

INDIA'S MARITIME DIPLOMACY IN THE SOUTHEAST ASIA

Aghnia Lailaturrahmi Noferius¹

Jurusan Ilmu Hubungan Internasional
Fakultas Ilmu Sosial dan Ilmu Politik
Universitas Andalas
aghnianoferius@gmail.com

Rika Isnarti²

Program Studi Hubungan Internasional
Fakultas Komunikasi dan Diplomasi
Universitas Pertamina
rikaisnarti@gmail.com

Haiyyu Darman Moenir³

Jurusan Ilmu Hubungan Internasional
Fakultas Ilmu Sosial dan Ilmu Politik
Universitas Andalas
haiyyu_darman@yahoo.com

Abstract

This research aims to analyze maritime diplomacy of India in Southeast Asia from 2014 to 2017. This research utilizes the concept of maritime diplomacy by Christian Le Mière. Christian Le Mière that classified maritime diplomacy into three categories which are co-operative maritime diplomac, indicated by humanitarian assistancel/disaster relief, goodwill visit, training, and joint exercise and Joint Maritime Security Operations;

persuasive maritime diplomacy and coercive maritime diplomacy. This research utilizes qualitative research using secondary data analysis from library research. Maritime diplomacy is chosen because there are increasing activity in the India's maritime security and trading aspect in the period of 2014-2017. This study found that maritime diplomacy conducted by India fulfilled four indicators of co-operative maritime diplomacy, namely: humanitarian assessment/disaster relief, goodwill visit, training, and joint exercise and Joint Maritime Security Operations with the Indian Navy as the main actor in maritime diplomacy to achieve Indian security interests and trade.

Key words: *Indian, Southeast Asia, Maritime Diplomacy, Navy, Security and Trade*

Abstrak

Penelitian ini bertujuan untuk menganalisis diplomasi maritim India di Asia Tenggara dari 2014 hingga 2017 untuk mencapai kepentingan India dalam keamanan dan perdagangan.. Penelitian ini menggunakan konsep diplomasi maritim oleh Christian Le Mière. Christian Le Mière yang mengklasifikasikan diplomasi maritim menjadi tiga kategori yaitu diplomasi maritim kooperatif, ditandai dengan pemberian bantuan kemanusiaan / bantuan bencana, kunjungan persahabatan, pelatihan, dan latihan bersama serta Operasi Keamanan Maritim Bersama; diplomasi maritim persuasif dan diplomasi maritim yang memaksa. Penelitian ini menggunakan penelitian kualitatif dengan menggunakan analisis data sekunder dari studi kepustakaan. Diplomasi maritim dipilih karena adanya peningkatan aktivitas dalam aspek keamanan dan perdagangan maritim India pada periode 2014-2017. Studi ini menemukan bahwa diplomasi maritim yang dilakukan oleh India memenuhi empat indikator

diplomasi maritim kooperatif, yaitu: bantuan kemanusiaan / bantuan bencana, kunjungan persahabatan, pelatihan, dan latihan bersama dan Operasi Keamanan Maritim Bersama. Dalam hal ini, Angkatan Laut India merupakan aktor utama dalam diplomasi maritimnya untuk mencapai kepentingan keamanan dan perdagangan India.

Kata Kunci: *India, Asia Tenggara, Diplomasi Maritim, Angkatan Laut, Keamanan dan Perdagangan*

Introduction

This research departs from the statement of the Prime Minister of India stating that the Indian Ocean is an important area for India (Modi, 2018). The Indian Ocean will be used as the main foundation in the making of foreign policy and the expansion of cooperative relations with neighboring countries around the Indian Ocean region (Strategic Comments, 2015). This is due to the geographical location of India that is strategic and located in the middle of the Indian Ocean. Geographically, India has an extension of neighboring countries with the same maritime base. Therefore, India needs to look at Southeast Asia to implement policies that are almost the same on the same geographical basis, good relations between India and Southeast Asia, and the strategic location of Southeast Asia between the Indian Ocean and the Pacific Ocean.

Southeast Asia is an important area for India. First, Southeast Asia is a strategic area flanked by two oceans, namely the Indian Ocean and the Pacific Ocean. So, the Southeast Asia region becomes a cross-country trade route around the Indian Ocean and the Pacific Ocean regions. Second, Southeast Asia is India's fourth-largest trading partner (ASEAN India, 2018). Third, the Andaman and

Nicobar Islands are India's outermost territories which are 90 miles from the Malacca Strait (ministry of defense India, 2015b). Therefore, India needs to safeguard and safeguard its outer boundaries by collaborating with Southeast Asia to maintain security, peace, and stability in the waters of Southeast Asia.

Southeast Asia is a strategic area flanked by two oceans, namely the Indian Ocean and the Pacific Ocean. Southeast Asia is a fairly busy sea trade route. This area has four straits which become chokepoints. They connect shipping lines from region in the Indian Ocean to the region in Pacific Ocean, namely: the Malacca Strait connecting the Indian Ocean with the South China Sea and the Pacific Ocean, Sunda Strait, Lombok Strait, and Ombai and Wetar Strait. The four straits are freight forwarding lines used by India to reach East Asia and Pacific region.

The South China Sea is also important for India because it is India's main trade route to the East Asia. In addition, the essential of the South China Sea is because India collaboration in oil and natural gas mining with Vietnam in the South China Sea. The vulnerability of piracy in the South China Sea is a concern for India, considering that these waters are the main waters of trade in India and East Asia. So it is necessary to keep this region safe from the threat of piracy.

From India's point of view, the South China Sea needs to be secured for the smooth operation of India's mining in this region. Safeguarding this region was triggered by Chinese actions that warned against Indian activities around the South China Sea. In 2011, India received two warnings from China where this warning triggered India to act more decisively. First, India made a visit to

Vietnam on July 22, 2011, when the new Indian warship was 45 miles from the seaside of Vietnam, China warned India because it was accused of entering Chinese territory (Chaturvedy, 2015). Secondly, in September 2011 an Indian oil and natural gas commission Videsh (OVL) oil and natural gas processing company was operating in Vietnam's marine territory, this activity attracted the attention of China where China objected to this activity (Chaturvedy, 2015). Threat or objection from China for what India done in this region of course will cause insecurity to India. Therefore, it is necessary to ensure this area is safe for the smooth operation of trade, mining and state visits of India.

