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APPENDICES

APPENDIX I

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Shared Vision of India-Indonesia Maritime Cooperation in the Indo-Pacific

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**Press Information Bureau
Government of India
Prime Minister's Office**

30-May-2018 14:15 IST

Shared Vision of India-Indonesia Maritime Cooperation in the Indo-Pacific

During the official visit of the Prime Minister of India to the Republic of Indonesia on 29-30 May 2018, President of Indonesia, H.E Mr. Joko Widodo, and H.E. Shri Narendra Modi discussed the Shared Vision of the two countries on Maritime Cooperation in the Indo-Pacific.

Recalling the Joint Statement by the two countries on Maritime Cooperation on 12 December 2016 during the State visit of President Jokowi to India;

Noting that both India and Indonesia are maritime neighbours and sea faring nations, whose relations are rooted in civilizational contacts developed through the seas and who share similar perceptions of the evolving maritime environment in the region and world at large;

Desirous of strengthening their maritime cooperation for promotion of peace, stability and bringing in robust economic growth and prosperity to the Indo-Pacific region;

Recognizing that with a coastline of 7,500 kms, with more than 1,380 islands and more than two million sq. km of Exclusive Economic Zone, India occupies a central position in the Indo-Pacific, while Indonesia as the largest archipelagic State in the world, with a coastline of 108,000 kms, with 17,504 islands and features and a total of maritime areas of 6,400,000 sq. km including Exclusive Economic Zone, is a fulcrum that connects the Indian Ocean and Pacific Ocean. The two oceans represent a combined maritime region which is important for global maritime trade and commerce;

Adhering to the rights and obligations under the international law including the Charter of the United Nations, the 1982 UN Convention on the Law of Sea (UNCLOS) and the 1976 Treaty of Amity and Cooperation in Southeast Asia (TAC);

Reiterating the importance of achieving a free, open, transparent, rules-based, peaceful, prosperous and inclusive Indo-Pacific region, where sovereignty and territorial integrity, international law, in particular UNCLOS, freedom of navigation and overflight, sustainable development and an open, free, fair and mutually beneficial trade and investment system are respected;

Acknowledging the need to maintain maritime safety and security for peace, stability and sustainable economic growth and development in the maritime waters of the Indo-Pacific region as enshrined by UNCLOS and relevant international laws;

Welcoming the elevation of bilateral relationship between the two countries to the level of Comprehensive Strategic Partnership and creation of new mechanisms like bilateral security dialogue, trilateral dialogue, signing of an enhanced Defense Cooperation Agreement and Framework Agreement on Cooperation in the Exploration and Uses of Outer Space for Peaceful Purposes;

Appreciating the leadership role played by Indonesia and India as previous Chairs of the Indian Ocean Rim Association (IORA) to build a more peaceful, stable and prosperous Indian Ocean region through enhanced cooperation as mandated in

the Jakarta Concord and Plan of Action as the results of the IORA Leaders' Summit held in March 2017 in Jakarta to commemorate the 20th Anniversary of the IORA;

Noting that free and open seas, as regulated by UNCLOS, are essential for peace, stability and prosperity of the region and the international community;

Underscoring the importance to address the emerging maritime security issues facing the Indo-Pacific region including the smuggling of people, arms, drugs and money; illegal, unreported and unregulated fishing; and the movement of terrorists;

Emphasizing our collective interests in a prosperous Indo-Pacific region by enhancing connectivity for promoting regional prosperity based on universally recognized international norms, good governance, rule of law, openness, transparency, equality and respect for sovereignty and territorial integrity, and in this regard looking forward to the expeditious conclusion of ASEAN-India Maritime Transport Agreement;

Exploring the convergences and complementarities in the region between India's Act East Policy and Security and Growth for all in the Region (SAGAR), and Indonesian Ocean Policy and Indonesia's Global Maritime Fulcrum Vision, while reaffirming the importance of the ASEAN centrality and unity;

Recognizing of the importance of the Blue Economy as a driver of inclusive and sustainable economic growth and development in the region;

In pursuance to the above, the Leaders agreed to a Shared Vision for Maritime Cooperation in the Indo-Pacific region to harness the opportunities and to meet the challenges together as Comprehensive Strategic Partner and agreed to the following:

a. Enhancing Trade and Investment Cooperation:

Encouraging greater flow of goods, services, investment and technology between the two countries and the region to further develop our economies sustainably.

Taking necessary steps to enhance connectivity (institutional, physical, digital and people-to-people) between Andaman and Nicobar Islands of India and Provinces in Sumatera Island of Indonesia to promote trade, tourism and people to people contacts; facilitate B to B linkages between the Chamber of Commerce of Andaman and the ones of the Provinces in Sumatera, including Aceh.

