



Enhancing Regional Cooperation

Naval War College – Piracy Workshop

7-8 April 2009

Background / Concerns

- ❑ concerns about piracy and armed robbery against ships in the 1990s.
- ❑ threats to maritime navigation (safety of life; transport of cargo & energy supplies)
- ❑ economic disruptions.
- ❑ loss of life.
- ❑ rise in operating cost.



Straits of Malacca & Singapore

- ❑ 600 Nm stretch of waterways linking the Indian Ocean with the Pacific Ocean.
- ❑ Flanked by 3 littoral States, namely Malaysia, Indonesia and Singapore.
- ❑ Straits used for International Shipping, thus enjoy the rights of transit passage.
- ❑ Anti-piracy/armed robbery efforts at the bi-lateral level.



Disruption to Commerce ...

- More than 30% of the world trade and half of the world's oil shipments pass through the Straits of Malacca & Singapore.
- Safe use of sea-lanes is essential to the economic well-being of the countries who are dependent on sea commerce for energy, trade and supplies.



Trends in Vessel Traffic ...

- ❑ 1994-2004 : In the Straits of Malacca & Singapore...an increase in **volume by 25%** & a **60% increase in DWT**. (bigger ships !!! – tankers about 47% / containers about 25%)
- ❑ Projection from 2010 to 2020 : expects a 50% increase in the traffic volume. (from 117,000 – 141,000 vessels transiting the Straits)



The ReCAAP Initiative

(from Concept to Reality ...7 yrs)



- ❑ Response of ASEAN against piracy and armed sea robbery in the region
 - ❑ Joint communiqué. The 30th ASEAN Ministerial Meeting, Subang Jaya, Malaysia (24-25 Jul 1997)
 - ❑ ASEAN declaration on Transnational Crime, Manila (20 Dec 2000)
- ❑ The concept of a regional cooperation agreement was first mooted by the former Japanese PM Keizo Obuchi at the ASEAN+1 Summit Meeting in Manila (Nov 1999).
- ❑ At the “Asia Anti-Piracy Challenge 2000” Conference in Tokyo (Apr 2000), 2 documents were promulgated : **Tokyo Appeal & The Model Action Plan.**
- ❑ The Agreement was finalized in Tokyo (11 Nov 2004) by 16 countries (ASEAN+6).
- ❑ The Agreement came into force on 4 Sep 2006.
- ❑ The Information Sharing Centre was launched on 29 Nov 2006.



The Agreement

❑ the ReCAAP-ISC was officially launched on 29 Nov 2006

- ❑ 1st multilateral government-to-government anti-piracy effort in the region.
- ❑ ISC to be setup in Singapore as an International Organisation (IO) with local staff & overseas secondees.

❑ 3 Pillars of the Agreement :

- ❑ Information Sharing, Capacity Building & Co-operative Arrangements.

❑ Operating principles of ReCAAP ISC :

- ❑ **Respect for countries' sovereignty, effectiveness & transparency.**



Mission & Vision of ISC

□ MISSION :

To enhance Regional Co-operation through Information Sharing, Capacity Building and Cooperative Arrangements in Combating Piracy and Armed Robbery against Ships.

□ VISION :

“To be the information hub for combating piracy and armed robbery against ships in Asia.”

