

Indo-Pacific Maritime Cooperation: ASEAN Mechanisms on Security Towards Global Maritime Governance

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ABSTRACT

The importance of the sea in the current era of globalization has called all countries for managing their interests at sea as well as their common concern collectively, cooperatively and inclusively. By looking at the notions of the sea as a medium of connectivity and sea as a resource coupled with its vulnerability particularly in Indian and Pacific Oceans, Indo-Pacific maritime cooperation towards global ocean governance accordingly are vital to the international stability, a successful of sea-based trading system and sustainability use of the oceans. Therefore, this article discusses the rationale of Indo-Pacific Maritime Cooperation, which made possible by the common concern of countries located between the Indian and West Pacific ocean maritime, the vulnerabilities of the region and the existence of various ASEAN's mechanisms on Maritime Security Cooperation as well as regional regime and international law. Nevertheless, ASEAN needs to note some issues relating to its consolidation as well as the internal challenges in the realization of global maritime governance.

Keywords: *Maritime cooperation, ASEAN mechanism, global maritime governance.*

Pentingnya laut di era globalisasi saat ini telah mendorong semua negara untuk mengelola kepentingan mereka di laut serta kepedulian bersama mereka secara kolektif, kooperatif dan inklusif. Dengan melihat gagasan tentang laut sebagai media konektivitas dan laut sebagai sumber daya ditambah dengan kerentanannya terutama di Samudra Hindia dan Pasifik, kerja sama maritim Indo-Pasifik menuju tata kelola laut global karenanya sangat penting bagi stabilitas internasional, keberhasilan sistem perdagangan berbasis laut dan keberlanjutan penggunaan lautan. Oleh karena itu, artikel ini membahas alasan Kerjasama Maritim Indo-Pasifik, yang dimungkinkan oleh kepedulian bersama negara-negara yang terletak di antara lautan India dan Pasifik Barat, kerentanan kawasan dan keberadaan berbagai mekanisme ASEAN tentang Kerjasama Keamanan Maritim sebagai serta rezim regional dan hukum internasional. Namun demikian, ASEAN perlu mencatat beberapa masalah yang berkaitan dengan konsolidasi serta tantangan internal dalam realisasi tata kelola kelautan global.

Kata-kata kunci: *Kerjasama Maritim, mekanisme ASEAN, tata kelola maritime global.*

The sea has always been a major focus for mankind and international relations. Historically, the sea's contribution to human development can be seen from at least four attributes, which according to Geoffrey Till are interlinked and interdependent. The sea becomes important for the resources it contained, its utility as a means of transportation and trade, its importance as a means of exchanging information and as a source of power and dominion (Till 2009). This role is increasingly significant in the current era as maritime becomes symbol of globalization for goods to be distributed, sold and consumed worldwide. This is not to mention the opportunity to further explore the sea as it has a lot of information and accordingly give greater opportunities for conducting marine research.

This article mainly focuses on the Indian and West Pacific Oceans as these oceans demonstrate the rising importance of the sea as a resource and as a means of transportation. The notion of Indo-Pacific is used here, as Hasjim Djalal, an Indonesian professor of law of the sea perceives that the Pacific and Indian Oceans are becoming the oceans of the present as well as the oceans of the future for mankind (Djalal 2016). The concept itself is initially used by Australian government in its 2013 Defense White Paper pointing at China and its relationship with the US, India, Japan, Korea, and Indonesia that have increasingly influence and military capacity (Australian DOD 2013). On one hand, this can be positive contribution for the connectivity amongst the countries. On the other hand, the situation may increase the risk of destabilizing the regional security and peace. The notion also refers to Asian countries bordering on the Indian Ocean and West Pacific Ocean, which includes the 10 ASEAN countries located at the central of the two oceans. It is therefore this article argues that ASEAN, as a regional association in South East Asia region should be the driving force of the Indo-Pacific Maritime Cooperation toward a global maritime governance.