Working towards human resource development on the basis of bilateral collaboration, with a view to strengthening cooperation in capacity building for maritime safety, promotion of fishing industry, marine living resources management through technical cooperation, including, through exchange of experts, provision of equipment and financial assistance.

Development maritime infrastructure and promoting maritime industries, especially in fisheries and ship-building.

b. Promoting sustainable development of marine resources:

Enhancing science-based management and conservation of marine living resources.

Combating climate change and ensuring protection of environment and natural resources.

expeditious negotiations for a mutually acceptable solution on the delimitation of maritime boundaries between the two countries based on the principles of international law, including UNCLOS.

Assigning expert level of both countries to continue explore ways in enhancing strategic technical cooperation on maritime security including in creating better and expanded maritime awareness.

Pursuing bilateral cooperation in the areas of hydrography and marine cartography.

Promoting cooperation in capacity building for maritime safety, including search and rescue and pollution control, through technical cooperation including the exchange of experts, provision of equipment and financial assistance.

Promoting cooperation between coast guards through capacity building activities, establishing hotline(s) and single point of contact and regular consultation meeting/coordinated patrol and joint exercise.

Further intensify cooperation for a safe and secure Indian Ocean within the framework of the Indian Rim Association Organisation (IORA).

f. Strengthening academic, science and technology cooperation:

Promoting cooperation between Indian Space Research Organization (ISRO) and National Institute of Aeronautics and Space of the Republic of Indonesia (LAPAN) in monitoring earth's environment from outer space and remote sensing of the earth.

Developing research capacity and transferring marine technology among research and development institutions and academics.

AKT/HS

APPENDIX II

Interview Transcript I^{1D}

The first interview was conducted by the writer with an Indonesian official at the Ministry of Defense. The interviewee requested anonymously in the research and preferred to be mentioned as *Kasubdit Asia Ditkersinhan* or “Head of Sub-Directorate Asia of the Directorate of International Defence Cooperation of the Ministry of Defense of Indonesia.”

This Interview was conducted in July-August 2022 by electronic message.

“Indonesia's Maritime Security Outlook and India-Indonesia Maritime Cooperation”

As India and Indonesia recently published a document on the Shared Vision of Maritime Cooperation in the Indo-Pacific under the Comprehensive Strategic Partnership as the follow-up to the Joint Statement on Maritime Cooperation in 2016. Here are some specific queries that I would like to ask you:

1. What are Indonesia's main national interests and maritime security issues in the Indo-Pacific Region?

Answer:

ASEAN Outlook on the Indo-Pacific from Perspective Defense, works as guide for ASEAN in the field Work The same defense and ADMM interaction with dialogue partner. Besides In addition, AOIP also aims bridge the interests of Indo- Pacific countries in guard peace, security and prosperity with role central as well as ASEAN strategy. this _ is response from dynamics developing geopolitics _ moment this, just to be sure area still stable, peaceful, and prosperous. With the AOIP, ASEAN countries put forward dialogue, mutual cooperation trust and win-win solution. Whereas AOIP goals and principles, can give guide for ASEAN involvement in the Asia-Pacific region and the Indian Ocean, for push partners internal ASEAN external do Work The same practically at four field identified main _ in AOIP.

From the fourth field Work The same that, one of them is field Work The same maritime covers enhancement settlement dispute in a manner peace, increase safety and security maritime, freedom navigation and flight, as well handling crime international. Other things, also include cooperation. For management source Power sustainable marine, cooperation overcome problem environment sea as well as cooperation technical in knowledge marine.

2. What are the external driving factors influencing Indonesia-India maritime cooperation in the Indo-Pacific Region?

Answer:

Both countries are trying. For increase especially bilateral relations field economy and maritime. In the fields of economy, the two countries agreed For increase effort together in achieve the bilateral trade target of USD 50 Billion by 2025. This done with open more wide market access for product export potential both countries. Next on to work The same maritime, second party agreed organize Meeting *Joint Task Force* between RI and India follow up development connectivity and work The same between Aceh and Andaman-Nicobar. Besides In addition, the two countries are also committed. For speed up settlement limit maritime in the Economic Zone Exclusive.

3. What are the internal driving factors influencing Indonesia-India maritime cooperation in the Indo-Pacific Region?

Answer:

In the fields cooperation defense and security, Indonesia and India agreed For Keep going explore collaboration the two countries through production together between industry defense, as it has been carried out by PT Pindad and Tata Motors. The two countries hope that the Indonesia- India Security Dialogue will be successful quick held To use discuss various aspect cooperation security.

4. is India in the World Maritime Axis Policy and Indonesia's strategic calculus in the Indo-Pacific Region?