Key features of the Agreement

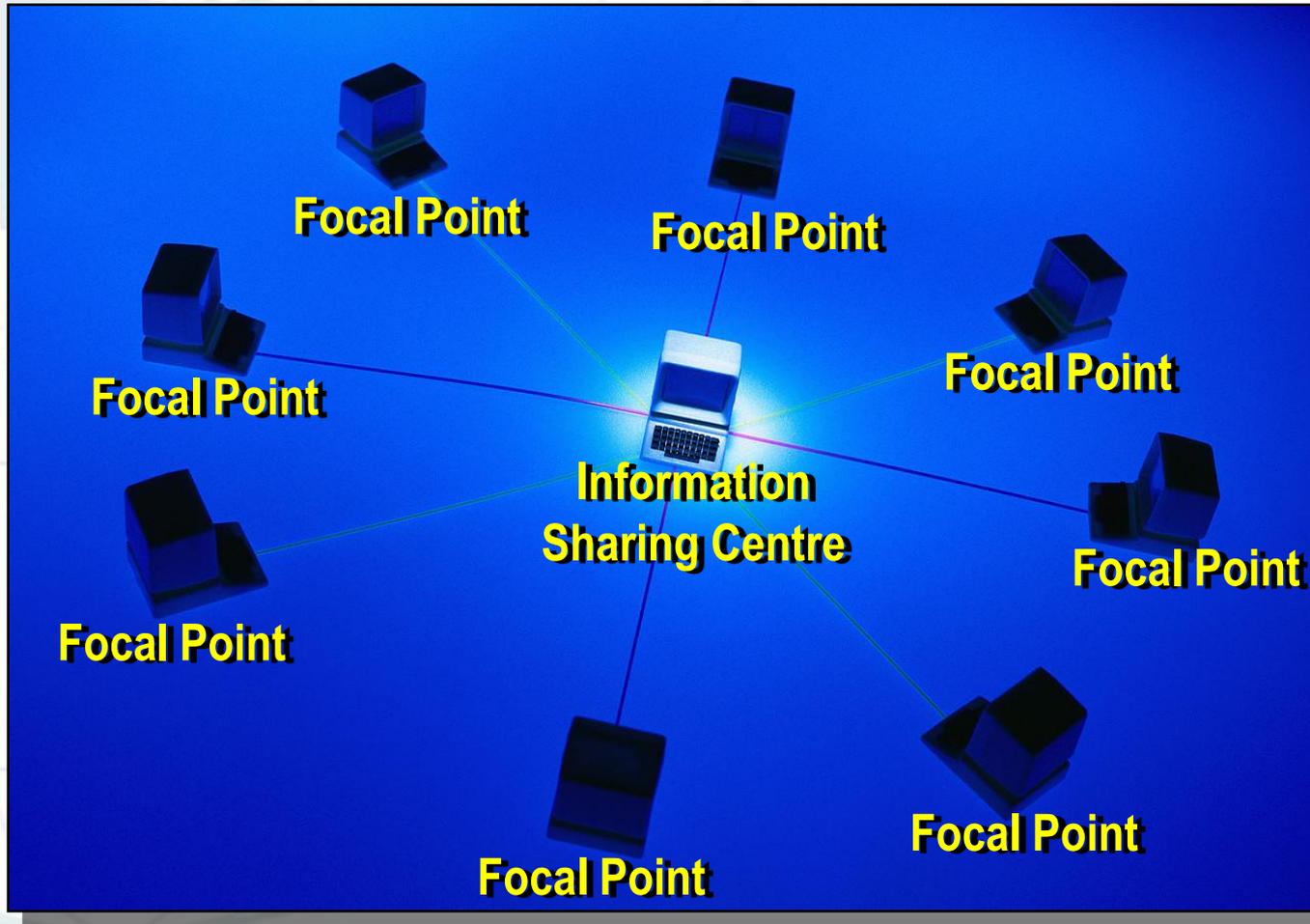
- ❑ Definition of Piracy & Armed Robbery iaw **UNCLOS** & IMO Code of Practice.
- ❑ ISC/Secretariat to be located at Singapore.
- ❑ Formation of a Governing Council (1 rep/Contracting Party)
- ❑ Governing Council's decision by consensus.
- ❑ An International Organisation (foreign staff - diplomatic privileges & Immunities).
- ❑ Identification/designation of a **Focal Point** (1 per Contracting Party)
- ❑ Funding - voluntary contributions from Contracting Parties.
- ❑ Avenues for Co-operations, Mutual assistance, Capacity Building & Co-operative Arrangements.
- ❑ Open for accession by any States.

ReCAAP Focal Points



- ❑ each ReCAAP signatory designates a Focal Point to be point of contact for the ISC
- ❑ role of a Focal Point:
 - ❑ **manage** piracy and armed robbery incidents within its territorial waters/areas under their jurisdiction
 - ❑ act as **point of information exchange** with ISC
 - ❑ **facilitate its country's law enforcement investigations**
 - ❑ **co-ordinate** surveillance and enforcement for piracy and armed robbery with neighbouring Focal Points