By looking at White Defense Papers and Maritime Policy of states that locate near the two Oceans, notably China, India and Indonesia, this study discusses on their common concern, particularly that related to maritime issues and the mechanism that should be enacted to arrange their concerns and interests. From Indonesian perspective, President Jokowi has mentioned about vision of becoming the "Global Maritime Fulcrum," which derives from the idea that in the geo-economic and geopolitical world shifting from West to East and with the strategic position of Indonesia, the Indonesian seas would have an increasingly important role (Widodo 2015). This maritime doctrine mainly clings on five pillars: (1) commitment to encourage the development of maritime infrastructure and sea connectivity, (2) commitment to develop services and industry of natural marine resources and marine environment management, (3) developing maritime cooperation through maritime diplomacy, (4) rebuilding Indonesia's maritime culture, and (5) building maritime defense and security.

Almost at the same time, on one hand China introduced the Silk Road Economic Belt concept in 2013, followed by the initiative to build a close and strategic cooperation between China and ASEAN countries, particularly in maritime cooperation and to promote regional interconnectivity and economic integration through what is later known as Belt and Road Initiative (BRI) and Maritime Silk Road (Shaohui 2015). On the other hand, India has also intensively engaged its Asian neighbors by replacing its former "Look East" policy to a more active "Act East" policy, in which maritime engagement is a key component (Singh 2018). In addition, with a changing maritime security strategy from "Freedom to Use the Seas" to "Ensuring Secure Seas," Indian government renews its maritime interests by looking at its geopolitical environment and the evolving of security dynamics in Indian Ocean (Indian Navy 2015).

With the abovementioned maritime strategic policies, this paper accordingly proposes

the Indo-Pacific maritime cooperation should be realized and supported toward a global ocean governance confirming the strategic and significance of Indo-Pacific oceans as well as to harmonize the various interests of states bordering the Indian and West Pacific oceans. To support this aim, ASEAN should be a driving force and its mechanism on maritime security cooperation coupled with regional and international regulations can be utilized. In this regard ASEAN is important, as the institution has become a primary driving force that is responsible to maintain peace, prosperity, security and stability, particularly in Southeast Asia and East Asia region. To deeply understand the issues, this paper will be divided into 4 (four) parts: (1) the introduction to give a brief overview about the Indo-Pacific maritime cooperation, (2) the rationale of why Indo-Pacific Maritime Cooperation matters, (3) the role of ASEAN in the region coupled with its maritime security mechanism, (4) and eventually this paper will be concluded with some recommendations.

The Rationale of Indo-Pacific Maritime Cooperation

Rory Medcalf, the head of ANU National Security College defines the contemporary Indo-Pacific as the economic and security connections between the Western Pacific and the Indian Ocean region, which creates a single strategic system (Brewster 2016). The system geographically expands and reaches China and India who have become outward-looking and military powers in line with the expansion of their economic and maritime interests. The notion also underlines the fact that Indian and Pacific Oceans have replaced the Atlantic Ocean as the globe's busiest and most strategically trade corridor, especially in energy. Indo-Pacific strategic is currently emerging, connecting the Indian and West Pacific Oceans through Southeast Asia, forged by the China's rise and India's more active engagement in Asia Pacific region.

The above statement also confirms that Indo-Pacific maritime has a very strategic position in connecting states and for Sea Lanes of Communications (SLOC). Indian Ocean and South China Sea, passing the Strait of Malacca, is significant for transportation and connectivity as well as sea-based trading system. Stretching from Indian Ocean to the Strait of Malacca chokepoint in the southwest to the Strait of Taiwan in the northeast, the South China Sea is one of the most important energy trade routes in the world. The United Nations Conference on Trade and Development (UNCTAD) confirms that in 2016 approximately 30% of the world's sea-based trading and nearly 60% of oil products and global liquefied natural gas (LNG) travel from Strait Hormuz, Indian Ocean and Strait of Malacca, to South China Sea. The oil products are delivered to East Asian countries as around 80 per cent of China's oil imports, nearly 90 per cent of South Korea's and up to 90 per cent of Japan's comes from Middle East and/or Africa and passes through Indian Ocean and West Pacific Ocean.

