



Cooperative Forms of ASEAN Countries Effectively in The East Sea in Reality and Prospect

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Abstract. Maritime cooperation an urgent need for the most of world's ocean in the current context, through international cooperation on the sea between countries, will contribute to strengthen the building trust, promote the development of marine economic sectors and reduce the risk of conflict. In the East Sea, there're conflicting disputes over sovereignty disputes, sovereign rights and national jurisdiction left by history. The issue of maritime sovereignty disputes in the East Sea's been complex both in the field and discussions on the theme in bilateral and multilateral forums. Therefore, international cooperation in the East Sea between ASEAN countries in these contexts become an urgent need, this issue should be focused on research-intensive to contribute to policy advice. In that spirit, this article will contribute to clarify the status of international maritime cooperation among ASEAN now and make comments about prospects in the coming time.

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1. Introduction:

Cooperation in the East Sea's an urgent need for ASEAN member countries in the current context. Deployment methods effective cooperation will contribute to reducing tensions in the region, build trust and resolve disputes, sovereignty disputes, sovereign rights and jurisdiction. Through maritime cooperation methods also motivate developing the marine economy sector, ensuring the security and safety of maritime freedom in the East Sea. However, to implement effective cooperation, should have some comments on the status of cooperation, how should the parties implement these methods? What's the prospect of future cooperation? Within the scope of this article, the author will answer these questions.

2. The Contents' Research:

2.1. Goal's Research:

(i) Analyze the situation of international cooperation among ASEAN countries in the East Sea in the current context; (ii) Assessment of the prospects for cooperation among ASEAN countries in the East Sea in the coming time; (iii) Give some conclusions.

2.2. Methods' Research:

The author uses analytical and substantive methodologies on cooperative modes of cooperation among ASEAN countries in the East Sea contributes to reducing the risk of conflict. Based on that, the author makes a statement about the prospect of ASEAN

cooperation in the East Sea; Using the method of historical and logic giving conclusions form of international cooperation between ASEAN countries in the East Sea.

2.3. The Result's Research:

2.3.1. The current cooperation between ASEAN countries in the East Sea

In the current context, ASEAN countries're accelerating international cooperation on the sea, these contents expressed in many different angles as cooperative joint sea patrols, cooperative joint exploitation of marine resources in the overlapping areas, international cooperation on sea delimitation, exchange and sharing of information at sea among the specialized forces at sea of ASEAN member countries, cooperation against piracy and armed robbery against ships at the sea.

2.3.1.1. Joint marine patrol cooperation among ASEAN countries

The late twentieth century and into the first decade of the XXI century, the trend of peace, to strengthen cooperation between countries in the region and the world remains a key priority, especially cooperation, exchange more focused on the sea. The East Sea covers most of the ASEAN member states except Laos and Myanmar, in fact, exists of dissent, conflicts over territorial sovereignty cognitive island. Therefore, there've been disputes over maritime sovereignty members of ASEAN countries,



China and Taiwan. In fact, one point the issue of sovereignty over islands were not resolved by peaceful means but instead, a measure force and threat of use force (Carlyle, 2012). East Sea region has location strategically important in terms of economic, political, military, therefore countries within and outside the region, especially in large countries've interest and desire to have national interests at the sea.

Request objective reality of the situation of the East Sea now requires the countries concerned, in particular, ASEAN members should promote cooperation with a strategic vision, active initiative in the mode of cooperation, exchanges on the sea to contribute to preserving a peaceful and stable environment in the East Sea, thereby boosting economic development, especially in marine economic fields. Content and method of exchange and international cooperation in the East Sea between ASEAN countries should be implemented within the framework of the UN Charter, international law, modern international maritime law, United Nations Convention on the Law of the Sea 1982 (Albrecht, 2014) and regional agreements such as the Declaration on the Conduct of Parties in the East Sea (Thao, 2003). Especially in the context of related parties are speeding through the Code of Conduct of Parties in the East Sea (Thayer, 2013). Specifically, on 06/8/2016, ASEAN and China adopted the draft framework's Code of Conduct in the East Sea after nearly four years of starting negotiations.