Answer:

Equality in struggle oppose power colonial, uphold values democratic, have plurality ethnic group nation as strength mark social and cultural, as well history leadership progressive the two countries make India and Indonesia continue develop connection friendship. Since India established policy " *Look East Policy*" in 1991, India has create development more bilateral relations comprehensive with Indonesia as part important from the Southeast Asian region.

5. What is the level of Indonesia's commitment to Indonesia-India maritime cooperation in the Indo-Pacific Region and what are the benefits for Indonesia?

Answer:

India and Indonesia have strategic position and is _ neighbors in the area Ocean India . The distance between the waters of India and Indonesia is only 80 nautical miles between Indonesia's westernmost province in Nanggroe Aceh Darussalam and India's southernmost province on Great Nicobar Island. Proximity the make India and Indonesia as partners strategic in ensure security in the maritime area between the two countries so need strengthen cooperation For can ensure growth each country's economy as well face various problems and challenges field defense and security. For India it is dimensions economics and challenges security make bilateral and regional cooperation in room the scope of the Ocean Indies become the more important For ensure safety and security route trade. India does nearly 40% of its trade with coastal countries along _ Ocean Indies every the year. Indonesia has position strategically located in between _ Asia Continent and Australia Continent as well Ocean Indian and Ocean Pacific, making it as a country through which ships pass foreigners crossing the sea lanes Indonesian Archipelago and Straits important ie Strait Malacca, Sunda, and Lombok-

Makassar. Position This is at right on point meeting track connecting communication _ the interests of the great and developed countries in the West and in the East, in the North and in the South. Indonesian with mark its strategic, especially _ in field economy and military, making Indonesia as partners deep India strategy play role important in the Southeast Asian region in the Act East Policy, especially because Indonesia has a bargain power that is considered among Southeast Asian countries.

6. What maritime cooperation steps have been taken by the two countries, what cooperation has been the most promising and has shown positive results?

Answer:

India is a country with position center in the Indo Pacific with a coastline 7,500 kilometers long, from 1,380 islands and more two million square kilometers Economic Zone Exclusive. While Indonesia is an archipelagic country largest in the world by total maritime area as big 6,400,000 kilometers square. According to Shared Vision of India-Indonesia Maritime Cooperation in Asia Pacific , the two countries are axis main link _ Ocean India and Ocean Pacific . Second ocean That represent important joint maritime area _ for trading world maritime. As a country that has border maritime, Indonesia and India also agreed increase connectivity between the two countries with build track maritime between Andaman and Nicobar Islands with Sabang in Aceh is expected will open potency economy between both regions.

7. Can maritime cooperation, especially in naval diplomacy/maritime diplomacy, between Indonesia and India be able to advance the strategic goals of the two countries in the Indo-Pacific, and if so, how?

Answer:

maritime cooperation can advance objective strategic the two countries in Indonesia pacific. Because of the Agreement in enhancement cooperation in

marine This in line with policy President Jokowi for make Indonesia as axis world maritime and India's "*Act East*" policy proclaimed by PM Modi. Below _ Jokowi administration, Indonesia has increase expenditure defense For modernize force sea through enhancement port and purchase boat new. The importance of dialogue as method effective For build harmony social as well as promote democracy and rights basic human.

8. Finally, what are the latest developments in the Indonesia-India maritime connectivity project in Sabang?

Answer:

Development project connectivity maritime Indonesia-India in Sabang . Ministry of Transportation will do study *feasibility study, risk assessment, and cost benefits. Studies channel Sealand of Sabang year 2022.* development ports and infrastructure others in Sabang done Because area the own potency location geographic, specifically perspective Andaman connectivity.

Interview Transcript I^{IN}

The second interview was conducted by the writer with a senior fellow at India's oldest Think Tanks, Delhi Policy Group. The interviewee's name is Commodore Lalit Kapur, he is a veteran with over 35 years of service in the Indian Navy, including in diplomatic and tri-service appointments, and holds three master's degrees as well as a deep interest in maritime history and the Indo-Pacific.

"India's Maritime Security Outlook and India-Indonesia Maritime Cooperation"

This Interview was conducted in July 2022 by email.

As India and Indonesia recently published a document on the Shared Vision of Maritime Cooperation in the Indo-Pacific under the Comprehensive Strategic Partnership as the follow-up to the Joint Statement on Maritime Cooperation in 2016. Here are some specific queries that I would like to ask you:

1. How did India view Indo-Pacific, and what are India's national interests in the Indo-Pacific region?

Answer:

For India's view of the Indo-Pacific and its interests there, I think the best source is the book by Dr. S Jaishankar titled "The India Way - Strategies for an Uncertain Future". You could also refer to Prime Minister Modi's speech at the Shangri-La Dialogue in June 2018, as well as his speech on unveiling India's SAGAR vision. I will add that India's view of the Indo-Pacific is almost identical to the ASEAN Outlook on the Indo-Pacific (AOIP). The differences, if any, lie in the way ASEAN and India perceive the guiding vision is to be achieved. You could also read my article titled "The Indo-Pacific: What's in a Name" published by the Asia Maritime Transparency Initiative in July 2019.