The report from US Energy Information Administration (USEIA 2014) also justifies that more than 15 million barrels oil per day flowing from the Persian Gulf, through the Indian Ocean, Strait of Malacca and South China Sea, to Asian countries as well as the US. This report was based on Lloyd's List Intelligence, Panama Canal Authority, Eastern Bloc Research, Suez Canal Authority, and UNCTAD. In comparison, the world's most important chokepoint for maritime transit, the Strait of Hormuz between the Persian Gulf and Arabian Sea, had an oil flow of about 17 million barrels per day in 2011. The number of 15 million barrels per day significantly increased from the last two decades. In 1993, according to the Center for Naval Analysis, about 7 million barrels per day of oil and petroleum products, which is equivalent to 20% of world seaborne oil trade, passed through the Strait of Malacca. The Strait holds important role since it is the main entrance and the shortest sea route from Persian Gulf to East Asian countries.

*Indo-Pacific Maritime Cooperation:
ASEAN Mechanisms on Security Towards Global Maritime Governance*

As mentioned earlier, the sea is important not only for its role in connectivity and sea-based trading system but also for the resources within for the benefit of human beings. Indo-Pacific waters, covering the Indian Ocean and western part of Pacific Ocean specifically Strait of Malacca, East and South China Sea, has an abundant inventory of natural resources that is surely advantageous for the littoral states. With regards to the abundances of oil and gas in South China Sea, there are some assumptions and estimation on the numbers of oil and gas undiscovered resources. In 2010, for example, the US Geological Survey (USGS) estimates that South China Sea may contain anywhere between 5 and 22 billion barrels of oil and between 70 and 290 trillion cubic feet of gas. The Chinese National Offshore Oil Company (CNOOC) was more optimistic to estimate the potential resources in South China Sea. Using their own research project, in November 2012, they estimate the area holding around 125 billion barrels of oil and 500 trillion cubic feet of natural gas. Moreover, in 2013 the US Energy Information Administration (EIA) launched an estimation of approximately 11 billion barrels of oil reserves and 190 trillion cubic feet of natural gas reserves in the area. Although there is no precise number about the reserved oil and gas, the various estimations confirm the huge resources in western part of Pacific Ocean.

In addition to oil and gas reserves under the sea, the abundance fisheries and other marine outcomes resulted from the sea in South China Sea certainly benefits states that locate nearby the sea. In 2010, for example, China's total aquatic production reached more than 60 million tons from its EEZ (Economic Exclusive Zone), a significant increased from 47.5 million tons in 2004 and 7.5 million tons from 1999 (FAO 2011). In 2013, Chinese fisheries production reached 61.3 million tons and more than 13.8 million tons aquatic plants captured from its maritime (FAO 2014). Although the total number of aquaculture production in 2014 slightly decreased, one can conclude China enjoys the biggest benefit of West Pacific waters. From below table, we can see the massive production of Indo-Pacific waters that brings profit to the South Asia, East Asia and Southeast Asia countries.

Table 1
Indo-Pacific Waters Fisheries and Aquatic Plants Production 2014
(in thousand tones)

No	Countries	Aquatic Animals	Aquatic Plants	Total Aquaculture Production
1.	China	45,469.0	13,326.3	58,795.3
2.	Indonesia	4,253.9	10,077.0	14,330.0
3.	India	4,881.0	3.0	4,884.0
4.	Vietnam	3,397.1	14.4	3,411.4
5.	Philippines	788.0	1,549.6	2,337.6
6.	Bangladesh	1,956.9	-	1,956.9
7.	South Korea	480.4	1,087.0	1,567.4
8.	Japan	657.0	363.4	1,020.4
9.	Myanmar	962.2	2.1	964.3
10.	Thailand	934.8	-	934.8
11.	Malaysia	275.7	245.3	521.0
12.	North Korea	64.2	444.3	508.5