Further, the Andaman and Nicobar Islands are the outermost territories of India which are geographically closer to the Southeast Asian region. An important reason for India is to secure this area because of its proximity to the Malacca Strait where the Malacca Strait is a fairly busy trade route which later India can become a controller of shipping activities in the Malacca Strait (Raman, 2016). However, in 2011, the presence of Chinese Navy ships trying to monitor the Andaman and Nicobar Islands by camouflage into fishing boats triggered India's desire to increase security in the Andaman and Nicobar Islands (Kukreja, 2013).

By looking at the importance of Southeast Asia for India, being the fourth largest in the market Indian trade, has a strategic location as an opportunity for India to facilitate India's access to the Asia-Pacific and is 90 miles from the outer territories of India. Based on these three points, India is required to maintain security and good relations with Southeast Asia. Referring to the elaboration above which states that India experienced an increase in trade relations

with Asia-Pacific, India must maintain the security of shipping routes at once, and also to build positive influence and strengthen relations between India and Southeast Asia, so maritime diplomacy is carried out as an instrument to carry out the mission in South East Asia as many activities and India interest there will deliberately on the sea. So, it is important to see how the practice of maritime diplomacy carried out by India in the Southeast Asia in 2014 - 2017. Therefore, this paper analysis India's maritime diplomacy activities in Southeast Asia that mostly conducted by Indian navy.

Analytical Framework

The conceptual framework used to understand this research is maritime diplomacy. This concept will see what kind of practice and type of maritime diplomacy is practiced by Indian, particularly Indian Navy in the Southeast Asia by analyzing every activity carried out by the Indian Navy in Southeast Asia. According to Christian Le Mièrè (2014) in his book entitled *Maritime Diplomacy in the 21st Century: Drivers and Challenges*, Diplomacy is the management of International Relations. Further, the author states that maritime diplomacy simply can be said that management of International Relations through maritime domain. It does not mean that maritime diplomacy can be said as a tool to manage tension on the maritime domain by utilizing international law instrument. Yet, maritime diplomacy is utilizing maritime as an assets to manage relations among states. Further, in-depth definition of maritime diplomacy according to Miere (2014) can be said as, Maritime diplomacy is defined as management in international relations by using assets or matters relating to maritime, where actors from maritime diplomacy itself are navy, coast guard, and other marine military forces. More

specifically, the author argues that maritime diplomacy is classified into 3 forms: co-operative maritime diplomacy, persuasive maritime diplomacy, and coercive maritime diplomacy (Mière, 2014, p 7-11).

Le Mière (2014) also argues that in any type of maritime diplomacy, navy is the most being called upon the maritime diplomacy missions. There are some reasons why navy with naval vessels could become major actor maritime diplomacy. First, navy with advance technology of naval vessels could reach land forces to areas with little infrastructure and lift aid to inaccessible areas.

Second, they can act in politically neutral international waters. Therefore, navy's action on the seas could not be limited and can form any activities, from war to good will visit, from advance infrastructure area to limit infrastructure area, from state territory to international territory on the sea.

Many practices of maritime diplomacy recently conducted in realm of soft-maritime diplomacy. As stated before, maritime diplomacy can be conducted in any form, from cooperative to coercive maritime diplomacy. Maritime diplomacy can be seen as action of gunboats launching limited punitive operations against recalcitrant fleets in term of coercive maritime diplomacy. However, many practices of maritime diplomacy in modern world or contemporary known in realm of cooperative maritime diplomacy or known as soft maritime diplomacy. Co-operative maritime diplomacy aims to attract attention, form coalitions and efforts to build positive influence in other countries.

Persuasive maritime diplomacy, also known as "showing the flag", is diplomacy that aims to build and increase recognition from other countries of maritime power or national power possessed by a country and increase the bargaining value or position of a country

in an international system (Mière, 2014, hal.12). Meanwhile, coercive maritime diplomacy is diplomacy that pursues its objectives by using naval power. The purpose of coercive maritime diplomacy is to control a region (Mière, 2014).

There are four indicators to explain co-operative maritime diplomacy:

a. Humanitarian Assistance and Disaster Relief (HA/DR)

Humanitarian Assistance and Disaster Relief (HA / DR) is an effort carried out by the state by providing humanitarian assistance and disaster relief through shipping by its naval vessels. The purpose of this activity is to provide or build influence in the destination country and build trust in countries that carry out co-operative maritime diplomacy (Mière, 2014).

Further, Miere (2014) argues that Humanitarian assistance and disaster relief missions can have diplomatic effects as they demonstrate the willingness of a navy to support a friend while also emphasising the roles other than war that militaries can be used for. For example, a country face natural disaster problem can feel having emotional support from a country which send its naval vessels and navy to the affected country. It feels like there is a friend who care about the situation and can close the relations amongst the country.

b. Goodwill Visit

According to Mière (2014) Goodwill Visit is a co-operative maritime diplomacy carried out by a country by sailing from the country of origin and visiting one or several countries in the context of a visit in good faith. The purpose of this activity is to strengthen

relations between countries and carry out several activities such as joint military exercises and hold meetings to discuss cooperation.

