

CHAPTER IV

The cooperation that has been carried out by Indonesia and the United States is an Indonesian effort to realize the vision of Joko Widodo president, who wants to make Indonesia the Global Maritime Fulcrum. In addition to cooperating with the United States, which needs to be considered in realizing Indonesia as the Global Maritime Fulcrum, it is to improve the maritime problems that occur in Indonesia, and then Indonesia can become the Global Maritime Fulcrum.

A. Indonesia wants to improve maritime security, protect the oceans, and promote sustainable development in the marine sector.

1. Improve Maritime Security

As a maritime country, Indonesia has many disadvantages such as the Marine Police. Marine police are essential because, without the Sea Police declaration, other countries can easily claim and disturb the Indonesian sea, especially countries that are directly adjacent to Indonesia. Marine police here consist of marine law, maritime security, and international trade. Indonesia has many laws that regulate marine and coastal resource management issues, but in reality, there is still a high degree of non-compliance to follow these regulations. It is reflected in the widespread practice of catching prohibited biota in almost all coastal areas in Indonesia, even in very remote areas (Witjaksono, Reborn Maritim Dunia, 2017).

Law enforcement activities in Indonesian waters face fundamental constraints. These obstacles occur in almost all aspects of law enforcement activities, starting from monitoring activities to prosecution and detention of suspected perpetrators of illicit activities. In general, it can be said that

the problems are caused by the existence of several factors including budget constraints, limited human resources (HR) trained, limited facilities and infrastructure, weak coordination mechanism between institutions and communication between law enforcement agencies, the low level of public understanding of the importance of the environment and natural resources for humankind, and the extent of the waters that must be controlled by the law enforcement team (Dirhamsyah, 2007).

Marine police have the main task in enforcing laws and regulations in the field of maritime affairs, smuggling goods and drugs, immigration and other community protection activities. However, the authority to carry out supervision and law enforcement activities is limited to Indonesian territorial waters. The second task carried out by marine patrols for coastal areas is monitoring, supervision and surveillance/observation for conservation and protection of marine biodiversity. Besides this, sea patrols are also carried out in Indonesian EEZ waters, and waters are bordering neighboring countries. This patrol aims to safeguard national sovereignty and control of other prohibited activities, such as smuggling, piracy, illegal fishing activities (Yuniarto, 2016).

Besides, Ocean Police Indonesia also requires a Coast Guard. Indonesia as a maritime country that has the second longest coastline in the world must have a Coast Guard. In the future, the Coast Guard in Indonesia will be held by the Marine Security Agency (Bakamla). The Maritime Security Agency (Bakamla) must carry out security and safety patrols in the territorial waters of Indonesia and Indonesia's jurisdiction. Therefore, Indonesia continues to strengthen bilateral cooperation with the United States, especially in the maritime, marine and maritime law by signing a memorandum of understanding (MoU) between the Republic of Indonesia Marine Security Agency (Bakamla RI) and the United States Coast Guard (Djuarno, 2018).

2. Protect the Oceans

Through Minister Susi Pudjiastuti as the head of the Ministry of Maritime Affairs and Fisheries, the Fishing Illegal, Unreported, Unregulated (IUU) eradication program is full of controversy. Although it has been regulated in Law No. 45 of 2009, the implementation of the law of the existing law has not been strictly implemented. For that, the final choice that must be taken is to sink the ship after first confiscating evidence in the form of ships and their catches and evacuating the crew on board. As of February 22, 2016, 151 foreign-flagged vessels were sunk since October 2014. Strengthening marine and fisheries policies was also supported by the establishment of Task Force 115 through Presidential Regulation 115 of 2015 concerning the Illegal Fishing Eradication Task Force (Pregiwati, 2018).