13.	United States	-	425.9	425.9
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Source: *World Fisheries Production (FAO 2016)*

With its EEZ covering the Strait of Malacca and southern part of South China Sea, Indonesia gained more than 4 million tons of aquatic animals and more than 10 million tons of aquatic plants. This capture makes Indonesia became the second biggest country enjoying the benefit from South China Sea fisheries resources after China and followed by India from Indian Ocean with more than 4 million tons of aquatic animals and plants. Vietnam also enjoys the massive production of South China Sea as it gained nearly 3,5 million tons of fisheries, both captured and aquaculture fisheries. The Philippines gained more than 2 million tons of aquatic animals and plants in 2016, while Bangladesh gained nearly 2 million tons of aquatic animals. The massive production of Indian Ocean and South China Sea undoubtedly becomes an endowment for littoral states.

However, the globalized maritime emphasizes not only on sea connectivity and states' economic development, but also on the increasing numbers of transnational crimes which mainly happen at sea. Such transnational crimes perpetrated by non-state actors that not only go beyond national borders but also have global impact. Thachuk and Tangredi (2002) distinguished the transnational crime actors into two types of non-state actors, namely terrorist groups and organized criminal groups. Both groups use same methods to finance their organizations, which are intensely carried out, publicly targeted and globally directed, such as drug trafficking, arms smuggling, money laundering, human trafficking, and piracy. Terrorist attacks have also become an issue since some Southeast Asian states have to deal with radical and terrorist groups, such as in the case of Sulu Island in the Philippines and Sulawesi Island in Indonesia.

Similar to terrorist attacks, piracy threats remained an issue for littoral states such as Indonesia, Malaysia and Singapore. As reported by the International Chamber of Commerce International Maritime Bureau (ICC-IMB), there were 513 pirate attacks in the Strait of Malacca, Singapore, Indonesian and Malaysian coastal waters from 2003 to 2006 (ICC 2007). The piracy attacks in these waters were nearly 36% of all piracy attacks in all seas in the world. However, the ICC-IMB in 2011 reported that the number of piracy crimes in the Strait of Malacca Singapore, Indonesian and Malaysian coastal waters has dropped into 240 attacks in 2007-2010 (ICC 2010). This might happen as littoral states -Indonesia, Malaysia and Singapore- has conducted joint patrol to protect Strait of Malacca since July 2005. Yet this numbers increased into 453 incidents in 2011-2014 (ICC 2014). Indeed, the pirate attacks remain a concern for Asia Pacific states as nearly 25% of 180 global incidents of piracy and armed robbery against ships in 2017, took place off the coast of Indonesia. Piracy against ships also occurred in Indian Ocean, as there are 26 attacks in 2013, 34 attacks in 2014, 24 attacks in 2015, 17 attacks in 2016 and 15 attacks in 2017 (ICC 2017).

To assure the free flow of goods and to safeguard the oil and petroleum supply as well as to protect marine productions and sea territory, Indo-Pacific states then justify the development of their naval power. Along with the increased of economic prosperity, some states in the region transform their maritime strategy, modernize their military power and enhance their military budget. The 2015 Indian Navy revised maritime security and strategic perspective confirms this. The changing policy from "Freedom to use the Seas" to "Ensuring Secure Seas" deploys a holistic approach of its naval power and coast guard as Indian government recognized the rise in sources, types and intensity of threats, with some blurring of traditional and non-traditional lines. For

this purpose, the Indian government allows their Naval power to develop as a balanced, multi-dimensional, multi spectrum force, with a mix of ships, submarines, and aircraft with dedicated satellite and information system.