2. What are India's major maritime security concerns in the Indo-Pacific region?

Answer:

Coming to India's major maritime security concerns in the Indo-Pacific - just as Indonesia (and indeed any other country) needs a security structure to keep its roads and highways safe from predators, so does the Indo-Pacific need a

structure to keep its sea lanes safe and secure. I classify the threats to these sea lanes under three heads - humanitarian, governance and coercive. For an understanding of these, kindly go through the article I had written for the Asia Maritime Transparency Initiative titled "An Indian Ocean Agenda for Modi 2.0", published on June 3, 2019. This understanding is vital.

3. What is the meaning of being a Net Security Provider for India?

Answer:

Net security provider - all states are providers and consumers of security, especially in the global commons (including the seas that interconnect the worlds and are, under UNCLOS, free for use by all). Third world nations, because of resource constraints, consume more security than they can provide - in fact the ability of third world nations to secure even the maritime zones that UNCLOS 1982 gave them is virtually non-existent. Middle ranked nations, on the other hand, can contribute to securing not only their own maritime zones, but also the open seas from the three broad sources of threat (see para 2 above). The ability of the US, which was the world's maritime security provider, has diminished substantially, as has its interest in doing so. As a net security provider, India contributes more to regional security than it consumes - hence net security provider.

4. What external drivers influence India's maritime cooperation with Indonesia in the Indo-Pacific Region?

Answer:

Drivers of maritime cooperation with India. As the fulcrum between the Indian and Pacific Oceans and as Southeast Asia's most consequential power by any metric, Indonesia is obviously extremely important for maritime connectivity in the Indo-Pacific. The fact that the US ability to provide security is declining, that resources are limited even as security challenges grow, and consequently maritime security in the Indo-Pacific is suffering cannot be denied. Given the paucity of resources, we believe that the US will inevitably prioritise its own interests over those of others in the region. Neither India nor Indonesia on their own can deal with the range of maritime challenges the region faces. Acting together, however, we can bring the advantages geography confers on our

nations to bear, bring in other partners and thus make the region secure for commerce.

5. What internal drivers influence India's maritime cooperation with Indonesia in the Indo-Pacific Region?

Answer:

Internal Drivers. Perhaps the biggest internal driver is gaining control over our own affairs. When you (India or Indonesia) leave security to someone else (as Europe is now discovering), you lose agency - the ability to take independent action, keeping your own interests in mind. The fact that we have abdicated regional security to others even as our trade linkages have grown due to globalisation means that we have to depend on them to act.

6. Do you think maritime cooperation, especially in naval diplomacy/maritime diplomacy, between India and Indonesia, can advance their strategic objective in the Indo-Pacific, and if so, how?

Answer:

Logically, of course maritime cooperation and diplomacy between India and Indonesia can advance our strategic objectives. And in my assessment, these objectives are to a very large extent shared. However, a firm answer can only be provided after we are both clear about each other's strategic objectives and believe these are not being influenced by external parties. Cooperation can ensure information and intelligence sharing, mutual maritime domain awareness, maintenance of presence to deter/dissuade, coordinated decision-making and coordinated action. It enables synergising of each other's strengths and overcoming each other's limitations.

7. How essential are the maritime assets as the instrument of India's Act East Policy?

Answer:

Maritime assets are just as vital to provide the foundations of security on which the Act East Policy must operate as, let us say, your national local police force and army are to Indonesia's economic security. In the absence of a police force and a law enforcement apparatus, can any of a nation's economic policies ever

succeed? Maritime assets fulfil the same function in the free seas as the police and army do within national territory.

8. How significant is Indonesia in India's Act East Policy and the Indo-Pacific strategic calculus?

Answer:

Extraordinarily significant. That is why there is a strategic partnership between the two countries. We share similar outlooks, we are both growing economies with a long civilisational history behind us. As the largest economy, society and influence in Southeast Asia, there can be no doubt about Indonesia's significance.

9. What is the level of India's commitment toward India-Indonesia maritime cooperation in the Indo-Pacific region, and what are the most promising maritime cooperative measures that the two countries have taken?

