by ideological motivations. Terrorist acts are committed in the maritime environment. Possibilities in question include the ability to engage in illegal trade, such as drug smuggling, as well as to connect to and develop organizations, to gain easy access to a country's maritime territory, and to carry out these activities. The most fundamental of these four things is the ability to network with every person and group that can aid them in carrying out terror acts at sea. It is the one that maritime terrorist groups must possess.

The attack from the maritime terrorist group threw a wrench into the workings of government, particularly the economic sphere. Cargo ships and other port industry facilities were easy targets for the terrorists who carried out this maritime attack, and many lives were lost. The current global maritime transportation infrastructure consists of approximately 112 merchant ships, 6,500 seaports with various facilities, and 45,000 sea-based freight forwarding bureaus.

Container Shipping

Next, we'll examine maritime terrorist organizations that employ maritime transport, specifically container shipping, to transport the essentials for waging war, including weapons, bombs, and people they plan to use in terrorist attacks. It's not just speculation that the Abu Sayyaf terrorist group uses the Sulu Sea (a sea borderline between Indonesia and the Philippines) to transport weapons to be used by terrorists in Indonesia (Liow, 2016). This means that every attack of maritime terrorism has repercussions that can be used as lessons for developing each nation's counter-terrorism policy. Several potential maritime attacks on container ships have been proposed. As one possible outcome, container ships in maritime transport could be hijacked and their infrastructure completely destroyed. As a result, the number of crew members killed rose while civilian deaths decreased. The acts of maritime terrorism were deadly and had unintended consequences for the business world. More than tens of millions of dollars were spent compensating victims' families, tens of millions more were spent on ship repairs, hundreds of millions more were lost due to damaged or destroyed cargo, and nearly a billion dollars were lost due to the breakdown of the prearranged buying and selling process in connection with the attacks on container ships. Each container ship company allocates billions of dollars to improve ship safety procedures. The second is the company's investment in insurance, so while there are many obstacles, there are still values that can be taken to overcome this problem.

The second possible scenario involves the transportation of bomb-making materials via container ships. Consistent with these facts, terrorists will resort to bombing detonation to implement terror. It is estimated that hundreds of lives will be lost as a result of this terrorist activity, and that doesn't even account for the financial losses that will be incurred from fixing up buildings and paying out to grieving families. Uncertainty in the market also discourages investors from taking risks.

Ferries Shipping

It's common for people to take ferry boats to get around the area and do things like shopping and sightseeing. Due to their low fares, convenience, and short travel duration, ferries are in high demand among travelers. Because of their familiarity with sea shipping, including between ports and between countries, to river crossings, passengers increasingly favor this mode of transportation. The available ships are extremely spacious and carry hundreds or thousands of passengers. Minivans, minibusses, buses, and expedition trucks, to name a few types of six-wheeled vehicles, can be carried in their hundreds on these ferries.

The number of people taking the ferries across Ulee Lheue - Lamteng (PP) in 2017 has increased from the previous year, as seen in Indonesia's westernmost province, Nanggroe Aceh Darussalam, which shares a border with the State sovereignty of Malaysia. International maritime festival activities on Sabang Island may be one reason for the region's increased ferry ridership (Sabang Sail).

Discussion

Terrorist acts committed by groups operating on the water pose a genuine danger to maritime security and sovereignty. Everything about the ocean is fair game, including maritime infrastructure and long-distance