Similarly, China 2015 Defense Paper realizes that the threats for its maritime surely come from both state and non-state actors so that Chinese government plans to gradually shift its PLA Navy's focus from "offshore waters defense" to the combination of "offshore waters defense" with "open seas protection." As its economic has grown over the last decade, the Chinese authority allows PLAN to build a combined, multi-functional and efficient marine combat force structure. This is to conclude that PLAN will enhance its capabilities for strategic deterrence and counterattack, maritime maneuvers, joint operations at sea, comprehensive defense and comprehensive support (Chinese MOD 2015).

Nevertheless, Chinese PLAN modernization and a drastically increase in military spending with the justification of its security and defense have provoked similar reaction from the unhappy or being threatened neighbors. The lack of navies' arrangement in the region has also become another concern, as there is no mechanism to supervise the naval power development of Indo-Pacific states. Regarding this, Rousseau argues that the weak position of one's military power increases the perception of threat that leads to security dilemma and military competition (Ng 2005). In turn, military competition may trigger military alliances between major and middle powers, and intensifies the tension amongst Indo-Pacific states. This is true as in the case of Japan, Vietnam and the Philippines that have conducted joint military exercises with the US as they remain had problem with China in overlapping claims on East and South China Sea.

The importance of Indian Ocean, Strait of Malacca and South China Sea for sea-based trading system and SLOC, the increase numbers of transnational crimes endangering the economic prosperity of Indo-Pacific states, coupled with vulnerability of security and stability due to transformation in maritime strategic perspective and arms dynamic in the region have become common concerns for Indo-Pacific states. This is to mention the US rebalancing strategy in Asia Pacific published by President Obama and continued by Trump's administration, aiming to secure and protect its vital interest in the region, to continue their leadership in promoting stability and security regionally and globally and to safeguard the access to and the use of global commons through seas, not only for the US interest but also for its allies' interests (US DOD 2012). In line with the US proposal, XI Jinping openly showed his interest in enhancing regional interconnectivity and economic integration as well as maritime partnership by launching the "Silk Road Economic Belt and 21st century Maritime Silk Road" or "Belt and Road Initiative" (BRI) (Shaohui 2015) and therefore actively approaches the ASEAN member-states for the proposal.

Similarly, President Jokowi has also mentioned about the vision of making Indonesia as the Global Maritime Fulcrum which focuses on five pillars namely to rebuild the Indonesia's maritime culture, to maintain and manage marine resources, to develop maritime infrastructure and connectivity, to enhance maritime diplomacy and to develop its maritime defense forces (Witular 2014). Whereas, Indian government publishes its maritime strategy of "Ensuring Secure Seas" in preventing war and conflict in Indian Ocean, enabling maritime security in the sea areas of interest to India, and establishing an environment conducive for maritime interests and national economic growth and pursuing peace, stability and security in India's maritime zones, neighborhood and other areas of maritime interests (Indian Navy 2015). In the era of globalization, common concerns on maritime interests inevitably call Indo-Pacific states for harmonizing their interests collectively and collaboratively.

The ASEAN Mechanisms for Indo-Pacific Maritime Cooperation

The importance and vulnerabilities of Indian Ocean, South China Sea and Strait of Malacca coupled with its management is of common concerns for the Indo-Pacific States. Despite their different standing-positions particularly regarding the issue of East and South China Sea management, all countries in the region believe that maritime cooperation is vital in maintaining regional as well as global peace and stability. From their white defense papers, one can conclude that most of ASEAN states as well as the US, China and India want a cooperative and comprehensive integrated action and a series of confidence-building measures and self-restraint in achieving mutual interests. This part will essentially describe the important role of ASEAN in the realization of the cooperation and the need to arrange an inclusive maritime cooperation between ASEAN and its counterparts in Indo-Pacific region, mainly China, India, South Korea, Japan, Australia, New Zealand and US.