ISC-Focal Point Concept

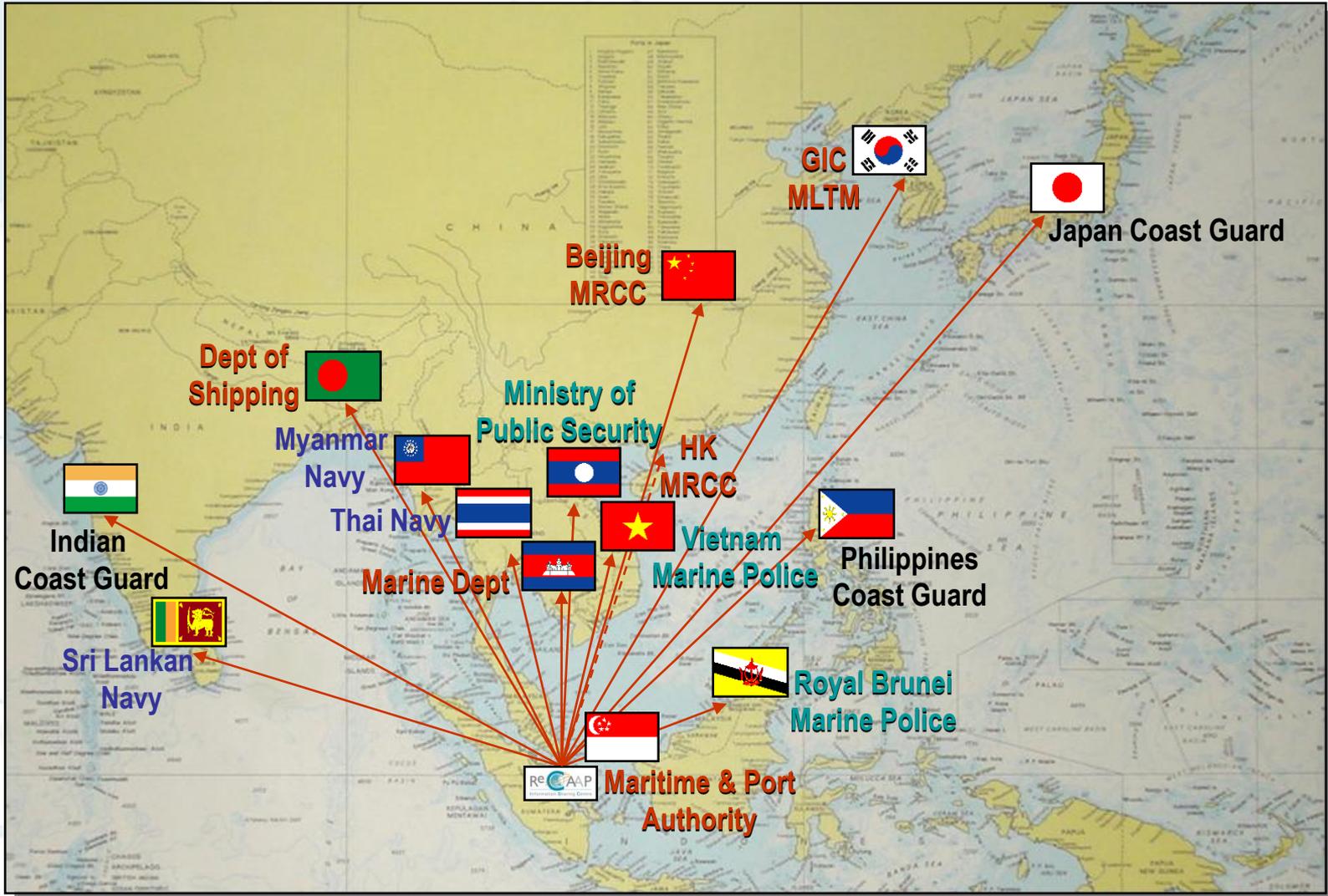


Web based
Secure Network
via SSL & VPN

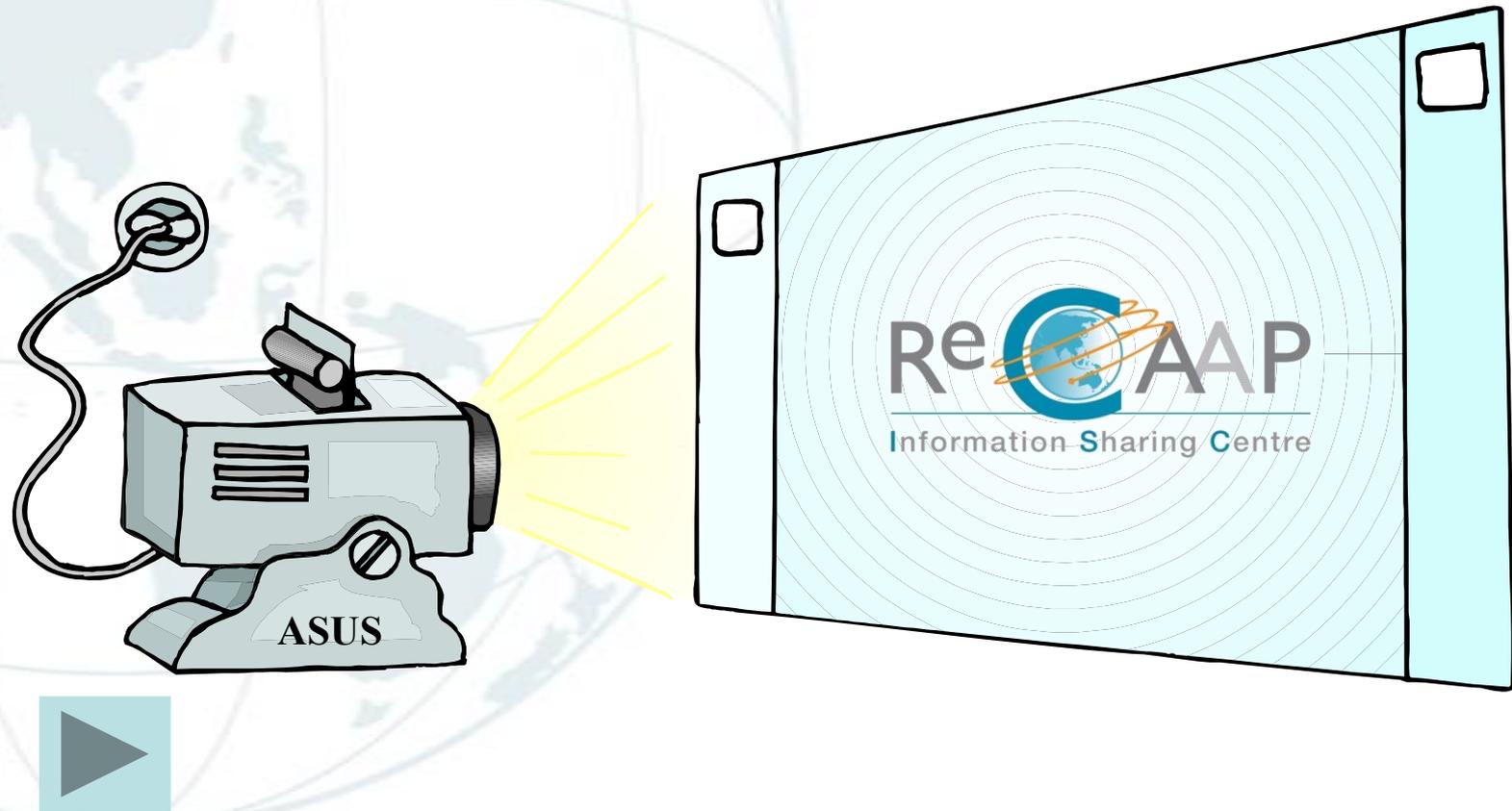
ReCAAP Focal Points



ISC-Focal Points Network



Video – ReCAAP ISC



Research Methodology

❑ Definitions:

- ❑ Piracy: Part VII ; Article 101 of UNCLOS
- ❑ Armed Robbery: IMO's Code of Practice for investigation of the Crime of Piracy & Armed Robbery against ships.

❑ Matrix-based assessment of incidents:

- ❑ Violence Factor
 - ❑ Types of weapons .
 - ❑ Treatment of crew.
 - ❑ Number of pirates/robbers involved.
- ❑ Economic Factor
 - ❑ Type of property taken.



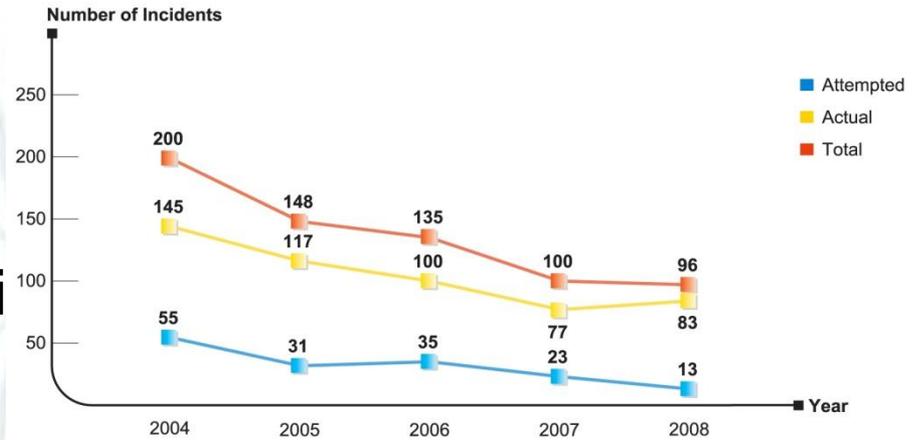
❑ Level of Significance:

