Public Forum on
“Maritime Cooperation in East Asia: Opportunities and Challenges”
in conjunction with
The 2nd Annual Meeting of Asian Peace and Reconciliation Council (APRC)

2 December 2014
Jakarta - Indonesia
This year, Indonesia hosted the 2nd Annual Meeting of Asian Peace and Reconciliation Council (APRC) in which H.E. Mr. H. M. Jusuf Kalla, the Vice President of the Republic of Indonesia, is a member. The event was held in Jakarta from 30 November until 2 December 2014. On the occasion of the Annual Meeting, the Secretariat of the Vice President, in collaboration with the Policy Analysis and Development Agency (BPPK) of the Ministry of Foreign Affairs of the Republic of Indonesia and the Centre for Strategic and International Studies (CSIS) Jakarta, organized a Public Forum on “Maritime Cooperation in East Asia: Opportunities and Challenges” on 2 December 2014.

As the name suggests, the Public Forum was meant to be a platform to engage a wide spectrum of participants, including the APRC Members, government officials, diplomatic corps, think tanks, academics, students, non-governmental organizations and the media, to discuss issues of importance related to maritime cooperation in East Asia for the promotion and maintenance of peace and stability in the region. The convening of the Public Forum is very timely indeed since its theme addresses the current state of play in the region and also in line with the new Indonesian Government’s priority, namely to become a global maritime fulcrum.

As the host, we are fully aware that there are other relevant stakeholders who were not present at the Public Forum but are very much interested in this issue. Therefore, to disseminate information primarily concerning the substantive matters that transpired in the Public Forum to a wider audience, it gives us great pleasure to publisize this booklet and we hope that it will be beneficial for the readers.

Jakarta, December 2014

Dewi Fortuna Anwar
Deputy Secretary for Political Affairs
to the Vice President
soon after winning the general elections and taking the oath of office, the new Administration of President Joko Widodo and Vice-President Jusuf Kalla, graciously agreed to host in Jakarta the second Annual Meeting of the Asian Peace and Reconciliation Council (APRC).

This was a great honour for the APRC chaired by Professor Dr. Surakiart Sathirathai, former Deputy Prime Minister and Minister of Foreign Affairs of Thailand, and for the APRC Council Members who are former Heads of State/Government, former Ministers and key academics drawn from many regions of the world.

The Public Forum held in conjunction with the APRC annual meeting addressed a key issue of international interest and concern, namely, maritime cooperation in East Asia. It brought together on the same panel some of the very best minds of Indonesia. It served as a timely platform for sharing more widely with both domestic and international stakeholders some of the policy directions being charted by the newly-elected Indonesian Government.

This booklet that you have in your hands, put together by the Office of the Vice-President of Indonesia, encapsulates the energy of popular participation, the academic vibrancy, and indeed the renewed hope and expectations that seemed to permeate the atmosphere in Jakarta towards the end of 2014 during a defining period of Indonesia’s history.

The APRC was proud to have been a part of the intellectual exchanges. We were humbled to have been in Jakarta to witness a new dawn. We are grateful for the hospitality and courtesies extended by our Indonesian hosts.

Gratitude is the memory of the heart. So allow me in Bahasa Indonesia to join my Chairman and all APRC Council Members in saying to all our friends in Indonesia and all those who made possible the Public Forum -- terima-kasih dari hati (thank you from the heart).

Bangkok, May 2015

Dr. Kobsak Chutikul
Secretary-General
Asian Peace and Reconciliation Council (APRC)
Team Members:
1. Prof. Dewi Fortuna Anwar, Deputy Secretary for Political Affairs to the Vice President.
2. Ambassador Dr. Darmansjah Djumala, Head of BPPK, MoFA.
3. Ambassador I Gusti Agung Wesaka Puja, Director General of ASEAN Cooperation, MoFA.
4. Dr. Rizal Sukma, Executive Director of CSIS Jakarta.

Secretariat of the Vice President of the Republic of Indonesia
5. Ramli Kurtianto, Assistant Deputy for International Relations.
6. Atiatul Huda.

Ministry of Foreign Affairs of the Republic of Indonesia
8. M. Hery Saripudin, Head of Center for Policy Analysis and Development on Asia, Pacific and African Regions (P3K2 Aspasaf), MoFA.
9. M. Chandra W. Yudha, Acting Director of ASEAN Political-Security Cooperation, MoFA.
11. Erwin Akbar.
12. Dewi Kejora.
15. Banga Malewa.

CSIS Jakarta
17. Lina Alexandra.
Overview of APRC and Its Activities

APRC aims to create a network of experienced individuals from within and outside of Asia, whose expertise and contacts can help in promoting peace and reconciliation in the region. APRC seeks to be a platform where collective expertise can be shared, research funded and experts deployed to assist in peace dialogues, peacebuilding processes, conflict management, and facilitation of reconciliation upon request of governments and communities facing political, social, cultural or religious conflicts or facing tensions in their bilateral relations. APRC will operate in ways that are complementary to and directly supportive of ASEAN and other regional processes.

One of APRC’s uniquenesses is the diversity of its respected Council Members who join APRC as Global Citizens, not representing any particular country, government or political party. They can offer a wealth of knowledge and experience, understanding of bureaucratic, social and political structures and realities, interstate relations, the administration of government and conflict resolution as well as first-hand knowledge of political decision-making processes.

On 30 November until 2 December 2014, APRC held its second Annual Meeting in Jakarta. As an opening program, H.E. M. Jusuf Kalla,
the Vice President of the Republic of Indonesia who is also a council member, cordially invited his colleagues in the organization to an informal dinner at his residence. On the following day, APRC held its internal meeting where H.E. Vice President Jusuf Kalla was also present. In the afternoon, all APRC members had the honour to pay a courtesy call on H.E. Mr. Joko Widodo, the President of the Republic of Indonesia at the Presidential Palace. The last program for the day is a Welcome Dinner hosted by H.E. Mr. M. Oemar, the Secretary to the Vice President, and H.E. Dr. N. Hassan Wirajuda, member of APRC.

