

## **CHAPTER III**

### **THE STRATEGIC POSITION OF INDONESIA AND INDONESIAN MARITIME COOPERATION WITH THE UNITED STATES**

With the existence of a world maritime axis policy issued by President Joko Widodo, changes and concentrations of maritime land development will be applied sustainably. By seeing that there are still many common problems in the maritime sector besides that Indonesia has Strategic Position in the Intersection of The World Road, for this reason, the government needs maritime cooperation that can build and reduce various kinds of problems that cannot be resolved completely. Indonesia-United States maritime cooperation is considered rational by President Joko Widodo, this is due to the existence of the government's basic needs to realize Indonesia as the world's maritime axis.

#### **A. The Strategic Position of Indonesia at The Intersection of The World Road**

Indonesia has a strategic position, where the geographical position of Indonesia lies between two continents, namely Asia and Australia and between the two Oceans namely India and the Pacific. If each line is drawn will form a cross in the Indonesian map, then it has been ascertained that along with the number of trades or other activities it requires that path. This is what is called geopolitics, where eventually geopolitics will turn into geo-economics and geo-strategy. Indonesia in geo-position requires Indonesia to be able to knit relations with various countries on both continents. Where Indonesia will hold control as a critical position among other countries, but on the

other hand if it cannot take advantage of this position, it is not impossible for Indonesia to be manipulated by those who have an interest (Witjaksono, Reborn Maritim Dunia, 2017).

According to a study from Bapennas, where the global geopolitical constellation will be a challenge, especially for Indonesia where America will still dominate the world's leading power. The efforts made by the United States in the Asia Pacific region are one of the current geopolitical developments. Likewise, the expansion of defense and security forces carried out by the United States in the Asia Pacific region is also considered as one of the current geopolitical developments (Nasional, 2015). Besides, that superpower country, the global political constellation is also marked by the emergence of non-state actors who have global capacity and networks. Global terrorism is one form of threat to the security of a country which will undoubtedly still be faced. The development of advanced technology in the fields of information, communication, explosives, and transportation was assessed as the impact and success of terrorist acts (BAPPENAS, 2015).

Undeniably, Indonesia is in the vortex of the two Oceans in the international shipping lane, requiring the port to be a strategic transit point or transit point for shipping in the world. In addition to the geographical conditions of Indonesia that are open, their activities in the Indonesian region with various impacts caused. Such as fishing theft, robbery, smuggling of drug trafficking, human trafficking and the exploitation of natural resources (BAPPENAS, 2015). Therefore, this is where the importance of the transportation node is crossed. Indonesia has 39 straits where four straits such as the Sunda Strait, Lombok Strait, Makassar Strait, and the Malacca Strait include the Chokepoint shipping of the nine busiest straits in the world (Syafputri, 2013).

Based on a study from UNCTAD, 90% of the world's commercial sea trade, 40% has been carried out through Indonesian waters and territorial waters of this region. Therefore, it is almost sure that other countries as users of this

strategic path have a significant and strategic meaning for international trade. As stated by M Arief Pranoto of the Global Future Institute (GFI) Research Associate, said that the Asia Pacific region, as well as the Geopolitical shift from the heartland to the Asia Pacific, will grow as the center of the struggle for geopolitical influence of the superpower and become the center of gravity of the global economy. Therefore, Indonesia must strive for the emergence of competitive advantages in order to be able to appear to have strong bargaining power and bargaining positions in the Asia-Pacific century (Pranoto, 2014).

The strategic geographic location empirically has logical and positive implications, where the crossing and transit of world trade traffic as explained above requires Indonesia in addition to having an excellent opportunity to develop local transportation, it will also increase foreign exchange or state revenues. Besides, Indonesia will be easy to access to cooperate in various fields with other countries that have interests in Indonesian waters. In this case, Indonesia cooperates with the United States in the maritime sector which began to be refocused during the administration of Joko Widodo (Pranoto, 2014).