East Sea's the area which has many international shipping lanes to pass, as these're more bustling commercial activities ranked second in the world, just behind the Mediterranean Sea. Also, in there're potential risks instability, causes of piracy and armed robbery against ships at sea frequently, besides maritime sovereignty disputes tend complicated. In fact, before the 1980s, confidence-building measures're hardly mentioned, especially measures to build trust between the directly forces on duty in the sea, namely, joint patrol operation hasn't been widely discussed, there's no consensus among the concerned countries in the East Sea. At present, the marine task force of the concerned countries in the region has been conducting joint patrols on the sea gradually effective. With joint patrols between naval forces and coast guard of countries in the East Sea, especially among ASEAN countries're increasingly being enhanced, such as actions.

Remarkably, the most dangerous water still exists in the water of countries in Southeast Asia due to piracy and armed robbery against ships increasingly complex signs. With a large area and thin security system, this area's becoming the world's hot spot for piracy and armed robbery (Admin, 2017). This's a place where 41% of piracy attacks hit the globe between 1995 and 2013, causing damage to \$ 8.4 billion a year. According to the International Maritime Bureau (Rider, 1984), in the first quarter of 2015, there're 54 piracy cases in the world, in which more than half of the

cases're concentrated in Southeast Asia. Indonesia has the highest number of cases of piracy, with nearly 40% of all case. Vietnam's also witnessing the increasing number of armed robberies (Center for Strategic and International Studies, 2018), in particular, many foreign ships attacked Vietnamese fishing vessels using illegal weapons to steal, rob property, threaten and injure crewmembers. The most typical was the attack on 07/12/2014, ship VP Asphalt 2 (Bureau of Accreditation, 2018) of Vietnam carrying 2,300 tons of asphalt with 16 crew members on their way from Singapore to Vietnam was seized by a pirate, wounded by one crew member and tied to the other 15. Notably, the area occurred very close to the attack location 689 Sunrise ship hijacked in May 10/2014 (Kieu, 2017) has once again raised the alarm bells on the increasing piracy in the region, causes anxiety for all vessels that travel through it. According to Reccaap's special report on the hijacking of seagoing ships in the East Coast of Sabah and the southern Philippines, from March to mid-April there're three armed piracy attacks and abduction of tugboat crew in the East Sabah and Southern Philippines seas. Specifically, on 26/3/2016, the Indonesian flag carrier Brahma 12 pulled an Anand 12 barge, carrying 7,000 tons of coal from Kalimantan, Indonesia to the power plant in Batangas, Philippines, was seized by 17 gunmen from a high-speed train with three outboard and a hydraulic propeller ship. The robbers arrested all 10 Indonesian crew members. On 04/4/2016, the Malaysian Massive 6 with nine crew members're on the way from Manila, the Philippines to Tawau, Malaysia to refuel. In the area near Semporna, Sabah, about 27 nautical miles east of Malaysia, eight gunmen with guns approached and boarded, catching four Malaysian men. On 15/4/2016, Henry ship's Indonesian pulling Christi's barge while on the way to Cebu, Philippines to Taraka, Indonesia was approached by a number of armed robbers using a speedboat. The ship was attacked with guns that one crew member was injured and four others were arrested. Center for quality and safety management system certification (Bureau of Accreditation, 2018), Vietnam Registry Department said: The security situation in general and maritime piracy in Southeast Asia in particular recent developments're complex. Especially, piracy tends to increase in the Sulu-Celebes Sea region and the southern Philippines region of Malaysia Sabah east coast. From November 2016 to February 2017, there're two cases which Vietnamese 'ships're on the way that a cargo ship attacked and arrested by pirates. Specifically, on 19/12/2017, the Haihai Shipyard of Haiphong International Shipping Joint Stock Company which was attacked by pirates in the Philippines Sea, six were taken away. Before that, on 11/11/2016, pirates attacked Royal 16 ships in the Philippine Sea and arrested six people hostages. According to the VRQC representative, the usual method of piracy was attacked ships for property and personal belongings, then switch to attacking tankers, but now piracy tends to switch to arresting people to demand ransom.