On the third day, 2 December 2014, a Public Forum on Maritime Cooperation in East Asia: Opportunities and Challenges was held in the Auditorium of the Secretariat of the Vice President, Jalan Kebon Sirih No. 14 Jakarta. This forum was co-organized by the Secretariat, BPPK MoFA and CSIS Jakarta. The Forum was opened with an introductory remarks by the Chairman of APRC, H.E. Prof. Surakirat Sathirathai, followed by a Keynote Speech by H.E. Vice President Jusuf Kalla and a panel discussion moderated by Prof. Dr. Dewi Fortuna Anwar, Deputy Secretary for Political Affairs to the Vice President.

The speakers at the panel discussion were H.E. Dr. N. Hassan Wirajuda (APRC Member), H.E. Prof. Hasjim Djalal (Expert in International Law of the Sea), H.E. Prof. Rokhmin Dakhuri (Former Minister of Marine and Fisheries) and Dr. Rizal Sukma (Executive Director of CSIS Jakarta). More than 200 participants attended the Forum, ranging from high ranking government officials, diplomatic corps, academics, think tanks, students, non-governmental organizations and the media. The last program of the 2nd APRC Annual Meeting was a luncheon hosted by the Vice President of the Republic of Indonesia at the Vice Presidential Palace.
Your Excellency Jusuf Kalla, Vice President of the Republic of Indonesia, Your Excellency Hassan Wirajuda, former Advisor to the President and Minister of Foreign Affairs of Indonesia, Honourable Ministers and senior governmental officials of the Republic of Indonesia, Distinguished Members of the Asian Peace and Reconciliation Council,

Excellencies, Ladies and Gentlemen.
Selamat pagi.

On behalf of the Asian Peace and Reconciliation Council (APRC), I would like to express my deepest appreciation to The Secretariat of the Vice President, the Ministry of Foreign Affairs, and the Centre for Strategic and International Studies of Indonesia for organizing this Public Forum on Maritime Cooperation in East Asia at such an opportune moment and in such a prestigious venue.

I am grateful to the Government and people of the Republic of Indonesia for hosting the 2nd Annual Meeting of the APRC. The APRC held very good discussions yesterday on a variety of issues related to peace and security in Asia. This Public Forum today can be regarded as a continuation of those discussions. But the Public Forum will in addition involve key stakeholders and experts who can bring their knowledge and thoughts to focus on one priority issue of immediate concern, namely, maritime cooperation in East Asia. I'm sure our moderator, Ibu Dewi Fortuna Anwar, as well as Bapak Dr. Hashim Djalal and the other panelists will have much to contribute.
But first please allow me to recognize the APRC Council Members who are here with us today:- in addition to H.E. Jusuf Kalla and H.E. Hassan Wirajuda, we have with us H.E. Jose Ramos-Horta, a Nobel Peace Laureate and former President of Timor-Leste, H.E. Tun Abdullah Ahmad Badawi, former Prime Minister of Malaysia, H.E. Alfred Gusenbauer, former Chancellor of Austria, H.E. Tan Sri Dato’ Seri Syed Hamid Albar, former Minister of Foreign Affairs of Malaysia, H.E. Weerasak Kowsurat, former Minister of Tourism and Sports of Thailand, Dr. Sorajak Kasemsuvan, former Vice-Minister for Foreign Affairs of Thailand, and Mr. Juha Christensen, Director of PACTA of Finland. All the Council Members are still very much active in their respective fields and all are keen friends of Indonesia.

Excellencies, Ladies and Gentlemen,

The APRC is a non-profit international organization comprised of 24 former national leaders and government ministers as well as two international academics from many different regions of the world. Through quiet diplomacy, APRC seeks to help reduce tensions in this region, to foster dialogue, and to prevent potential conflict situations from getting out of control. Over the past two years, one issue we have paid particular attention to is the South China Sea. APRC Members have met policy makers of both Claimant and Non-Claimant States, including opinion leaders, civil societies and academia to seek solutions to reduce tensions in the South China Sea. A Roundtable was held in early July this year in Yangon, Myanmar focused on functional cooperation as a way to reduce tensions, prevent conflict and foster trust. Copies of the Roundtable proceedings booklet have been distributed
to the participants of this Forum.

Although estimates vary of proven and potential reserves of oil and natural gas, it is obvious the energy resources in the South China Sea are enormous, as are the maritime fishing resources. USD5.3 trillion in trade passes through the South China Sea every year, with more than half of the world's shipping tonnage. By 2035, 90% of Middle East fossil fuel exports will be coming to Asia, and most of it will be transported through the South China Sea. Any armed conflict in the South China Sea will undermine the economic growth and development of East Asia, disrupt the ASEAN Economic Community, and destabilize the entire region.

It is therefore most appropriate that the new Administration of President Joko Widodo has enunciated a global maritime axis vision for Indonesia. The five pillars of the vision deals with many of the key issues, both foreign and domestic. In particular, pillar number four concerning the use of maritime diplomacy to eliminate sources of conflict at sea. "Jalesveva Jayamahe" (in the ocean we triumph), this naval motto cited by President Jokowi is certainly an exciting new slogan for Indonesia.

I have five thoughts to leave with this Public Forum:

Satu - Functional Cooperation: To avoid the very real threat of disruptive armed conflicts in the South China Sea that will threaten the maritime as well as economic and political security of all of us, the political will must now be summoned and invested in making functional cooperation in the South China Sea at last a reality. Dr. Hasjim Djalal has been working on this for over twenty years. It lacks only the political will on the part of the parties concerned. An honest broker, whether it be a country or an organization, may be required to help bring about the confidence-building measures such as joint oil and gas exploration, joint fisheries exploitation, and joint environmental protection that not only can ease tensions but bring about concrete, material benefits.

Dua - ASEAN centrality: The Naypyidaw Declaration on the ASEAN Community's Post-2015 Vision positions ASEAN as a rules-based and resilient grouping that is capable of maintaining its centrality in the evolving regional architecture. As the world's largest archipelagic country, the world's largest Moslem country, the world's third largest democracy, and the largest economy in ASEAN, the national resilience of Indonesia is the regional resilience of ASEAN. Maintaining the centrality of ASEAN in the evolving regional architecture means maintaining the ability of the peoples of this region to determine their own future without outside interference. It is to be hoped that the global maritime
axis vision of Indonesia will also place importance on maintaining ASEAN centrality.