- ❑ Evaluates the significance of each incident based on its level of violence (V-factor) and the economic loss incurred (E-factor).

Category	Significance of Incident
CAT 1	Very Significant
CAT 2	Moderately Significant
CAT 3	Less Significant

General Trends from 2004-2008

- ❑ Decrease in total number of incidents in 2008.
- ❑ Largest yearly decrease in number of attempted incidents in 2008 compared to 2005-2007.
- ❑ Increase in number of actual incidents in 2008, mostly occurred in the CAT 2 incidents.
- ❑ Decrease in the CAT 1 incidents in 2008 compared to 2007.
- ❑ Number of CAT 3 incidents remained fairly consistent between 2006-2008.



Graph 1 - Total number of incidents reported (2004-2008)

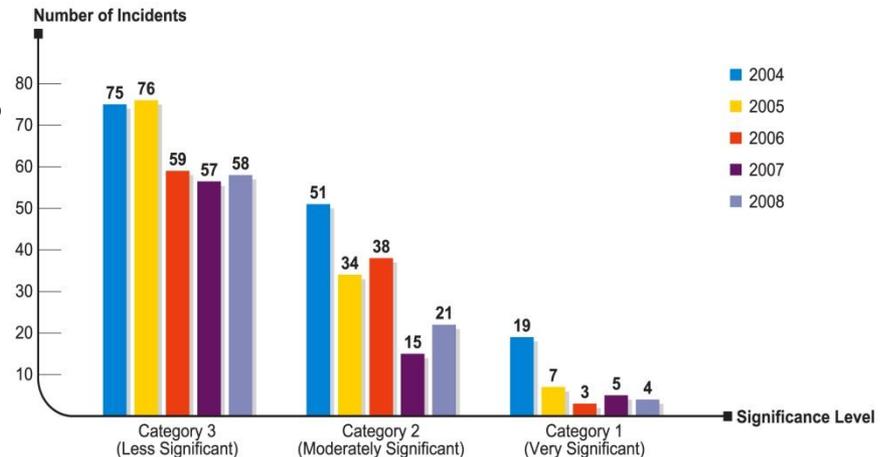


Chart 2 - Significance level of reported incidents (2004-2008)