Pirates who attack the ship're very aggressively and brutally, even willing to beat, killing the victim. Pirates often use speedboats, guns remotely threatened, attacked transport ships, fishing vessels traveling through the area to arrest and bring to hide in the remote islands to ransom. According to the Vietnam Maritime Bureau, in January 2017, six armed robberies attacked ships in Asia, of which 04 cases were successful and 02 unsuccessful cases. In 04 successful armed robbery cases, there's one particularly serious case, one serious case, one less serious case and one case involving theft. The case was particularly grave in relation to the armed gang attacking Malaysian fishing vessels when the vessel was operating in the Sulu-Celebes Sea region and arrested three crew members as hostages (Kieu, 2017).

Due to the security situation's East Sea has tended complex as analyzed above, so the member countries of ASEAN in recent years have accelerated cooperation joint sea patrols. Specifically, since 1998 Vietnam has implemented joint sea patrols with Thailand between Vietnam navy with Royal Thai navy. So far, the two countries have maintained frequent patrols of the common maritime task force. Joint marine patrols have contributed to maintaining a peaceful and stable environment in the bordering waters of the two countries, thus facilitating fishermen's exploitation of marine resources on the sea. On the other hand, joint sea patrols of functional forces have contributed to building trust, enhancing mutual understanding and sharing information to better manage the sea in the Gulf of Thailand. Apart from Thailand, between Vietnam and Cambodia, regular maintenance of joint patrols between the two countries, thereby contributing to maintaining an environment of peace and stability in the adjacent waters of the two countries.

Joint sea patrols between Indonesia, Malaysia, the Philippines will be implemented in the coming period. Indonesia, Malaysia and the Philippines have jointly patrolled the sea in the southern Philippines to curb kidnapping and ransom activities in the region. The Sulu Sea patrol between East Malaysia and the Philippines took place in recent efforts by three South East Asian nations to counter the hijacking, kidnapping and ransom activity that took place in the southern Philippines. Since early 2016, dozens of Indonesia and Malaysia had been abducted by armed elements linked to the Abu Sayyaf rebel group in the southern Philippines in the seas bordering the three countries. According to AFP, Malaysia's Defense Minister, Hishammuddin Hussein said he, forces of Malaysia, Philippines and Indonesia will conduct joint patrols in the offshore of Mindanao in 6/2017 to prevent and suppress security threats from Islamist militants and rebels from the Islamic State organization calling itself - IS (Admin, 2017). Under the specific plan discussed earlier, on June 19, 2017, Philippine navy, Indonesia and Malaysia conducted joint exercises and patrols in the Sulu Sea, southeastern East Sea, mark the 3 countries started joint patrols to increase

security in this seas often insurgency and rampant piracy. The opening ceremony was held at Indonesia's Borneo naval base and was attended by defense ministers and three army commanders. Three naval vessels' ve deployed warships, helicopters and reconnaissance aircraft to participate in patrol operations to ensure regional security after the Islamic terrorist attacks intensified in the southern Philippines, especially the insurgent attack on Marawi city. Also, on June 19, 2017, Indonesia opened a naval command center at Tarakan, on the island of Borneo. Two naval command centers will also be established in Malaysia and the Philippines. Indonesian defense officials said the centers will operate on the basis of joint patrolling and sharing of information forming regional security with control triangle. The Indonesian Navy also asked local people and fishermen in the Philippine seas to report suspected casualties to the security forces. In addition, active police forces are also dispatched to the northern region of Sulawesi Island, to prevent the gunmen from crossing (Long, 2017).