Answer:

Level of commitment - I see it is pretty large. The most significant maritime cooperation measures - I suggest you take a look at the shared vision of India-Indonesia Maritime Cooperation in the Indo-Pacific. This is just a beginning - much more can be done by us together.

Interview Transcript II^{IN}

The third interview was conducted by the writer with the 19th Director General of the Indian Coast Guard a member of various India's strategic study institutions. The interviewee's name is VAdm M.P.Muralidharan, AVSM & BAR, NM (Retd.), he is a veteran with almost four decades of service in the Indian Navy, and is keen on Strategic and Defence related issues with a special focus on Maritime affairs.

This Interview was conducted in August 2022 by email.

“India's Maritime Security Outlook and India-Indonesia Maritime Cooperation”

As India and Indonesia recently published a document on the Shared Vision of Maritime Cooperation in the Indo-Pacific under the Comprehensive Strategic Partnership as the follow-up to the Joint Statement on Maritime Cooperation in 2016. Here are some specific queries that I would like to ask you

1. How did India view Indo-Pacific and what are India's national interests in that region?

Answer:

The concept of Indo Pacific is not new to India. Historian Radhakumud Mookerji, had analysed India's maritime activities and linkages from historic times with civilisations and countries across the world through trade and commerce in his book 'Indian Shipping - A History of the Sea-borne Trade and Maritime Activity of the Indians from the Earliest Times', published in 1912. Mookerji wrote, "We have ample evidence to show that for full thirty centuries India stood out as the very heart of the Old World, and maintained her position as one of the foremost maritime countries. She had colonies in Pegu (in modern day Myanmar), in Cambodia, in Java, in Sumatra, in Borneo, and even in the countries of the Farther East as far as Japan. She had trading settlements in Southern China, in the Malayan peninsula, in Arabia and in all the chief cities of Persia and all over the East coast of Africa. She cultivated trade relations not only with the countries of Asia, but also with the whole of the then known world, including the countries under the dominion of the Roman Empire, and

both the East and the West became the theatre of Indian commercial activity and gave scope to her naval energy and throbbing international life”.

So historically India has always had links with the area we today call Indo Pacific or Asia Pacific. Soon after independence in 1947, India started looking at the maritime arena once again for economic development. While India announced a Look East policy in the last decade of the 20th century, her outlook towards Indo-Pacific gained a major fillip post the Shangri La Dialogue in Jun 2018. In his address at the event, PM Narendra Modi spoke of the importance of oceans in Indian thinking since pre-Vedic times and of the Indian Armed Forces specifically the Navy building partnerships in the Indo-Pacific region for peace and security, as well as for humanitarian assistance and disaster relief (HADR). He also spoke of the Indo-Pacific as a natural region and as home to vast array of global opportunities and challenges linking destinies of the nations in the region. He emphasised that India’s engagement in the Indo- Pacific region from the shores of Africa to that of the Americas will be inclusive to promote rule based international order and to work together for the larger good of all nations. India has the policy of SAGAR which is Security and Growth for all in the Region.

2. What are India's major maritime security concerns in the Indo-Pacific region?

Answer:

The very nature of maritime domain is such that oceanic spaces cannot be looked at in pockets such as South China Sea or the Arabian Sea or the Bay of Bengal and hence we need to look at the Indo Pacific as one entity. In the 21st century, maritime security assumes a much broader definition than the often-perceived military one. Challenges to maritime security could also be from threats to economic well-being of the nation i.e., energy, trade and commerce, living and non-living resources, or social stability i.e., crimes in the maritime arena or to political peace i.e., maritime sovereignty, or even to health of its people i.e., the environment. So apart from conventional military threats, non-

conventional maritime security challenges which are also called as LIMO or Low Intensity Maritime Operations exist. It could be broadly looked at under maritime terrorism, drugs and arms trafficking, piracy, human trafficking and smuggling, Illegal, Unregulated and Unreported or IUU fishing and other threats to economy and environment.

Indo-Pacific is a multi-cultural and multipolar region accounting for nearly 60% of the world's GDP and 65 % of population. Maritime trade and commerce transiting through the region including energy flows is equally significant. The United Nations Conference on Trade and Development (UNCTAD) estimates that roughly 80 percent of global trade by volume and 70 percent by value is transported by sea. Nearly 60 percent of that maritime trade passes through Indo Pacific. In case of India, bulk of her trade is through sea and amounts to 90 % of trade by volume and 70% by value amounting to close to \$ 750 billion of which 55% of trade worth over \$5 trillion passes through South China Sea and its share with ASEAN nations alone being over 11.5% of her total world trade. India therefore cannot afford disruption of her trade and commerce through the maritime arena due to hegemonic ambitions of any nation. India is therefore looking to free and open Sea Lanes of Communications (SLOCS) to ensure smooth flow of trade and commerce all along Indo Pacific. Needless to add, India also does not want any maritime security threats to her national wellbeing through the Indo Pacific, either conventional or unconventional ones as brought out earlier.

