

# Regional Challenges in the

## Maritime Domain SE Asia



Myanmar



Thailand



Cambodia



Singapore



Indonesia



LAOS



Vietnam



Brunei  
Darussalam



Malaysia



Philippines

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# Scope

- **Geo Strategy of the region**
- **Anti Piracy Measures**
- **Maritime Terrorism**
- **Way ahead**

# Geo Strategy/Economy/Politics





# IMB Piracy Report – January to December 2019

 = Attempted Attack     = Boarded     = Fired upon     = Hijacked     = Suspicious vessel



# Data from Re CAAP

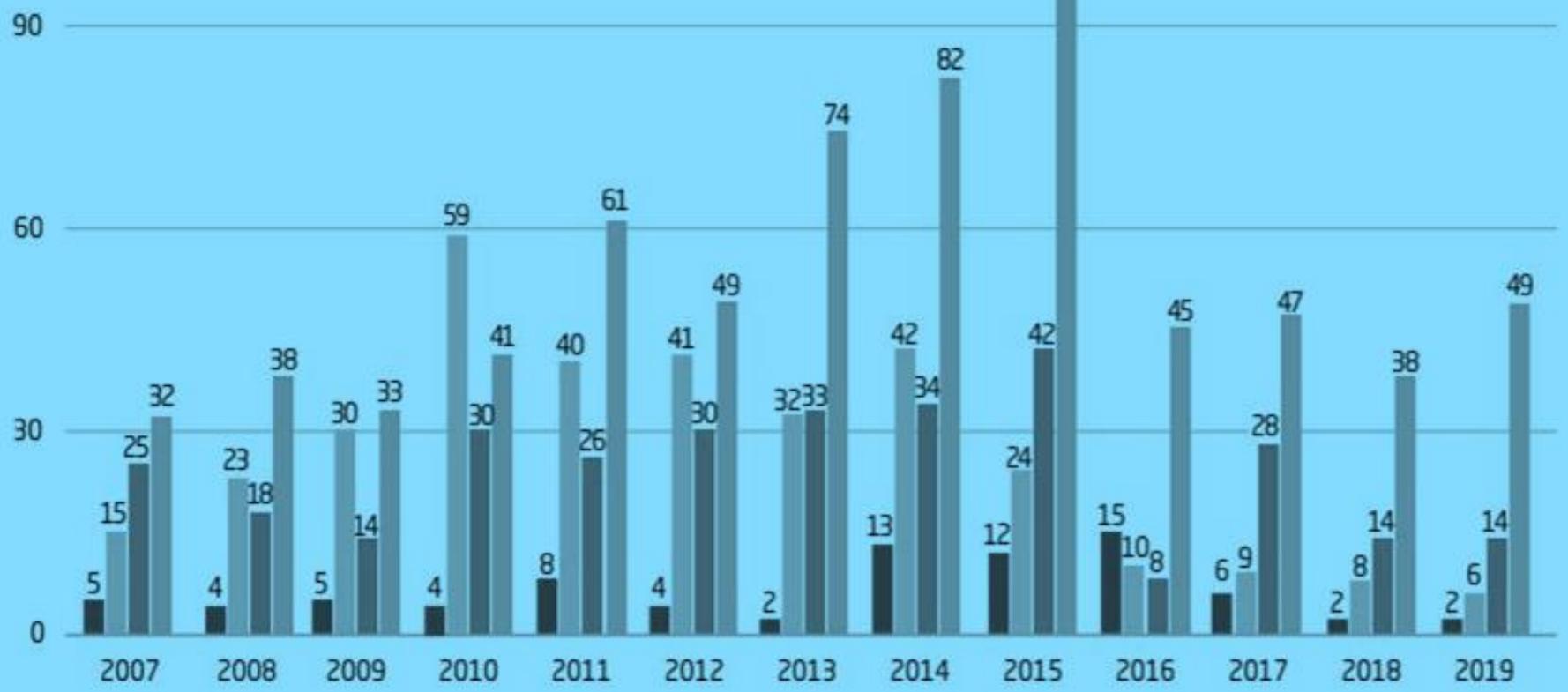
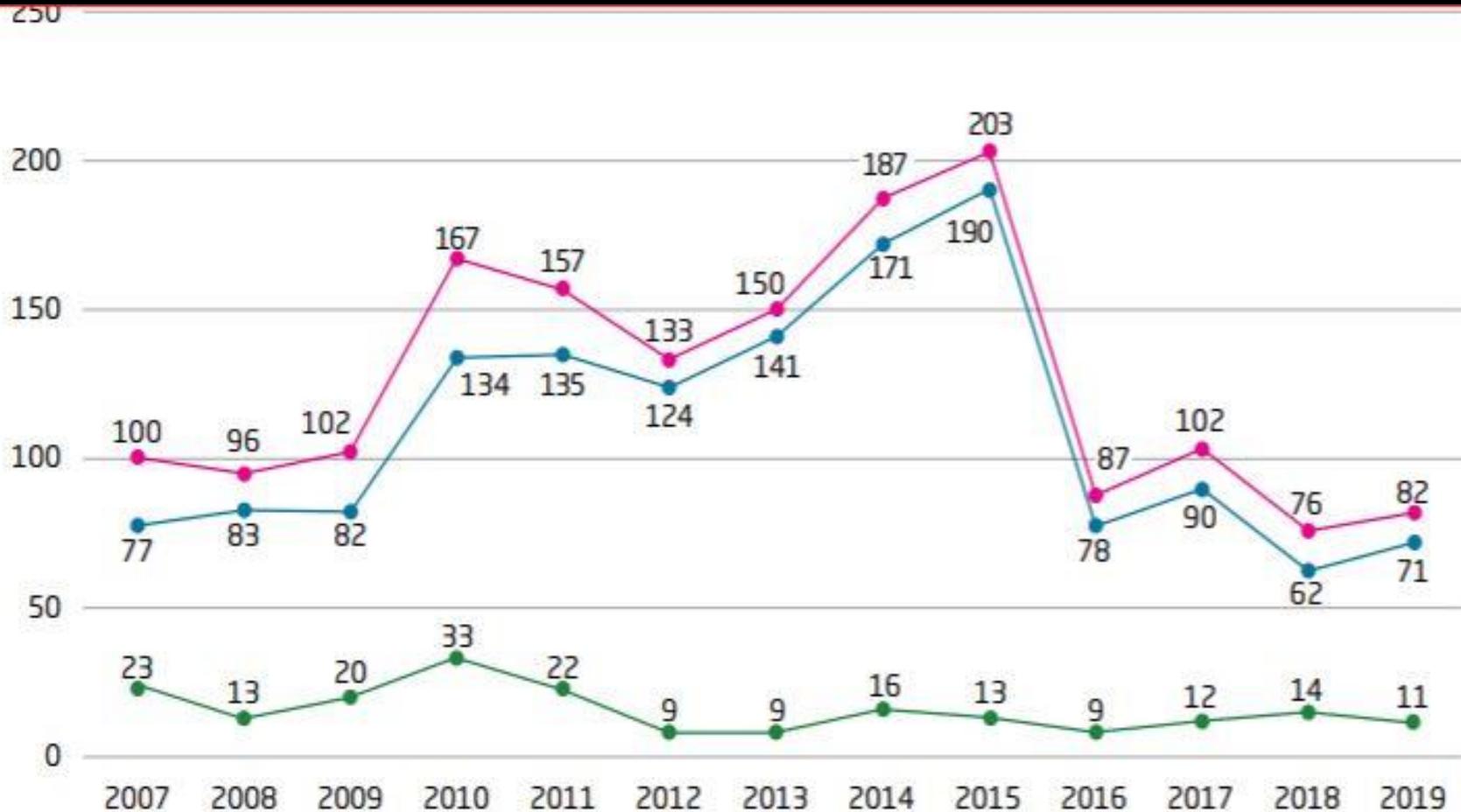


Chart 2 - Significance level of incidents (2007-2019)