Annual patrol activities held between ASEAN countries will contribute to strengthening international cooperation on maritime safety and control, reducing the potential for conflict in the East Sea. Joint patrol cooperation's practical action of direct forces on duty at sea between the countries in the East Sea in recent times, this measure has been coordinated by several countries. While solutions to maritime sovereignty dispute have not been done thoroughly, the cooperative joint patrols at sea are considered confidence-building measures effective in East Sea and the fact that measures have gradually become an urgent need.

2.3.1.2. Cooperative Exploitation of Marine Resources:

Joint cooperation in sea areas're overlapped by the UNCLOS regulations: The East Sea 's also a place of common interest, as well as a place of maritime sovereignty, sovereign rights and jurisdiction of states in the region. Therefore, to enhance cooperation for development in some fewer sensitive areas in the seas overlapping with the UNCLOS regulations're an urgent need for stakeholders. Through cooperation measures jointly exploit marine resources will contribute to the environmental preservation of peace and stability in the East Sea. However, to strengthen confidence-building measures, parties should clearly define the joint exploitation only in the actually overlap seas, in which the parties have not signed the treaty on maritime delimitation. Stakeholders should agree on the correct judgment of ownership and legal status' seas of geological structures such as rocks, sinks, shallow banks and the resources beneath the seafloor are urgent, so it must be based on UNCLOS regulations.

Practice shows that there's a need for mutually inclusive and consensus-based solutions among the countries concerned, this 's seen as the basis of the

principle of cooperation formed the joint exploitation of the East Sea on the basis of mutual respect and equality in order to contribute to the environmental preservation of peace and stability. Historically, joint mining models have taken place in many different parts of the world, while the issue of sovereignty has not been resolved, hence the joint exploitation isn't a new idea in resolving maritime disputes in the world (Viet, 2010).

In fact, shows the sea border between Vietnam and Malaysia exists an overlapping area on the continental shelf of the two countries're about 2.800 km². This area's located at the mouth of the Gulf of Thailand with little depth, averaging approximately 50 m, seabed topography's relatively flat. Vietnam and Malaysia countries're members of the UNCLOS so that the common principles resolve delimitation of the continental shelf and exclusive economic zone is the principle of fairness has been recognized in Article 74 and Article 83 of the UNCLOS (Nordquist, M., & Nandan, 2011). The actual requirements of the place that's right two sequential negotiations, narrowing disagreements, to find a fair solution that the two parties can accept. On the basis of the two countries are members of UNCLOS, so both Vietnam and Malaysia will accept the application of the principles of international law and the provisions of UNCLOS to resolve the maritime delimitation.

In early 1992, during the visit of Prime Minister of Vietnam Vo Van Kiet to Kuala Lumpur, an agreement to negotiate continental shelf delimitation between the two countries was adopted. Subsequently, from 03 to 05/6/1992 at Kuala Lumpur, the first round of talks between the two countries Vietnam and Malaysia have taken place and a great success. On the basis of the content of the first round of negotiations, the two countries have stepped up their agreement to apply the provisional settlement principle laid down in Articles 74 and 83 of UNCLOS, that boundary's outlined and indicated on the charts with the appropriate ratio to determine its location, cases of drawing boundaries or roads outside this planning can be replaced by the lists of geographical coordinates of points (Nordquist, M., & Nandan, 2011). On that basis, the two sides quickly come to an agreement apply general mining model for determining regions in a spirit of understanding and cooperation (People Army's Newspaper, 2017). In that spirit, on 05/6/1992, the two countries officially signed the Memorandum. The contents of the Memorandum on this day, specified range defined area, and the two parties must nominate their representatives to conduct exploitation in the area identified. And that cooperation does not harm the outcome of the final sea delimitation plan between the two countries.

