



Hasanuddin Journal of Strategic and International Studies

ISSN: 2963-1394 (Online) Journal Homepage: <https://journal.unhas.ac.id/index.php/hjsis/>

Indonesia as a Global Maritime Fulcrum: Examining the Model of Indonesia-Australia Maritime Cooperation and Its Impacts to Achieve Indonesia's Global Maritime Fulcrum Security Agenda

Istiqomah Febrian Alda As'ad, Regina Farah Nafilah

To cite this article:

As'ad, I. F. A., & Nafilah, R. F. (2022). Indonesia as a Global Maritime Fulcrum: Examining the Model of Indonesia-Australia Maritime Cooperation and its Impacts to Achieve Indonesia's Global Maritime Fulcrum Security Agenda. *Hasanuddin Journal of Strategic and International Studies (HJSIS)*, 1(1), 17-30.

To link to this article:

<https://doi.org/10.20956/hjsis.v1i1.24844>

Published by: Hasanuddin University

Hasanuddin Journal of Strategic and International Studies (HJSIS) is an open access, and international peer-reviewed journal. Our main objective is to disseminate current and original articles from researchers and practitioners that enrich understanding, and contributes to the past, current, and future discourse and issues of strategic and international studies relevant to the Indo-Pacific region. The article should address multidisciplinary research on theoretical and/or empirical questions in the topic around: strategic studies, international relations, international politics and security, international political economy, transnational society, international diplomacy and negotiation, international and regional organization, governance & democracy, terrorism and transnational organized crimes. HJSIS encourage a robust analysis and rigorous methodologies (quantitative or qualitative or mix-method) written in an engaging and analytical article style, so that it promote new ideas, discourse, controversy, and solid reflection theoretically or practically toward Indo-Pacific's strategic and international studies issues.



Hasanuddin
University

Indonesia as a Global Maritime Fulcrum: Examining the Model of Indonesia-Australia Maritime Cooperation and Its Impacts to Achieve Indonesia's Global Maritime Fulcrum Security Agenda

Istiqomah Febrian Alda As'ad¹, Regina Farah Nafilah^{2,*}

¹ Department of International Relations, Faculty of Social and Political Sciences, Hasanuddin University, Makassar, Indonesia

² Johan Skytte Institute of Political Studies, University of Tartu, Tartu, Estonia

Abstract

This article is motivated by a cooperation agreement between Indonesia and Australia, namely the Lombok Agreement or Lombok Treaty, regarding law enforcement, intelligence, resistance, terrorism, and maritime security. This collaboration was also continued with the MoU Joint Declaration on a Comprehensive Strategic Partnership between Australia and Indonesia during the reign of President Joko Widodo in realizing a shared vision of a safe and stable maritime environment. This article aims to look at and analyze more deeply such cooperation between Indonesia and Australia and how it influences Indonesia under President Joko Widodo's administration to realize its Global Maritime Fulcrum (GMF) mission, thus contributing to managing maritime security. The research method applied in writing this article uses a descriptive research type using literature review techniques to collect data from various journals, articles, books, websites, and studies that correlate with this article. This article uses the concept of maritime cooperation to see the bilateral cooperation between Indonesia and Australia, which is based on problems and aims to achieve the interests of each country. Overall, this article shows that the maritime cooperation carried out by Indonesia and Australia can impact efforts to realize Indonesia as a Global Maritime Fulcrum proclaimed by President Joko Widodo in the security realm. This cooperation is implemented in the form of cooperation that has a positive impact on the development of personnel quality, both on Indonesian Navy (TNI AL) and Royal Australian Navy (RAN) personnel professionalism, as well as information gains in implementing maritime security operations with Indonesia.

Key Words

National interest, Indonesia, Australia, Global Maritime Fulcrum, maritime cooperation, maritime diplomacy, maritime security.

1. Introduction

Global Maritime Fulcrum (GMF) is a national grand strategy and policy designed by President Joko Widodo which revived the maritime spirit of Indonesia by making the maritime the focal point and development objective during his reign. This idea has emerged since the first election campaign in 2014 to build and organize the sea, which will become the capital for development, attaining national prosperity, and escalating inter-island connectivity through infrastructure development and protection of maritime resources (Marzuki, 2018). In this way, Indonesia can boost its economy by taking advantage of its strategic location at the crossroads of the Indian Ocean and the Pacific Ocean.

*CORRESPONDENCE Regina Farah Nafilah | regina.farah.nafilah@ut.ee | Johan Skytte Institute of Political Studies, University of Tartu, Ülikooli 18, 50090 Tartu, Estonia

GMF was first presented internationally by the President at the East Asia Summit (EAS) on 13 November 2014 in Naypyidaw, Myanmar (Suhaidi, Rosmalinda and Alhayan, 2020). The GMF launched by President Jokowi has five main pillars in it, namely maritime culture, maritime economy, maritime connectivity, maritime diplomacy, and maritime security. Firstly, this maritime culture pillar focuses on building a national identity, notably making Indonesia a maritime nation. Second is the maritime economy which enforces and preserves the maritime resources of Indonesia. Third, maritime connectivity prioritizes the development of facilities and infrastructure for sea transportation and tourism. Fourth, maritime diplomacy optimizes state soft power to deal with regional threats and develop bilateral to multilateral cooperation in the maritime field. Fifth, maritime security seeks to strengthen the country's hard power to develop Indonesia's maritime defence forces to increase the security of the country's territory (Suhaidi, Rosmalinda and Alhayan, 2020). These five pillars focus on the maritime sector's development during President Jokowi's government era.

Global Maritime Fulcrum is already included in Presidential Regulation Number 2 of 2015 concerning the 2015-2019 National Medium-Term Development Plan (RPJMN) and also in Presidential Regulation Number 16 of 2017 concerning Indonesian Maritime Policy, that "GMF is Indonesia's vision to become a maritime nation that is sovereign, advanced, independent, strong, and able to make a positive contribution to regional and world security and peace in accordance with its national interests (Regulations of the President of the Republic of Indonesia, 2017). These regulations are the foundation of Indonesia's effort to carry the Global Maritime Fulcrum.