It is a multi-agency collaboration between the Ministry of Maritime Affairs and Fisheries, the Indonesian Navy, the Indonesian National Police (Polri), the Maritime Security Agency (Bakamla), and the Indonesian Attorney General's Office. This multidoor policy can increase national awareness of the management of marine resources as per 1 April 2017 there were 317 ships which were successfully sunk by the 115 Task Force commanded by Susi Pujiastuti. In this case, the United States and Indonesia are working together to fight and prevent illegal fishing or "IUU Fishing" both in Indonesia and in the wider ASEAN region. The US Agency for International Development (USAID), the National Oceanic and Atmospheric Administration (NOAA), the Department of Justice, and the US Department of Defense is assisting Indonesia in technology procurement, system integration, and capacity building (Kerjasama AS-Indonesia di Bidang Maritim, 2015).

Besides the Natuna Incident that forced Indonesia to be firm on the South China Sea (LTS) conflict. The Natuna incident began with the chase of a Chinese fishing boat that wanted to steal fish in Natuna waters. After being caught, the fishing boat was towed and pulled by a Chinese coast guard ship. In the stable conditions, Indonesia finally released the

rope of the fish thief ship. The PRC issued a diplomatic note by protesting Indonesia's decision to arrest a Chinese fishing boat that was not in a wrong position by fishing for traditional fishing rights according to nine broken lines determined by China since 1949 (Probo Darano Yakti & Joko Susanto, 2011).

This event immediately shocked the Indonesian side, and finally, on June 23, 2016, President Jokowi decided to hold a limited cabinet meeting on the KRI Imam Bonjol which was considered by the media as a strong signal to insinuate the existence of China in the South Sumatra Sea which interfered in Indonesian EEZ waters. Later, China claimed to have overlapped sea areas between Indonesia and China in Natuna waters where the issue has been escalated since 2008. For this incident, Indonesia decided to strengthen Natuna by building air and sea bases in Ranai as Pearl Harbor at the same time placing each one of the Marine battalions and AD combat engineers and asserted that the waters where China has overlapping are claimed to be the North Natuna Sea (Kusumadewi, 2016).

3. Promote Sustainable Development

Through the concept of development in Indonesia centric, namely to see that the islands and regions are located at the position of the tip of Indonesia no longer as the outer islands or regions, but as a leading region or island. This perception views the first region as a gateway to the Indonesian economy that faces directly to other countries, leaving behind the old stigma of concentrating the economy on Java alone regardless of the growth potential of other islands. For this reason, supporting concepts are needed to realize Indonesia's centric development. One of them is using the Sea Toll policy. The public understands sea Toll at the beginning of its appearance as a toll road that stands or hovers above the sea. But what is meant by 'Toll' is a freeway, meaning that a smooth logistics distribution channel is one of the primary targets to be achieved through this program with the hope that smooth logistics becomes a way to reduce logistics costs

which continue to increase by 15 percent per transaction as other countries managed to reduce the number to 7 percent (Devi Destiani Andilas & Liana Angelia Yanggana, 2017).

Besides, the government is currently in the process of continuing to cut dwelling time or waiting time for goods at the port which reaches one week. In the end, the licensing process in the port can be cut down to 3 days. For this reason, a variety of preparations have been carried out including infrastructure development in the form of capacity building as well as the construction of 24 ports consisting of 19 medium water ports and 5 deep water ports, equipped with the procurement of 500 ships through imports from China to connect large islands with small islands (Ini Dia 24 Pelabuhan yang akan Dibangun Jokowi untuk Program Tol Laut, 2014).

B. Indonesia has the vision to become Global Maritime Fulcrum (GMF)

Global Maritime Fulcrum is one of the mainstay 'weapons' used by the pair Joko Widodo (Jokowi) and Jusuf Kalla (JK) during the 2014 presidential election contest. Initially, the idea of Global Maritime Fulcrum was expressed by two academics behind Jokowi-JK's winning team in 2014 then. It was Rizal Sukma, CSIS director and defense observer Andi Widjajanto who introduced the maritime idea. Of course, this vision and doctrine are included in one of the leading programs at Nawacita (Sukma 2014).