Tiga - Connectivity, trade and investment: Maritime cooperation does not merely mean cooperation out on the seas. The third and fourth pillars of President Jokowi's maritime axis doctrine rightly talk about the upgrading of ports for inter-island trade and transport links. Such infrastructure building can be achieved through investment from both within and outside the region. A conducive investment atmosphere would be required. Maritime connectivity will complete the roadmap of ASEAN connectivity by linking with land connectivity progressively developed among Myanmar, Thailand, Lao PDR, Vietnam, Cambodia, Malaysia and Singapore.

Empat - Non-physical connectivity: In the modern era, connectivity is not only those provided by air, land or sea physical links, but also business infrastructure through cyberspace. E-commerce laws enabling electronic transactions, infrastructure enabling secure network grids for communication and software application will also be essential in providing the framework for economic prosperity that is the basis for peace and security.

Lima - Oriental Wisdom: In dealing with new circumstances and modern challenges, let us not forget the wisdom of our ancestors and the methods they used to deal with very similar challenges. As the Indonesian saying goes -- Ada asap ada api -- every why has its wherefore, there is no effect without some cause. The Pancasila of Bandung can still serve us well. For East Asian problems there can be East Asian solutions. We must keep up the oriental custom of "warm hands", that is maintaining regular contacts; and of "hold-knee talks", that is of close proximity personal heart-to-heart discussions. The oriental tradition is not one of winner takes all, but rather of win-win accommodation, of the greater common good, and of the longer term, not extremist but moderate, not irrational but reasonable, leading not to perpetual war but to peaceful co-existence.

Excellencies, Ladies and Gentlemen,
Once again, I would like to thank the organizers of this Public Forum, and all those who have taken the time to participate in it here today. On behalf of the APRC, I wish all of you every success.

Terima-kasih dari hati.
Keynote Speech
by
H.E. Mr. H.M. Jusuf Kalla
Vice President of the Republic of Indonesia

My friends, Excellencies APRC Members,
Excellencies Ambassadors,
Distinguished Participants,
Assalamualaikum warahmatullahi wabarakatuh
Good morning.

First of all, I would like to welcome you all to Jakarta, particularly to this
Public Forum at my office.

Ladies and gentlemen,

Maritime-related issues have gained significance nowadays, not only for Indonesia but also for other countries in the region. At home, President Joko Widodo has declared that one of the Government’s priorities is to capitalize maritime potentials for the benefit
of our people, not only capitalising the area as a media for transportation but also the resources it has. At the regional and even global level, one maritime issue that has drawn wide attention is the South China Sea dispute.

Maritime issues concern Indonesia because, first, 70% of this country is water. Nonetheless, the sea has been a unifying factor of the sprawling islands in Indonesia. The sea does not separate but unite our country. Moreover, Indonesia sees other importance of the sea; for transportation and its resources. That is why sometime our ministers are strongly criticized in their endeavours to attain the welfare of the country through the sea.

As we all share the same view on the significance of the sea for our future, an Asian country’s policy, including China’s Silk Road, can be connected with others’ policies, especially with the ASEAN countries. In this regard, I encourage this Forum to discuss our common maritime problems not only from the security dimensions, but also the economic aspects. For example, Malacca strait is very important for trade in Asia and Europe and eventually will impact the economy of many countries in the world. I also believe that conflict at sea, including the South China Sea dispute, is primarily triggered by the competition over the resources it has. Against this backdrop, the APRC has come up with an idea to solve this issue through economic and functional cooperations between parties as well as other interested countries in the region.

Lastly, among the panelists, we have Pak Hasjim Djalal who is “the father” of maritime law in Indonesia since the establishment of UNCLOS until now. He is our “encyclopedia” of maritime issues. Therefore, I hope this Public Forum will generate a fruitful discussion for the advantage of our nation as well as the region. Jalesveva Jayamahe, which means the sea should bring about welfare for the people, is the goal of the current Indonesian Government. To that end, and to achieve the sea that unites Indonesia as well as the region, we need to cooperate through a win-win cooperation.

Thank you very much,

Assalamualaikum Warahmatullahi Wabarakatuh.
In her opening, Professor Dewi Fortuna Anwar, Deputy Secretary for Political Affairs to the Vice President, as the moderator of the Public Forum, underscored the significance of the sea in connecting as well as uniting countries in the region. She further elaborated on the importance of maritime cooperation. This initiative has ignited discussions among concerned parties within the framework of numerous regional mechanisms, including, ASEAN. Proclaiming to be an archipelagic state since 1957, Indonesia had yet to harness its potentials. Against such a backdrop, Indonesia has revisited its national policy to reflect a maritime-based paradigm.

Since the last century, East Asia gained significance and became the center of gravity. Countries took steps to explore cooperation in favor of their national interests. Yet, the competition among major powers for economic as well as political influences would be a serious threat to the regional equilibrium as manifested in the post-Cold War era. In this regard, she encouraged the forum to shift its perspective on
managing challenges to creating ample opportunities amidst East Asia’s dynamism.

Dr. N. Hassan Wirajuda, former Foreign Minister of Indonesia as well as a member of APRC, briefed the forum on maritime cooperation within the framework of international legal instruments. He began his presentation by elaborating on the geographical dimension of Southeast Asia. The 10 Southeast Asian Countries were grouped into archipelagic, maritime, “geographically-disadvantaged” and land-locked states. These differences in geographical dimensions reflect the different attachments of each state towards the importance of maritime states.

Foreign Minister Wirajuda further recognized the complexities of border negotiations. For example, it took 32 years to conclude the border demarcation of Indonesia and Viet Nam. Indonesia has borders with 10 other countries. Towards this end, patience and perseverance play a critical role in reaching consensus as well as fruition in conducting border diplomacy.

International legal instruments are considered one of the various important measures in settling territorial disputes. The case of Sipadan-Ligian was successfully settled by adhering to legal provisions. International legal provisions, however, could not be used in addressing historical claims, including traditional fishing rights. The South China Sea disputes, in which concerned parties have claimed rocks, shoals, land and islands with no specific designation of geographical coordinates, would be ineligible to be resolved through legal processes.