In implementing GMF, there are several obstacles consisting of managerial and operational aspects. Managerially, there is an overlap in policies where many agencies manage marine resources under the government. Currently, Indonesia has 12 agencies assigned to the territorial waters plus Indonesian Coast Guard (Bakamla RI) with the same task. Several agencies have different fields of work, but the focus is almost the same (Latifah & Larasati, 2017). Meanwhile, in terms of operational aspects, piracy and weapons hijacking, violations of national boundaries, and illegal fishing crimes are all still taking place.

The efforts made to overcome the obstacles of GMF implementation are by collaborating with other countries. One of them is with Australia. In this context, Indonesia-Australia cooperation is centred on maritime security and the economy. The Bali Process and the Lombok Treaty are the manifestations of this collaboration which is also a continuation of cooperation from the previous leadership. The Bali Process is a forum for policy dialogue and practical cooperation on people smuggling and transnational crimes (Japan, New Zealand Government and Australia, 2018). It is chaired by Indonesia and Australia and started in 2002. This forum has 49 members, including the United Nations High Commissioner for Refugees (UNHCR), the International Organization for Migration (IOM), the United Nations Office on Drugs and Crime (UNODC), and the International Labour Organization (ILO), as well as a number of observer countries and international agencies.

In addition to the continued collaboration from the previous leadership, President Jokowi's administration initiated a new collaboration between the two countries, namely the MoU Joint Declaration on a Comprehensive Strategic Partnership between Australia and the Republic of Indonesia. This declaration contains a strategic partnership between the two countries which is a new chapter in the relationship between the two to deepen existing cooperation and support the initiative. Indonesia and Australia implemented the 2017 maritime cooperation declaration and the 2018 maritime cooperation action plan to realize a shared vision of a safe and stable maritime environment where people can carry out maritime trade and sustainable blue economic development (Australian government, 2018). Based on this background, therefore, this article wants to investigate and analyze more deeply the cooperation between Indonesia and

Australia to realize Indonesia as a Global Maritime Fulcrum. Consequently, this article raises questions of "what are the models of Indonesia-Australia maritime cooperation under President Jokowi's administration?" and "how does it contribute to Indonesia's realization as a Global Maritime Fulcrum?". This article will be segmented into four parts to address those questions. First, it will discuss the conceptual approach used as the analytical framework to provide a robust analysis of the issues raised. Second, it briefly exposes the research method employed. Third, based on the analytical framework used, this article will expose the models of Indonesia-Australia maritime cooperation under President Jokowi's administration and their contribution towards Indonesia's establishment as a Global Maritime Fulcrum. Lastly, this article provides a conclusion to reinforce the analysis elaborated throughout the article.

2. Analytical Framework

This article uses two concepts to address the abovementioned questions: maritime cooperation and diplomacy concepts. Maritime cooperation tries to explain the bilateral relations between Indonesia and Australia in their implications for achieving the GMF agenda. Meanwhile, maritime diplomacy presented the attitudes and efforts of the two countries to achieve their national interests through cooperative activities that carry out the GMF missions. Those two concepts are explained as follows.

2.1. Maritime Cooperation

At this time, it is without a doubt that relations between countries greatly improved. Hence this article started with the concept of International Cooperation, as the root of maritime cooperation concept, since all countries cannot stand alone in meeting their national interests. Cooperation occurs when states try to achieve their own goals by strategizing common policies and meeting the preferences of other countries. A lot of cross-border cooperation and development in various aspects, such as maritime, marks the cultivation of international relations.

The international cooperation concept has two essential elements. First, it assumes that the behaviour of each actor is directed towards a particular goal. These goals can be different for all actors engaged in cooperation. Second, it provides benefits or reciprocity rewards for the actors. Cooperation's benefits can differ for each actor involved (Hurd, 2020). Each actor helps the others to adjust policies in expectation of merits.

In terms of international cooperation in the maritime realm, cooperation is carried out by two or more countries trying to maintain and improve the maritime welfare of the country. Accordingly, maritime cooperation is an obligation based on international law, namely the United Nations Convention on the Law of the Sea (UNCLOS), emphasizing regional cooperation that aims to comprehensively manage the maritime sector, especially regarding resources and the environment. However, there have been no guidelines on its institutional matter and implementation (Medeiros & Moreire, 2017). Countries establish maritime cooperation because of political limitations in sea management, making efforts to improve sea management, including maritime trade and investment as the primary focus.

The creation of maritime cooperation is an effort to develop interstate arrangements that would enable them to share data and raise awareness of activities in offshores or borders of the countries concerned. Moreover, maritime cooperation that happens among countries cannot be separated from the awareness of the importance of maritime security and the borders of each country (Naval Studies Board, 2018). It makes maritime cooperation one of the country's options to secure its interests in the maritime sector. Relationships built are related to sharing information, be it in regular times or crises, to cope with emerging maritime issues.

Within the framework of maritime cooperation that Indonesia built, it was built based on the goal of achieving the GMF that Indonesia sparked to guarantee inter-island connectivity, improve sea transportation, industrial development, and shipping and focus on maritime security, which is then summarized in five main pillars. Indonesia can make efforts by carrying out maritime cooperation with other countries. This article found that the maritime cooperation between Indonesia and Australia is categorized as a bilateral relationship because it only involves the two countries. This collaboration is a policy of both which is carried out based on each country's problem and interests. Therefore, the benefits of this collaboration can support Indonesia's interest to be a Global Maritime Fulcrum.

2.2. Maritime Diplomacy

Diplomacy is an implementative instrument of foreign policy to achieve a country's national interest. A country can build a good reputation through diplomacy. In inter-state relations, diplomacy is mostly done when a country wants to build bilateral or multilateral cooperation with other countries. One type of diplomacy is maritime diplomacy which will be elaborated on in this article by discussing the cooperation between Indonesia and Australia in the maritime sector.