Indonesia's Marine Vision is to realize Indonesia as a Global Maritime Fulcrum, which is to become an advanced, sovereign, independent, strong maritime country and able to make a positive contribution to regional and world security and peace following national interests. Indonesian Maritime Policy is prepared by referring to the Indonesian Development Vision as stipulated in Law Number 17 of 2007 concerning the National Long-Term Development Plan 2005-2025 and Law Number 32 the Year 2014 concerning Marine Affairs (Kebijakan Kelautan Indonesia, 2017).

In order to realize the Indonesian Maritime vision it is necessary to set targets as the mission of Indonesia's Maritime Policy, namely: optimal management of marine resources and sustainable; the establishment of a reliable quality of human resources, science and technology; the establishment of strong marine defense and security; implementation of enforcement of sovereignty, law and safety at sea; implementation of good marine governance; the realization of the welfare of coastal communities and small islands that are evenly distributed; the realization of increased economic growth and a competitive marine industry; the establishment of reliable marine infrastructure; and Completion of rules regarding marine spatial planning (Kebijakan Kelautan Indonesia, 2017).

According to experts on international relations and maritime "the revival of Indonesia as an archipelago," "new hopes for a national maritime revival," and "calls for Indonesian Unity" are the main objectives to be achieved from PMD (Laksmana 2014; Antara News 2014; Tempo 2014). The ideals of the Jokowi government are explained further at the 9th East Asia Summit in Nay Pyi Taw, Myanmar. According to him, PMD consists of five pillars including (RMOL 2015)

1. Maritime Culture

The maritime culture policy aims to provide a comprehensive understanding of maritime insight in all levels of society in order to optimize sustainable and sustainable national marine development. Nautical culture has a vital role in building a nation that is oriented to the ocean. With a maritime culture, Indonesian people will learn perseverance, hard work, entrepreneurship, cooperation, respect for differences, and love for the environment. The main programs in implementing the maritime culture policy strategy are as follows: improving education and public awareness about maritime which is realized through all lines, types, and levels of education; identifying and inventorying the cultural values and social systems of the sea in the territory of the Unitary State of the Republic of Indonesia as part of the national

cultural system; and evoke understanding of maritime culture and insight (Kebijakan Kelautan Indonesia, 2017).

Maritime Development includes physical and non-physical aspects. Physical development in the form of infrastructure facilities is an activity that has been carried out a lot, but non-physical development, which is generally in the form of intangible activities, still has little place. Non-physical development is an essential part of achieving maritime goals. Building maritime and maritime fields should begin with a round of perceptions and understanding for all the nation's children on the condition of the sea, the function and role of the sea for the life of the country, that understanding is known as maritime and maritime insight. Understanding marine insight is the necessary capital in the development of maritime and maritime affairs in Indonesia, because how can we be able to manage the marine resources that we have without being balanced with an understanding of the marine area that we have with all marine resources stored in it (Sarasehan, 2014).

Another aspect in the context of strengthening maritime insight is the mastery of marine science and technology. Science and technology innovation and marine scientific research have an essential role to explore the potential wealth of marine resources which must then be optimized for national development, so that Indonesia is not only proud of its status as an archipelago with a significant natural resource wealth, but must really be able to utilize that wealth for welfare the people and the superiority of the nation. The natural wealth of the sea can be a blessing or disaster depending on the extent to which a nation can use it. The other central element in the development of maritime insight is a quality and reliable maritime human resource (HR). This element positively must be stated in the marine policy. Because the carrying capacity and the ability of humans to operate assets of marine assets such as shipping and maritime industries greatly determine the success of development programs (Menhub Ingin Kualitas Sumber Daya Manusia Di Sektor Maritim Ditingkatkan, 2018).