To that extent, he assigned great importance on encouraging dialogue within the framework of the Declaration on the Conduct of Parties in the South China Sea (DOC) as a confidence building process in managing the South China Sea disputes. Dr. Wirajuda also urged concerned parties to enhance the promotion of functional cooperation, among others, on marine environment and joint maritime research. Addressing the South China Sea issues by finding convergences between the Global Maritime Fulcrum concept of Indonesia and the 21st Maritime Silk Road of China ought to be developed in line with other existing mechanisms.

Prof. Rokhmin Dahuri Ph.D, former Minister for Marine and Fisheries of Indonesia, highlighted the economic opportunities and challenges on maritime cooperation from Indonesia’s practical experiences. In his presentation titled “Enhancing Regional Cooperation for Sustainable Development of the East Asian Seas” (which appears as Annex ?),
Prof. Dahuri began with biophysical facts of East Asian Waters with its Large Marine Ecosystem (LMEs) and other ocean-related features.

He further briefed on the significance of the East Asian Waters in terms of economy and biodiversity. East Asian Waters, for example, contributed to 40 million tons of fish catch per year and about 80% of global aquaculture products. These strategic values, however, were hampered with a number of challenges, which Prof. Dahuri classified into two groupings; trans-boundary and inter-country issues.

In his presentation, Prof. Dahuri also reiterated the importance of science-based and regional mutual partnership for sustainable development in the East Asian Waters. These approaches required a comprehensive model combining economic growth, social equity and environmental sustainability. In this regard, Blue Economy and Integrated Coastal Management (ICM) should be further developed in addressing the current global trends.

Prof Dahuri, in his final remarks, put forward a number of collaborative/joint programs to enhance the utilization of East Asian Waters for common benefit, among others maritime boundaries delimitation, natural resources identification/mapping, trans-boundary pollution prevention and mitigation as well as ecological restoration.

Professor Dr. Hasjim Djalal, a former diplomat and a prominent Indonesian legal expert on the law of sea, focused on the issue of the
East China Sea and the South China Sea. He elaborated on two missing important aspects that are inherent in the South China Sea but absent in the East China Sea; lessons learned from dealing with the issue of the South China Sea for 24 years; and the way forward to resolving the issue of the South China Sea.

Professor Djalal stated that there are two missing links that are inherent in the South China Sea but not in East China Sea. Those are active cooperation, relationship, and discussions between ASEAN and China in the South China Sea; and the conduct of a number of non formal activities, including the Workshop on Managing Potential Conflict in the South China Sea.

He stressed that there is a need for Japan, China and the Republic of Korea to somehow emulate some of ASEAN’s experience in the South China Sea in addressing the issue on East China Sea. In this regard, he hinted that there is no ASEAN-type of organization and such relevant facilities in East Asia.

Moving on to the issue of the South China Sea, Professor Djalal explained the ways to address the issue in three main categories, which are: 1) developing technical, scientific, and environmental cooperation, 2) encouraging the concerned countries to solve their territorial disputes; and 3) creating confidence building measures amongst countries in the region.

He mentioned that there are ten ways on the way forward in dealing with the South China Sea issue, among others: devise cooperative programs on technical matters as well as scientific and environmental issues; the ASEAN Chair should encourage the six non claimant countries to take initiative as facilitators for discussions; accelerate the process of concluding the Code of Conduct; ASEAN Member States should settle their own maritime boundaries as soon as possible; the workshop needs to be continued; and develop some rules of engagement for the maintenance of peace, stability, and development in the area between the coastal countries and China.

In concluding, Professor Djalal, underlined two more points which he deemed significant, namely non South China Sea countries should be very careful in dealing with the issue and see to it that they are not projected as complicating the issue; and bigger countries in the region should also be careful and so that they will not be perceived as bullying their neighbors.

Before presenting his views, Dr. Rizal Sukma, Executive Director
at the Centre for Strategic and International Studies (CSIS) in Jakarta, believes that the term "Global Maritime Axis" is not the correct translation for "Poros Maritim Dunia" and argues "Global Maritime Fulcrum" is appropriate.

In his presentation, Dr. Sukma elaborated on three things, namely: the need to cooperate and how; the problems that make it difficult to cooperate; and what to do about it.

He explained that the necessity to cooperate is very obvious. On this point, there was agreement that: 1) the sea is regional and global public goods; 2) there is a need to work together to address all the challenges that are at sea and other maritime-based non-traditional challenges, including the coordination of efforts to ensure sea lines of communications and support the safety and freedom of navigation; 3) there are platforms of cooperation, such as the DOC, ASEAN-China Maritime Year 2015, the 21st Century Maritime Silk Road, and the Asian Infrastructure Investment Bank (AIIB), that can contribute to maritime cooperation; and 4) there are ASEAN-led processes on disaster relief cooperation, search and rescue joint activities, ASEAN Defence Minister’s Meeting-Plus (ADMM-Plus), and in the East Asia Summit (EAS).

Even with all these platforms for cooperation, Dr. Sukma described that there are three new trends that render those ineffective. One, the changing nature/value of the East Asia Sea. In the past, the sea had very strong economic value. But now, it even has stronger
strategic values. This shift is a result of the changing strategic and power equations among the major powers. The center of gravity is shifting towards East Asia. Geo-political strategic significance of the sea will complicate the efforts to actually cooperate in the maritime domain.

Second, there are increased risks or chances of conflict, especially in the South China Sea because of incidents, accidents, and miscalculation.

Third, the discussion ten years ago was on how to address non-traditional security challenges in East and South East Asia. Now, the topic has shifted to major power rivalry: how to prevent the US and China from becoming strategic rivals, as well as address the China-India rivalry. Non-traditional security areas of cooperation among countries in East Asia have been overshadowed by strategic competitions.

In conclusion, Dr. Sukma advised that to address the above-mentioned trends the following can be carried out: 1) continue to implement the DOC and try to push all the parties to conclude the COC at the earliest time possible; 2) complement the DOC with activities within the ASEAN-China framework and within the Expanded ASEAN Maritime Forum (EAMF); 3) encourage the ASEAN claimants of the South China Sea to resolve their bilateral jurisdictions and the problems of their delimitation; 4) strengthen and sustain ASEAN Centrality to manage the major powers relations that can create a durable environment in order to resolve the South China Sea issue; 5) strengthen the regional architecture, such as the EAS and ASEAN Regional Forum (ARF) to manage competition and rivalry among the major powers; and 6) China needs to go back to the principles that it adhered to in the past: low profile-China should not use raw power in order to get the respect or manage the problems in the region.