3. What is the meaning of being a Net Security Provider for India?

Answer:

A commonly used definition of a Net Security Provider is one who addresses own security concerns by enhancing the mutual security of more than one country. In the Indian context the term net security provider was first used by the then U.S. Secretary of Defence, Robert Gates, while speaking at the Shangri-La Dialogue in 2009, when he said that "...we look to India to be a partner and net provider of security in the Indian Ocean and beyond...".

In essence it means addressing common security concerns, including dealing with transnational crimes and responding to HADR. India's vision of SAGAR or working together with other nations in the maritime arena is on similar principles. The proposal put forth by India at the East Asia Summit at Bangkok on 04 November 2019, of an Indo-Pacific Oceans Initiative (IPOI), seeks to create partnerships with likeminded countries across the expanse from the Eastern shores of Africa to the Western Pacific Ocean, to ensure security and stability in the maritime domain through a non-treaty-based, cooperative and collaborative approach. IPOI covers a wide spectrum of significant issues through its seven pillars of Maritime Security, Maritime Ecology, Maritime Resources, Capacity Building and Resource Sharing, Disaster Risk Reduction and Management, Science, Technology and Academic Cooperation and Trade Connectivity and Maritime Transport.

A major initiative of India that needs a special mention while discussing security issues, is that of enhancing Maritime Domain Awareness (MDA) across the region. The Information Fusion Centre set up at Gurugram near New Delhi in 2018, was a major step in collaborating with countries in the region and multinational agencies to enhance maritime situational awareness and share information which can help in HADR and in tackling emerging threats.

4. What external drivers influence India's maritime cooperation with Indonesia in the Indo-Pacific Region?

Answer:

Both India and Indonesia are maritime neighbours and sea faring nations, whose relations are rooted in civilizational contacts developed through maritime linkages. Both have similar perceptions and desire to strengthen their maritime cooperation for promotion of peace and enhancing economic growth and prosperity to the Indo-Pacific region.

India with a coastline of 7,500 kms, around 1,380 islands and more than two million sq. km of Exclusive Economic Zone, occupies a central position in the Indo-Pacific. Indonesia as the largest archipelagic nation in the world, with a

coastline of 108,000 kms, with 17,504 islands and features and a total of maritime areas of 6,400,000 sq. km including Exclusive Economic Zone, geographically connects the Indian Ocean and Pacific Ocean. The two oceans represent a combined maritime region which is considered vital for global maritime trade and commerce and hence economic wellbeing of nations in the 21st century. Indonesia straddles the most strategic gateways connecting the Indian and Pacific Oceans. The Malacca, Lombok and Sunda straits are vital choke points for global shipping sailing from Asian and African ports to the Far East and the Americas. Similarly, India occupies a unique strategic geography and straddles all major shipping lanes crossing the Indian Ocean.

It therefore becomes imperative that India and Indonesia work in unison to achieve a rules-based, peaceful and inclusive Indo-Pacific region, where sovereignty, territorial integrity, international law, in particular UNCLOS on freedom of navigation and overflight are upheld. It would also ensure maritime safety and security in the region.

5. What internal drivers influence India's maritime cooperation with Indonesia in the Indo-Pacific Region?

Answer:

As brought out earlier, India and Indonesia are maritime neighbours. The distance between the Andaman and Nicobar Islands and tip of Sumatra is only 90 nautical miles. Both nations are populous, pluralistic democracies, which have “unity amidst diversity”. India and Indonesia are fast growing economies with vast potential. India has been a major importer of coal and palm oil from Indonesia. Indonesia has also been a significant recipient of FDI from India. Indian companies have made Indonesia a major investment destination in a number of industries. Similarly, Indonesia has also made investments in India. Due to its pre-eminent size and status in the ASEAN, Indonesia is India’s key interlocutor in this regional grouping. It has consistently been an advocate of an open regional security architecture in East Asia that is inclusive in character and has welcomed India’s participation in ASEAN centric institutions like the East

Asia Summit. Both India and Indonesia are committed to maintaining a stable maritime order in the Indo-Pacific at a time of uncertainties caused by China's territorial assertions. Political leadership of both the nations have a "Shared Vision on Maritime Cooperation in the Indo Pacific", as evident from India's vision of SAGAR and Indonesia's "Global Maritime Fulcrum" policy.

6. Do you think maritime cooperation, especially in naval diplomacy/maritime diplomacy, between India-Indonesia can advance their strategic objective in the Indo-Pacific, and if so, how?