The government's white paper concerning Indonesia's maritime diplomacy defines maritime diplomacy as implementing a foreign policy to optimize maritime potential that aims to fulfil national and international legal interests (Coordinating Ministry of Maritime Affairs, 2019). By definition, it has an aspect that is not only related to maritime at the bilateral, regional and global levels but also uses maritime assets, both civil and military, to fulfil Indonesia's national interests following national provisions and international laws.

In this article, the author sees maritime diplomacy through a cooperative approach to show Indonesia's intertwining relationship with Australia. The collaboration between the two countries is committed by forming various cooperation forums and bilateral agreements to resolve related issues regarding maritime and exclusive economic zone boundaries run by the Indonesian maritime diplomacy book.

Overall, this article contextualizes the concepts explained above on the issue of Indonesia-Australia cooperation, integrating the spectrum of Indonesia-Australia's maritime cooperation and diplomacy. It aims to analyze and explore the models of Indonesia-Australia maritime collaboration during President Jokowi's administration and explain how they contribute to Indonesia's GMF missions. This conceptual interconnection is depicted in figure 1 below.

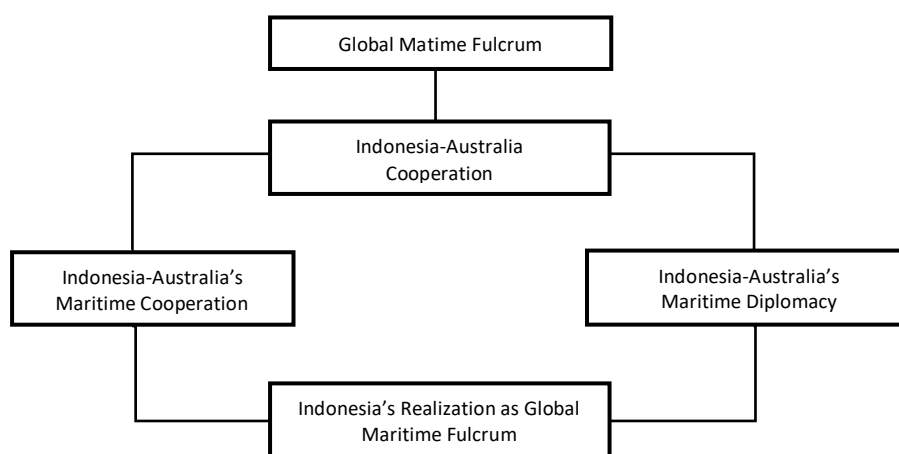


Figure 1. Analytical Framework

Source: Own elaboration

3. Research Method

This article uses a qualitative research method that is descriptive and analytic. This type of research describes the cause and effect of a particular phenomenon, idea, or symptom. Moreover, it also describes the data or facts found during the research objectively. The technique used to collect data for this article is the literature review, sourcing from books, journals, theses, articles, and reports. Data is collected from reference sources related to the problem that will be examined. The research step is to identify the problem and analyze the data and facts found. Finally, it explores the explanation and argumentation based on the conceptual framework and the data found.

4. Results and Discussions

The cooperation between Indonesia and Australia is a major step for the country's compliance to maintain sovereignty in the maritime area. These two countries are interconnected with very close border conditions within the same ocean influx. Especially during President Jokowi's reign, with the initiations that were sparked since he took office. Cooperation is one of the objectives of maintaining diplomacy between countries and advancing the country. As is the case, the relationship between Indonesia and Australia. The two countries have established cooperation, one of which is in the maritime realm. This collaboration is a follow-up to various Indonesian maritime issues, including ship accidents to illegal immigrants. It is carried out through cooperation in the search and rescue sector, personnel exchanges, program and budgetary assistance to technical cooperation in security and law enforcement.

This cooperation aims to construct a sense of alertness and solidarity by building joint solutions and increasing the capability and capacity of personnel implementing maritime security when incidents occur in the two countries territorial waters so that casualties and material losses can be minimized. The new initiative of the two countries in the maritime field is the Memorandum of Understanding (MoU) of "Joint Declaration on Maritime Cooperations Between the Australian Government and the Government of the Republic of Indonesia". This initiation is familiar now as it is based on the cooperation that has been carried out previously in other fields. Furthermore, the cooperation agreement between Australia and Indonesia in preserving maritime areas during the administration of President Jokowi was based on the MoU of "Joint Declaration on Maritime Cooperations Between the Government Australian and the government of the Republic of Indonesia", which was signed on 26 February 2017. The existing agreement before 2017 was general ones. Meanwhile, the 2017 MoU became a more specific form of cooperation, precisely only cooperation in the maritime field of the two countries. There were several previous agreements, such as the Joint Declaration on Comprehensive Partnership (2005) and the Lombok Treaty (2006) or even the Indonesian Transport Safety Assistance Packaged (ITSAP) in 2012. The two countries carried out the Joint Declaration on Comprehensive Partnership in 2005 to establish cooperation and amplify the foundation of maritime security of the two countries. This Joint Declaration subsisted due to the 2004 tsunami in Aceh, in which Australia became a country that assisted the recovery process by providing an injection of funds of 45 billion rupiahs (Marisa, 2020). The two countries propose this agreement to build cooperation in the fields of social protection, technology, and science, as well as sea and air transportation.

Another agreement is the Lombok Treaty which was agreed upon in 2006. This agreement has ten focuses of cooperation: defence, law enforcement, combating terrorism, handling weapons of mass destruction, intelligence service, disaster emergency response, international organizations, understanding between communities, developing cooperation, aviation and shipping safety, and maritime cooperation. The new 2017 agreement in the maritime field has

several provisions, including efforts to provide aspirations for the two countries to jointly achieve a peaceful state life with security stability for the maritime area and its citizens. Four things must be underlined in this 2017 MoU. Firstly, this MoU is an agreement following the Joint Declaration on Comprehensive Partnership which was agreed upon on 4 April 2005, and the Lombok Treaty on 13 November 2006. Secondly, realizing a maritime blue economy is vital for the realization of prosperity in the two countries. Thirdly, efforts to develop maritime connectivity. Lastly, strengthening sustainable maritime cooperation relations.