## **B. Indonesia's Establishing Maritime Cooperation with the United States in the Era of President Joko Widodo**

As part of the Indonesia-US Strategic Partnership, Indonesia and America are carrying out much maritime cooperation that will support the interests of both countries. On October 24, 2015, Indonesia and the United States signed a Memorandum of Understanding on Cooperation in the Maritime Sector. Then on March 28-29 2018, the Government of Indonesia through the Coordinating Ministry of Maritime Affairs held the 2nd Indonesia - United States Oceans Law and Maritime Policy Dialogue on maritime policies and the

law of the sea (Embassy U., Kerjasama AS-Indonesia di Bidang Maritim, 2015).

### **1). Indonesia and the United States signed a Memorandum of Understanding on Cooperation in the Maritime Sector.**

Under President Joko Widodo's administration, Joko Widodo began to focus on paying attention to and working on the marine area with a vision to make Indonesia a world maritime axis. On October 24, 2015, President Joko Widodo visited Washington, successfully bringing bilateral relations between Indonesia and the United States to a higher level by signing a Memorandum of Understanding in the maritime field. This fact sheet provides further details regarding some major maritime initiatives between the United States and Indonesia (Embassy U., Kerjasama AS-Indonesia di Bidang Maritim, 2015).

#### **a. Protecting Coastal Communities and Fisheries**

Indonesia through the Ministry of Maritime Affairs and Fisheries (KKP) has received assistance worth US \$ 40 million from the United States Agency for International Development (USAID) to improve sustainable fisheries management and conservation of Indonesia's marine biodiversity. The United States (US) represented by USAID provided this assistance through 5 programs. These five programs support Indonesian fisheries in developing conservation and encouraging traceability of seafood programs as well as monitoring of satellites. The five programs include Sustainable Ecosystems Advanced (SEA), National Oceanic and Atmospheric Administration (NOAA), Supporting Nature and People Partnership for Enduring Resources (SNAPPER), cooperation with Interpol, and Oceans and Fisheries Partnership. The SEA program which aims to strengthen sustainable fisheries management will be carried out in 3 target provinces, namely Maluku, North Maluku and West

Papua with total funding of US \$ 33 million. (Embassy U., Kerjasama AS-Indonesia di Bidang Maritim, 2015 ). Whereas the NOAA program aims to strengthen the governance and resilience of nationally located coastal and marine ecosystems with a total funding of US \$ 1.7 million. For the SNAPPER program, with a total funding of around US \$ 3 million, it aims to strengthen deep sea biodiversity conservation, and maintain the sustainability of snapper and grouper fisheries in the deep sea of Indonesia with the location of activities in 5 main provinces, namely East Java, Bali, NTT, Sulawesi North and Central Sulawesi (Simorangkir, 2017)

Beside that the Government of Indonesia committed to the development of 20 million hectares of Marine Protected Areas (MPAs) by 2020, and according to the CBD 10 in Nagoya, Indonesia is expected to have 10% of the KKP from sea waters in Indonesia or around 31 million hectares. Until 2016, 17,980,651.99 hectares of water conservation areas have been developed in Indonesia, managed by 32 units of KLHK, ten units of Maritime and Fisheries Ministry and 123 units of Provincial Government (Sangadji, 2018).

Table 1. Area of Water Conservation Area and Small Island and Coastal Conservation Areas in Indonesia in 2016

No	Conservation area	Number of Regions	width (Ha)
A	Managed by the Ministry of Environment and Forestry	32	4.694.947,55
1	Marine National Park	7	4.043.541,30
2	Nature Marine Tourism Park	14	491.248,00
3	Marine Wildlife Sanctuary	5	5.678,25
4	Marine Nature Reserve	6	154.480,00
B	Managed by the Ministry of Maritime Affairs and Fisheries and the Regional Government	133	13.285.704,44
5	Aquatic National Park	1	3.355.352,82
6	Aquatic Nature Reserve	3	445.630,00
7	Aquatic Tourism Park	6	1.541.040,20
8	Regional Conservation Area	123	7.943.681,42
	Total number	165	17.980.651,99

#### b. Fighting Illegal Fishing

The United States and Indonesia are working together to fight and prevent illegal fishing or "IUU Fishing" both in Indonesia and in the ASEAN region. Through Indonesian

society and fisheries (MDPI) Indonesia has a partnership with Ocean and Fisheries Partnership (USAID Oceans). USAID Oceans is a collaboration between USAID and the Southeast Asian Fisheries Development Center which aims to promote sustainable fisheries, preserve marine biodiversity in the Asia Pacific region and combat illegal fishing activities by developing electronic systems for documentation and tracking of data located in Bitung as a trial location (Embassy, 2017)