Straits of Malacca & Singapore

(2003-2007 & 2008)

Ports & Anchorages

	CAT 1	CAT 2	CAT 3	Total
2003	2	0	4	6
2004	0	4	10	14
2005	0	0	5	5
2006	0	2	5	7
2007	0	4	14	18
2008	0	3	11	14

Underway/Making way

	CAT 1	CAT 2	CAT 3	Total	Total No
2003	4	4	2	10	16
2004	9	10	2	21	35
2005	1	7	0	8	13
2006	0	5	1	6	13
2007	1	1	1	3	21
2008	0	6	0	6	20

- Surge in 2004 (both in ports and at sea, whilst ships were underway).
- Introduction of ISCP Code in Jul 2004 and coordinated patrols by littoral States.
- Launch of ReCAAP ISC in Nov 2006.

General Trends (2003-2008) (Observations)



Majority of the incidents occurred while **ships were at anchor**. These were less significant incidents

Incidents occurring while **ships were under way** were more likely to be very or moderately significant incidents



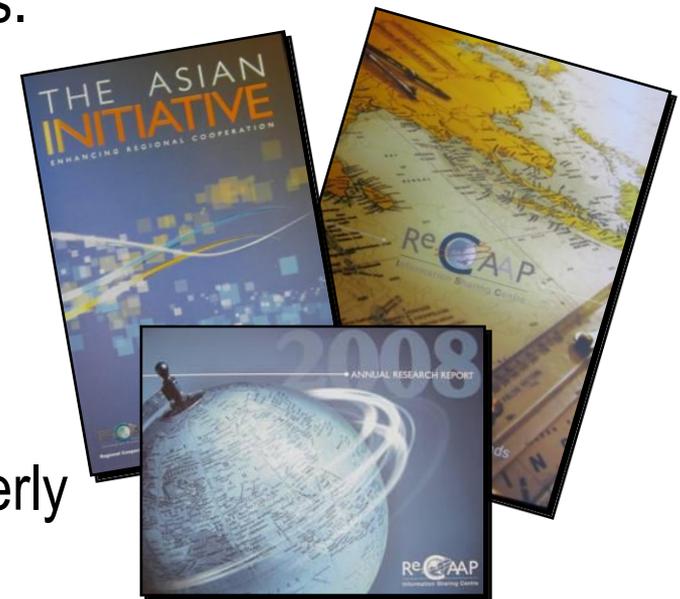
Tankers appeared to have been targeted more frequently.

Tugs whilst on towing operations were targeted at sea.



Analysis Process ➔ Products

- Verify detail of incident with focal points, ship owners, ship agencies, etc
- Categorise incidents into significance level.
- Collate relevant information, including investigation outcome/follow-up actions by authorities.
- Identify possible patterns and trends based on past information/data.
- Post alert if required.
- Highlight good practices undertaken by ship masters / crew in reports.
- Promulgation of Adhoc, Monthly, Quarterly and Annual reports.



2006-2008 : General Trends

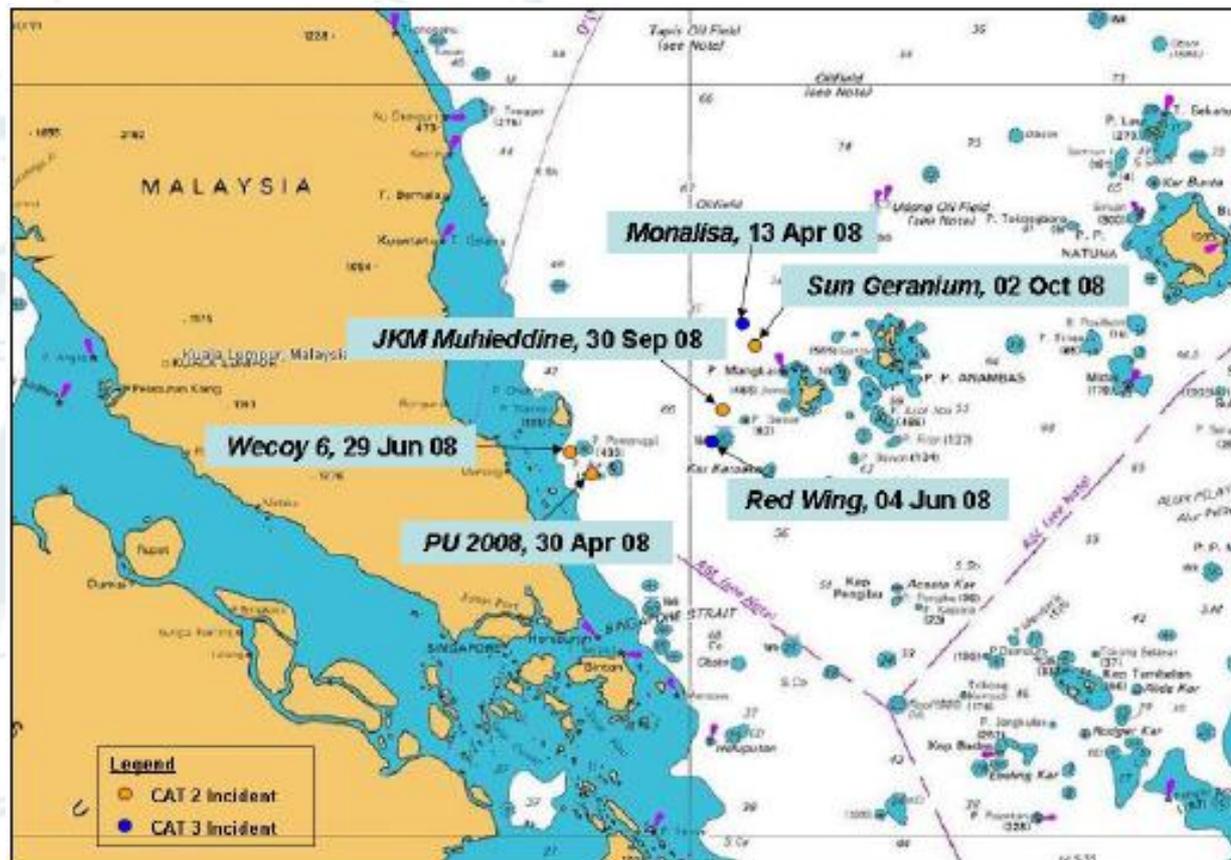
Number of Incidents vis-à-vis :