In the question and answer session that ensued, Professor Anwar took questions from the floor in which some of the pertinent remarks and questions raised were as follows: what interim measures are needed to prevent conflict before the COC can be concluded; military built-up in some parts of the coastal areas of the South China Sea and its implication towards cooperation in the area; the extent of extra-regional interests in the region; is the unfavorable relationship between the Philippines and China in the context of the South China Sea confined to tensions between the two or is there a bigger picture; will the Chinese initiative on the 21st Century Maritime Silk Road be supportive of efforts in peacefully settling the issue of the South China Sea or will
it invite suspicion from other parties; and in what areas can the Chinese initiative and Indonesia’s concept of the global maritime fulcrum be synergized.

Professor Anwar concluded that the discussions had enriched the participants’ understanding of the issue at hand and that there was still homework for the APRC, namely the need to have a clearer idea on the initiative of the 21st Century Maritime Silk Road. There should be no different interpretation on what South-east Asian countries see as acceptable relationship and what China sees as beneficial relationship. APRC should also think of a way that is acceptable for countries on the issue of enhancing political security activities.
I. THE BIOPHYSICAL FACTS OF THE EAST ASIAN SEAS

- The seas of East Asia with a total area of 7 million km² are those bordered by 15 countries (Table 1).
- The region of East Asian Seas encompasses a series of large marine ecosystems (LMEs), sub-regional seas, coastal areas, and their associated river basins (watersheds) which are linked by large-scale atmospheric, oceanic, and biological processes (phenomena) such as typhoons, Kuroshio currents, and highly migratory species.
- Five LMEs: (1) East China Sea, (2) Yellow Sea, (3) South China Sea, (4) the Sulu-Celebes Sea, and (5) the Indonesian seas.
Table 1. Coastal, Ocean, and Economic Facts of Fifteen Countries in The EAS Region

<table>
<thead>
<tr>
<th>No</th>
<th>Country</th>
<th>Coastline (km)</th>
<th>Area (km²)</th>
<th>Population (million persons)</th>
<th>GDP (million US$)</th>
<th>GNP/capita (US$)</th>
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<tr>
<td></td>
<td></td>
<td>Land</td>
<td>Sea</td>
<td>Total</td>
<td></td>
<td></td>
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<tr>
<td>1</td>
<td>Brunei Darussalam</td>
<td>259</td>
<td>5,755</td>
<td>53,800</td>
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<td>Cambodia</td>
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<td>243,550</td>
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<td>Japan</td>
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<td>Laos</td>
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<td>6,000</td>
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<td>Malaysia</td>
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<td>Philippines</td>
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<td>10,520,487</td>
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<td>R.O. Korea</td>
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<td>1,772</td>
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<td>Timor Leste</td>
<td>706</td>
<td>14,874</td>
<td>85,200</td>
<td>100,074</td>
<td>85.13</td>
</tr>
<tr>
<td>15</td>
<td>Vietnam</td>
<td>11,409</td>
<td>310,070</td>
<td>748,875</td>
<td>1,098,945</td>
<td>70.00</td>
</tr>
</tbody>
</table>

Source: www.indexmundi.com, World Resources Institute, 2012 & The World Factbook, wikipedia

Five LMEs within The Region of East Asian Seas

*ICM Demonstration Sites*
1. Namhang
2. Kaisan
3. Dangjin
4. Ulsan
5. Wonsan

*ICM Paralleled Sites*
A. Bohai Bay
B. Poyang
C. Dongting
D. Poyang
E. Changjiang
F. Liaohe
G. Chaozhou
H. Pearl
I. Qiantang
J. Mekong

*ICM Pollution Hotspots*
K. Pearl
L. Yangtze
M. Mekong
N. Huanghe
O. Chaozhou
P. Pearl
Q. Yangtze
R. Mekong
S. Pearl
T. Yangtze
U. Mekong
V. Pearl
W. Yangtze
X. Mekong
Y. Pearl
Z. Yangtze

1) **The East China Sea** has shallow coastal waters that provide spawning and nursery grounds for many pelagic fish species.

2) **The Yellow Sea**, an area shared by DPRK (North Korea), China, and ROK (South Korea), has a geographically unique floor and complex biotic communities due to the complicated oceanographic conditions of the area. It includes Bohai Sea to the North and is connected to the East China Sea in the South, forming a continuous water circulation system.

3) **The South China Sea** which lies within the Indo-West Pacific marine biogeographic region has been recognized as the world’s center of marine shallow-water tropical biodiversity.
4) The Sulu-Celebes Sea area is one of the world’s most biologically diverse marine environments. It surrounded by Malaysia, the Philippines, and Indonesia.

5) The Indonesian seas is naturally a tropical LME encompassing all marine waters (sea areas) in between the islands of Indonesia, and therefore entirely within its jurisdiction.

II. THE STRATEGIC VALUE OF THE EAST ASIAN SEAS

- The extensive coastal areas of the East Asian Seas Region are suitable locations for human settlements, agriculture, aquaculture, industrial estates, tourism, and other economic activities and livelihoods.
- There are hundreds of natural harbors that have become among the most important ports in the world.
- The region encompasses many ecosystems which are globally significant for their biodiversity.
- The East Asian Seas harbor 30% of the world’s coral reefs and one-third of the world’s mangroves. These ecosystems contribute to 40 million tons of fish/year and produce about 80% of the world’s aquaculture products.
The EAS region has been a major global player in almost all coastal and ocean economic sectors.

For instance, according to FAO (2012) China and Indonesia are the largest and the third largest producer of fish and fisheries products in the world with total production of 62 million metric tons and 12 million metric tons respectively. While, Thailand, Japan, and Vietnam are among the top ten producers of fish and fisheries products on earth.

Ro. Korea, China, and Japan are consecutively the largets, second, and third largest producers of ships in the world.