Answer:

The Indo-Pacific region is confronted with both conventional and non-conventional maritime security challenges. The conventional challenges include sovereignty issues, maritime disputes, and contradicting views on international laws. The non-conventional challenges are equally significant and together these challenges could threaten economic developments of Indonesia and India. In order to make optimum use of economic opportunities available, both India and Indonesia need a stable and conducive maritime environment in the Indo-Pacific region. Towards this end, while notable strides have been taken by the two countries, defence and security cooperation more so in the maritime arena needs to be strengthened further. Joint exercises and regular interaction between maritime forces of both countries would help in this regard. Further it would also help both to synergise their outreach to other regional countries, through multilateral exercises and institutions. The increasing politico-military assertiveness of China in the entire Indo-Pacific is possibly one common factor that India-Indonesia may need to tackle in the coming years. It, therefore, becomes all the more important for both the two countries to synergize their respective maritime visions and coordinate activities to achieve their strategic objectives in the Indo-Pacific region.

7. How essential are the maritime assets as the instrument of India's Act East Policy?

Answer:

Maritime assets are needed to tackle maritime security issues, which often poses multiple challenges and hence need to be addressed on a multi-layered basis. While those predominantly located around the Indian coast could be tackled by our forces by regular surveillance and patrolling, many other challenges would require bilateral or even multilateral approach. This would be more so in resolving transnational crimes and maintaining maritime order as the seamless nature of maritime domain enables a steady flow of threats and challenges from one area to another. In order to safeguard its maritime interests, India would need to build favourable maritime environment and enhance net maritime security all along the Indo Pacific region in cooperation with maritime forces from friendly nations. In this regard, India has over the years been leveraging international cooperation in maritime arena by participating and conducting bilateral and multilateral exercises, dialogues and symposiums. The Indian Navy and Indian Coast Guard have also been regularly exercising with maritime forces of other nations to enhance inter-operability and confidence building. Initiatives such as QUAD, exercises like Milan, SIMBEX, Samudra Shakti, Malabar, Varuna and other bilateral and multilateral exercises, dialogues, symposiums are all pointers towards this. It would be evident that the Navy and Coast Guard therefore have a significant role in India's foreign policy objectives.

8. How significant is Indonesia in India's Act East Policy and the Indo-Pacific strategic calculus?

Answer:

As brought out earlier India's vision for Indo Pacific as enunciated by PM Modi at the Shangri La dialogue, is to promote a democratic and rules-based international order, in which all nations, small and large, thrive as equal and sovereign. India will work with others to keep seas, space and airways free and open. President Joko Widodo of Indonesia has expressed a similar view of transforming Indonesia into a "Global Maritime Fulcrum," a policy designed to strengthen maritime security, expand the canvas of regional diplomacy to cover

the entire region of the Indo-Pacific, and project Indonesia as a respected regional maritime power in East Asia. This policy has opened up potential for maritime security and defence and industrial cooperation between India and Indonesia. The Shared Vision on Maritime Cooperation in the Indo Pacific between both the nations was clearly expressed post the Modi-Widodo summit. This shared vision derives from the synergies between India's 'Act East' policy, India's vision of SAGAR (i.e., Security and Growth for all in the Region), and President Widodo's "Global Maritime Fulcrum" policy.

India and Indonesia are strategically located maritime powers, with India occupying a central position in the Indo-Pacific and Indonesia as the fulcrum connecting the Indian and Pacific Oceans. Both nations are therefore intrinsically linked and together can ensure security and the freedom of SLOCs in the region, so essential for the maintenance of peace, stability and prosperity of the region.

9. What is the level of India's commitment towards India-Indonesia maritime cooperation in the Indo-Pacific Region, and what are the most promising maritime cooperative measures that the two countries have taken?

Answer:

During the visit of the Prime Minister Modi to Indonesia in May 2018, he and President Widodo had discussed a Shared Vision of the two countries on Maritime Cooperation in the Indo-Pacific region to meet the challenges together as strategic partners. Both nations are committed to working together and areas identified for working together were; enhancing trade and investment cooperation, promoting sustainable development of marine resources, expanding cooperation in disaster risk management, fostering tourism and cultural exchanges, promoting maritime safety and security and to strengthen academic, science and technology cooperation.

In my view promoting maritime security and safety is a key element as that would ensure expansion of all other envisaged areas of cooperation. Strengthening the existing naval cooperation through the bilateral Coordinated

Patrols initiated in 2002 between the Navies of the two countries, commencement of regular bilateral naval exercises and information sharing to enhance maritime domain awareness along the Indo-Pacific region are all measures to enhance maritime security and cooperation. Other promising areas are, regular professional dialogues at expert level to enhance strategic cooperation on maritime security issues, bilateral cooperation in the areas of hydrography, in capacity building for maritime safety, HADR and pollution control. Cooperation between Coast Guards through coordinated patrols, joint exercises and information sharing including hotline connectivity, also hold promise for closer cooperation between both nations.