ASEAN, as one of regional associations in Indo-Pacific region whose aim is to promote regional peace, prosperity and stability, has a great opportunity to facilitate and accommodate both major powers' and its member states' interests in Indo-Pacific maritime in such collaborative way. Although ASEAN was initially established to enhance the economic, social and cultural cooperation among its members as written in its 1967 Bangkok Declaration, security has greatly remained at the core of its existence (Severino 2006). Indeed, the former Singapore Prime Minister, Lee Kuan Yew also mentioned in his memoirs that in its development ASEAN was banding together more for political objectives, stability and security (Yew 2000). This is true as in the case of South China Sea dispute.

As a contending issue between China and four ASEAN members namely Vietnam, the Philippines, Malaysia and Brunei Darussalam, South China Sea overlapping claims have threatened the regional peace and stability as well as the economic development. This situation justifies claimants to enhance their naval activities, in the name of territory and natural resources protection from both traditional and non-traditional threats. As far as regional peace and stability is concerned, ASEAN has played its role by discussing the issue in many summits and dialogues. The first workshop initiated by Indonesia was conducted in 1990 to manage potential conflict in the South China Sea. Afterwards, the issue of South China Sea and its management has been discussed every year in ASEAN's leaders joint communiqués and Chairmen's statements.

In 1992, ASEAN as a united posture eventually succeeded to bring China to sign the Declaration on the South China Sea, then followed by the 2002 Declaration on the Conduct of Parties on the South China Sea. Both agreements essentially called for a peaceful resolution of jurisdictional disputes by peaceful means, without resorting to force, the exercise of self-restraint, possible cooperation in maritime safety, marine environmental protection, search and rescue operation, action against transnational crimes and the application of the principles of the Treaty of Amity and Cooperation as the basis for a code of conduct for the South China Sea dispute. This is also to confirm that ASEAN has become a primary driving force institution that is responsible to maintain peace, prosperity, security and stability, particularly in Southeast Asia and Asia Pacific region.

With regard to its responsibilities in maintaining peace, stability and security in the region, ASEAN also has several mechanisms where all members may have dialogue and consultation on common political and security issues as well as significantly contribute towards confidence building and preventive diplomacy. This is to mention the ASEAN Foreign Ministers' Meeting (AMM), ASEAN Defence Ministers' Meeting (ADMM), ASEAN Maritime Forum (AMF) and the ASEAN Ministerial Meeting on

*Indo-Pacific Maritime Cooperation:
ASEAN Mechanisms on Security Towards Global Maritime Governance*

Transnational Crime (AAMTC). Those are in addition to other ASEAN-led mechanisms such as ASEAN +3 (China, Japan, South Korea), ASEAN +6 (China, Japan, South Korea, Australia, New Zealand and India), ADMM Plus with Australia, China, India, Japan, New Zealand, South Korean, Russia and US, ASEAN Regional Forum (ARF) including the ARF Inter-sessional Meeting on Maritime Security (ISM-MS), ARF Inter-Sessional Meeting on Counter Terrorism and Transnational Crime (ISM CT-TC) and Expanded ASEAN Maritime Forum (EAMF). These forums are main forums for security and defence dialogue amongst ASEAN member states and between ASEAN and its counterparts.

To understand the work of ASEAN in maintaining stability, peace and security, including the maritime security, below table shows each mechanism and the area of cooperation:

**Table 2
ASEAN Mechanisms on Security**

Mechanism	ASEAN Counterparts	Aims & Objectives	Area of Cooperation
ASEAN Foreign Ministers' Meeting (AMM)	-	<ul style="list-style-type: none"> • To accelerate the economic growth, social progress and cultural development • To promote regional peace and stability • To promote active collaboration on matters of common interest, • To provide assistance to each other in the form of training and research facilities • To collaborate more effectively for the greater utilisation of agriculture and industries, trade, transportation and communications facilities • To promote Southeast Asian studies • To maintain close and beneficial cooperation with existing international and regional organizations 	Various fields of cooperation including political and security, economic, social, cultural, technical, scientific, administrative fields, educational, professional, technical and administrative spheres.