Through the signing of the Memorandum dated 05/6/1992, we can see that Vietnam is leading country in applying the provisions of Article 74 and Article 83 of UNCLOS, not only in maritime delimitation but also in the overlapping measures of marine resources in the sea (Minh,

2017a). However, reality shows, Memorandum nor solved the problem of maritime delimitation between the two countries Vietnam and Malaysia. The fact that the two sides need to continue peace negotiations and based on the contents of the Memorandum of UNCLOS and to delimit the continental shelf and exclusive economic zone. To implement the content of the memorandum, Vietnam has sent Petro Vietnam, Malaysia Petronas appointed to jointly explore oil and gas in areas identified. On July 29, 1997, the first ton of oil was exploited at the Bunga kekwa mine, which marked a great success for both sides in the management and exploitation of natural resources and contributes valuable experience to resolve other disputes. Due to the distance between the coast and the islands of the two sides is less than 400 nautical miles, is located on a continental shelf and more homogeneous sides claim based on the median line,i.e. based on the standard distance of two national seashore, so can use a single delimitation line as the boundary for the exclusive economic zone and continental shelf of the two countries.

Joint development cooperation has seen as an agreement between the countries concerned, in order to share resources in overlapping waters. The basis of these agreements is the provisions of international law, international maritime law, especially the provisions of UNCLOS. In terms of the international maritime law, UNCLOS requires that the countries concerned take direct steps to negotiate to arrange temporary, pending negotiations to sign the final agreement on demarcation of the sea. Interim arrangements may include joint fishing or jointly agreed to exploit marine resources such as oil and gas. On the other hand, the agreement on joint exploitations considered as a temporary solution to reduce the risk of conflict between the parties to the dispute and is intended only to exploit marine resources and measures also not affect the sovereignty, sovereign rights and national jurisdiction in the sea. As such, joint development cooperation between ASEAN countries implemented regularly and effectively will contribute to reducing the risk of destabilizing ensure a peaceful environment and freedom of navigation in the East Sea. At the international conference about East Sea has many plans suggested applying joint development cooperation on overlapping areas, but in fact, the implementation of this model has less.

2.3.1.3. Maritime Delimitation Cooperation between the concerned countries:

Marine delimitation's an important part of the maritime policy of coastal states, island nations, region and the world. Marine demarcation between the adjacent waters is to create a clear sea border, contributing to maintaining a peaceful and stable environment for the development of marine economic sectors. In fact, in the East Sea area, many sea delineation agreements have been concluded in the spirit of peace, stability and joint development. Vietnam has carried out sea demarcation

with most of its neighbours sharing the sea border. Which can mention Demarcation Agreement Tonkin Gulf between Vietnam and China in 2000, Agreement on fishery cooperation in the Gulf of Tonkin between Vietnam and China in 2000, Agreement on demarcation between Vietnam and Thailand in the Gulf of Thailand in 1997, Agreement on the historic waters between Vietnam and Cambodia in 1982, the Agreement on the delimitation of the continental shelf between Vietnam and Indonesia in 2003, the Vietnam-Malaysia joint exploitation agreement on overlapping areas of the continental shelf 1992. However, the problem of delimitation of the sea not in any region can be easily carried out, The most difficult issues the resolution of sovereignty disputes, sovereignty and jurisdiction over the islands because of their far-sighted sovereignty.

On 15/12/2016, the Indonesian Parliament (Minh, 2017b) - DPR has ratified agreements on the sea between Indonesia and Singapore (Son, 2017), accordingly, the maritime boundary between the two countries is defined in the East of Singapore Strait. This Agreement determines the borderline stretching 9.45 km between Singapore and Bintan Island Changi Indonesia. This approval comes after 27 months since the signing of the maritime boundary agreement between the two countries in September 2014. Notably, during a one-month session of parliament, DPR approved only two bills, including an agreement with Singapore, while delaying another 40 bills. The reason for DPR's approval of this agreement: As the largest country in Southeast Asia, Indonesia considers the ratification of the Agreement to be of great importance because it makes the demarcation at sea aimed at protecting the sovereignty and preserve its territorial integrity. Indonesia has now settled all bilateral maritime borders with Singapore, beyond the boundary between Indonesia's Bintan Island and Singapore's Pedra Branca. Pedra Branca requires Singapore to negotiate the first boundary with Malaysia after the island was claimed by the International Court of Justice (Chatterjee, 2011) belong to Singapore in 5/2008. The agreement has been ratified on the 3rd sea issue between Singapore and Indonesia. In May 5/1973, under the government of President Suharto and Prime Minister Lee Kuan Yew, two countries signed an agreement on the delimitation of the sea border along the central part of the Singapore Strait. This Agreement was ratified in 12/1973 Indonesia, Singapore ratified in 8/1974. Then in 3/2009, boundary delimitation agreements Monday in the west of the Straits of Singapore, it covers the sea stretching between Singapore's Sultan Beach and Indonesia's Pulau Nipah. This second agreement was approved by both sides in August 2010. The personal relationship between Prime Ly Hien Long and President Susilo Bambang Yudhoyono and then President Jokowi Widodo helped the two countries quickly ratify the Agreement on the delimitation of the third. The agreement was ratified only a month after the leaders met in November 2016. The ease and speed of