In addition to US international development (USAID), the National Oceanic and Atmospheric Administration (NOAA), the Department of Justice and the US Department of Defense also helped Indonesia in the procurement of technology, system integration, and capacity building. Including training relating to the application of the Agreement on Portions of Food and Agriculture Organization (FAO Agreement on Port State Measures), enforcement of regulations in the fisheries sector, as well as information and intelligence analysis. This collaboration will also support Indonesia's capacity to meet new data requirements from seafood traceability programs that are being developed to combat fraud and illegal capture of seafood products in US trade (Embassy U., Kerjasama AS-Indonesia di Bidang Maritim, 2015).

#### c. Expanding Science and Technology Cooperation in Marine Affairs

The plan of Indonesia and the United States related to the field of science and technology here is to conduct observations and joint research related to marine ecosystems. These include oceanographic research and climate change. Cooperation in this field is expected to be able to explain and provide an understanding of the complexity of the relationship between the atmosphere and the sea, as well as climate change and the ecosystem itself. So that it can help predict droughts and the amount of rainfall in Indonesia, understand the oceanographic impact for the United States, and the ecological

impact of acidification of seawater on coral reefs (Kepri, 2015).

In this case, America provides assistance in the form of joint research and procurement of technology to help Indonesia reduce the impact of fishing theft and natural disasters. Indonesia Meteorology and Geophysics Agency (BMKG) cooperates with the US National Oceanic and Atmospheric Agency (NOAA) in developing technology to predict climate through marine. This collaboration is expected to predict the more extreme climate in Indonesia. The technological development carried out between BMKG and NOAA is based on observation and research on ocean climate or ocean climate (Wulan, 2018).

One of the joint activities carried out by the two state institutions was the Prima Expedition. This expedition aims as an effort to support ocean observation activities and continuous data availability, thereby increasing weather and oceanographic understanding and information. Ocean observation data also supports increased accuracy in weather prediction, climate, and maritime information. The involvement of the United States through NOAA in the Expedition is expected to contribute to improving the relationship of marine research between Indonesia represented by BMKG and LIPI with the United States because the data from the expedition research will undoubtedly add to the understanding of the natural forces that shape and influence the world maritime environment (Arifin, 2017).

#### d. Increasing Ocean and Port Security

In this collaboration U.S. The Coast Guard and the US Department of State's Export Control and Related Border Security Program conduct training for coast guard officers. Besides, this collaboration also seeks to improve port security. Both countries want port security following international standards (International Ship and Port Security). This effort aims to detect and prevent security threats in the sea transportation sector and is beneficial in supporting trade



between the United States and Indonesia (HIMAPIKANI, 2015).

Port security and sea transportation can be traced through rules such as the International Ship and Port Facility Security (ISPS Code), these rules apply to each member country of the International Maritime Organization (IMO). The aim of the ISPS Code is implemented as a framework for international cooperation limited to maritime security issues whose principles are as a forum for exchanging information and data of any data concerning the potential threats to maritime security in all countries (Rindarto, 2016).

There are 6 essential things in carrying out ISPS Code rules, namely: Ship Security Plan is a written plan prepared and developed to guarantee the implementation of every action taken on board, designed in such a way as to protect people on boats, cargo, equipment cargo transportation, storage/supplies, etc. against the risk of security incidents; Port facility Security Plan is Port facility Security Plan is a written plan prepared and developed to ensure the implementation of every action taken to protect all kinds of port facilities and ships, people, cargo, cargo transport equipment, places storage of goods in port facilities against the risk of security incidents; Ship Security Officer is a person who is on board a ship that is responsible to the ship captain, appointed by the Shipping Company, who is responsible for ship safety including the implementation and maintenance of the Ship Security Plan; The Company Security Officer is the person appointed by the Company whose job is to guarantee the assessment ship security; The Port Facility Security Officer is the person appointed to be responsible for the implementation and changes of the Port Facility Security Plan and Security level is classification from Ship and Port security (Eko Septian Tirta Wibawa, Sularto, Endah Sri Astuti, 2016).