vessels transporting valuable goods. According to the GTD, there have been 368 terrorist attacks against maritime targets around the world. Approximately 76 acts of maritime terrorism have occurred in the sea area surrounding Southeast Asia. Several tactics, including hijacking, bombing/explosion, armed assault, hostage-taking, and facilities/infrastructures, are used to carry out this action.
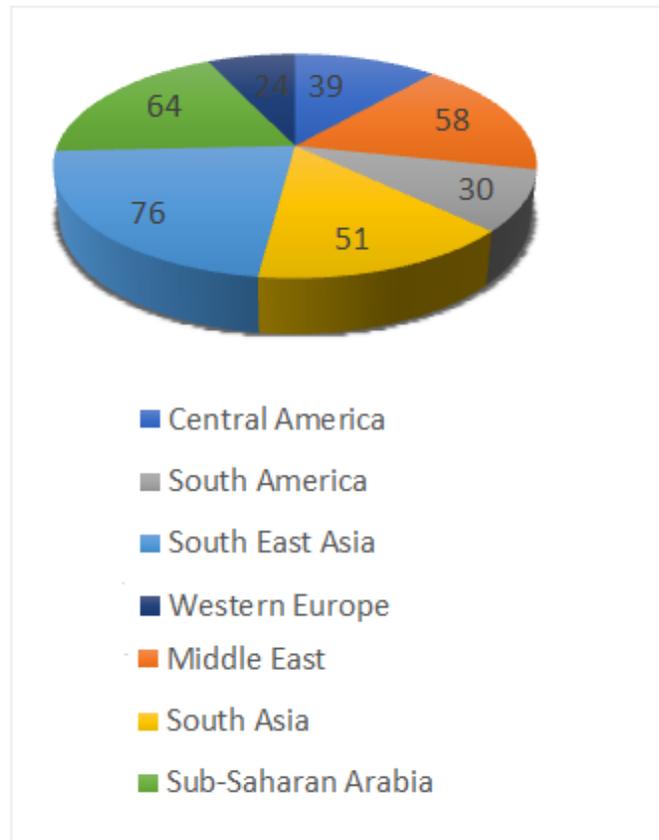

Figure 2. Region of maritime terrorism
Source: (National Consortium for the Study of Terrorism and Responses to Terrorism, 2018)

The above image suggests that the maritime terrorist group is actively plotting and executing terrorist attacks in Southeast Asia. Abu Sayyaf, JI, and MILF (Moro Islamic Liberation Front) are just a few groups that have declared their intention to oppose the western rule. Acts of terror committed against the ships and ports that are essential to the western economy are one way that the aforementioned terrorist organizations prove their existence. With Brandt at the wheel, maritime terrorist groups launch devastating terror attacks. When it comes to justifying their terrorist acts, ISIS and Al Qaeda carry ideology as a driving force, but the perpetrators of maritime terrorism give no such justification.

Researchers have found that such viewpoints are unfounded because terrorist groups are not like pirate groups, prioritizing financial gain above all else. Terrorist organizations like ISIS and AL Qaeda often choose to target innocent bystanders or use suicide bombings to attack their intended targets. Even though this is less important to the maritime terrorist group, it does not rule out the possibility that the group is motivated by ideology (Raymond, 2006). Terrorism in the southern Philippines was carried out in 2016 by ISIS, with the help of the Abu Sayyaf terrorist group and other pro-ISIS groups. This demonstrates that maritime terrorist organizations like Abu Sayyaf have a solid philosophical underpinning. ISIS has been trapped between Russia and the Syrian government, so its members have fled to the southern Philippines. This has increased the danger to the country.

On October 12, 2017, Indonesia, the Philippines, and Malaysia conducted joint sea patrol activities to combat terrorism in the region, specifically in the Sulu Sea. There are three countries bordering the waters of the Sulu Sea. So far, the Sulu Sea has served as the main crossroads from which terrorists, especially those in the

southern Philippines, have launched their attacks. A wide range of criminal attacks occurred in that location, from arms sales and purchases to kidnappings and attacks on law enforcement. This type of cooperation is modeled after the trilateral maritime cooperation between Indonesia, Malaysia, and Singapore that has been operating successfully in the Malacca Strait for some time. The theory was tested and found to stop criminals from moving around in the open ocean. Further, the Eyes in the Sky (trilateral air patrol program between Indonesia, the Philippines, and Malaysia) initiative has recently been added to the mix, strengthening the already robust cooperation.

To mimic the United States and its allies' "Five Eyes" intelligence cooperation, Indonesia's Minister of Defense Ryamizard Ryacudu has proposed a program called "Our Eyes" to the other ASEAN member states. To better track the whereabouts of terrorists in the trilateral region, Our Eyes was established to monitor their presence and eliminate or destroy them. Singapore hosted the 2018 signing of a cooperation agreement between the defense ministers of the six ASEAN countries to implement this program. These six nations comprise Indonesia, Malaysia, Thailand, Brunei Darussalam, the Philippines, and Singapore. There is currently no way to implement Our Eyes. Due to several factors, we will need to delay tonight's broadcast. Intelligence, first and foremost, is a matter of national defense and independence.