The Plan of Action for implementing the Joint Declaration on Maritime Cooperation between Indonesia and the Australian government was agreed upon on 16 March 2018. This Plan of Action was signed by representatives of the delegations from the two countries who attended the meeting 2+2 at the Commonwealth Parliamentary Offices in Sydney, Australia. Also at this meeting, Indonesia was represented by the Director General for Asia Pacific and Africa from the Ministry of Foreign Affairs, Desra Percaya, while Australia was represented by the Deputy Secretary of the Indo-Pacific Group from the Australian Ministry of Foreign Affairs, Richard Maude (Mardiastuti, 2018). Indonesian Foreign Minister Retno Marsudi and Australian Foreign Minister Julie Bishop witnessed the signing of the Action Plan, which was agreed upon by the two countries.

This maritime cooperation was achieved in stages and continues to be evaluated by the two countries. This collaboration was born from security cooperation that had occurred before. The followings (points 4.1-4.5) are the models of cooperation between Indonesia and Australia in the security realm contained in the MoU of the Joint Declaration on Maritime Cooperations.

Problems across a country's sovereignty boundaries encourage countries to pay more attention to international political-security dynamics. They also relate to the national interests of the country. The dynamics of Indonesia-Australia maritime security relations also seek to impact and augment accession positively. It will be achieved through building an attitude of joint vigilance by building trust and increasing the capacity of maritime security personnel to minimize state casualties and deprivations.

4.1. National Search and Rescue Agency (SAR) Cooperation

The National Search and Rescue Agency (SAR) cooperation by Indonesia and Australia resulted in an assistance program, namely the Indonesia Transport Safety Assistance Package (ITSAP). ITSAP is a transportation safety assistance package program in Indonesia designed to contribute to improving transportation safety in Indonesia. The presence of ITSAP can support Indonesia in regulating and promoting transportation safety by following applicable international standards and contemporary safety management practices. This program responds to requests from the Indonesian Government for technical assistance, capacity building, and advice on better governance and safety management practices and procedures. ITSAP, AMSA, and SAR are working to improve the region's capabilities and coordination of search and rescue activities.

In the Australian Transport Safety Bureau (ATSB) Annual Report for 2020-2021, it is explained that ITSAP is funded by the Ministry of Foreign Affairs and Trade. ATSB continues to assist in developing capabilities within Indonesia's National Transportation Safety Committee (NTSC, in Indonesia, it is called KNKT), the Indonesian agency responsible for accident and incident investigations for aviation, rail, sea, and land transportation.

From this report, there are two points of fruition. First, there are professional development and training opportunities for NTSC investigators in specialist working groups. Second, the increased and well-developed ability to download and analyze the black box flight data recorder (FDR) and cockpit voice recorder (CVR). They are an advantage for Indonesia in improving the quality of maritime investigations. Directorate General of Sea Transportation, Director of

Navigation Sugeng Wibowo, also expected this advantage at a meeting on April 17th-18th, 2018, in Melbourne, Australia. He affirmed that in the maritime field, especially maritime security, the bilateral cooperation between Indonesia and Australia had been well established since 2008 under ITSAP framework. It is presumed that the cooperation, which has been going on for ten years, will go well and further invigorate the bilateral relations between Indonesia and Australia. Therefore, it is assumed that the program evaluation will continue each year.

The elaborated accomplishments of ITSAP show the advantage for Indonesia. The impacts of the SAR cooperation in redounding the enforcement of the five main pillars are increasing disaster mitigation of incidents at sea to the aviation sector through handling the evacuation of natural disasters and accidents can be carried out with technical propositions, evacuation procedures, fast ministrations and others involving infrastructure in the state emergency in the territorial waters of Indonesia and Australia. They are conformable with the fourth pillar, namely maritime security, which is interpreted as an effort to maintain maritime sovereignty, wealth, and responsibility for shipping safety and maritime security.

4.2. Personnel Exchange

During President Jokowi's administration, many activities were carried out related to the 2017 MoU. The implementation of the 2017 MoU shows a comprehensive partnership between Australia and Indonesia in the maritime field through their maritime diplomacy activities. According to Christian Le'Miere, maritime diplomacy is a demeanour to overcome disputes and tensions between countries over maritime issues through agreements and also a tool to regulate all relations between countries in the maritime context. This personnel exchange activity is a form of diplomacy manifested in the form of cooperation to train the alertness of state security personnel in the maritime area and various state issues, especially in the maritime field.

This cooperation related to personnel exchange also resulted in several activities listed in the 2017 MoU draft, one of which was the establishment of the 2021 Maritime Strategic Study Program (MSSP) at the Indonesian Naval Command and Staff College or Seskoal (The Government of Australia and Indonesia, 2017). This program was a security cooperation activity in education between the Indonesian Navy (TNI AL), especially Seskoal and the Royal Australian Navy (RAN). This program was opened by Deputy Seskoal, First Admiral TNI Dr. Aria Cakra Wibawa, with the theme Sea Power and Maritime Security in a video conference. The lectures were given directly by lecturers from the University of Wollongong in Australia.