<p>ASEAN Defence Ministers' Meeting (ADMM)</p>	<p>-</p>	<ul style="list-style-type: none"> • To promote regional peace and stability through dialogue and cooperation in defence and security • To give guidance to existing senior defence and military officials dialogue and cooperation in the field of defence and security within ASEAN and between ASEAN and dialogue partners • To promote mutual trust and confidence through greater understanding of defence and security challenges as well as enhancement of transparency and openness. 	<p>Defence, military, humanitarian assistance and disaster relief, peacekeeping operations and defence industry, maritime security</p>
<p>ASEAN Maritime Forum (AMF)</p>	<p>-</p>	<ul style="list-style-type: none"> • To deepen maritime cooperation • To promote maritime connectivity and maritime security • To protect the marine environment 	<p>Maritime security, SAR, safety of navigation, protection of marine environment, eco-tourism and fishery regime.</p>
<p>A S E A N Ministerial Meeting on Transnational Crime (AAMTC)</p>	<p>-</p>	<ul style="list-style-type: none"> • To enhance regional cooperation on counter terrorism • To undertake effective measure through deepening cooperation among ASEAN law enforcement agencies and relevant agencies in CT 	<p>Counter terrorism, including unlawful seizure of aircraft and civil aviation, taking hostage, unlawful acts against safety of maritime navigation and fixed platform on the continental shelf, terrorist bombings, financing of terrorism and nuclear terrorism.</p>

*Indo-Pacific Maritime Cooperation:
ASEAN Mechanisms on Security Towards Global Maritime Governance*

ASEAN +3	China, Japan, South Korea	<ul style="list-style-type: none"> • To strengthen and deepen East Asia Cooperation • To work towards building an “East Asian Community” • To advance mutual understanding and trust • To enhance connectivity through the networking of multi-tracks and East Asia Forum (EAF) 	Economic, social, political and others, such as combating transnational crimes, energy security, mineral conservation, IT, biodiversity, climate change, education, health, and sustainable development.
ASEAN +6	China, Japan, South Korea, Australia, New Zealand and India	<ul style="list-style-type: none"> • To increase the capacity of the commercial potential • To launch a free trade agreement in East Asia (CEPEA) and toward an Asian Economic Integration 	Economic, trade and investment, and skilled labor.
ASEAN Defence Ministers’ Meeting (ADMM) +8	Australia, China, India, Japan, New Zealand, South Korean, Russia and US	<ul style="list-style-type: none"> • To strengthen security and defence cooperation for peace, stability and development in the region • To build capacity in addressing shared security challenges • To promote mutual trust and confidence through dialogue and transparency • To contribute to the realization of an ASEAN Security Community • To adopt greater outward-looking external relation strategies 	Maritime security, counter-terrorism, humanitarian assistance and disaster management, peacekeeping operations and military medicine.

ASEAN Regional Forum (ARF)	Australia, Bangladesh, Canada, China, North of Korea, European Union, India, Japan, Mongolia, New Zealand, Pakistan, Papua New Guinea, South Korea, Russia, Sri Lanka, Timor-Leste and United States	<ul style="list-style-type: none"> • To foster constructive dialogue and consultation on political and security issues of common interest and concern • To make significant contributions to efforts towards confidence-building and preventive diplomacy in the Asia-Pacific region 	Political and security issues
Expanded ASEAN Maritime Forum (EAMF)	Australia, China, India, Japan, New Zealand, South Korea, Russia and US	<ul style="list-style-type: none"> • To utilize opportunities and address common challenges on maritime issues 	Maritime security marine environment, eco-tourism and fishery regime in East Asia

