

MAJOR POWERS IN EAST ASIA MARITIME AND THE ROLE OF ASEAN

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Maritime in East Asia

- Maritime is essential and becomes symbol of globalization, that depends on the free trade system clinging to the secure and free flow of goods on sea-based shipping.
- The emergence of Asia Pacific region as the center of strategic maritime encourages major/medium powers to publish their particular maritime strategy:
 - US Pivot in Asia Pacific (2011)
 - China's Maritime Silk Road (2013)
 - Indonesian Global Maritime Fulcrum (2014)
- Thus, an ***inclusive and comprehensive*** maritime cooperation between China and ASEAN coupled with its counterparts in Asia Pacific region is important.
 - Inclusive means that this partnership should give opportunities to all states in East and South East Asia region to become strategic partners.
 - Comprehensive means that this maritime cooperation aims both to resolve traditional issue relating to sea management and to counter non-traditional threats.
- The maritime cooperation should be conducted since East and Southeast Asian states have mutual interests and common challenges in their maritime.
- **Mutual Interests:**

1. Sea as a resource:

- The US Geological Survey (USGS) → South China Sea may contain anywhere between 5 and 22 billion barrels of oil and between 70 and 290 trillion cubic feet of gas.
- The Chinese National Offshore Oil Company (CNOOC) → the area holding around 125 billion barrels of oil and 500 trillion cubic feet of natural gas.
- The US Energy Information Administration (EIA) → SCS reserves 11 billion barrels of oil and 190 trillion cubic feet of natural gas.
- Abundant fisheries → China's total fisheries production reached more than 60 million tones in 2013 from its EEZ (Economic Exclusive Zone).

East Asia Fisheries and Aquatic Plants Production 2013
Source: World Fisheries Production, FAO 2013

No	Countries	Fisheries (tons)			Aquatic Plants (tons)	
		Capture	Aquaculture	Total	Capture	Aqu
1	China	17,371,823	43,553,502	60,925,325	288,292	13,5
2	Japan	3,656,854	608,800	4,265,654	84,500	418
3	South Korea	1,597,874	402,141	2,000,015	8,566	1,13
4	North Korea	215,000	64,050	279,050	-	444
5	Indonesia	6,101,725	3,819,732	9,921,457	17,136	9,29
6	Malaysia	1,488,705	261,274	1,749,979	-	269
7	Philippines	2,331,721	815,008	3,146,729	400	1,55
8	Vietnam	2,803,800	3,207,200	6,011,000	-	87,2
9	Thailand	1,843,747	1,056,944	2,900,691	-	-
10	Singapore	1,645	5,165	6,810	-	-
11	Brunei	4,000	830	4,830	-	-

1. **Sea** as a vital medium of transportation and trade (SLOC)

- App. 30% of the world's sea-based trading and nearly 60% of oil products and global liquefied natural gas (LNG) travel from Strait Hormuz and Strait of Malacca, to South China Sea.
- More than 15 million barrels oil per day flow from the Persian Gulf, through the Strait of Malacca and South China Sea, to Asian countries.
- More than 60,000 vessels, carrying various cargoes pass through the Strait of Malacca every year.

• **Common challenges:**

1. **The maritime in the region is vulnerable as a significant number of transnational crimes happen:**

- Indonesia lost more than USD 23 billion per year due to illegal, unreported and unregulated fishing.
- 632 piracy attacks and armed robbery occurred from 2004 to 2009. It was nearly 36% of all piracy attacks in all seas in the world.
- 863 piracy attacks and armed robbery in 2010-2015.
- More than 50% of these piracy attacks and armed robbery occurred in Indonesia and Strait of Malacca.

Piracy Attacks and Armed Robbery in East Asia
(Source: ICC IMB Annual Report 2004-2009)

Locations	2004	2005	2006	2007	2008	2009
Indonesia	94	79	50	43	28	1
Malacca Straits	38	12	11	7	2	2
Malaysia	9	3	10	9	10	1
Myanmar	1	0	0	0	1	1
Philippines	4	0	6	6	7	1
Singapore Straits	8	7	5	3	6	9
Thailand	4	1	1	2	0	2
China	3	4	1	0	0	1
South China Sea	8	6	1	3	0	0
Vietnam	4	10	3	5	11	1
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Piracy Attacks and Armed Robbery in East Asia
(Source: ICC IMB Annual Report 2010-2015)

Locations	2010	2011	2012	2013	2014	2015
Indonesia	40	46	81	106	100	115
Malacca Straits	2	1	2	1	1	5
Malaysia	18	16	12	9	24	11
Myanmar	0	1	0	0	0	0
Philippines	5	5	3	3	6	1
Singapore Straits	3	11	6	9	8	9
Thailand	2	0	0	0	2	1
China	1	2	1	0	0	4
South China Sea	31	13	2	4	1	0
Vietnam	12	8	4	9	7	2
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2. The region's advantages is also constrained by traditional threats, which mostly happen at sea:

- Sea territorial boundaries disputes, like South and East China Sea overlapping claims.
- Arms dynamics and potential arms races between states, esp. in their naval power, which is supported by the economic growth of East and Southeast Asian countries. As in the case of China, Japan, Vietnam and the Philippines.
- North Korea's Nuclear threats
- Lack of confidence and rivalries yet interdependent connection between major powers in the region.

Major powers' rivalries could consequently cause divisions within ASEAN, as its member states are likely to be swayed by their respective bilateral relations with China, US, and/or Japan.

- US, Japan & Philippines conduct joint naval exercise in SCS.
- China and Thailand pledge to increase cooperation in joint-military exercise and defense, railway construction, law enforcement, and tourism.

Thus, it is important for ASEAN to continue and maintain its central role to enhance stability, peace and prosperity in Southeast Asia region by putting an effort to balance its overall ties with the US, Japan and China.

- Besides, the increasingly and inevitably interdependent nature of bilateral and regional relations among countries encourage ASEAN:
 - to remain on constant vigilance to ensure that regional processes benefit from major powers' interdependence and competition,
 - to adopt a deep and close partnership but with cautious approach towards major powers proposals to ensure the regional peace and stability.
- With regards to the ASEAN disunity, both ASEAN and China need to support and realize a broader Asia Pacific Maritime Forum and Partnership → EAS Statement on Enhancing Regional Maritime Cooperation (KL, 22 Nov 2015)
- This partnership should involve all ASEAN countries and all ASEANs counterparts in Asia Pacific region, mainly China, South Korea, Japan, Australia, New Zealand and US, and cover a comprehensive issue such as sea-border management, transnational crimes, marine safety, marine conservation and sustainable marine economic development.