



FORWARD

Towards ASEAN Community - Centrality - Connectivity



OPINION

Indonesia and Intra-Regional Connectivity

One of the Jokowi's promised points during his campaign in 2014 is to transform Indonesia into a "global maritime fulcrum" (Poros Maritim Dunia). It reflects the policy of creating Indonesia as a maritime nation under the mantra of "Jalesveva Jayamahe" (in the seas we triumph). In fact, the concept has not been formulated into a maritime grand design. It is quite a challenge for all the government sectors to compose and contribute a detailed rationalisation of Jokowi's global maritime fulcrum.

The key elements to create a global maritime fulcrum are infrastructure, institution, and people-to-people connectivity. These are in line with the ASEAN Master Plan on Connectivity. Enhancing inter-islands connectivity is

a must for Indonesia with thousands islands scattered between Sabang and Merauke. Upgrading main seaports infrastructure, including sea transportation, is extremely important not just to build up inter-islands connectivity but also to reduce freight logistics cost. Long dwelling time between unloading container from vessel to leaving the port should be shortened. According to the World Bank, the average unloading dwelling time at Tanjung Priok port increased from 4.8 days in 2010 to 6.4 days in 2013.

It is the Jokowi's target to further develop an efficient management system in seaports throughout Indonesia's maritime region. Building new seaports in rural regions,

particularly in the eastern part of Indonesia, is also important for generating more sea transportation network. The fact is that the eastern part of Indonesia has many islands, yet its seaports are less developed and has fewer cargo service compared to the western part of Indonesia.

The government is systematically re-addressing the problem. If intra-regional connectivity works, maritime economic activities between the western and eastern part of Indonesia will be balanced. It is expected to attract more investors in assisting the development of Indonesia's maritime infrastructure, particularly its seaports and deep-sea ports to materialise its sea toll (tol laut) programme. (AI)

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NEWS UPDATE

ASEAN: Pursuing Regional Stability

On February 2016, The US-ASEAN Summit was held at Sunnylands, California, covered a wide range of issues from sovereignty to climate change. The media had seen this as the US multilateral effort to respond China's growing influence. Meanwhile, China prefers bilateral way as on April 2016, China's Foreign Minister Wang Yi visited Laos. China convinced Laos who is currently the chair of ASEAN that they are close neighbour in building bilateral comprehensive strategic partnership and cooperation.

Previously, Laos hosted the ASEAN Foreign Minister's Retreat in Vientiane on February 2016. On that occasion, Laos

highlighted the lesson-learned of ASEAN Community 2015 and the implementation of the ASEAN Community Vision 2025. Laos also introduced eight priorities, including issues on ASEAN's future, development, trade, tourism, connectivity, economy, and cultural heritage. This event recalled some security issues in the region, such as terrorism, cyber security, nuclear power, and the South China Sea tension.

Both events show the importance of dialogue in pursuing regional stability in ASEAN, including with external partner like the US and China. Still, it is important to maintain ASEAN Centrality as the key aspect in shaping regional architecture. (PP)

ARTICLE

US, ASEAN, and South China Sea

To understand the US involvement in the South China Sea dispute, it is important to realize that the US always maintains its presence in the Asia-Pacific. However, its priority to Asia escalated under Obama's administration through the "pivot to Asia" framework. As China seems to become more assertive in the dispute, the US increases its engagement with ASEAN.

There are two approaches that highlight the US strategy on the dispute. First, a fact sheet regarding the US maritime strategy in Southeast Asia, released on November 17, 2015. It includes expanding maritime cooperation with the Philippines, as well as maritime assistance to Vietnam, Indonesia and Malaysia. Second, the Sunnylands Declaration, a joint statement of the ASEAN-US Summit 2016 which mentions "shared commitment to maintain peace, security and stability in the region, ensuring maritime security and safety, including the rights of freedom of navigation and over flight and other lawful uses of the seas, and unimpeded lawful maritime commerce as described in the 1982 UN Convention on Law of the Sea (UNCLOS) as well as non-militarization and self-restraint in the conduct of activities".

However, from the ASEAN perspective, both approaches

are problematic. First, the US maritime strategy in Southeast Asia might contest ASEAN's unity and affect regional political situation. While the US tries to strengthen cooperation with the Philippines, Vietnam, Indonesia and Malaysia, China has made "an important consensus" with Brunei, Cambodia, and Laos on the South China Sea. Indonesia, however, does not take sides and is trying to maintain its neutrality.

Second, referring UNCLOS in the Sunnylands Declaration makes the commitment stand on an uneven ground, as the US has not sign the convention. Although the US has stated that its practice of freedom of navigation and over-flight is "consistent with the balance of interests reflected in the Law of the Sea (LOS) Convention", still a future dispute might occur due to different standings of the US and ASEAN on the issue.