The global community is a state of anarchy, as Thomas Hobbes once put it. No nation is eager to reveal information that could compromise its people's and government's safety. The second issue is the high price and undesirable location of the command headquarters. It's hard to say how much will be needed to cover the costs of this endeavor, especially the routine ones. Since constructing a command headquarters makes a country vulnerable to invasion by agents from other countries, the Command Headquarters has no say over which country will host its headquarters. Third, SOP concerns have to be addressed (SOP). The specific functionality of Our Eyes is currently unknown.

Terrorists, as was previously mentioned, are also guided by firm ideological convictions. That's why experts say the current strategy, which relies solely on trilateral patrol and intelligence cooperation, is insufficient. With this strategy, the diplomats take a different tack; in this case, the religious angle is the most effective. ISIS supporters and other terrorists carry out their operations in the name of Islam. Despite the fact that Islam is a religion of peace, terrorist acts committed in the name of Islam are always unacceptable. To address these issues, it is necessary to take an approach informed by Islam that is consistent with their beliefs.

This was put into practice in Indonesia when then-President Abdurrahman Wahid sought to engage GAM from a religious and cultural perspective. The accord is based on three tenets of cultural citizenship:

- Citizens within the negotiation framework must be acknowledged by accepting them despite their radically divergent goals.
- They should be accorded a safe space to freely express their views and work toward a common goal.
- The Special Autonomy Bill should facilitate a change in state institutions in the regions to accommodate better the social and cultural structures and informal figures in the regional political system.

The outcome of the peace agreement will serve as the foundation for subsequent agreements of this type. On August 15, 2005, in Helsinki, the Indonesian government and GAM signed a peace accord.

President Abdurrahman Wahid is effectively employing Track 7 in this instance. A country can use all nine channels to advance its interests abroad through multi-track diplomacy. The action taken by President Abdurrahman Wahid to end the civil war is not an example of diplomacy. But it is important to note that President Abdurrahman Wahid saw models of peaceful conflict resolution in the person of Pope John Paul II.

Mehmet Ali Agca nearly killed Pope John Paul II on May 13, 1981. Popes and other Catholic leaders were shot, and the news spread like wildfire. The whale has suffered a severe injury. After five hours of trying, the rescuers were able to save his life. Soon after, Mehmet was apprehended as well. Mehmet's statements in court were muddled and contradictory. After initially saying KGB intelligence offered him 3,000,000 MK to kill the Pope, he changed his story. He received a life sentence in prison back in July of 1981. On December 27, 1983, Pope John Paul II went to Mehmet in prison. He immediately forgave Mehmet. You could call Pope John Paul II's actions a form of track 7 diplomacy (through religion). He helps to calm the storms that arise in the world. Mehmet Ali Agca is a Turkish national who KGB agents bribed into making a confession that helped Russia.

With his direct act of forgiveness toward Mehmet, Pope John Paul II teaches the central tenants of all world religions:

love and forgiveness. This is what brings people back together and stops wars. Stop blaming those involved in the attempted assassination. Everyone involved must instead forgive one another and begin the relationship from scratch.

CONCLUSION, RECOMMENDATIONS AND IMPLICATIONS

The inapplicability of Our Eyes proves that diplomatic strategy No. 1 alone is insufficient to defeat terrorists. Some other factors should be included in every country as well. For instance, they used religious beliefs to negotiate with terrorists (track 7). To forestall future terrorist attacks, peace activities must be undertaken (track 6). The third and final track focuses on the business aspect, which is repairing the economic damage done to countries in the region due to the conflict.

Researchers have concluded that a multilateral diplomatic strategy is the best way to end global terrorism. No single nation, and no single government, can defeat terrorism on its own. To defeat terrorism entirely, additional measures are required. Terrorists, being human, make decisions based on trust and logic, which put innocent people in harm's way. Although the government's approach is essential, it has only succeeded in stifling the terrorist uprising. Multiple channels of diplomacy are necessary to eradicate terrorism once and for all.

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