The importance note in goodwill visit is, goodwill visit missions can be used not only to build influence among allies, but to reassure potential rivals and enemies. For third party, goodwill visit can be seen as a form of close relations to particular party and could potentially become enemy to them if the party is not seen as allies. For example, state A has close relations with state B but do have potential enemy with state C, meanwhile state B and C relations is neutral. However, if state B do goodwill visit often to state A but do not do so to state C, state C can potentially think that B would become its enemy because of close relations with its enemy. Therefore, goodwill visit in maritime diplomacy does not function to build beter soft power in maritime realm, but also to maintain confidence measure building among states. Frequently activities of goodwill visit that is done by navy can maintain state relations and assure of state position as friend or as enemy.

c. Training and Joint Exercise

Training and Joint Exercise is a business carried out by the state by conducting joint military exercises (Mière, 2014). The aim of this activity is to eliminate suspicion between countries, support interstate alliances through naval capacity building, support military forces that tend to be low and build trust between countries. as a result, like goodwill visit, training and joint exercise also aims to confidence measure building. Goodwill visit practice can be combined with training and joint exercise. Yet, sometimes, goodwill visit does not follow with training and joint exercise. However, it is common in maritime diplomacy when a country would like to

do training and joint exercise, it usually does goodwill visit to a country that would like to joint together in a training. This form of maritime diplomacy also can assure state position as allies or not. Knowing other countries military technology that been used in joint training can implement openness among the states. Further, it is also potentially can improve state military technology by learning from the allies who joint the training together.

d. Joint Maritime Security Operations

Joint Maritime Security Operations is a business carried out by the state by conducting joint maritime security operations (Mière, 2014). The purpose of this activity is to eliminate suspicion between countries, support interstate alliances, build maritime capacity between countries, and strengthen defense in the area of military operations.

This form of maritime diplomacy a bit diYerent from other form of maritime diplomacies. Joint maritime security operations aims to build coalition building among states. Therefore, this goals is more advance that goodwill visit and joint training that only measure the confidence or status of the states. In this form of maritime diplomacy, states already assure about its position among others, which is ally which one is enemy. Usually, states join in security operations are state that make coalition and allies. So, to implement and prove their friendship and allies they can join the security operations.

Research Method

This research is a qualitative research which means it tries to find meaning and understanding from the phenomena that assess based on the framework that has been used. To do so, library

research is used to collect, gather and analysis the data. First, it collects some data from India Navy's activities in Southeast Asia from its publication and other medias that inform about it. It also collects data about strategic activities and India maritime strategy especially in Southeast Asia. After finding all the activities of Indian Navy, then, it categories which activities that done in Southeast Asia and not. It also categories which activities is categories as diplomacy and which one is not. After that, it classifies based on maritime diplomacy activities argued by Miere. At the end it will shows which activities of maritime diplomacy that mostly used by India in Southeast Asia based on the maritime diplomacy activities indicators. Then, it analyses what kind of India security and trade interest doing the activity.

Discussion (India' Maritime Diplomacy In South Asia From 2014 To 2017)

There are some of maritime diplomacy conducted by India in Southeast Asia, mostly the activities are in type of cooperative maritime diplomacy.

India' Co-operative Maritime Diplomacy activities in Southeast Asia

a. Humanitarian Assistance and Disaster Relief (HA/DR)

In 2014 an incident occurred where the loss of the Boeing 777 Malaysia Airlines flight with the flight code MH370 scheduled to fly from Malaysia to Beijing, China suddenly was no longer detected by radar and was declared lost. India as an ASEAN cooperation partner participated in conducting aircraft searches MH370. India shipped the P8 I aircraft owned by the Indian Navy and the C-130 Hercules

owned by the Indian Navy which operated from Subang airport to Kuala Lumpur to monitor aircraft debris from the air (Kulshrestha, 2014). The search continued by deploying four Indian Navy warships namely INS Satpura, Sahyadri, Saryu and Bati Malv and one Dornier aircraft operated around the Bay of Bengal, the Andaman Sea and west of the Andaman Islands (Kulshrestha, 2014).

For assistance provided by India, on November 23, 2015 Malaysian Prime Minister, Najib Tun Abdul Razak invited Narendra Modi in order to discuss the two countries' strategic partnership. In this discussion, Malaysia appreciated the assistance provided by India to search for MH370 aircraft that were lost around the Indian Ocean (Ministry of External Affairs Government of India, 2015). Then the meeting was continued by discussing increasing strategic partnerships to a higher level and expanding aspects of cooperation.

HA / DR given by India to Malaysia in the search for aircraft MH370 is one form of maritime diplomacy because it involves actors and instruments of maritime diplomacy namely the navy and warships sent to track the whereabouts of the missing aircraft. Referred to the diplomatic role of the Indian Navy in the 2015

Indian maritime doctrine, this action is in accordance with the task of providing technical and logistical assistance in which the flight search assistance of MH370 can be categorized as technical assistance.

In action, a pure action was taken by India by helping its partner, Malaysia. So Malaysia, as the country that received the assistance, deserved appreciation for the assistance provided by India (Ministry of External Affairs Government of India, 2015). The invitation of the Malaysian Prime Minister, Najib Tun Abdul

Razak on November 23, 2015 to Narendra Modi in order to discuss the issue of increasing strategic partnerships to a higher level and expanding aspects of cooperation is the result obtained by India by providing assistance in the search for MH370 which can be briefly referred to as forms of increasing political and security relations between India and Malaysia.

On May 30, 2017 hurricane mora disaster struck Bangladesh, where this event affected Myanmar as a neighboring country. Typhoon Mora hit the Rakhine region in the west of Myanmar, then the Indian Navy visited Yangon, Myanmar to provide assistance in the form of clothing, food, and medicines distributed through the Rakhine government (Government of Myanmar, 2017).

Assistance given by India to Myanmar is in accordance with the diplomatic role of the Indian Navy in the 2015 Indian maritime doctrine, this action is in line with the task of providing technical and logistical assistance. In the event of Typhoon Mora, assistance provided by India can be categorized as logistical assistance where assistance is provided in the form of clothing, food, and medicine. After this assistance, Bangladesh, Myanmar, Sri Lanka, Thailand, Bhutan, and Nepal participated in the first disaster management exercise held by India on October 10 – 13, 2017 (Ministry of Home Affairs India, 2017). This activity aims to share important experiences that could be used as a reference for participating countries to improve response and coordination in disaster management.

Through disaster management exercises carried out by India and followed by a number of countries, India gained the trust of these countries as a frontline country in resolving disaster issues and how to prevent them. Myanmar's participation in this exercise

is a form of trust in India's ability, which is certainly based on the experience of Myanmar which has received assistance provided by India and India's track record in providing assistance and overcoming problems of natural disasters.