- e. Promoting Sustainable and Environmentally Friendly Economic Growth

The United States and Indonesia will explore and support trade and investment activities to further develop trade relations between the two countries in the maritime sector. The US will also explore public-private partnerships, business delegation meetings, and promotions through trade shows to support the development of sustainable fisheries and port sector in Indonesia. Through the Ministry of Maritime Affairs and Fisheries, this collaboration will be realized through the implementation of a USD 40 million program aimed at supporting Indonesia's efforts to improve sustainable fisheries management (Perikanan, AS Dukung Kebijakan Kelautan dan Perikanan Berkelanjutan di Indonesia, 2017).

f. Helping Victims of Forced Labor in the Seafood Industry and Encouraging Justice:

The United States provided emergency relief funds for victims to help Indonesia and the International Organization for Migration (IOM) efforts to save hundreds of Burmese, Cambodian, Lao PDR and Thai fishers who were victims of forced labor in the fishing industry. In this case, America provides emergency assistance funds of around the US \$ 225,000. The US aid fund will support the costs of social workers, medical staff, and IOM Indonesia assistants, as well as direct assistance that may include medical care, food, and water, shelter and integration for victims of trafficking (Redaksi, 2015).

The United States also encouraged the Indonesian government to develop procedures to identify victims and refer them to care, and advocacy to prosecute and prosecute recruitment agencies, brokers, and corrupt public officials involved in exploiting victims. This has been done by Indonesia to create a new mechanism to strengthen victim identification procedures that are in line with the promotion of the 2015-2019 National Action Plan for the Eradication of Trafficking in Persons (RAN PTPPO). However, the government does not meet minimum standards in some TPPO-prone areas. The lack of understanding of officers with

indicators of human trafficking and anti-trafficking laws has hampered efforts to identify victims. Besides, inadequate data available, information dissemination, and weak coordination between government institutions have hampered the implementation of the national anti-trafficking strategy (Embassy U., 2017).

## **2. Indonesia and the United States signed a Memorandum of Understanding on Cooperation between Bakamla RI and the United States Coast Guard.**

On 28-29 March 2018 Indonesia and America held the 2nd Indonesia-United States Oceans Law and Maritime Policy Dialogue, which took place in Jakarta. Through this event, the Republic of Indonesia Marine Security Agency (Bakamla RI) and the United States Coast Guard signed a memorandum of understanding (MoU) in maritime cooperation on maritime affairs and marine law. The signing of the MoU was aimed at making the two countries understand their respective policies, especially regarding maritime affairs and also how the two countries understood the law of the sea (John B. Haseman & Eduardo Lachica, 2009).

The Maritime Security Agency (Bakamla) is an institution formed by President Jokowi replacing the Sea Security Coordination Agency (Bakorkamla) which was threatened with suspension. Bakamla was formed as a mandate from Law Number 32 the Year 2014 Article 59 concerning the Establishment of a Marine Security Agency. Bakamla is obliged directly under the authority of the head of government and the ministry that houses it, namely the Coordinating Ministry of Maritime Affairs of the Republic of Indonesia. In particular, Bakamla carries out law enforcement functions at sea through patrols to maintain security and safety in Indonesian waters and jurisdiction (Dinarto, 2016).

In this case, the form of cooperation carried out between the two is educational opportunities through participation in the USCG Academy, Prospective Officer

Schools, courses for International Officers in the maritime field, and other training and education opportunities. Besides, Bakamla RI and USCG also plan to build cooperation between educational institutions in the field of maritime security in both countries. Both agencies also agreed to carry out expert exchanges in specific fields, workshops, seminars, and exchange of experiences and learning. Furthermore, the two agencies also agreed to carry out consultations between high-ranking officials and dialogues periodically, starting from the technical and strategic levels, to discuss maritime safety and security issues that were of mutual interest (Jakarta, 2018).