This program was a two weeks activity, held on 27 September – 1 October 2021 and 4 - 8 October 2021, involving Sea Power Center Australia (SPC-A). The involvement of SPC-A in this MSSP was to deliver material on multinational operations. This program was set up to provide introductory maritime lectures and preparation for grappling maritime attacks for the Navy. This program is expected to increase the knowledge of Student Officer (Pasis) Regular Education (Dikreg) Seskoal Batch 59th 2021 in understanding maritime aspects, both from a national and international perspective (Editor, 2021). Not only supporting maritime security, but this personnel exchange also has a role in Indonesia's maritime diplomacy. It can be said that the Indonesian Navy and RAN personnel are also the diplomatic actors who together play a role in building trust in carrying out good cooperative relations between the two countries. In maritime diplomacy, the Indonesian Navy and RAN personnel are seen as state representatives in international relations and global security developments. It has also been further supported by the establishment of the Indonesia-Australia Defense Alumni Association (IKAHAN). IKAHAN's establishment is a historic step in the bilateral defense relationship between Australia and Indonesia. The IKAHAN was launched by the Deputy Head of the Australian Defense Force (ADF),

Lieutenant General David Hurley, AC, DSC, and former Marshal colleague Edy Harjoko, in Jakarta on 22 March 2011 (IKAHAN, 2017). The creation of IKAHAN is a symbol proving that our two countries have supported each other in defense relations. Membership is open to any Indonesian Armed Forces personnel who have trained in Australia, participated in training with the ADF, or visited Australia officially. Likewise, it is open to all ADF personnel with similar experience in Indonesia. The overall personnel exchange programs explained above have improved the quality of human resources and enhanced relationships and harmony of interpersonal understanding between the two countries. These align with the fourth pillar, maritime diplomacy, which is interpreted as Indonesia's effort to invite state partners to work together in the maritime field.

Based on the concept of maritime diplomacy contained in the Indonesian Diplomacy White Paper, personnel exchanges are included in the basic principle of being independent and proactive. The principle is reflected by how Indonesia seeks to achieve its national interests through cooperation with Australia. This cooperation is oriented towards strengthening the regional security of the two countries and improving the quality of human resources as a manifestation of the cooperation between the two countries.

4.3. Handling Illegal Fishing

Illegal fishing activities are a form of violation that often occurs in a country's maritime territory and receives special attention in the eyes of the international community. Indonesia is a maritime country with significant fishery potential and contribution to the world, stretching wide and connected to the sea. The Central Statistics Agency released data that there are around 7.87 million people, or 25.14% of citizens, whose lives depend on the sea, and they are scattered in 10,666 coastal villages located in 300 districts and cities in Indonesia (Central Bureau of Statistics, 2018). In addition to being the foundation of fishermen's lives, the sea in Indonesia is a habitat for various aquatic flora and fauna.

Illegal fishing activities in Indonesia have occurred for a long time in Indonesian waters, both in the exclusive economic zone and territorial sea areas. Indonesia's sea areas prone to illegal fishing are the Sulawesi Sea, Arafura Sea, and Natuna Sea (Bureau of Cooperation and Public Relations, 2015). Meanwhile, Indonesia's total losses from IUU fishing activities reached US\$ 20 billion or Rp. 240 trillion in 2014 (Detik Finance, 2014). Many of the perpetrators of illegal fishing activities come from foreign fishermen such as from China, the Philippines, Thailand, Vietnam, and Malaysia. This condition makes the fish production in neighbouring countries way bigger than in Indonesia, although the sources come from Indonesia. However, Indonesian fishermen who capture fish that are against government regulations can also be classified as illegal fishing actors.

Recently, ship sinking policy is considered a proactive solution in taking care of this illegal fishing crime, but it is also inflammable to violating humanity. For Australia, the sinking of this ship is a preventive step for similar cases, considering the losses it causes are also very large. From the Report of the Directorate of Marine Spatial Management, Ministry of Maritime Affairs and Fisheries of the Republic of Indonesia (KKP-RI), the average catch of fish caught by Indonesian fishermen in the border areas of Indonesia and Australia has increased by around 25-30% from 2014 to 2018. This can be seen in table 4.2:

Table 1. Increase in Indonesian Fisherman's Catch in the Australian Border in 2014-2018

No.	Period	Volume (Million Tons)	Percentage
1	2014	129.000	18,2%
2	2015	133.000	28,7%
3	2016	201.000	9,6%

4	2017	214.000	4,1%
5	2018	229.000	12,1%

Source: Processed from the Directorate of Marine Spatial Management, Ministry of Maritime Affairs and Fisheries of the Republic of Indonesia (2016) and the KKP Report, "Validasi Data Perikanan Tangkap" (2018).

With the performance of this increase from 2014 to 2018, this indirectly benefits small boat fishermen. For a long time, Indonesian fishermen have been unable to compete for fish with large ships and foreign vessels that legally or illegally catch fish in Indonesian waters. Therefore, such performance increase shows an increase in fishermen's welfare, which is beneficial for small boat fishermen where fish are relatively easier to get so that operational costs, primarily fuel and sailing supplies, can be reduced. Of course, these conditions show an increase in fishermen's welfare. This situation fulfils the expected outcome of the GMF agenda and the cooperation between Indonesia and Australia in the maritime realm. There have been increased natural resources through fishing and a more substantial commitment to maintaining security. They are certainly in line with the GMF's second and fifth pillars, specifically the maritime economy and security pillars, which are meant to protect and preserve natural resources that focus on strengthening sea sustenance sovereignty and are obliged to build a maritime defense force.

Based on the concept of maritime diplomacy, according to the Indonesian Diplomacy White Paper, cooperation in dealing with illegal fishing is the manifestation of the principles to be independent and proactive. The principle is exercised by how Indonesia seeks to achieve its national interests through cooperation with Australia. This cooperation in handling illegal fishing activities in the form of sinking ships is Indonesia's proactive role in reducing illegal fishing in border areas.

4.4. Joint Patrol

Indonesia's free and active foreign policy requires Indonesia to think and act strategically, following the country's national interests. In the security sector, to achieve the GMF agenda, Indonesia is interested in increasing the level of and maintaining state security in the maritime domain. The Director of Strategic of the Indonesian Ministry of Defense (MoD) Marsma TNI Adityawarman, S.E., M.M., stated that developing a maritime defense posture is necessary to deal with all maritime threats, safeguard the sovereignty and natural sea wealth, and maintain shipping safety. Realizing such maritime security in the national jurisdiction area is vital for achieving the GMF mission and maintaining a peaceful situation in the Indian and Pacific Ocean regions.