Facing these problems, ASEAN must maintain its centrality and set its intra-regional maritime priority. ASEAN has had successfully achieved regional stability by emphasizing its own regional interest without external intervention. Setting ASEAN intra-regional maritime priority through regional agreement on maritime security, which respects UNCLOS, is imperative. By doing so, it is expected that ASEAN Centrality will not become just another concept, but a firm stance in dealing with the US. (KK)

Indonesia-Australia Maritime Cooperation Contributes to Regional Security

Indonesia and Australia are close neighbours that share long maritime boundaries. Regionally, both countries are co-sponsors of the EAS Statement on Enhancing Regional Maritime Cooperation, which highlights maritime security.

Under the framework of maritime security, there are two levels of issues: strategic and sub-strategic. Strategic issues generally refer to traditional security. Meanwhile, sub-strategic issues deal with the non-traditionals and less likely to change the power dynamics. It creates comfortable cooperation, as countries try to reach a common goal. In the context of Indonesia-Australia, there are various sub-strategic issues to be developed further. Both countries have made substantial progress such as in combating human trafficking or arrivals by sea.

There are several ways to increase the level and depth of cooperation in sub-strategic issues. First, complementing the existing first track with the 1.5 and second tracks

dialogues. These expand and explore alternatives that might not be suitable to be discussed in the first track. Second, establishing a hotline between leaders to eliminate bureaucratic obstacles. Third, supporting development of epistemic communities that address security issues in order to increase cross-cultural and mutual understanding. Fourth, improving media strategies to accommodate ICT trends to reach out wider audience.

Finally, cooperation in sub-strategic maritime security issues can serve as a *key driver* for a broader comprehensive cooperation in the larger region. Strengthening cooperation in these issues will help the region to build a more mature maritime security cooperation. Finally, cooperation in the maritime domain on sub-strategic issues will help to build confidence between Indonesia and Australia, and such practice could be further developed to strengthen ASEAN maritime cooperation that will have a regional impact on larger Indo-Pacific region. (RM)

ARTICLE

The Future of ASEAN Maritime Cooperation

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The latest incident between Indonesia and China near Natuna Islands shows China's growing maritime assertiveness and in the process negating the strategic pillar in China-ASEAN Maritime Cooperation. China's U-shaped line in the South China Sea definitely overlaps with Indonesia's EEZ and Indonesia should admit it. Indonesia has to convince China that the ASEAN-China Maritime Cooperation "to jointly build the Maritime Silk Road of the 21st century" can only be continued if it unequivocally and publicly apologise for the Natuna incident. Playing the ASEAN card is where Indonesia can hurt China most.

Chinese President Xi Jinping statement in 2013 that China hopes to "vigorously develop maritime partnership with ASEAN in a joint effort to build the Maritime Silk Road of the 21st century" led in 2015 to the Year of China-ASEAN Maritime Cooperation. This cooperation is to strengthen cooperation in fields of fisheries, marine science and technology, environmental protection, navigation security, search and rescue at sea, and maritime culture. Maritime cooperation has evolved from a sub-field to a strategic pillar in the China-ASEAN partnership.

The ASEAN-China Maritime Cooperation is built upon ASEAN Maritime Cooperation which is codified in the ASEAN Maritime Forum. Its purpose is to foster ASEAN maritime cooperation through dialogues, consultation studies and joint activities on maritime issues. Its major purposes are to comprehensively approach safety of navigation and security concerns, stock-taking of maritime issues and identification of maritime cooperation, as well as promoting cooperation in maritime safety and search

and rescue (SAR) through information sharing, technological cooperation and exchange of visits of authorities concerned. However, collaborative approaches to encourage maritime security in the region to comply with the APSC framework can only be designed after issues on common threats to and concerns about maritime security have been analysed. The incident between Indonesia and China near the Natuna Islands is a striking issue of a common threat to and concern of ASEAN which should be further evaluated.

An Expanded ASEAN Maritime Forum which was convened in Bali in November 2011 to involve "EAS participating countries to utilize opportunities and address common challenges on maritime issues building upon the existing ASEAN Maritime Forum (AMF)," should also be made to realise that the Natuna incident may detract from ASEAN's community-building efforts within a stable, diverse and dynamic East and Southeast Asia. Hence, not only UNCLOS, Treaty of Amity and Cooperation in Southeast Asia (TAC), the Declaration on the Conduct of Parties in the South China Sea (DOC) should regulate behaviour in the seas as well. Indonesia and ASEAN should again formulate a draft of COC in the South China Sea and should insist on the speedy adoption of it to complete the East Asia and Southeast Asia maritime policy.