In the HA / DR indicator, countries that engage in co-operative maritime diplomacy have the aim of giving or building influence and gaining trust in the destination country. Looking back on the results obtained by India after providing assistance to Malaysia and Myanmar, India managed to build influence and gain trust from both countries. Through the invitation of the Malaysian Prime Minister to the Prime Minister of India to discuss the improvement of strategic partnerships to a higher level and to expand aspects of cooperation, one of the forms of influence provided by India in the search for MH370. Malaysia is described as having confidence that India has the capability in this problem so that Malaysia is confident of increasing its strategic cooperation with India. Myanmar's participation in disaster management exercises carried out by India is evidence that Myanmar believes in India's capacity and capabilities in resolving disaster problems and providing disaster relief.

b. Goodwill Visit

Referring to the Indian Navy's strategy, the activities carried out by the Indian Navy belong to port visits. Port visits are activities visiting other state ports carried out by the Indian Navy and coast guard. This activity aims to improve goodwill and professional interaction. Port visits will be carried out as part of the Overseas Deployment (OSD), as well as a special event for

celebrating independence days, commemorating historic days, and International Fleet Reviews (IFRs). Below are some activities of Indian Navy in term of HA/HR in Southeast Asia that compiled by authors.

Table 1
Indian Navy Goodwill Visit 2014-2017

| | | 2014 | 2015 | 2016 | 2017 |
|-------------------|------------------|------|-----------|------------------------|---|
| Goodwill visit to | Phuket, Thailand | | Singapore | Subic Bay, Philippines | Singapore, Indonesia, Malaysia, Thailand, Vietnam, Cambodia, Philippines, |
| | | | Thailand | Cam Ranh Bay, Vietnam | dan Brunei Malaysia |
| | | | | Phuket, Thailand | |

In 2014, the Indian Navy visited Phuket Island, Thailand for four days with a naval program exchange agenda and discussed cooperation between the two countries to improve security in the international maritime shipping lane (Chiangrai Times, 2014). During the visit, the Indian Navy and the Thai Navy also carried out social activities in the form of providing services to the community in local schools.

In 2015, the Indian Navy made a visit to Singapore on July 20 – 22. The visit aims to consolidate cooperation between the Indian and

India's Maritime Diplomacy... (Aghnia Lailaturrahmi Noferius, et.al)
Singapore Navy in exploring opportunities to strengthen relations

between the two parties in accordance with the Act of East Policy. The visit to Thailand on July 23 - 25 aims to review and improve Indian-Thai maritime cooperation to a higher level (ministry of defense India, 2015a).

In 2016, the Indian Navy made three visits to the Philippines, Vietnam, and Thailand. The Indian Navy made a visit to Subic Bay, Philippines during May 30 - June 2, 2016. During the visit, the Indian and Philippine Navy will conduct a meeting to discuss the cooperation between the two parties and conduct joint exercises to improve interoperability in communication and search and rescue procedures where activities during this visit will contribute to the security and stability of the world's vital waters (Indian Navy, 2016).

Visiting Phuket, Thailand on October, 27 – 31 was the third visit of the Indian Navy in 2016. The visit was carried out by three Indian Navy ships and an Indian Coast Guard ship, the visit aimed to conduct joint exercises with the Thai Navy. In addition, the Indian Navy and the Thai Navy will conduct social activities that aim to improve people-to-people interactions in the form of medical services for local residents (Embassy of India Bangkok, 2016).

In 2017, the Indian Navy made two visits to Southeast Asia. The first visit was held to celebrate 25 years of relations between India and ASEAN, India to conduct a goodwill visit to Southeast Asia. The Goodwill visit will be conducted with two Indian Navy ships namely INS Satpura and INS Kadmat which will sail for three months and will visit 12 ports. Two Indian Navy ships will sail from the port of Visakhapatnam on September 8, 2017, and will visit Singapore, Indonesia, Malaysia, Thailand, Vietnam, Cambodia, the Philippines, and Brunei (india.com, 2017). The visit also aims to

strengthen India's good relations with the Southeast Asian region.

Indian Navy visit to Malaysia on December 3 – 6, 2017, with the aim of improving bilateral relations between the two countries . During the visit, the Indian Navy had an agenda: social activities and friendly matches, conducted HA / DR exercises together to prepare the navy to overcome natural disasters and carry out Passage Exercise with the Malaysian Navy (Indian Navy, 2019).

Through the goodwill visit, India tries to equalize the perception and understanding of the importance of waters in Southeast Asia as a sub-part of the Indian Ocean. The goodwill visit can create a more holistic collaboration through the agenda of meeting between naval commands (professional interaction) to discuss cooperation programs, joint military exercises and be able to create a positive impression in partner countries.

Looking at the objectives of the goodwill visit indicator, where to strengthen relations between countries and carry out several activities such as joint military exercises and hold meetings to discuss cooperation. Overall, every visit made by India to partner countries conducted military exercises and held a meeting to discuss the increase in cooperation between the two parties.

c. Training and Joint Exercise

Referring to the Indian Navy's military strategy document, Training and Joint Exercise indicators are a form of a step in Indian maritime diplomacy through an exercise with foreign navies and foreign training. Exercise with foreign navies is a joint training activity with various other navies both bilaterally and multilaterally. This exercise aims to project India's capabilities,

sharpen operational capabilities, adopt procedures and practices during training and disseminate knowledge around maritime doctrine. This exercise can also be a means to measure military capabilities based on international military standards and develop mutual relations and mutual respect. While foreign training is an activity in the form of providing military training to other countries with the aim of strengthening defense relations and showing naval capacity and capabilities.

Exercise with foreign navies has three types of classifications, namely PASSEX, Occasional Exercise and Institutional Exercise. The institutionalized exercise of the Indian Navy's military exercises with partner country navies both bilaterally and multilaterally, in which this exercise has been formally established. This exercise was held in the area of maritime interests of both parties. Singapore India Maritime Bilateral Exercise (SIMBEX) is one example of institutional exercise where this activity has been established since 1994.