Indonesian Navy Chief of Staff (Kasal) Admiral TNI Siwi Sukma Adji added that a professional and modern military force must be enforced to build a maritime defence posture. The Indonesian Navy, as an actor of military power in the maritime country, must be professional, meaning that the Indonesian Navy must be educated, trained, and well-equipped. Moreover, the Indonesian Navy must be equipped with defense equipment capable of dealing with the latest maritime threats (LEMHANNAS RI, 2019) and, therefore, could embody Indonesia as a Global Maritime Fulcrum. One way to create a professional maritime defense posture is by holding joint patrols with collaborating nations, for instance, with the Indonesia-Australia cooperation activities in the 2017 MoU. Joint training activities result in a joint commitment to protecting the maritime area with the Coordinated Maritime Security Patrol Australia-Indonesia (CORPAT AUSINDO) activity. This annual activity has been carried out since 2018. CORPAT AUSINDO aims to improve and strengthen maritime security by amplifying reciprocal cooperation, system cooperation, and understanding between the two countries. It is completed under the agreement between

Indonesia and Australia, which covers illegal fishing, smuggling, trafficking of illegal drugs, illegal immigration, piracy and armed robbery and other illegal activities (illegal logging, illegal mining, illegal entry, et cetera). The hope of becoming a military force with professionalism is also aligned with the response of the Australian Fleet Commander, Rear Admiral Mark Hammond. He said that CORPAT AUSINDO exists to test and prove skills and techniques, increase the professionalism of Australian soldiers, and perfect their ability to work together in surveillance, security, and interdiction (Australian Defense Magazine, 2021). The activities of CORPAT AUSINDO from 2018 to 2022 are described in detail in the table below.

Table 2. Coordinated Maritime Security Patrol Australia-Indonesia (CORPAT AUSINDO) activity in 2018-2022.

Execution Time	Lowered Fleet	Agenda
April 14th-23rd 2018	The Indonesian Navy involved 2 warships: KRI Layang-635 and KRI Kakap-811, and Pesud Patmar CN 235 RAN involves one warship, HMAS Broome-90, and one Pesud Patmar P3C Orion	<ol style="list-style-type: none"> 1. Strengthening good relations and unifying understanding between the two countries 2. Increasing tactical cooperation in carrying out maritime security patrols in the Coordinated Patrol Area Operation Alfa (CPAOA), which is located on the border of the two countries. 3. Joint patrols in exclusive economic zone 4. Joint sports between soldiers
September 9th-16th 2019	The Indonesian Navy sent 2 warships: KRI Layang-635 and KRI Tongkol-813 RAN sent 1 warship HMAS Maryborough	<ol style="list-style-type: none"> 1. Strengthening the cooperative relationship between the Indonesian Navy and RAN 2. Examining and discussing the handling of marine crimes, such as detecting and preventing illegal exploitation of natural resources, especially illegal fishing activities.
December 2nd-3rd 2020	The Indonesian Navy sent KRI Lemadang and KRI Pandrong RAN sent Armidale and HMAS Wollongong	<p>Sharpening the combined maritime surveillance, security, and interdiction skills.</p> <p>(Coordinated patrols were carried out with strict protocols to mitigate the risk of COVID-19, including no logistical visits outside each ship's country of origin and no contact between crew members).</p>
October 2021	The Indonesian Navy sent KRI Grouper and KRI Sura. RAN sent the Armidale Class Patrol Boat HMAS Ararat d	<p>The eleventh iteration of AUSINDO CORPAT took place in the waters between Australia and Indonesia, focusing on preventing illegal fishing.</p> <p>(Coordinated patrols were carried out with strict protocols to mitigate the risk of COVID-19, including no logistical visits outside each ship's country of origin and no contact between crew members).</p>

Source: Processed from Dispen Koarmada II (2018), Info Publik (2019), Asia Pacific Reporter (2020), and Asia Pacific Reporter (2021).

Based on table 4.2, it can be explained that joint patrol activity had a significant impact on both countries. Its impact is in the form of expective outcomes, which is the realization of professionalism improvement, indicated by eminent and skilled personnel. It is supported by the frequency of CORPAT AUSINDO's work agenda, which has been done for the past four years. In terms of the implementation, this activity shows that there is an upgrade qualitatively. However,

further research is still needed to see how much professionalism has emerged between the two countries.

When it comes to maritime diplomacy, joint patrols manifest how the two countries' communication is going well and become an area for increasing the country's maritime strength. The various activities in the context of cooperative maritime diplomacy can also be seen in personnel exchange activities within joint patrol implementation. Cooperative maritime diplomacy can use maritime assets with the ability to use force. Still, it is not intended to cause violence or fight against other parties but to support purely peaceful activities (Prabowo, 2022). In this regard, such joint patrol activity will form relations and harmony between the personal forces of the two countries in cooperative maritime diplomacy activities. In addition, it was explained that the CORPAT AUSINDO program was seen as an effort to build trust, strengthen relations, and jointly protect the two countries' border areas. Moreover, it was also perceived to maximize the strength and quality of personnel in facing challenges, including dealing with various problems when a critical situation occurs. After all, the goal of the joint patrol is to improve the quality of human resources by honing the personnel skills through field training and also intensify maritime diplomacy and infrastructure partnerships to realize the professional existence of members of the Indonesian Navy as actors in international military relations. Again, this is related to the GMF's fourth pillar, specifically maritime diplomacy, which is interpreted as Indonesia's effort to invite state partners to work together in the maritime domain to prevent and overcome security problems.