### Total Fisheries Production of ASEAN (2007)

<table>
<thead>
<tr>
<th>Country</th>
<th>Quantity (Metric Tones)</th>
<th>Total Production</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Marine-fishery</td>
<td>Inland-fishery</td>
</tr>
<tr>
<td>Indonesia</td>
<td>4,734,280</td>
<td>310,457</td>
</tr>
<tr>
<td>Philippines</td>
<td>2,327,815</td>
<td>168,311</td>
</tr>
<tr>
<td>Vietnam</td>
<td>1,987,400</td>
<td>133,600</td>
</tr>
<tr>
<td>Thailand</td>
<td>2,079,351</td>
<td>225,600</td>
</tr>
<tr>
<td>Myanmar</td>
<td>1,485,740</td>
<td>717,640</td>
</tr>
<tr>
<td>Malaysia</td>
<td>1,381,424</td>
<td>4,283</td>
</tr>
<tr>
<td>Cambodia</td>
<td>54,900</td>
<td>420,000</td>
</tr>
<tr>
<td>Singapore</td>
<td>3,522</td>
<td>0</td>
</tr>
<tr>
<td>Brunei Darussalam</td>
<td>2,553</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: fishstat.seafdec.org/statistical_bulletin/gen_length_action.php
**World Port in term of Containerization: 2009**

1. Singapura
2. Shanghai
3. ------
4. ------
13. Port Kelang
20. Bremen
24. India
26. Indonesia
37. Manila

Sumber: Containerization international online

**World Port Ranking: 2009**

1. Shanghai—China
2. Singapura
3. Rotterdam—Belgium
4. ------
14. Zhenzen—China
21. Port Kelang—Malaysia
33. Tanjung Pelepas—Malaysia
55. Madras—India
77. Laem Chabang—Thailand
87. Manila—Philippines
91. Tanjung Priok—Indonesia

Sumber: Agenor Nacional de Transportes Aquáticos—ANTAQ, institute of shipping economics & logistics, Containerization international Yearbook 2011, U.S. Army Corps of Engineers' Waterborne Commerce Statistics Center, Secretary of Communications and Transport (Mexico), Waterborne Transport Statistics (China), AAPA Survey—selected port served dates

---

**Rank of World’s Shipyard 2012-2013**

<table>
<thead>
<tr>
<th>No</th>
<th>Negara</th>
<th>Kuantitas Pemesan</th>
<th>Peryerahan</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Volume (unit)</td>
<td>Jumlah</td>
</tr>
<tr>
<td>1</td>
<td>Korea Selatan</td>
<td>98.436</td>
<td>1.820</td>
</tr>
<tr>
<td>2</td>
<td>China</td>
<td>72.055</td>
<td>2.445</td>
</tr>
<tr>
<td>3</td>
<td>Jepang</td>
<td>61.845</td>
<td>1.495</td>
</tr>
<tr>
<td>4</td>
<td>Filipina</td>
<td>4.379</td>
<td>106</td>
</tr>
<tr>
<td>5</td>
<td>Jerman</td>
<td>4.220</td>
<td>196</td>
</tr>
<tr>
<td>6</td>
<td>Rumania</td>
<td>2.648</td>
<td>129</td>
</tr>
<tr>
<td>7</td>
<td>Vietnam</td>
<td>2.622</td>
<td>156</td>
</tr>
<tr>
<td>8</td>
<td>Tajwan</td>
<td>2.520</td>
<td>50</td>
</tr>
<tr>
<td>9</td>
<td>Italia</td>
<td>2.360</td>
<td>117</td>
</tr>
<tr>
<td>10</td>
<td>Polonia</td>
<td>2.231</td>
<td>120</td>
</tr>
<tr>
<td>11</td>
<td>Turki</td>
<td>2.177</td>
<td>319</td>
</tr>
<tr>
<td>12</td>
<td>Kroasia</td>
<td>1.986</td>
<td>65</td>
</tr>
<tr>
<td>13</td>
<td>Denmark</td>
<td>1.262</td>
<td>18</td>
</tr>
<tr>
<td>14</td>
<td>India</td>
<td>1.176</td>
<td>184</td>
</tr>
<tr>
<td>15</td>
<td>Spanyol</td>
<td>0.094</td>
<td>158</td>
</tr>
<tr>
<td>16</td>
<td>Finnland</td>
<td>0.021</td>
<td>11</td>
</tr>
<tr>
<td>17</td>
<td>Belanda</td>
<td>0.841</td>
<td>232</td>
</tr>
<tr>
<td>18</td>
<td>Perancis</td>
<td>0.751</td>
<td>13</td>
</tr>
<tr>
<td>19</td>
<td>Rusia</td>
<td>0.740</td>
<td>89</td>
</tr>
<tr>
<td>20</td>
<td>Amerika Serikat</td>
<td>0.668</td>
<td>138</td>
</tr>
<tr>
<td>21</td>
<td>Indonesia</td>
<td>0.586</td>
<td>126</td>
</tr>
<tr>
<td>22</td>
<td>Ukraina</td>
<td>0.466</td>
<td>56</td>
</tr>
</tbody>
</table>
The Coral Triangle, a marine area with the highest biodiversity on earth, is also largely located in the region of East Asian Seas.

- At least 20 of the 50 species of the world’s sea grasses are found in the region.
- In addition, the region has a wide range of ecologically and economically significant wetlands, estuaries, lagoons, bays, and gulfs.
- The coastal and marine areas of the region provide a continuous supply of natural resources (e.g. fish, oil, gas, minerals, salt, and construction materials) and environmental services (e.g. shoreline protection, sustaining biodiversity, water quality maintenance, transportation, recreation and tourism).
A comparison of biodiversity in the Southeast Asia region with the Great Barrier Reef and Caribbean regions shows the significant value of the area.

<table>
<thead>
<tr>
<th>Region</th>
<th>Marine fish species diversity</th>
<th>Hard coral species diversity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeast Asia</td>
<td>2,500</td>
<td>400-500</td>
</tr>
<tr>
<td>Great Barrier Reef</td>
<td>1,500</td>
<td>395</td>
</tr>
<tr>
<td>Caribbean</td>
<td>500-600</td>
<td>100-200</td>
</tr>
</tbody>
</table>

Source: pemsea.org/documents sds-sea
If the estimated global value of goods and services sourced from different coastal ecosystems averages US $33 trillion/year, then a substantial part of this figure must belong to the East Asia, considering that one-third of all the coral reefs and mangroves in the world and a great part of the seagrasses are found in the region.