This COC should simultaneously regulate Chinese behaviour in the Indonesian and other Southeast Asian Seas for its Maritime Silk Road to be initiated in ASEAN waters and genuinely elevate maritime cooperation to a strategic pillar in the China-ASEAN partnership. (CPFL)

ACTIVITIES

Research Activities

As a maritime country, Indonesia needs to increase research based policies on maritime issues. This year the ASEAN Research Group (ARG) conducts a study on “ASEAN Maritime Security from the Political Economy Perspectives of Indonesia.” The study aims to define relations between The Global Maritime Fulcrum as Indonesia’s political economy vision with the ASEAN Maritime Security in two ways: the impacts and contributions.

Furthermore, as Indonesia wants to play a key role as a maritime power in the region, infrastructure and maritime connectivity development become one of the Government’s priority sectors. Indonesia needs to build maritime connectivity with neighbouring countries. ARG also conducts a research on Indonesia-Malaysia-Thailand Border Cooperation. This research aims to analyse the development of maritime connectivity among those three ASEAN countries through the Indonesia-

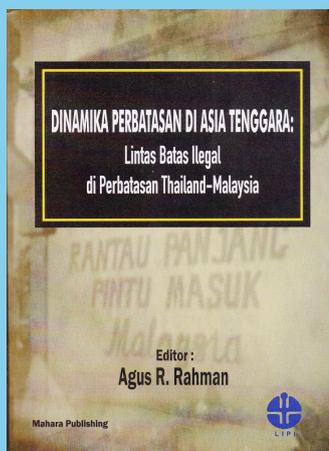
Malaysia-Thailand Growth Triangle (IMT-GT) cooperation.

Besides, ARG researchers contribute significantly to relevant academic activities. On May 11, 2016, Dr. Tri Nuke Pudjiastuti gave a special lecture on “the ASEAN Way as the Main Characteristic to Create ASEAN Peace in All Diversities” in *Pertemuan Sela Nasional Mahasiswa Hubungan Internasional (PSNMHII) XXVII*. Moreover, Dr. Riefqi Muna became a speaker at the Indo-Pacific Maritime Security Conference held in Canberra, March 16-17, 2016. Likewise, Dr. Adriana Elisabeth was also invited to present her view on the international seminar “A Contemporary Analysis of Bebas Aktif in Indonesian Foreign Policy” held in University of Indonesia, March 17, 2016. Moreover, ARG researchers support research-based policy making by being involved in the formulation of Indonesian Ocean Policy under the Coordinating Ministry of Maritime Affairs of Indonesia. (FF&HN)

BOOK REVIEW

Illegal Crossing in Thailand-Malaysia’s Border

Traditional border crossing in Thailand-Malaysia’s border has existed since the British colonial Era. It became “illegal” when both countries erected their political border



Original Title:
“Dinamika Perbatasan di Asia Tenggara: Lintas Batas Ilegal di Perbatasan Thailand-Malaysia”
Editor: Agus R Rahman
Year of Publication: 2016
Publisher: Mahara Publishing
Pages: xiv + 252 pages

strictly, and worsened by the insurgency in Southern Thailand. This research-based book explores the causes, profiles, impacts of those illegal border crossing, as well as Thailand-Malaysia’s policies to deal with the problems. ASEAN Border Research Team identifies geographical proximity, similarity in Malay-Muslim identity, and interdependent economy as the causes of the illegal border crossing between northern Malaysia and Southern Thailand resident. They use unofficial exit/entry post to visit family, work without legal documents, smuggle some restricted goods, and engage in prostitution activities. This border was also used by undocumented migrants from Myanmar, Laos, and other surrounding countries to enter Malaysia as a transit before they can go to the third countries e.g. Australia. Weak border control was accused as the factor why illegal border crossing persists until now.

From Thailand side, the existence of illegal border crossing causes some problems, namely increased criminalities, intensified insurgency activities, and loss

of potential income from export-import duties. While for Malaysia, it leads to the competition between local and immigrant workers, increased criminality, as well as the rise of contagious disease cases such as Hepatitis, HIV/AIDS, and sexually transmitted diseases.

To deal with those problems, Thailand and Malaysia have agreed on cross-border cooperation by opening 7 initial official border crossing points, from Padang Besar post in the west to the Rantau Panjang post in the east. They also built *Joint Development Strategy* to increase official trade and economic activities for the sake of local resident’s prosperity. To strengthen the border control management, they established specific mechanisms e.g. General Border Committee, Regional Border Committee, and High Level Committee.

This book gives us a lesson-learned that cross-border cooperation could be used to manage shared problems at the border. Noting border development issue is one of the Indonesia’s national priorities, this book will be useful to build a better approach on border management. (SNIR)