Promoting sustainable development of marine resources is another promising area for cooperation where focus could be on scientific management and conservation of marine living resources and deterring and eradicating illegal, unregulated, and unreported (IUU) fishing. This would provide a major economic boost to the fishing industry of both countries.

APPENDIX III

List of Indian Navies and Coast Guards's Ships Visit Port of Indonesia

Year	Date	INS	Port	ICGS	Activities
2017	May 22-25	INS Utkrosh	Belawan	-	29th IND-INDO CORPAT
	May 26-30	INS Sahyadri INS Kamorta	Jakarta	-	OSD
	Jun 01-05	INS Sahyadri INS Kamorta INS Shivalik INS Jyoti	Surabaya	-	OSD 1st Training Sqn
	Oct 18-22	INS Tir INS Sujata INS Shardul	Jakarta	ICGS Sarathi	OSD 1st Training Sqn
	Oct 24	INS Kadmatt	Belawan	-	30th IND-INDO CORPAT
	Oct 03- Nov 07	STS Sudrashini	Jakarta	-	OSD 1st Training Sqn
	Nov 30- Dec 2	INS Kadmatt	Belawan	-	OSD India-ASEAN dialogue
2018	Jun 06-09	INS Kulish	Belawan	-	31st IND-INDO CORPAT
	Jun 24-26	INS Shakti INS Kamorta	Makassar	-	OSD
	Jul 11	INS Sumitra	Sabang	-	Operational turnaround
	Sep 20- Oct 22	INS Tir INS Sujata INS Shardul INS Sudarshini	Jakarta	ICGS Sarathi	OSD 1st Training Sqn
	Oct 11-14	INS Kulish	Belawan	-	32nd IND-INDO CORPAT
	Oct 02	INS Tir INS Sujata INS Shardul	Makassar	-	HADR
	Nov 12-14	INS Rana	Surabaya	-	1st Samudra Shakti
2019	Feb 26	INS Shakti Kamorta	Makassar	-	OSD

	Feb 26	INS Tir INS Sujata INS Shardul INS Sudarshini	Jakarta	ICGS Sarathi	OSD 1st Training Sqn
	Mar 17-20	-	Sabang	ICGS Vijit	Maiden Voyage
	Apr 01-04	INS Kaesari	Belawan	-	33rd IND- INDO CORPAT
	Nov 11-13	INS Klitan	Jakarta	-	OSD
	Nov 17-20	-	Jakarta	ICGS Shaurya	OSD
2020	-	-	-	-	-
2021	Apr 22	DSRV	Bali	-	HADR
	Jul 24	INS Airavat	Jakarta	-	HADR
	Sept 18-19	INS Shivalik INS Kadmatt	Jakarta	-	3rd Samudra Shakti
2022	Jun 16-18	INS Shahyadri INS Kamorta	Jakarta	-	OSD
	Jun 23	INS Karmuk	Belawan	-	38th IND- INDO CORPAT
	Aug 04-06	INS Sumedha	Bali	-	OSD
	Nov 02-04	INS Sumedha	Padang	-	OSD
	Dec 08	INS Karmuk	Belawan	-	39th IND- INDO CORPAT

List of TNI AL and BAKAMLA's Ships Visit Port of Indonesia

Year	Date	KRI	Port	Bakamla	Activities
2017	May 09-12	KRI Sutedi Senaputra	Blair	-	29th IND-INDO CORPAT
	Nov 03-04	KRI Imam Bonjol	Blair	-	30th IND-INDO CORPAT
2018	May 24-25	KRI Sultan Thaha Syarifuddin		-	31st IND-INDO CORPAT
	Oct 25-26	KRI Kapitan Pattimura	Blair	-	32nd IND-INDO CORPAT
2019	Mar 20-21	KRI Sultan Thaha Syarifuddin	Blair	-	33rd IND-INDO CORPAT
	May 13-15		Blair	KN Tanjung Dato 301	Overseas Voyages
	Nov 04-05	KRI Usman Harun	Visakhapatnam	-	2nd Samudra Shakti
2020	-	-	-	-	-
2021	-	-	-	-	-
2022	Jun 14	KRI Cut Nyak Dien	Blair	-	38th IND-INDO CORPAT
	Dec 13	KRI Frans Kaisiepo	Cochin	-	Overseas Voyage
	Dec 18-19	KRI Cut Nyak Dien	Blair	-	39th IND-INDO CORPAT