Coral reef in Southeast Asia alone generates an estimated value of US $112.5 billion/year.

The value of the global center of marine biodiversity supported by the area is beyond valuation → If it is lost, it can never be replaced.

### Resource Potential of the South China Sea

<table>
<thead>
<tr>
<th>No</th>
<th>Potency</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Oil reserves</td>
<td>• 55 billion ton&lt;br&gt;(Source: Beijing Review-The data ministry of land and resources china 2013)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 11 billion ton&lt;br&gt;(Source: The energy information of United States 2013)</td>
</tr>
<tr>
<td>2</td>
<td>Natural gas reserves</td>
<td>• 20 trillion m³&lt;br&gt;(Source: Beijing Review-The data ministry of land and resources china 2013)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>• 190 trillion m³&lt;br&gt;(Source: The energy information of United States 2013)</td>
</tr>
<tr>
<td>3</td>
<td>Fish Resources</td>
<td>• 2 million ton/year (MSY)&lt;br&gt;(source: marine and fisheries departments Hainan province)</td>
</tr>
</tbody>
</table>
| 4  | Sea Trade Lanes and transportation | • Indian Ocean-Pacific Ocean  
                                       • Europe, middle east, East Asia |
Providing the natural setting conducive to port, shipping, maritime trade, primary industries, and coastal tourism, the coasts of region are major social and economic development zones, contributing some 20% to 60% of the GDP of the countries in the region.

Much of the industrial development in the region occur along the coast, especially refineries, petrochemical industries, food processing, shipbuilding and repair, and other maritime industries.

The Growing Multi-Use Ocean

- Oil and gas
- Shipping
- Fisheries
- Aquaculture
- Ports
- Mining / Dredging
- Submarine cables
- Offshore renewables
- Carbon sequestration
- Etc., etc.
About 45% of the world’s goods and commodities traded with total value of US$ 1,500 trillion/year have been transported through Indonesian Sea Lanes (UNCTAD, 2010).
The East Asia Seas are a common natural heritage because the values are shared by and important to all the littoral countries

**ECOLOGICAL**
- Biodiversity
- Habitats

**HISTORICAL, POLITICAL, EDUCATIONAL, AND CULTURAL VALUES**
- National unity and integration
- Equity

**RESOURCES**
- Living resources
- Minerals
- Water
- Other resources

**DEVELOPMENT AND ECONOMIC VALUES**
- Trade
- Shipping and port
- Tourism
- Energy
- Fisheries and Aquaculture
- Coastal construction
- Oil and Gas
- Pharmaceutical

**AESTHETIC VALUES**

**RECREATION**
In short, the importance of coasts and oceans of the region can not be overstated. They are pivotal to the very existence and well-being of the fifteen nations of the region as well as the society of the world.

III. MARITIME ISSUES AND CHALLENGES

A. Transboundary Issues

1) Maritime boundary disputes/conflicts.
2) IUU (Illegal, Unregulated and Unreported) fishing and other illegal economic activities.
3) Piracy, robbery, and safety at sea.
4) Pollution: land-based sources, marine-based sources (oil spills, ballast waters, and other wastes), and atmospheric deposition.
5) Overexploitation of migratory species (tuna, turtles, sharks, wheals, etc), biodiversity loss and extinction.
6) Introduction of alien species.
7) Global Climate Change and its concomitant negative impacts.
Pattern of Oil Tanker Routes and Oil Spills in East Asia

- Over 220 million gallons of oil were spilled in the Asia-Pacific region since 1965; about 96% of this (212 million gallons) occurred in East Asia.
- The East Asian spills came from a number of sources, though 80% involved vessels.

Pollutants in Heavily Polluted Bays

Pollution features in Yellow Sea LME

- 1,700 million t of wastewater flow into the Yellow Sea LME per year: 84% is industrial water; 16% is domestic sewage.
- Bohai Sea receives twice as much pollution as Yellow Sea; however, Yellow Sea receives twice as much phenoxides, chloride, and metals due to local industries.
Pollution features in Manila Bay

- Manila Bay receives an organic load of 250,000 t BOD per year.
- Oxygen deficiency in bottom water.
- Near extinction of bottom fauna.

Source: pemsea.org/documents/sds-sea

Polluted coastal waters in China.

Source: http://pollutionarticles.blogspot.com/2010/03/ocean-pollution-in-china.html
B. Within Country Issues

1) Except for Singapore, Japan, South Korea, Brunei Darussalam, and Malaysia; poverty is still lingering on majority of coastal dwellers.

2) Pollution, sedimentation, abrasion, and changes in water regime.

3) Physical destruction of coastal ecosystems (e.g. mangroves, coral reefs, seagrass beds, and estuaries).

4) Overfishing and destructive fishing practices.

5) Spatial use conflicts of the coastal zone for various development sectors.

6) Lack of technological and financial capacities in developing countries of the region in implementing sustainable coastal development.

7) Lack of awareness and political commitment.
B. Within Country Issues

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3) Physical destruction of coastal ecosystems (e.g. mangroves, coral reefs, seagrass beds, and estuaries).

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The Condition of Coral Reefs in the East Asia Region

- The coral reefs of Southeast Asia are the most threatened of any region in the world.
- Over 80% of the reefs are at risk: 26% are classified as medium risk and 54% as high risk.
- Almost all of Philippine reefs and 83% of Indonesia’s are at risk.
- Coral reefs in Southeast Asia are threatened by reclamation, coral mining, pollution, sedimentation, overfishing, destructive fishing, global warming, and tsunami.

Source: pemsaa.org/documents SDS-sea
The Condition of Mangroves in the East Asia Region

- In the last 70 years, nearly 70% of the original mangroves bordering the South China Sea have been destroyed.
- The decline is from 6,000 km² to about 2,000 km².
- Unless managed, the current rate of loss will result to removal of all mangroves by 2030.
- Mangroves are lost due to conversion to aquaculture ponds, mangrove felling for woodchip and pulp production, urban development and human settlements, and harvesting for domestic use.

Source: UNEP (2010)

“Most problems related to coastal development are the result of placing too much stress on limited coastal resources, a condition known as exceeding the carrying capacity”
Implications of Global Trends to Human Life

1. **Without breakthroughs** → food, energy, water, and economic crises will be more frequent and bigger.