2. Maritime Economy

The marine economic policy aims to make maritime affairs by economic development. Indonesia's marine economic potential is not only in national waters but also in jurisdictional waters and international waters that can be managed following international law. Marine resource-based economic development is intended to improve people's welfare by mobilizing national resources through the formulation of national marine program design along with a variety of complementary fiscal, monetary, financial and cross-sector mobilization instruments to support the development of the marine sector (Kebijakan Kelautan Indonesia, 2017).

The main programs in implementing the marine economic policy strategy are as follows: preparation and development of marine economic data and database; the creation of a conducive and efficient business investment climate; and the development of a business world in the field of national maritime affairs that is internationally competitive (Kebijakan Kelautan Indonesia, 2017). In order to examine the development of Indonesian maritime affairs, it is fitting to review how the position of its marine economy, which consists of several sectors, namely: transportation or sea transportation, maritime industry, fisheries, marine tourism, mineral energy and resources, marine building, and marine services, play a role in the past and how should the Indonesian people lay a solid foundation for the development of an island nation that can prosper the people of the archipelago. When viewed from the contribution of the maritime sector to Indonesia's Gross Domestic Product (GDP) in 2005 it has experienced an increase, although it has not been optimal if you see it comparing it with the existing potential. In 2001 the contribution of the maritime sector to the national GDP amounted to 20.15% increased to 22.42% in 2005 (Jusuf, 2016).

The economic value of Indonesia's maritime and maritime affairs will be increasingly strategic along with the shifting of the world economic center from the Atlantic axis to the Asia-Pacific region. Nearly 70 percent of total world trade takes place among countries in the Asia-Pacific region. More than 75 percent of goods and commodities traded are transported by sea and 45 percent of the equivalent of USD 1,500 trillion per year of goods and commodities are traded through the Indonesian Archipelago Sea Channel (ALKI). The economic potential of the marine sector includes 11 sectors namely capture fisheries, aquaculture, fishery products processing industry, marine biotechnology industry, and mining and energy, marine tourism sector, mangrove forest, sea transportation, small island resources, and natural resources non-conventional. Indonesia has a considerable marine sector potential reaching USD 1.2 trillion per year (Alam, 2014).

3. Maritime Connectivity

In order to foster a maritime economy, the government built and developed maritime and maritime infrastructure to improve connectivity and development with the Indonesian-centric approach, not Java-centric. The main programs in implementing the marine infrastructure policy are as follows: strategic national interest synergy in determining the area of marine infrastructure development; development of a national sea transportation connectivity system; and development of capabilities and capacities of national business entities in the field of development and management of competitive and international marine infrastructure (Kebijakan Kelautan Indonesia, 2017).

The maritime connectivity policy in the form of sea highway construction has a focus and target. The focus in 2014 was to meet the needs of pioneer shipping, while the target for the fifth year was to realize a sea transportation system capable of reducing logistics costs to 20 percent of gross domestic income, growing a national shipping fleet

from 10 to 30 percent, rejuvenating national vessels by reducing ships over 25 years from 70 percent to 50 percent, and reduce port service time at significant ports from 6 to 7 days to 3 to 4 days. This target is very likely to be achieved if some important steps are taken, especially in cross-sectoral planning, as well as involving local governments and communities (Yulianto, 2017).

Maritime connectivity planning carried out through the development of sea and sea freight tolls in Indonesia is excellent and must be supported, as a liaison between islands, including small islands. Therefore, ports that need to be developed in the long term are national ports, regional ports, and local ports which primarily function as a place to transfer passengers and goods. Whereas in the short term, the role of international port hubs and international ports must be completed considering the development has long been carried out. The international port's main hub functions as transshipment of goods between countries, while the international port serves as a place for passenger loading and distribution of national container distribution and international container transportation services (Latif Adam dan Inne Dwiastuti, 2015).