- Most apparent decrease occurred in Bangladesh and Indonesia
 - Bangladesh (30 → 12 → 10)
 - Indonesia (39 → 33 → 24)

- Increase in number of actual incidents in India, Vietnam and Philippines
 - India (12 → 8 → 10)
 - Vietnam (3 → 5 → 11)
 - Philippines (3 → 5 → 6)

Recent concentration of incidents

6 Cases off Pulau Tioman area (South China Sea)

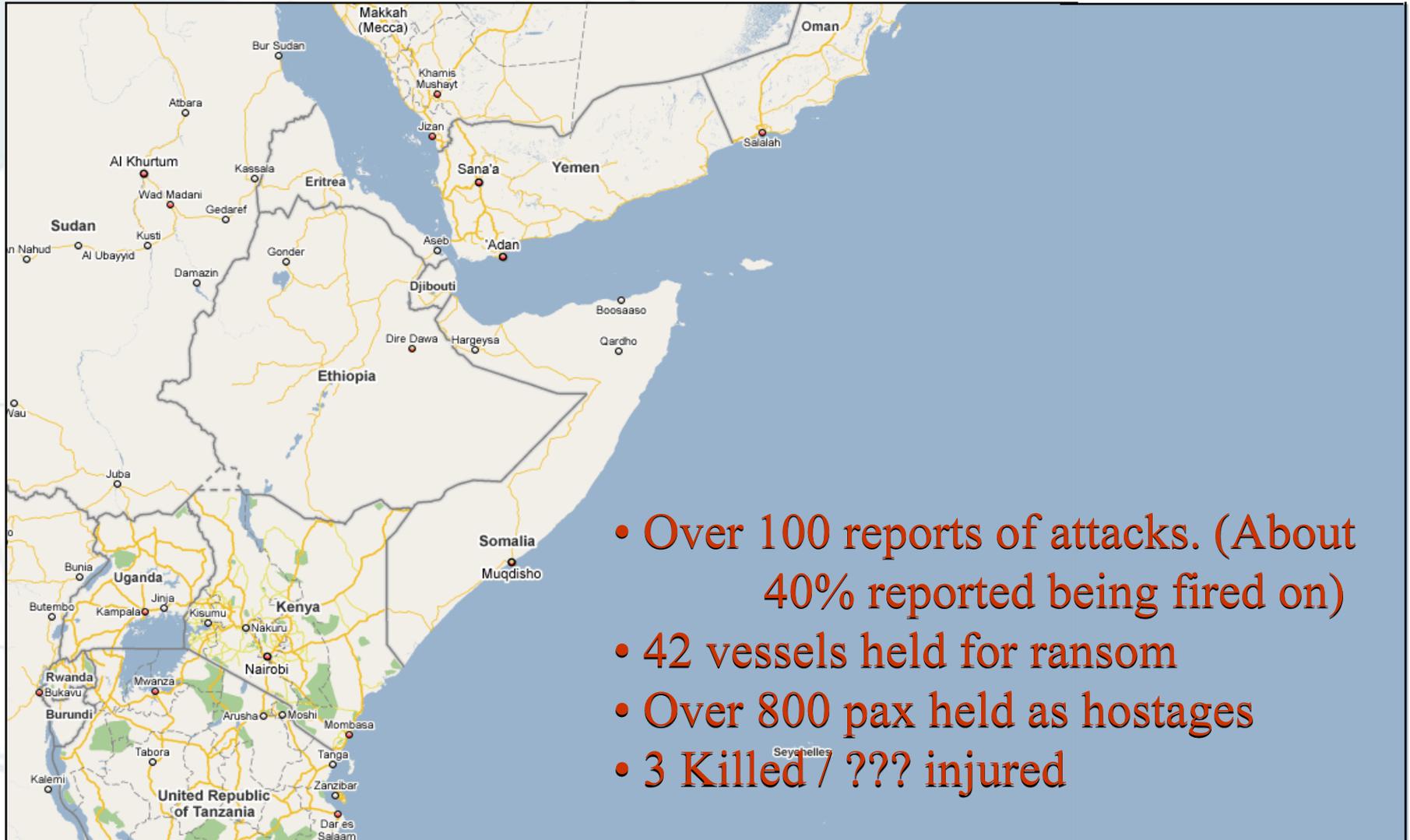


Recent concentration of incidents