With regards to the above ASEAN mechanisms, particularly that deals with maritime issues we can say that ASEAN has built a comprehensive and inclusive way to enhance maritime connectivity and cooperation among the ASEAN countries coupled with its East and South Asian partners. Such mechanisms mainly contribute to a peaceful, more integrated and prosperous ASEAN within a stable, diverse and dynamic in East Asia and South Asia. All this ASEAN and ASEAN-led Maritime mechanisms have been conducted through discussion on comprehensive issues focusing on maritime security, safety of navigation, seas management and fishery regime as a way to confidence building measures. In addition, the forums have also discussed about the further cooperation including activities such as information sharing, technological cooperation, exchange of visits of related authorities, capacity building, infrastructure and equipment upgrading, seafarers' training, marine-science research, marine environment protection, eco-tourism promotion, disaster relief, illegal, unreported and unregulated fishing countermeasures, as well as security at sea and ports improvement.

In line with the ASEAN maritime mechanisms, we also recognized the importance of universally acknowledged principles of international law, namely United Nations Convention on Law of Sea (UNCLOS). This law is essential in providing a rules-based framework for maritime security and cooperation in the region, as well as for addressing the issue of conflicting claims. With regard to overlapping claims, such as in South China Sea, we should also note the importance of the regional agreements and arrangements such as the Treaty of Amity and Cooperation in Southeast Asia (TAC), the Declaration on the Conduct of Parties in the South China Sea (DOC), and the ongoing negotiated regional Code of Conduct (COC) between ASEAN and China on the basis of consensus.

Nevertheless, there are some issues that should be noted by ASEAN and its member states if they want to use the ASEAN's mechanism in the realization of Indo-Pacific maritime connectivity and cooperation. *First*, with the existing of various mechanisms in ASEAN it seems there is duplication of the maritime-related forums, which

is considered overlap with multiple platforms. Although the discussions can be complementary, it is likely to pose a coordination challenge amongst the mechanisms as well as spend a lot of budget in various discussion forums and result in meeting exhaustion. It gives more complicated situation if the country has a lack of capacity of its officials to attend all of these meetings.

Secondly, with the central position of ASEAN coupled with its success story in maintaining peace, security and stability in the region, one can say that ASEAN should take the role as a driving force in Indo-Pacific maritime cooperation. However, it needs to readjust the priorities and strengthen its unity to respond the major powers' interests. By this situation, ASEAN member states have to balance its national interest with regional and global interests. This can be more challenging since ASEAN is known as less-binding in its mechanisms with its "ASEAN Way" principles of non-interference and the right of every state to lead its national existence free from external interference. The mechanisms can be fruitful to promote dialogue, consultation and information sharing. However, with the diverse interest of ASEAN member states, in the ASEAN led-mechanisms ASEAN can be a victim when it comes to major powers who are partners as well as rivals in international politics.

Thirdly, one can say that the ASEAN and ASEAN-led mechanisms work well when it is organized every year in many multilateral forums. In such meetings a number of agreement and joint-communique were produced which showed its triumph. Nonetheless it creates a problem when it comes to the domestic layers. The continuity of the maritime policies and officials that come to the forums due to regime changes as well as the coordination amongst the internal agencies can be an issue. The lack of coordination in addition to limited resources and human capital might limit the effectiveness of regional maritime security cooperation toward a global maritime governance. Therefore, to encourage the ASEAN mechanism on security to become a means to realize the Indo-Pacific maritime cooperation towards a global maritime governance, ASEAN and its member countries need to initially fix the above-mentioned challenging issues.

Conclusion

The importance of Indo-Pacific region coupled with its maritime vulnerability call all countries in the region for realizing the regional and global maritime governance in order to promote national prosperity and security as well as regional and global stability. As one of the regional organizations in Indo-Pacific region, ASEAN has a responsibility to facilitate and accommodate both its member states' interests and major powers' interests in Indo-Pacific maritime in such collaborative way. The ASEAN mechanism on maritime security cooperation can be a solution towards the global maritime governance. Yet, ASEAN needs more time to consolidate amongst the ASEAN itself and within the ASEAN member states.

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