This activity is conducted mobile training by sending professional candidates to several countries, carried out by the Indian Navy by sending candidates to Vietnam and Myanmar to provide training for the navies of the two countries with the aim of enhancing the capacities and capabilities of the Indian, Vietnamese and Myanmar navies. These activities include the Indian Navy's diplomatic role as foreign training.

Judging from the joint military exercises between India and Singapore and its objectives there is a match with the objectives of co-operative maritime diplomacy indicators Training and Joint Exercise where SIMBEX is held to eliminate suspicion between countries, support interstate alliances through naval capacity

building, enhance military strength, and build mutual trust between countries involved. The achievement of the indicator objectives of the Training and Joint Exercise was illustrated through the signing of the India-Singapore Navy cooperation which will be signed at the 25th SIMBEX celebration in 2018 (Bashkar, 2017).

This agreement will enhance cooperation in maritime security, joint military exercises, joint use of naval facilities and the provision of logistical assistance (Bashkar, 2017). This collaboration is the first agreement signed by India with its regional maritime neighbor. This agreement will provide an opportunity for both countries to advance their common interests which include freedom of maritime navigation and stability of trade activities (Bashkar, 2017). The main point of this agreement is the granting of access for the Indian Navy to access the Singapore Navy base at Changi which is justified by the Minister of Defense. In addition, this agreement also supports access of each navy to conduct training in the Malacca Strait and the Andaman Sea.

It can be concluded that the India-Singapore Navy cooperation agreement is an achievement of the India-Singapore maritime interaction, one of which is SIMBEX. This statement was strengthened by the signing of the India-Singapore Navy cooperation which will be signed on the 25th SIMBEX warning. Through the main points of this agreement which states that providing access for the Indian Navy to access the Singapore Navy base at Changi, illustrates the lack of suspicion between countries and both countries have succeeded in building mutual trust. The agreement also regulates cooperation in maritime security, joint military exercises, joint use of naval facilities and the provision of logistical assistance, which

points to supporting the capacities and maritime capabilities of the two countries.

c. Joint Maritime Security Operations

Referring to the Indian Navy's military strategy document, the indicators of the Joint Maritime Security Operations belong to the diplomatic role of the Indian Navy tasked with carrying out the coordinated patrol. Coordinated patrol is a joint maritime operation to improve maritime security. This activity was carried out on both sides of the two countries' international maritime boundaries. So far India has coordinated patrols with three Southeast Asian countries with the aim of increasing mutual understanding and interoperability between the navy, prosecuting ships that violate the rules and laws of the sea, carrying out search and rescue (SAR) and overcoming sea pollution (Verma, 2016).

Table 2.
Indian Coordinated Patrol (CORPAT) with
Southeast Asia Countries

| | Indonesia | Myanmar | Thailand |
|------|-----------------------------|------------------|------------------|
| 2014 | April 14 – May 03 | - | April 01 – 08 |
| | September 09 – 30 | - | November 18 – 26 |
| 2015 | April 16 – May 06 | March 16 – 23 | - |
| | October 03 – 21 | - | - |
| 2016 | April 28 – May 19 | February 13 – 16 | April 19 – 27 |
| | October 10 – 27 | - | November 17 – 25 |
| 2017 | May 09 – 25 | March 12 – 18 | - |
| | October 24 - November 03 | - | - |

India-Indonesia CORPAT is a joint Indian-Indonesian patrol activity carried out around the international maritime boundaries of India and Indonesia to maintain the security and tranquility of commercial shipping routes and international trade in one of the main shipping lanes around the Indian Ocean region (Roberts, Habir, & Sebastian, 2015). The Indonesian Navy will usually sail to Port Blair to attend the CORPAT opening ceremony, then the Indonesian and Indian Navy will sail towards the Indian-Indonesian maritime boundary around the Andaman Sea, then the India-Indonesia CORPAT activity will be closed in Belawan, Indonesia (Indian Navy, 2016).

Through India-Indonesia CORPAT, India and Indonesia show concern with both parties to create security and peace for the benefit of the international community (Indian Navy, 2016). This activity aims to improve mutual understanding and interoperability between the navy, prosecute ships that violate the rules and laws of the sea, carry out search and rescue (SAR) and overcome sea pollution. Activities carried out are usually not only joint patrols, but the two navies also carry out activities in the form of visits to maritime academies, talks stay, shipping and flag raising around the international maritime boundary with Indonesian Navy ships, conducting joint VBSS exercises and carrying out rescue and search operations.

Through India-Indonesia CORPAT, India and Indonesia's bilateral relations were highlighted more by the Indian Ambassador to Indonesia, ASEAN and East Timor, Gurjit Singh, while attending the closing ceremony of India-Indonesia CORPAT on May 3, 2014, in Belawan, Indonesia. Gurjit Singh stated that the relationship

between the two maritime countries needs to be improved in the future through more intense operational interactions between the two navies (Verma, 2016). The statement from Gurjit Singh provides evidence that India has succeeded in removing the bulkhead which impedes the course of Indian interaction with Indonesia, one of which is through interactions between the navy. India-Indonesia CORPAT also proves that there is no suspicion between Indonesia and India. Because when two countries agreed to cooperate, especially cooperation in the aspects of defense and security, the two countries have dedicated some of the information, strategies, and problems they have to be resolved together to strengthen each other's defense and security.

The Indo-Myanmar Coordinated Patrol (IMCOR) is a joint patrol activity between the Indian Navy and the Myanmar Navy in the Andaman Sea. Joint patrols between India and Myanmar are the most recent patrols between Indonesia and Thailand where IMCOR was first conceived in 2013 (Bureau Government of India Ministry of Defence, 2013). At the 4th IMCOR on February 13 – 16, 2016, India and Myanmar signed a standard operating procedure which later became the basis for both parties during joint patrols and in sharing joint maritime boundaries in the Andaman Sea and the Bay of Bengal. The aim of IMCOR is still the same as India-Indonesia CORPAT, namely to increase mutual understanding and interoperability between the navy, try ships that violate the rules and laws of the sea, carry out search and rescue (SAR) and deal with sea pollution. Other activities carried out by India and Myanmar when the patrol was limited to patrolling because this activity was classified as new so that there were no other activities carried out by the two countries.