- Off Batu Berhenti beacon (east bound lane of the Traffic Separation Scheme).



Coast of Somalia & Gulf of Aden (2008)



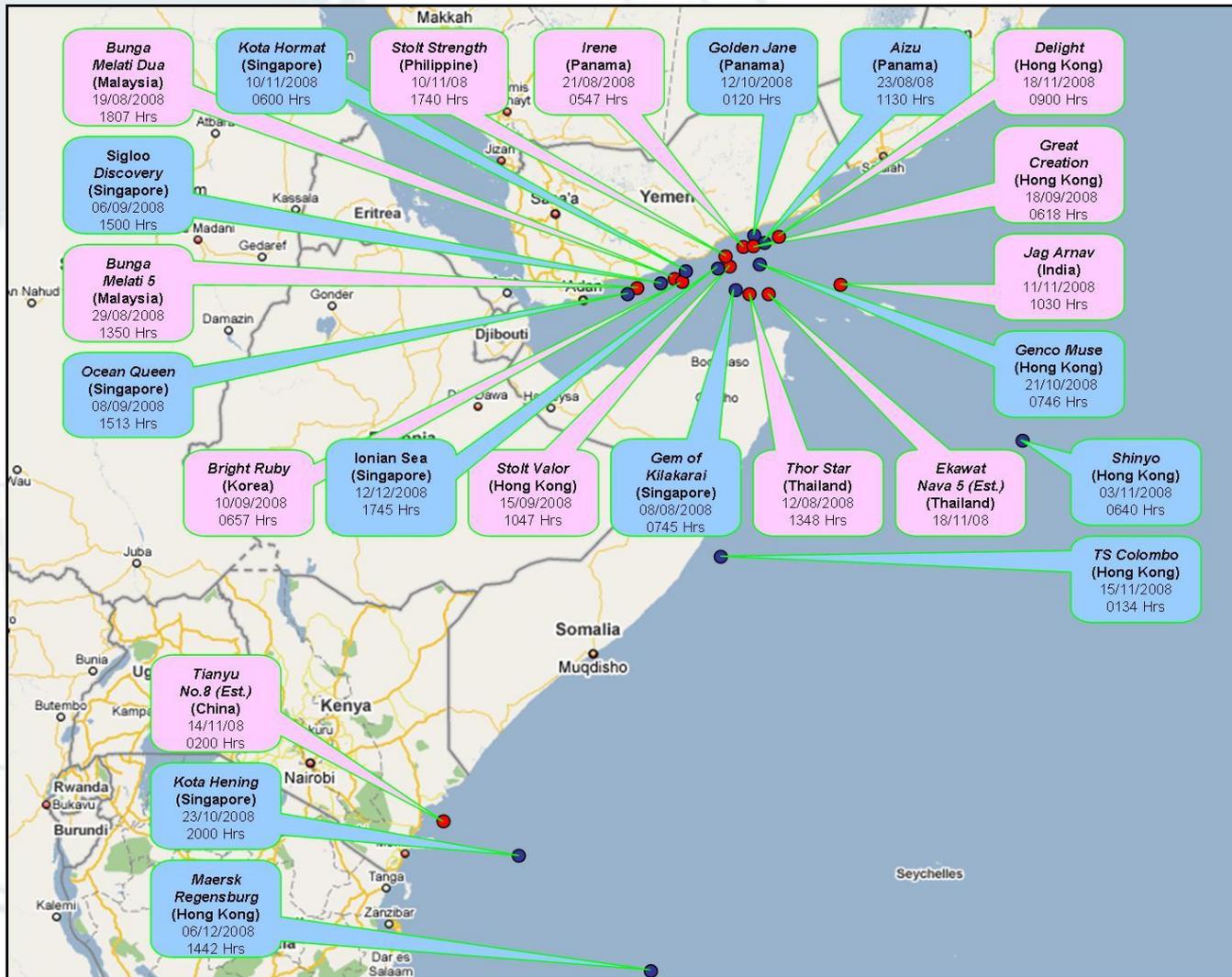
Coast of Somalia & Gulf of Aden



Though outside the Geographical mandate of the Agreement, the ReCAAP ISC, together with its Contracting Parties are gravely concerned with the escalating situation in the Gulf of Aden and off the Coast of Somalia....