■ CAT 1   ■ CAT 2   ■ CAT 3   ■ CAT 4

# Data of Number of Incidents

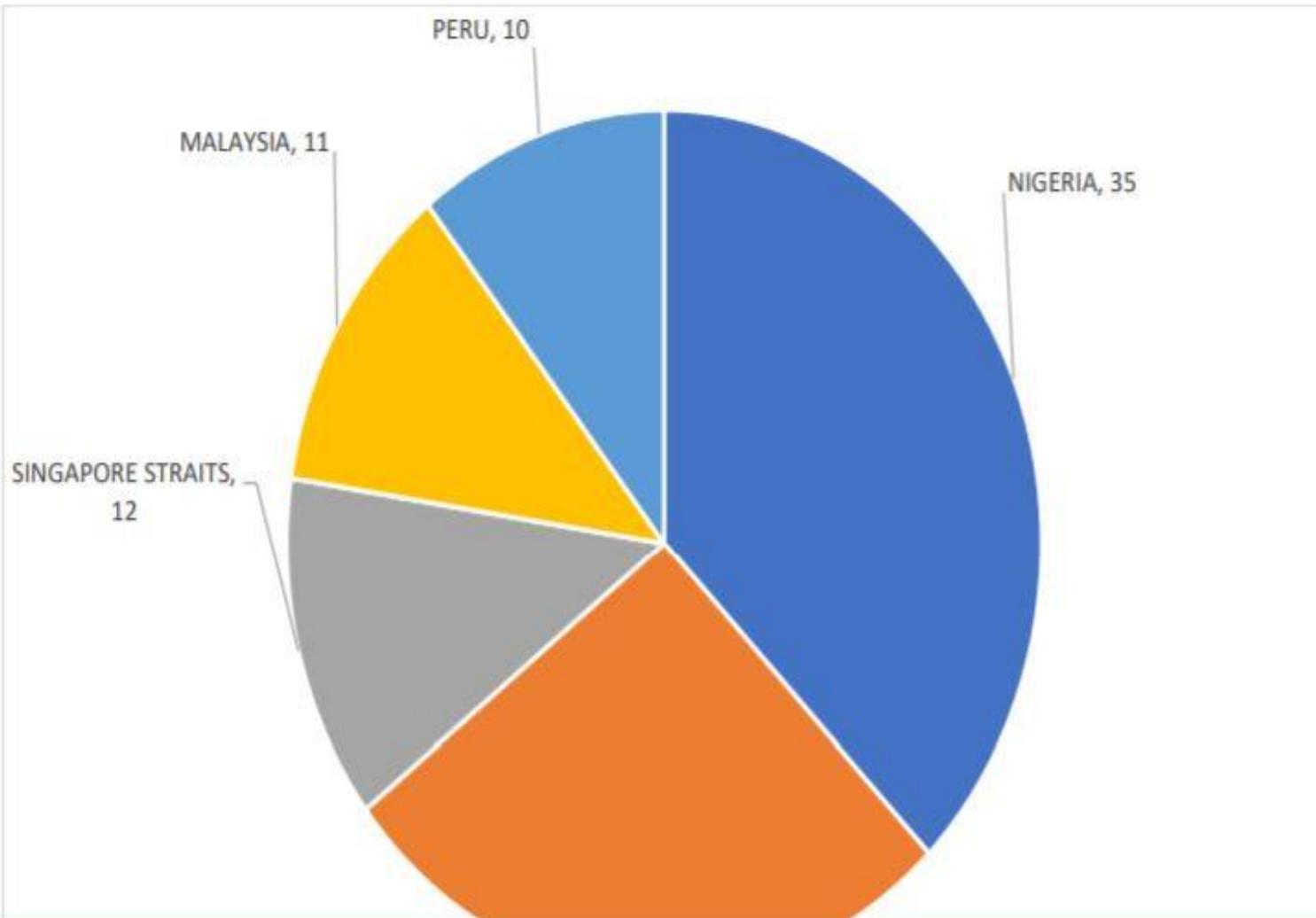


Graph 1 - Number of incidents (2007-2019)