4.5. Security Cooperation and Law Enforcement

The execution of this cooperation in the maritime sector performed by Indonesia and Australia regarding the 2017 MoU reflects the support of the GMF agenda. The two countries then carry it out through technical security and law enforcement cooperation. Cooperation between the two countries through the Indonesian Navy and Indonesian Air and Water Police (Polairud) will allow Australian ships with humanitarian missions to quickly enter Indonesian legal waters. Furthermore, regular SAR forums are established to exchange information and international best practices, such as facilitating diplomatic clearance of Australian humanitarian aircraft when carrying out maritime security operations with Indonesia. With the cooperation of the state apparatus, Australia and Indonesia will gain much flexibility in following up on maritime issues between the two countries, from illegal fishing and shipwrecks to handling illegal immigrant problems. With the success of this cooperation, the level of maritime security, especially on the borders of the two countries, is better maintained. It can also prevent and follow up on illegal fishing and illegal immigrant activities in the area of operation and increase the exchange of information between the two countries, which results in a high value of trust in carrying out missions in the interests of the two countries.

Indonesian and Australian law enforcement cooperation also established an international law enforcement training centre for Indonesian police, the Jakarta Center for Law Enforcement Cooperation (JCLEC). JCLEC is present for law enforcers who want to improve their operations in dealing with transnational crimes, including terrorism. Accordingly, the JCLEC Maritime Enforcement activity organizes training such as the Operational Command Course, Border Security Workshop, United Nations Convention on the Law of the Sea (UNCLOS) training conducted by several agencies such as the Indonesian Coast Guard (Bakamla), Indonesian Navy, Water Police, Customs, and Security Units of Sea and Beach (KPLP), and Directorate General of Maritime and Fishery Resources Supervision (PSDKP). This activity aims to establish harmony in understanding the provisions of international law and law enforcement against non-traditional crimes that are cross-border in nature.

Apart from JCLEC, there is also a GANNET operation carried out in maritime law enforcement cooperation that originated from coordinated patrol activities by the two countries. It involved joint patrols between PSDKP, Maritime Border Command (MBC) members of the Australian Border Force, Bakamla, and Australian Fisheries Management Authority (AFMA). The main objective of this operation is to detect, deter, and deal with various illegal activities at sea, as well as develop further cooperation between relevant agencies from Indonesia and Australia. The main focus of such operation includes IUU fishing, people smuggling and trafficking in persons, environmental protection, and other organized transnational crimes that occur concurrently with joint operations. The main geographic focus of the operation is the eastern region of Indonesia, which borders Australia. Rear Admiral Mark Hill, Commander for the Maritime Border Command, stated that the operation could improve national security. Australia and Indonesia will always be vigilant in facing threats in the maritime area around the two countries.

This cooperation contributes to realizing the fifth pillars of GMF, namely maritime security, focusing on Indonesia's efforts to maintain its maritime sovereignty. It is also responsible for safeguarding the safety of maritime area activities. Furthermore, it encourages Australian and Indonesian compliance with law enforcement, which provides much flexibility in following up on maritime issues in both countries, from illegal fishing and ship accidents to handling illegal immigrants. They align with the fourth and fifth pillars, maritime diplomacy and maritime security. They are interpreted as Indonesia's efforts to invite all state partners to work together in maintaining sovereignty, preventing and resolving conflicts at sea through coordination patrols, and as a form of responsibility in maintaining the safety of voyages and maritime security.

To overcome problems in the maritime area, Indonesia needs to work with related parties who share the same mission. As with Australia, the two countries agree that the maritime area is vital as state sovereignty. Following President Jokowi's speech on realizing the GMF agenda, Indonesia must establish international cooperation with various partners. Partnering with Australia provides many efforts to achieve Indonesia's goal by looking at the background of cooperation between the two countries through the MoU of Joint Declaration on Maritime Cooperations between the Australian and Indonesian government in 2017. It is beneficial, especially for Indonesia. Australia supports efforts to safeguard maritime security in order to advance the prosperity of Indonesia's maritime territory.

After all, when viewed from the concept of maritime diplomacy, cooperation between the two countries is a cooperative diplomatic activity. According to Christian Le'Miere, cooperative maritime diplomacy is a form of maritime diplomacy that puts forward elements of cooperation between the parties. At the implementation level, cooperative maritime diplomacy is actualized through several activities such as SAR cooperation, personnel exchanges, handling illegal fishing, joint training, joint patrols, and law enforcement. Through these forms of cooperation and diplomatic activities, it is hoped that relations, harmony, and understanding between Indonesia and Australia's personnel and officials will be formed and maintained (Le Miere, 2014).

5. Conclusion

The dynamics of cooperation in the maritime sector between Indonesia and Australia during President Jokowi's administration was done by the two countries by ratifying the cooperation as summarized in MoU "the Joint Declaration on Maritime Cooperations between The Government of Australia and Government of the Republic of Indonesia" in 2017. It has been manifested through various models of cooperation in maritime security. These include Search and Rescue (SAR) Cooperation, Indonesian Navy and RAN Personnel Exchanges, handling illegal fishing activities, joint training (joint patrol), and law enforcement cooperation in the maritime area. In addition, Indonesia has benefitted a lot from this cooperation. The impacts are the increasing

disaster and accident mitigation at sea in the aspect of Indonesian maritime security, increasing potential of natural resources and maritime security, and improving quality of Indonesian human resources in maritime defense. These impacts affect three out of five pillars: maritime economy, maritime diplomacy, and maritime security. They can also support the achievement of Indonesia's vision to be a Global Maritime Fulcrum proclaimed by President Jokowi under Presidential Regulation no. 16 of 2017.