.... as Asian ships and Asian seafarers are not spared the trauma associated with the piracy menace.

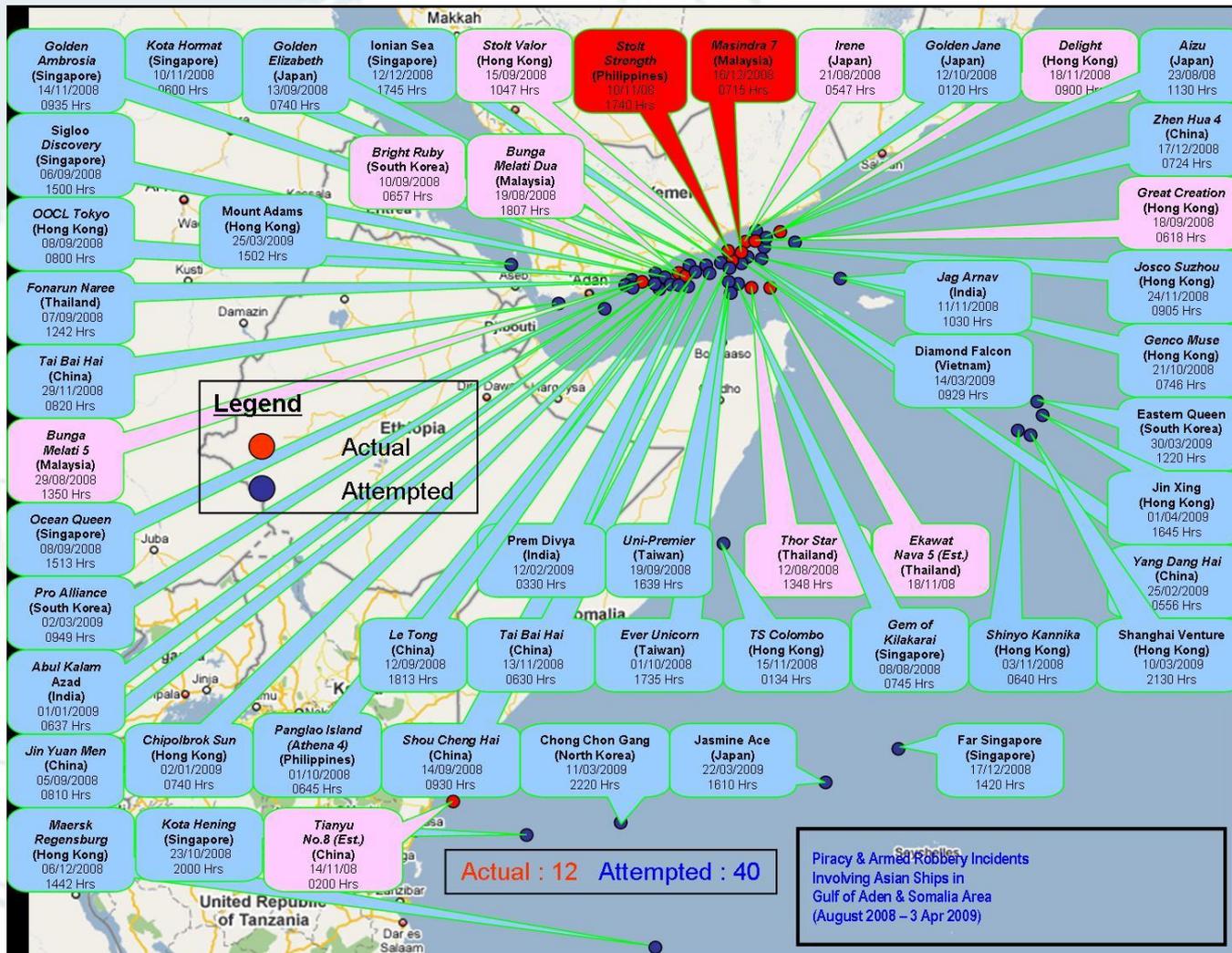
2008:12 attempted + 12 incidents (Asian ships)



Number of attempted / incidents

- China
 - 1 incident
- Hong Kong
 - 3 incidents
 - 4 attempted
- India
 - 1 incident
- Japan
 - 1 incident
 - 2 attempted
- Korea
 - 1 incident
- Malaysia
 - 2 incidents
- Philippines
 - 1 incident
- Singapore
 - 6 attempted
- Thailand
 - 2 incidents

2008:12 attempted + 12 incidents (Asian ships)



Number of attempted / incidents

12 Successful
40 Attempted

Situation in Somalia/GOA

- ReCAAP supports the UN Resolutions calling States to address the piracy issues off the Coast of Somali and the Gulf of Aden.
- ReCAAP welcomes the support from the numerous navies who contributed ships to the region to enhance the safety of the commercial fleet. Aside from the US / European nations, the following Asian States have also sent ships :

- China
- India
- Malaysia
- Japan
- Korea



- Intention to support :
 - Singapore

Have a Jolly Good Day !!



Proposed Flow Diagram for Reporting Incidents in Asia