Indonesian ratification may also be due to political support in the country. An ethnic outburst in Indonesian society requires the government to ensure that Indonesia has a clear boundary to protect the sovereignty and territorial integrity. With this agreement, Indonesia can have better conditions to protect natural resources and avoid falling into a situation losing territory.

Indonesia's diplomatic role: History will not forget Indonesia's role as a diplomatic bridge in the East Sea in the 1990s most notably, confidence building initiatives by the series of workshops on conflict management in the East Sea. The initiator of this initiative was veteran diplomat Hasjim Djalal with the initial lead of the Indonesian foreign minister at the time. Most recently, in 2012, in Cambodia, after ASEAN failed to reach a joint statement at the ASEAN Summit on the East Sea, the role of leadership shuttle diplomacy Indonesia was shown and proved again. At present, in the East Sea, there're many overlapping glasses of water, this resulted in the infringement of fishing grounds, the violation of sovereignty, sovereign rights and jurisdiction. Consequently, stakeholders should speed up the process of sea demarcation, on that basis in order to facilitate the working together of joint development, ensuring the principle of mutual benefit and in accordance with international maritime law, especially UNCLOS and regional agreements (Albrecht, 2014).

Maritime delimitation between Indonesia and the Philippines: May 23-5, 2014 in Malacanang - President of the Philippines, Foreign Minister of the host country Albert del Rosario and his Indonesian counterpart Marty Natalegawa signed the Agreement on the demarcation of exclusive economic zone (People's Army Newspaper, 2017) between the Republic of the Philippines and the Republic of Indonesia on Mindanao and Celebes Sea in the presence of President of the two countries. The signing ceremony took place during a state visit to the Philippines, also, attend the East Asia Summit and the World Economic Forum (Schwab, 2015) of Indonesian President Susilo Bambang Yudhoyono.

Maritime delimitation between Malaysia and Indonesia: Indonesian President Joko Widodo and Malaysian Prime Minister Najib Razak have agreed to accelerate the demarcation of the maritime boundary between the two countries. This is one of the key points of the agreement between Indonesia and Malaysia in bilateral meetings between the two countries' leaders in Putra Jaya, Malaysia on 6 February 2015. The maritime border technical negotiations between Indonesia and Malaysia were held from February 24 to 26, 2015 (Duan, 2015). In addition, President Jokowi and Najib have agreed to appoint heads of the negotiating delegations of the two countries. In addition, the two countries also agreed to fulfill the standards of procedures for dealing with fishermen in overlapping waters. For Indonesian migrant workers, the two leaders agreed to strengthen efforts to protect migrant workers better, including strengthening

labor supply through legal procedures. The two leaders expressed their determination to further optimize the potential for economic cooperation between the two countries, including trade and investment. President Jokowi invited Malaysian entrepreneurs to invest in Indonesia, especially infrastructure, such as highways, power plants, railways and seaports.