Seaports as one component in the construction of sea tolls are undoubted, where the economic benefits that can be taken from seaports, especially international ports, are influenced by several factors, such as Efficiency and productivity. It is not only related to technical efficiency, but also energy, finance, space, labor, administration, and other factors; Environment. Seaports are built in areas that are very vulnerable to ecological changes. The increasing demand for port services, the more likely the risk of pollution will be; Social and Institutional. The social and institutional changes that support the direction of good change undoubtedly affect the port's economic performance and have a multiplier effect on the overall marine economy. However, if the opposite happens, then the social costs borne are huge; Factors in growth or demand for port services. The increase in demand

for port functions can only be done through a good micro and macroeconomic climate. Economic instruments and the investment climate must be accompanied by political and security stability (Latif Adam dan Inne Dwiastuti, 2015).

The aim of the maritime connectivity policy is to increase the competitiveness that has been questioned by business operators, shorten the time the products sent from Indonesia to the bordering countries, increase the availability of products needed by the community, but are not produced in the area at affordable prices, and open remote areas through development cruise (Kebijakan Kelautan Indonesia, 2017).

4. Maritime Diplomacy.

Maritime diplomacy is the implementation of a foreign policy that aims to optimize the potential of the ocean in order to meet national interests following national provisions and international law. Indonesian maritime diplomacy is the implementation of the foreign policy that is not only related to various aspects of the sea at the bilateral, regional and global levels but also those that use marine assets, both civilian and military to fulfill Indonesia's national interests following the provisions of national law and international law. The main programs in implementing the maritime diplomacy policy strategy are as follows: leadership improvement in various maritime cooperation at the bilateral, regional and multilateral levels; increased active role in efforts to create and maintain world peace and security in the field of maritime affairs; leadership or active role in the preparation of various international norms in the maritime field; and the acceleration of negotiations on Indonesia's maritime boundary setting with neighboring countries (Kebijakan Kelautan Indonesia, 2017).

Building communication in maritime diplomacy is needed to establish relationships with actors involved in good relations in the maritime sector between countries. "The path of diplomacy has grown into an important communication and political negotiation tool to defend and fight for national

interests in the maritime field. The Head of the LIPI Political Research Center (P2P) said that modern and innovative maritime diplomacy accommodates a broader range of issues and more diverse actors to develop creative strategies in the face of the complexity of relations between countries. Indonesia must strengthen the power base of regional relations through bilateral relations, one of which is with United States (LIPI: Diplomasi Maritim Perlu Formula Baru, 2017).

In this case, Indonesia has made diplomatic efforts on every maritime problem, but the dynamics faced are increasingly complex. The state cannot carry out its diplomacy process, but it requires a process of communication with related actors such as the community. Involving non-state actors such as the private sector and the public is essential to grow and develop the sectarian sector. Meanwhile, in improving maritime diplomacy, coordination between institutions in the maritime sector plays an important role. "Indonesia must strengthen its identity as a maritime country. Various maritime cooperation including between Indonesia and the US are expected to increase diplomacy between the two countries that require skills to negotiate national interests with other countries. Many opportunities for maritime diplomacy can accommodate national interests. Therefore, as an archipelagic country, Indonesia must see the sea as a link, not as a separator (LIPI: Diplomasi Maritim Perlu Formula Baru, 2017).

5. Maritime Security

Defense, security, law enforcement, and sea safety policies aim to uphold sovereignty and law, maintain the territorial integrity of the Unitary State of the Republic of Indonesia and protect the entire nation and all of Indonesia's bloodshed from threats, challenges, obstacles and disturbances in the sea. The main programs in implementing the strategy of defense and maritime security policies are as follows:

enhancing defense capabilities and performance in an integrated manner in all territorial waters and jurisdictions, as well as outside the jurisdiction in accordance with international law; increased development of border areas in the outer sea and small islands; and an increase in Indonesia's active role in maritime defense and security cooperation both at regional and international levels (Kebijakan Kelautan Indonesia, 2017).