In order to maximize training material programs, on March 20, 2018, Bakamla RI representatives had the opportunity to visit the sea element in Pelabuhan District 14 (D14), United States Coast Guard (USCG), Honolulu, Hawaii. The activity held by the USCG D14 was also attended by representatives from the Philippine Coast Guard, Vietnam Coast Guard, and the Malaysian Maritime Authority Agency. This opportunity was filled with a visit to several ships owned by USCG, including WPC 1126 Joseph Gerczak and CGC WLB 205 Walnut. WPC 1126 Joseph Gerczak is a type of fast response ship that is capable of instant chasing if there is an emergency call. As with the 205C Walnut CGC WLB which has the primary task of rejuvenating the entire ring buoy that is spread throughout the territorial waters of the United States (Sulistiawan, 2018).

Related to the training of public relations practitioners, representatives of Bakamla RI personnel can understand that the momentum in capturing activities into images is a challenging task. The link thing is because every event cannot be repeated. Besides, the cooperation between all chipmakers and RI Bakamla personnel at stations spread from Sabang to Merauke is essential, keeping in mind the limited number of public relations personnel owned by Bakamla at this time.

In addition to realizing cooperation between Bakamla RI and USCG, both of them sought to build a Training Center

in Ambon. On September 25, 2018 the Head of the Indonesian General Bakamla Bureau Brigadier General Sandy M. Latief with the Director of Cooperation Dade Ruskandar and Head of the East Maritime Kamla Office Vetty V. Salakay welcomed the arrival of a United States Coast Guard (USCG) delegation led by USCG Captain (Ret) Senior Maritime Advisor James Duval at the East Maritime Zone Ship Base. They reviewed the Ship, then went to the East Maritime Zone Ship Base Office to discuss some technical matters, such as the training plan with USCG, the construction of the Indonesian Bakamla Training Unit in Ambon, and the Maritime Information Fusion Center. The form of cooperation that will be realized between Bakamla RI and USCG includes capacity building training for personnel in the field of Sarpras Maintenance Management, Policy Management and Capacity for Law Enforcement Basic Program for Maritime Training and Ship Inspection Techniques (Bakamla RI Bersama USCG Bangun Pusat Pelatihan di Ambon, 2018).

Through the MoU between Bakamla RI (Maritime Security Agency) and the US Coast Guard, US assistance to Indonesia for maritime security has increased, such as the assistance of sea lane radar monitoring equipment along the northern coastline, increasing coast guard capacity. The US also invited RI as a member of the Safe Ocean Network Steering Committee, RI's annual Dialogue - US Ocean Law and Maritime Policy Dialogue. Besides, there was an intensification of US visits to Indonesia in the context of maritime security (Conference, 2018).

Table 2. The Data United States Visits Indonesia related Maritime Security

No	Date	Place	Activity
1	7 March 2015	Bea and Cukai Batam	Implementation of Technical Review of Strategic Trade Control (STC) System in Indonesia by the EXBS United States.
2	6-9 Sept 2017	Tanjung Wangi Port, Banyuwangi	USNS Millinocket and USNS Fall River Ship Visits related to military training between Indonesia and the United States.
3	3 August 2015	Situbondo, East Java	military training between Indonesia and the United States. (CARAT-15)
4	3-8 August 2016	Situbondo, East Java	military training between Indonesia and the United States. (CARAT-16)
5	July 2017	Surabaya	ISPS Code in Indonesia by the United States.

Overall, this cooperation program is a continuation of the implementation of the agreement between the US-Indonesia Comprehensive Partnership (US-Indonesia Comprehensive Partnership) since 2010 which consists of 54 items with categories: Politics and Security (12 items), Economy and Development (27 items), and Social Culture, Education, Science and Technology and other fields of cooperation (15 items) (Murray Hiebert, Ted Osius, Gregory B. Poling, 2013).

The explanation in Chapter III provides an overview of The Strategic Position of Indonesia at The Intersection of The World Road and conduct Cooperation with the United States in the Era of President Joko Widodo. On October 24, 2015, Indonesia and the United States signed a Memorandum of Understanding on Cooperation in the Maritime Sector. Then on March 28-29 2018, the Government of Indonesia through the Coordinating Ministry of Maritime Affairs held the 2nd Indonesia - United States Oceans Law and Maritime Policy Dialogue on maritime policies and the law of the sea.