References

- APDR Staff. (2020). Australian, Indonesian navies deepen cooperation - APDR. *Asia Pacific Defence Reporter*. <https://asiapacificdefencereporter.com/australian-indonesian-navies-deepen-cooperation/>
- APDR Staff. (2021). Indonesia completes joint maritime patrol. *Asia Pacific Defence Reporter*. <https://asiapacificdefencereporter.com/ran-indonesia-complete-joint-maritime-patrol/>
- Australian and Indonesia Governments. (2017). Plan of Action: For The Implementation of The Joint Declaration on Maritime Cooperation Between The Government of Australia and The Government of The Republic of Indonesia.
- Australian Defence Magazine. (2021). Australia and Indonesia run joint patrols. *Australian Defence Magazine*. <https://www.australiandefence.com.au/defence/sea/australia-and-indonesia-run-joint-patrol>
- Australian Government, DFAT. (2018). *Joint Declaration on a Comprehensive Strategic Partnership between Australia and the Republic of Indonesia*. <https://www.dfat.gov.au/geo/indonesia/joint-declaration-comprehensive-strategic-partnership-between-the-commonwealth-of-australia-and-republic-of-indonesia>
- Badan Pusat Statistik. (2018). *Percentage of Poor Population in March 2018 Decreased to 9.82% (Presentase Penduduk Miskin Maret 2018 Turun menjadi 9,82 %)*. <https://www.bps.go.id/pressrelease/2018/07/16/1483/persentase-penduduk-miskin-maret-2018-turun-menjadi-9-82-persen.html>
- Biro Kerja Sama dan Humas. (2015). KKP: Natuna Waters Most Prone to Illegal Fishing (KKP: Perairan Natuna Paling Rawan Illegal Fishing). *KKP News*. <https://news.kkp.go.id/index.php/kkp-perairan-natuna-paling-rawan-illegal-fishing/>
- Detik Finance. (2014). Minister Susi: Losses Due to Illegal Fishing Rp. 240 Trillion (Menteri Susi: Kerugian Akibat Illegal Fishing Rp 240 Triliun). *Detik.com*. <https://finance.detik.com/berita-ekonomi-bisnis/d-2764211/menteri-susi-kerugian-akibat-illegal-fishing-rp-240-triliun>
- Dispen Koarmada II. (2018). *DANGUSKAMLATIM OFFICIALLY CLOSING CORPAT AUSINDO 2018 – KOARMADA II – TNI AL, KOARMADA II-TNI AL (DANGUSKAMLATIM RESMI MENUTUP CORPAT AUSINDO 2018 – KOARMADA II – TNI AL, KOARMADA II-TNI AL)*. <https://koarmada2.tnial.mil.id/2018/04/24/danguskamlatim-resmi-menutup-corpat-ausindo-2018/>
- Governments of Japan New Zealand and Australia. (2018). *The Bali Process on People Smuggling, Trafficking in Persons and Related Transnational Crime*. <https://www.baliprocess.net/>
- IKAHAN. (2017). *Indonesian – Australian Defense Alumni Association (Ikatan Alumni Pertahanan Indonesia – Australia)*. <http://ikahan.com/about/ikahan/>
- Latifah, L. and Larasati, D. (2017). Internal Challenges in Realizing Indonesia as a Global Maritime Fulcrum (Tantangan Internal dalam Mewujudkan Indonesia Sebagai Poros Maritim Dunia). *Jurnal Hubungan Internasional*, 10 (2). <https://doi.org/10.20473/jhi.v10i2.7307>.
- LEMHANNAS RI. (2019). *Development of Defense Forces in the Context of the Global Maritime Fulcrum (Pembangunan Kekuatan Pertahanan dalam Konteks Poros Maritim Dunia)*.

- <http://www.lemhannas.go.id/index.php/berita/berita-utama/624-pembangunan-kekuatan-pertahanan-dalam-konteks-poros-maritim-dunia>
- Le Miere, C. (2014). *Maritime diplomacy in the 21st Century: Drivers and Challenges*. London: Routledge.
- Mardiastuti, A. (2018). These are 9 Points of Indonesia-Australia Maritime Cooperation (Ini 9 Poin Kerja Sama Maritim Indonesia-Australia). *detik.com*. <https://news.detik.com/berita/d-3919793/ini-9-poin-kerja-sama-maritim-indonesia-australia>
- Marisa, A. (2020). Indonesia-Australia Bilateral Relations: Australia's Interest in Ratifying the 2019 Indonesia-Australia Comprehensive Economic Partnership Agreement (Hubungan Bilateral Indonesia-Australia: Kepentingan Australia Dalam Meratifikasi Indonesia-Australia Comprehensive Economic Partnership Agreement Tahun 2019). *Jurnal Transborders*, 4 (1), 24–35.
- Marzuki, K. I. (2018). The Meaning of Indonesia'S Global Maritime Fulcrum. *Pacific Forum*, 14, 1–2.
- Peraturan Presiden Republik Indonesia. (2017). *Regulation of the President of the Republic of Indonesia Number 16 of 2017 concerning Indonesian Maritime Policy (Peraturan Presiden Republik Indonesia Nomor 16 Tahun 2017 tentang Kebijakan Kelautan Indonesia)*. 1–44.
- Prabowo, A. R. (2022). *Indonesia-Australia Maritime Diplomacy in the Era of the Covid-19 Pandemic: A Case Study of Bakamla-Australia Border Force Collaboration (Diplomasi Maritim Indonesia-Australia di Era Pandemi Covid-19: Studi Kasus Kerjasama Bakamla-Australian Border Force)*. <http://ejournal.lembagakeris.net/index.php/Defendonesia/article/view/60>.
- Redaksi. (2021). Opening of the 2021 Maritime Strategic Study Program at Seskoal (Pembukaan Maritime Strategic Study Program 2021 di Seskoal). *Narasipos.com*. <https://narasipos.com/polhukam/pembukaan-maritime-strategic-study-program-2021-di-seskoal/> (Accessed: 10 August 2022).
- Suhaidi, Rosmalinda and Alhayyan, R. (2020). The Global Maritime Nexus : Challenges in Managing Marine Area in North Sumatera Province. *Proceedings of the Internasional Conference of Science*, 1663–1669. <https://doi.org/10.5220/0010094016631669>.
- Tobari. (2019). TNI AL dan Angkatan Laut Australia Akan Gelar Latihan Bersama. *infopublik.id*. <https://infopublik.id/kategori/nusantara/362292/tni-al-dan-angkatan-laut-australia-akan-gelar-latihan-bersama?show=>