Referring to the beginning of the establishment of India-Myanmar CORPAT from 2013 to 2017, the achievements that have been obtained are in the form of signing a standard operating procedure that will regulate the course of IMCOR. The signing of standard operating procedures is a sign that the two countries will carry out these activities towards more serious efforts to secure the Andaman Sea and the Bay of Bengal as the international maritime boundaries of the two countries. Thus creating a safe and stable area.

India-Thailand CORPAT is a joint patrol of India and Thailand around the international maritime boundaries of India and Thailand (around the Andaman Sea). This activity was carried out around the international maritime boundaries of India and Thailand to maintain the security and tranquility of commercial shipping lines and international trade in one of the main shipping lanes around the Indian Ocean region (Embassy of India Bangkok, 2013). The purpose of India-Thailand CORPAT is to monitor and fight piracy, hunting, and trafficking in weapons, prevent illegal activities and can be a place to conduct rescue and search operations. In addition to conducting joint patrols, the two navies will also carry out joint exercises and exchange of naval personnel to improve interoperability.

On June 17, 2017, India and Thailand agreed to increase cooperation between the two countries in the field of economy, eradication of terrorism, cybersecurity, human trafficking, defense, and maritime security. This decision was announced by the Prime Minister of India after making a visit to Thailand. The Indian Prime Minister stated that considering India and Thailand are neighboring countries with the same maritime base, the two countries have agreed to establish closer partnership in the field of defense and

maritime cooperation.

The increase in cooperation is driven by bilateral activities between India and Thailand such as India-Thailand CORPAT which is held twice a year. Along with the increasing intensity of joint Indian-Thai patrols, of course, it requires a rule or agreement that will guarantee and support this activity. In addition, the emergence of awareness of the two countries to build maritime capacity and the maritime defense has also been a driving factor in enhancing such cooperation.

Overall, a joint patrol carried out by India with Indonesia, Myanmar, and Thailand has the same goal of wanting to protect and secure the sea trade routes in the three countries. The implementation of this maritime operation has strengthened the navies of each country and eliminated suspicion because in carrying out joint patrols the two countries will exchange information, equate strategies and support each other to strengthen maritime capacity. Besides that, this patrol will also strengthen the defense and security around the Andaman Sea which is the closest waters to the Malacca Strait which can be a shield for the Malacca Strait from threats that will disrupt the activities of the waters there.

Persuasive Maritime Diplomacy

So far in the span of 2014 to 2017, India's maritime diplomacy in the Southeast Asia region has not been found in the form of persuasive maritime diplomacy. In addition, India's goal of conducting maritime diplomacy is not to show the Indian Navy's military power to the international order but to build close relations with Southeast Asia, gain trust from Southeast Asia and minimize

the influence of other countries that can hinder the relations between India and countries in Southeast Asia.

Coercive Maritime Diplomacy

Based on research conducted in the span of 2014 to 2017, no coercive maritime diplomacy activities were carried out by India in the Southeast Asia region. Because as far as it is found, India itself opposes using violence in solving problems in the waters and chooses to settle peacefully. India also has no purpose to control the Southeast Asian region.

Activities and type of India's Maritime Diplomacy to Southeast Asia in 2014 – 2017

India is a country located in the middle of the circle of the Indian Ocean region while having a number of activities that are quite intense in these waters. In 2014, when Narendra Modi served as the new prime minister, Modi stated that India would carry out maritime diplomacy to countries around the Indian Ocean region. Based on the findings, there is a match between India's conditions and Christian Le Mière's statement about the factors that encourage a country to carry out maritime diplomacy as follows:

1. Nationalism and Sovereignty

India wants to protect its territory from threats and terror, especially the Andaman and Nicobar Islands which are quite far apart from India's main territories. So that the islands are vulnerable to damage that will disturb the stability of the Andaman and Nicobar Islands.

2 International Law

Through international sea law / UNCLOS, India is keen to express freedom of navigation in the sea and carry out activities in the waters to support the smooth running of military exercises and joint military operations of India with partner countries.

3. Multipolarity of Power

India as one of the new rising power in Asia, certainly has the desire to spread its influence to the country or region in order to increase India's power.

4. Changing Character of War

In ancient times war was used to increase power and achieve the interests of a country. However, now a country will choose to cooperate with other countries to gain profits and achieve interests. Therefore, India conducts maritime diplomacy as a way to achieve its interests.