As the largest archipelagic country in the world with 2/3 of its territory being sea, it is certain that the sea has an essential meaning for the Nation and the State of Indonesia. At least there are 4 (four) essential factors, namely: Sea as a means of unifying the territory of the NKRI; The sea as a means of transportation and communication; Sea as a natural resource for economic development, Sea as a defense medium (Sulistriyono, 2016). Therefore, Indonesia has a considerable interest regarding maritime security whose purpose must be directed at achieving and creating conditions that are safe from threats of environmental violations from outside parties, safe from the dangers of shipping navigation, safe from illegal exploitation of natural resources and environmental pollution and safe from illegal acts. In the map of world trade, the Indonesian region provides the closest trade routes through chokepoints that connect between countries in the Northern and Southern, Eastern and Western hemispheres. Five of the six vital chokepoints in world trade in the Asia Pacific region are in Indonesia. In the theory of maritime strategy, the Navy blockade can be in the form of a blockade distant, and it can also be a close blockade. Today, the issue of the blockade is still feared by countries that have interests far from their national territory (Sulistriyono, 2016).

Indonesian territorial waters also function as national and international lifeline shipping, which is subject to various international arrangements, especially those relating to shipping techniques and environmental protection which are the mandate of the International Maritime Organization (IMO), including the Convention for the Prevention of

Pollution from Ships. (MARPOL) One thousand nine hundred seventy-three along with its Protocol, the 1974 Convention for the Safety of Life (SOLAS) along with its Amendment, Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA) 1973 and the International Convention on Maritime Search and Rescue (SAR Convention) 1998. In recent times, the creation of security in the sea has become increasingly complicated with the proliferation of various crimes, such as sea piracy, armed robbery, maritime terrorism, and transnational organized crime (TOC). Almost all crimes including the TOC category can be carried out at sea or using the sea as a medium such as illegal fishing, illegal logging, illicit drug trafficking, trafficking in person and arms smuggling (International Maritime Organization, 2015).

Our marine territorial surveillance fleet still has limitations. With the limited number and operational capability in maintaining the sovereignty and security of the NKRI region, it is assisted and supported by its operation and roaming capabilities using the Monitoring, Controlling and Surveillance (MCS) system. However, the current condition of the MCS system is still limited to each unit and has not been integrated, because it still requires the addition of sophisticated and expensive equipment. Based on Law No. 34 of 2004 article 9 b stating that the Indonesian Navy must uphold the law and maintain the security of the national jurisdiction following national and international legal provisions. The authority has been stated in UNCLOS 1982 and several national legislations that the area of authority applies not only to the 12-mile territorial sea, but applies to the waters of an additional 24 miles zone, ZEE 200 miles and even on the high seas over 200 miles (Tentara Nasional Indonesia Nomor 34 Tahun 2004 , 2004).

Of the five pillars, Jokowi reiterated his commitment to synergize the PMD doctrine among East Asian countries including JSM initiated by China. Some media said that the statement made by Jokowi at the East Asia Summit was called

the Jokowi Doctrine. So that at the academic's level there are different views regarding the meaning of PMD. There are those who understand the 'axis' as Fulcrum, namely the tendency of Indonesia's foreign policy to become a balancing axis between the two oceans inhabited by regional powers with a transformation into a medium power; or understood as nexus by highlighting the shipping routes of SLOC and ALKI which are Indonesia's top priorities for securing and tightly controlling the waters that have been opened as Indonesia's economic gates (Nainggolan, 2015).

There are also those who interpret Global Maritime Fulcrum as a global hotspot or pivot even though the amount is not too significant compared to the discussion about the axis, Fulcrum, and Nexus. Of the five pillars that have existed, Jokowi prioritizes the Sea Toll program to strengthen connectivity and sinking policies to affirm Indonesia's commitment to applicable international marine law and pursue state losses from illegal fishing which are often carried out by foreign fishing vessels of Rp304 trillion (Sriyanto, 2018).