2. **Competitions among nations** for living space and natural resources will be increasingly stiffer.

3. **Nations with a strong security in food, energy, and other essential natural resources; and high competitiveness** → will survive, advance, prosperous, and be a winner.
IV. SCIENCE-BASED AND REGIONAL MUTUAL PARTNERSHIP FOR SUSTAINABLE DEVELOPMENT OF THE EAST ASIAN SEAS

1. Each country (nation) must apply sustainable development principles.

From an ecological perspective, sustainable coastal and ocean development in any spatial unit (country, East Asia, or the world) can be realized, only if the total collective human demand for natural resources and environmental services does not surpass the carrying capacity of the coastal and ocean ecosystems of such a region.

Demand for natural resources = f (population number, consumption of natural resources per capita, and technology).
Carrying capacity is defined as the maximum rate of natural resource utilization (consumption) and waste discharge that can be sustained indefinitely in a region without impairing ecological productivity and integrity (Postel and Ryan, 1991).

In other words, sustainable development is the adaptation of human activities to the carrying capacity of a regional unit or the earth.
In practice, sustainable coastal and ocean development requires a development approach (model) that is capable of balancing economic growth, social equity (a fair distribution of wealth among citizens), and environmental sustainability within the range of the carrying capacity of a given coastal and ocean zone.

Such requirements can be met by applying blue economy and ICM (Integrated Coastal Management) in coastal and ocean development.
Guidelines in Implementing Blue Economy and ICM For Sustainable Coastal and Ocean Development

1. An integrated spatial planning of upland-coastal-ocean areas of any region.

2. The utilization rate of coastal and ocean renewable resources (e.g. fish stocks, mangroves, and other living resources) should not exceed their renewable capacity (e.g. MSY and Total Allowable Harvest).

3. Any exploitation of non-renewable resources (e.g. oil and gas, and other mining and mineral resources) must be carried out on environmentally friendly manners, and its economic benefits must be used to improve the capacity and well-being of coastal communities, to develop substitute materials, and to develop sustainable economic activities.

4. Ensuring sustainable food production to fullfil food and nutrition needs of all people in the EAS countries in environmentally sustainable manner.
5. **Improving the productivity and efficiency of coastal and ocean economic sectors on a sustainable manner.**

6. **Every coastal and ocean economic (development) sector as well as human activity must be producing low or, if possible zero carbon (other GHGs) emissions and wastes.**

7. **Minimize use of fossil fuels (oil, coal, and gas) and, simultaneously using renewable energy, including solar energy, wind power, wave energy, tidal energy, OTEC (Ocean Thermal Energy Conversion), and biofuel (e.g. algae and seagrass).**

---

8. **Conservation of biodiversity at genetic, species, and ecosystem levels through both in-situ and ex-situ technology.**

9. **Pollution control by applying zero-waste technology, 3 R (Reduce, Reuse, and Recycle) technology, waste water treatment plant, etc.**

10. **Design and construction activities in coastal and ocean areas should be in accordance with structure, characteristics, and dynamic of any given unit of a coastal and ocean zone.**

11. **Mitigation and adaptation measures for global climate change, tsunami, storm, and other natural hazards.**
12. Ensuring all people are able to meet their basic human needs. i.e. Food, clothing, housing, health services, education, and transportation.

13. Increasing access of local communities to technology, infrastructure, capital (funding and credits), market, information, and other productive economic assets.

14. Success criteria of government leaders (Mayor, Regent, Governor, and President/Prime Minister) must be based upon a balance achievement of economic growth, social equity, and environmental sustainability.

15. Strengthen and develop coastal areas based on blue economy and ICM which are able to bring about inclusive sustainable development as a role model.

16. Law enforcement.

17. Capacity building of local communities and institutional strengthening.
18. Developed nations both within the EAS region and the world should initiate a better and more fair free trade, transfer environmentally friendly technologies to developing nations of the EAS region.

19. Transformation of life-style (attitude), especially of rich citizens both within the EAS region and the world, from greedy, consumptive, and hedonism become less wealth-centered, less consumption-centered, and less status-centered. Because, sustainable coastal and ocean development can only be achieved, if the world’s citizens as a whole become more caring, more sharing, and more giving in their attitude.

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2. COLLABORATIVE PROGRAMS FOR SUSTAINABLE DEVELOPMENT IN THE SEAS OF EAST ASIA

1. Delimitation of maritime boundaries for each country bordering East Asian Sea, Yellow Sea, and South China Sea according to the 1982 UNCLOS.

2. Mapping and assessment of the potential of natural resources (fish stocks, oil and gas, minerals, and other resources) in international waters of East Asian Sea, Yellow Sea, and South China Sea.
3. Based on the results of Program-2 determine the quota of sustainable utilization of natural resources for each country bordering the international seas of East Asian Sea, South China Sea, and Yellow Sea.

4. Joint regional actions to eradicate IUU fishing, other illegal economic activities, piracy, robbery, drug and human trafficking.

5. Prevention and mitigation of oil spills and other transboundary pollutions.

6. Developing nano-biotechnology: (1) genetic engineering to increase productivity and sustainability of the production of living resources; (2) extraction of bioactive compounds from marine organisms as raw materials for pharmaceutical, cosmetics, food and beverages, and other industries; and (3) bioremediation of polluted environments.

7. Exploration and production of new and renewable energy from the seas and oceans: shale gas, hydrate gas, tidal energy, wave energy, OTEC (Ocean Thermal Energy Conversion), etc.
8. Developing more efficient and sustainable fishing technologies: fishing gears, fishing vessels, and supporting equipments.


10. Pollution control: the assessment of assimilative capacity of marine ecosystem (marine areas), the assessment of pollution load of each type of pollutant, 3 R (Reduce, Reuse, and Recycle) technologies, zero-waste technologies, oil spill contingency planning, etc.

11. Ecological restoration of damaged coastal and marine ecosystems.

12. Developing mitigation and adaptation measures to tsunamis, Global Climate Change, and other natural hazards.

13. Developing an institutional arrangements and mechanisms which can regulate sustainable coastal and ocean development in the seas of East Asia.
TERIMA KASIH
XIE XIE
DOMO ARIGATO
KAMSHA MIDA
THANK YOU