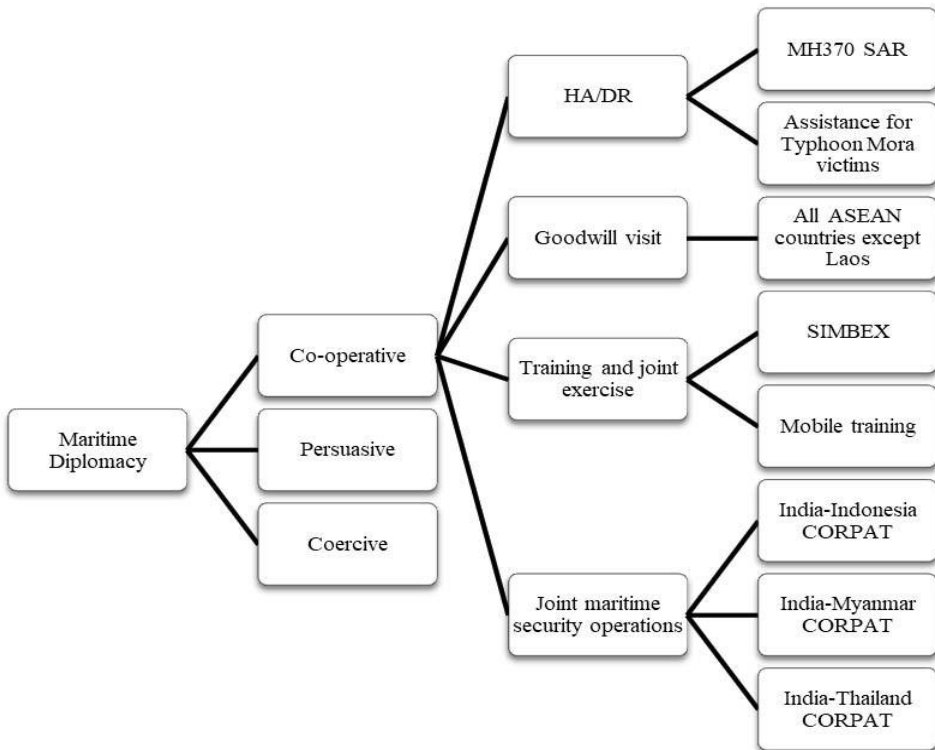
5. Austerity and Recession

India is a country that has a fairly good economic development, is ranked seventh out of 10 countries with the largest economy in the world with a total income per capita of 2.1 trillion US \$ from the total per capita global income (Gray, 2017). The comparison of the Indian military budget in 2016 was more minimal in the navy compared to the army and air, which amounted to 21.323 million Rupees (Behera, 2017).

Based on these five aspects, it is illustrated that Southeast Asia is an important area for India and an effort needs to be made that will support trade and guarantee India's national security. Maritime diplomacy was chosen because: First, there is a match between the five driving factors of a country to carry out maritime diplomacy

activities. Second, India's activities are quite intensive in the waters through foreign trade which uses sea lanes as access to goods to destination countries and vice versa. Third, the geographical location of Southeast Asia as a shipping lane that connects the Asia and Pacific region is the right reason to carry out maritime diplomacy in order to achieve India's national interest.

Figure 1
The classification of Indian maritime diplomacy to Southeast Asia in 2014-2017



As a whole of all of India's maritime diplomacy activities to Southeast Asia in 2014-2017, it can be concluded that India

implemented cooperative maritime diplomacy by fulfilling the four indicators of cooperative maritime diplomacy. So, from the activities carried out by the Indian Navy, there were no activities that could be categorized as persuasive and coercive maritime diplomacy.

Based on the above graph, India conducted humanitarian assistance and disaster relief (HA / DR) to Malaysia by providing assistance in searching for MH370 aircraft which were lost around the Andaman Islands in 2014. This action was appreciated by the Malaysian Government by improving bilateral relations between the two countries. The second aid was given by India to Myanmar in order to provide assistance to victims of the Typhoon Mora disaster in 2017. This action was appreciated by the Government of Myanmar by directing its navy to take part in the disaster response training held by India where Myanmar considers India as a frontline in providing humanitarian assistance and natural disasters. The second indicator is the goodwill visit where India has visited all ASEAN member countries except Laos in the period of 2014 -2017. Laos did not get a visit from India because Laos is a country that does not have sea territories so that Indian cooperative maritime diplomacy is not carried out in Laos (Mishra, 2013).

The third indicator, Training and Joint Exercise is carried out by India with Singapore as a country that has formalized military exercises together with India where this exercise is held once a year and is called SIMBEX. Mobile training is a military training activity provided by the Indian Navy to partner countries by sending Indian Navy personnel to partner countries. In this case, India has conducted mobile training in Vietnam and Myanmar in 2017. The final indicator, Joint Maritime Security Operations is a form of

joint military operation in which India carried out these activities bilaterally with Indonesia, Myanmar, and Thailand around their respective international maritime boundaries. each country with the aim of security and tranquility of commercial shipping lines and international trade in one of the main shipping lanes around the Indian Ocean region.

Conclusion

Southeast Asia is one of the important areas for India, becoming the fourth largest market for the Indian trade, has a strategic location which is an opportunity for India to facilitate India's access to the Asia-Pacific and is 90 miles from the outer territories of India. From these three points, India needs to maintain security and stability in Southeast Asia, especially in the water area. This is due to the increasing international shipping and trading activities from India to the Asia-Pacific where this activity is carried out through the sea and Southeast Asia, which is the area that connects this activity. Thus, Indian activities in Southeast Asia are predominantly carried out in waters.

India needs to make an effort to improve security in the waters. So the Indian Navy issued an Ensuring Secure Seas maritime doctrine that focused on improving water security which was realized through two main aspects. First, increasing the source, shape, and intensity of threats in the waters is characterized by the beginning of the loss of traditional and non-traditional lines or boundaries, thus requiring a holistic approach to maritime security issues. Second, to ensure freedom to use the oceans as India's national interest, it is necessary to ensure the oceans remain safe.

In order to support this doctrine, the Indian Navy issued a series of strategies which one of the strategies became a forum for maritime diplomacy.

Based on the concept of maritime diplomacy proposed by Christian Le Mière, the form of maritime diplomacy carried out by India in Southeast Asia in 2014-2017 can be grouped into four indicators. First, the provision of humanitarian assistance and disasters carried out in 2014 and 2017 by providing rescue and search aircraft MH370 and providing assistance to victims of the Typhoon Mora disaster in Myanmar. This activity is classified as HA / DR where India has succeeded in gaining appreciation from partner countries in the form of increased levels of cooperation and being recognized as a frontline in providing humanitarian and disaster assistance.

Secondly, to visit Southeast Asian countries in the period of 2014-2017. This visit was held in order to strengthen cooperation relations and the celebration of 25 years of India-ASEAN diplomatic relations. This activity is classified as a goodwill visit where from this activity, India gets appreciation in the form of closer bilateral relations and increased cooperation with ASEAN.

Third, holding military exercises together with Singapore as India's official military training partner and providing training to partner countries by sending professional candidates to Vietnam and Myanmar. This activity is classified into Training and Joint Exercises were from this activity, India has succeeded in eliminating information limits and inter-naval access, increasing cooperation in security and defense aspects and assisting in the development of military strength.

Fourth, holding joint military operations bilaterally with Indonesia, Myanmar, and Thailand in the form of joint patrols around the watershed to secure and create stability in these waters. This activity was classified as the Joint Maritime Security Operations where from this activity, India succeeded in strengthening defense cooperation with the signing of cooperation and removing the bulkhead between the Indian Navy and the Indonesian, Myanmar and Thai Navy. Based on the four indicators above, it can be concluded that India carried out cooperative maritime diplomacy to Southeast Asia in 2014 - 2017 by fulfilling four supporting indicators.