2.3.2. Prospects for international cooperation at sea between ASEAN countries

In the trend of peace and friendship between ASEAN countries are now focused, thus, disagreements and conflicts between states at sea will be endorsed by the concerned countries to resolve through peaceful negotiations on the basis of international law, international law and regional agreements. The security situation in the East Sea region's complicated, unpredictable, as a result, joint patrols on the sea will become increasingly urgent. As a result, the ASEAN maritime task forces need to continue to cooperate, exchange information and jointly develop joint patrol plans at sea to achieve the highest efficiency.

In overlapping waters, there 's no clear sea clearing agreement, so there should be joint exploitation agreements for marine resources. A joint development agreement will contribute to building trust, reducing mutual distrust. At present, in the East Sea, there're many overlapping areas of the ASEAN Member States. Therefore, there is a great need for joint cooperation. East Sea region also a potential risk of destabilizing and directing international freedom of navigation, fishing boats fishing. Therefore, the need for international cooperation among the concerned countries to share information's urgent. Context now and next time, ASEAN member countries need to strengthen coordination of information sharing, action coordination to maintain security, order and security and ensure freedom of navigation in the East Sea. Establishing a legitimate maritime order will require three important political adjustments for countries within and outside the region. It is necessary to adapt to maritime power movements on the basis of social consensus, mediating role of the international organizations-based agenda maritime security constantly changing, the last thing is to re-enforce norms to control and prevent conflict.

5. Conclusion:

The situation in the East Sea continues to be complicated by different views on sovereignty, sovereign rights and jurisdiction, studies offer approaches to building trust between nations, especially through agreements to coordinate activities such as exchange of information, joint patrols and maneuvers of the task force on maritime activities, coordinated control of maritime safety. Related issues are very complex, there're many areas involving many conflicting interests and mutually between countries in the East Sea. In fact, the growing need for confidence-building measures at sea, the countries concerned need to

work together to build credibility that contributes to reducing the risk of conflict. Therefore, international cooperation at sea between ASEAN member countries' essential, especially in the current context, if the content is well-intentioned by high-level countries, it will contribute to building confidence, maintaining a peaceful and stable environment in the East Sea.

International maritime cooperation among the ASEAN Member States's an issue that urgently requires to reduce the potential for armed conflict and increase mutual understanding among stakeholders such as cooperation in maritime control, joint patrols, ambulance operations, marine research, and cooperation (Quan, 2017). Some measures of international maritime cooperation between ASEAN member countries initiated the international conference East Sea aimed at reaching a common understanding and coordinate activities, contributing to the environmental preservation of peace and stability in the East Sea. However, the fact that the East Sea remain latent risk destabilizing, therefore this issue should be further research to clarify the dynamics and the compromise of the major countries of the East Sea to be able to draw and consult on timely and effective response solutions, especially in the case of forces directly engaged in the sea.

Vietnam and India are highlighting compliance with the International law, including UNCLOS toward the East Sea problem, respecting the diplomatic and legal process, settlement of disputes by peaceful means and based on international law. These contents are given on the sidelines of the ASEAN Summit, 31th and related Summits in Manila, Philippines. The consistent policy of Vietnam always attaches importance to developing traditional friendship relations and comprehensive strategic partnership with India. At the same time, India continues to see Vietnam as one of the pillars of its Eastern policy. Vietnam and India defense cooperation, with India to strengthen technology sharing and defense to provide credit for Vietnam.

In particular, the strategic partnership in the field of security and defense are very serious. Both sides clearly understand the potentials, strengths, and needs of each other's security and defense. This is an important basis for the two sides to promote security and defense cooperation on the basis of mutual benefit. They pledged to strengthen cooperation on defense supply, joint projects, cooperation in training and exchange of intelligence, agreed to further strengthen contacts and exchange of visits between the organization and the security and defense of the two countries, cooperation on competency building, technical assistance and information sharing among relevant agencies of the two countries in maritime security, including anti-piracy, pollution prevention, search and rescue, strengthen bilateral cooperation in dealing with terrorism a comprehensive and long-term, strengthen security cooperation network./.

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