C. Indonesia's Advantages and Disadvantages in Establishing Relations between Maritime Cooperation and the United States

Maritime cooperation between Indonesia and the United States can be seen from the interests of the Indonesian government to become the world's maritime axis. United States excellence in maintaining and developing the maritime sector, evidenced by the sophistication of technology and the United States marine security systems that are more advanced than Indonesia. In order to achieve the interests of being the axis of the world maritime, various efforts have been made to realize the ambitions of President Joko Widodo in developing Indonesian maritime affairs that are almost far behind other maritime countries (Putra, 2014).

Indonesia has advantages and disadvantages in establishing cooperative relations and not establishing

maritime cooperation with the United States. The interest to become a global maritime axis does not run smoothly if the government does not conduct diplomacy or maritime cooperation that can expand Indonesia's network in the maritime area. As an Indonesian maritime cooperation partner, the United States is considered capable of providing a positive impact on Indonesia's paralyzed maritime conditions. Besides, the United States also supports Indonesia to become the world's maritime axis (Putra, 2014). The support of the United States government in the maritime collaboration is realized in the form of programs that are almost similar to the Indonesian maritime axis policy. Among them are maritime security, maritime economy, marine resources, and fisheries conservation, safety and maritime navigation, marine science, and technology. In this case, between the interests and deliberate actions of President Joko Widodo in establishing maritime cooperation relations with America can go straight (Ramdhani, 2015).

Collaboration between Indonesian government institutions and the United States government in creating technology and developing maritime areas is considered to provide many benefits for the course of world maritime axis policies. Like the United States National Oceanic and Atmospheric Administration (NOAA) and the Meteorology, Climatology and Geophysics Agency (BMKG), the United States Agency for International Development (USAID) and the Indonesian Society and Fisheries Foundation and collaboration between the Ministry of Maritime Affairs and Fisheries (KKP) with USAID (Ramdhani, 2015).

From some of the benefits that Indonesia gained from the collaboration, Indonesia also has a loss for maritime cooperation with the United States. The United States as a maritime country with its various capabilities and technological advances does not ratify the United Nations Convention on the Law of the Sea (UNCLOS) as an international marine law. As a maritime cooperation partner, of course, Indonesia wants the United States to ratify the

convention so that there is no conflict of interest regarding maritime issues because the United States is a country with a significant influence in the region. By ratifying UNCLOS, the United States can demonstrate its commitment to maritime security. Besides, the clarity of the United States commitment to sea issues can also be accounted for (Samosir, 2016).

Table 3. Advantages and Disadvantages of Indonesia-United States Maritime Cooperation during the Joko Widodo Administration

Opsi	Advantages	Disadvantages
Establishing Cooperation	<ul style="list-style-type: none"> • Developing Indonesian marine technology, because the United States has advanced and advanced marine technology. • Increase maritime security. • Improve Indonesia's maritime economy 	<ul style="list-style-type: none"> • United States knows Indonesia's weakness regarding marine technology. • United States did not ratify the United Nations Convention on the Law of the Sea (UNCLOS).
Opsi	Advantages	Disadvantages
Not Establishing Cooperation	<ul style="list-style-type: none"> • Indonesia does not depend on the United States regarding marine technology 	<ul style="list-style-type: none"> • Indonesia's marine technology lags far behind other maritime countries • The world maritime axis policy does not run smoothly

The explanation in Chapter IV provides an overview of how Jokowi government realizes Indonesia as a global maritime fulcrum, with improve maritime security, protect the oceans boundaries, and promote sustainable development in the marine sector. Beside that explanation about Indonesia's Marine Vision is to realize Indonesia as a Global Maritime Fulcrum, which is to become an advanced, sovereign, independent, strong maritime country and able to make a positive contribution to regional and world security and peace following national interests. Indonesian Maritime Policy is prepared by referring to the Indonesian Development Vision as stipulated in Law Number 17 of 2007 concerning the National Long-Term Development Plan 2005-2025 and Law Number 32 the Year 2014 concerning Marine Affairs.