References

- ASEAN India. (2018). India- ASEAN Relations. Retrieved February 2, 2020, from <http://mea.gov.in/aseanindia/20-years.htm>
- Bashkar, U. (2017). India-Singapore naval agreement: Significance beyond the bilateral. Retrieved February 2, 2020, from <http://www.indiandefencereview.com/spotlights/india-singapore-naval-agreement-significance-beyond-the-bilateral/>
- Behera, L. K. (2017). *India's Defence Budget 2017-18: An Analysis*. Institute for Defence Studies and Analyses. Retrieved from https://idsa.in/system/files/issuebrief/ib_india-defence-budget-2017-18_lkbehera_030217.pdf.
- Bureau Government of India Ministry of Defence. (2013). *Indo-Myanmar Coordinated Patrol (IMCOR) and Signing of Standard Operating Procedure (SOP)*.

- Chaturvedy, R. R. (2015). South china sea: India's maritime gateway to the pacific. *Strategic Analysis*, 39(4), 360–377. <https://doi.org/10.1080/09700161.2015.1047218>
- Chiangrai Times. (2014). Indian Navy Visits Phuket Thailand for Professional Exchange Program. Retrieved February 2, 2020, from <https://www.chiangraitimes.com/thailand-national-news/news-asia-thailand/indian-navy-visits-phuket-thailand-for-professional-exchange-program/>
- Embassy of India Bangkok. (2013). Thailand, Indo-Thai Coordinated Patrol in the Andaman Sea.
- Embassy of India Bangkok. (2016). Visit of Indian Naval Ships Tir, Sudarshini, Sujata, and Coast Guard Ship Varuna to Phuket from 27-31 October 2016,. Retrieved September 20, 2018, from https://www.embassyofindiabangkok.gov.in/press_detail.php?nid=390.html.
- Government of Myanmar. (2017). India's humanitarian aid for cyclone victims arrives - Myanmar. Retrieved February 2, 2020, from <https://reliefweb.int/report/myanmar/india-s-humanitarian-aid-cyclone-victims-arrives>
- Gray, A. (2017). The world's 10 biggest economies in 2017. Retrieved September 28, 2018, from <https://www.weforum.org/agenda/2017/03/worlds-biggest-economies-in-2017/.html>.
- India.com. (2017). India, INS Satpura, INS Kadmat Deployed to East and Southeast Asia as Part of Act East Policy. Retrieved September 20, 2018, from <http://www.india.com/news/india/ins-satpura-ins-kadmat-deployed-to-east-and-southeast-asia-as-part-of-act-east-policy-2458841/.html>.

- Indian Navy. (2016). *Visit of Indian Warships to Subic Bay, Philippines. indian navy*. Retrieved from <https://www.indiannavy.nic.in/content/visit-indian-warships-subic-bay-philippines-0>
- Indian Navy. (2016). 27th India-Indonesia Coordinated Patrol (CORPAT).
- Indian Navy. (2019). IN Ships Satpura and Kadmat on overseas Deployment to Malaysia. Retrieved September 20, 2018, from <https://www.indiannavy.nic.in/node/17782.html>.
- Kukreja, D. (2013). Andaman and Nicobar Islands: A security challenge for India. *Indian Defence Review*, 28(1). Retrieved from <http://www.indiandefencereview.com/news/andaman-and-nicobar-islands-a-security-challenge-for-india/>
- Kulshrestha, S. (2014). Humanitarian Assistance and Disaster Relief by Indian Navy. Retrieved February 2, 2020, from <http://www.spsnavalforces.com/story/?id=322>
- Mière, C. Le. (2014). *Maritime Diplomacy in the 21st Century: Drivers and Challenges*. Routledge.
- Ministry of defense India. (2015a). *Chief of Naval Staff to Visit Singapore and Thailand*.
- Ministry of defense India. (2015b). *Ensuring secure seas: indian maritime security strategy ensuring secure seas: indian maritime security strategy*. (N. Sanjay J Singh, S. S. Parmar, & J. S. Sachdeva, Eds.). Ministry of Defence India.
- Ministry of External Affairs Government of India. (2015). Joint Statement on enhanced Malaysia-India Strategic Partnership. Retrieved February 2, 2020, from <https://mea.gov.in/bilateral-documents.htm?dt1/26057/MalaysiaIndia+Strategic+Partnership+November+23+2015>

- Ministry of home Affairs India. (2017). 4-day-long BIMSTEC Disaster Management Exercise – 2017 concludes. Retrieved February 2, 2020, from <https://pib.gov.in/newsite/printrelease.aspx?relid=171695>
- Mishra, R. (2013). India's Maritime Diplomacy in Southeast Asia: An Assessment of the INS Sudarshini Expedition. *Strategic Analysis*, 37(5), 529.
- Modi, N. (2018). SAGAR stands for Security And Growth for All in the Region: PM Modi at International Fleet Review in Vishakhapatnam. Retrieved February 2, 2020, from <https://www.narendramodi.in/pm-modi-at-the-international-fleet-review-2016-in-visakhapatnam-andhra-pradesh-413019>
- Raman, S. (2016). The Strategic Importance of Andaman and Nicobar Islands. Retrieved February 2, 2020, from [https:// thedi diplomat.com/2016/01/the-strategic-importance-of-andaman-and-nicobar-islands/](https://thedi diplomat.com/2016/01/the-strategic-importance-of-andaman-and-nicobar-islands/)
- Roberts, C., Habir, A., & Sebastian, L. (2015). *Indonesia's Ascent: Power, Leadership, and the Regional Order*. Palgrave Macmillan UK.
- Strategic Comments. (2015). India's new maritime strategys. *Strategic Comments*, 21(9–10), iii–iv. <https://doi.org/10.1080/13567888.2015.1127667>
- Verma, M. (2016). *Current Affairs Manual 2016*. Diamond Pocket Books Pvt Ltd.