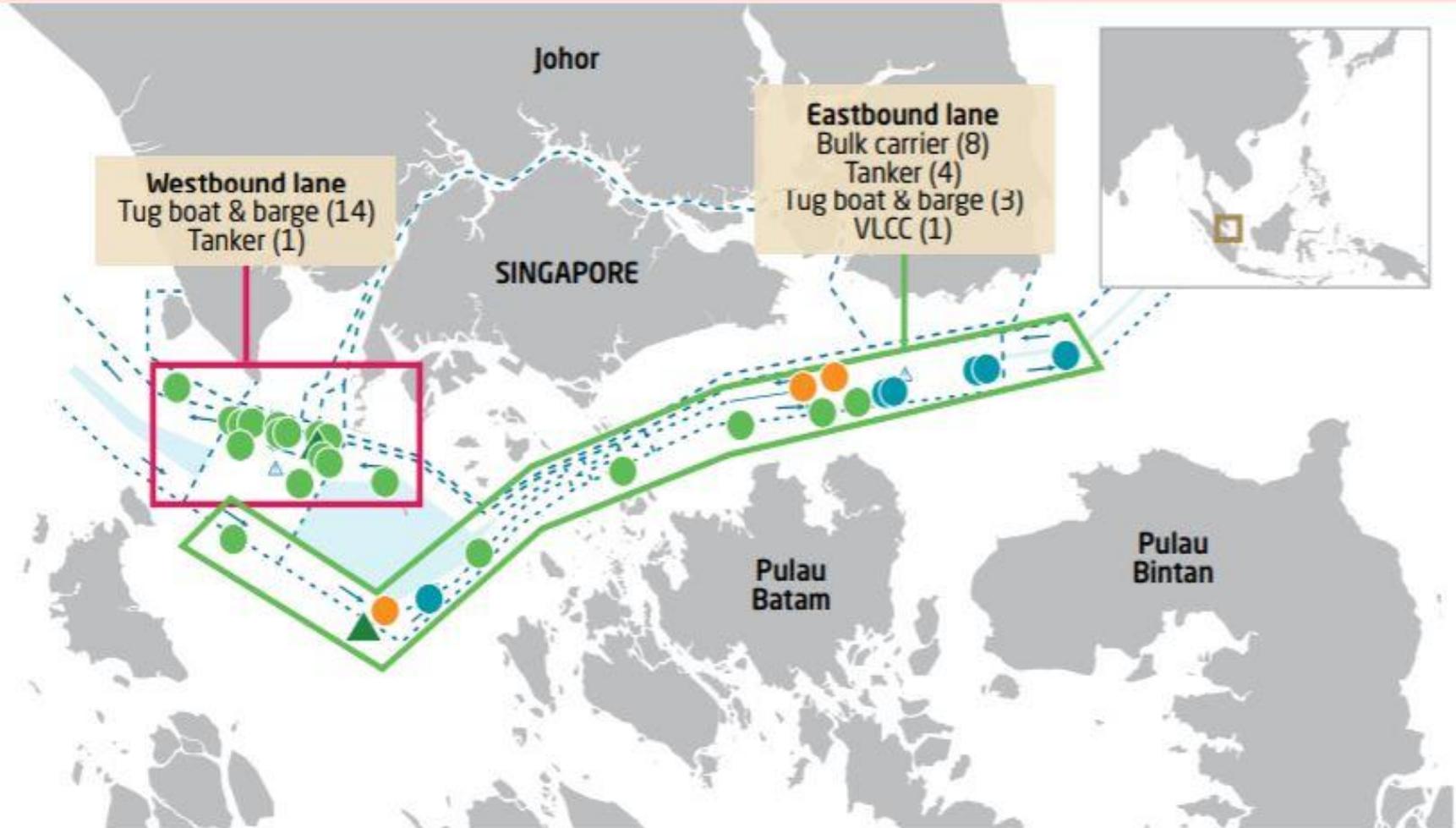
■ Total ■ Actual ■ Attempted

# Percentage attacks global (IMB)

**CHART A: The following five locations contributed to 57% of the total attacks reported in the period January – December 2019**



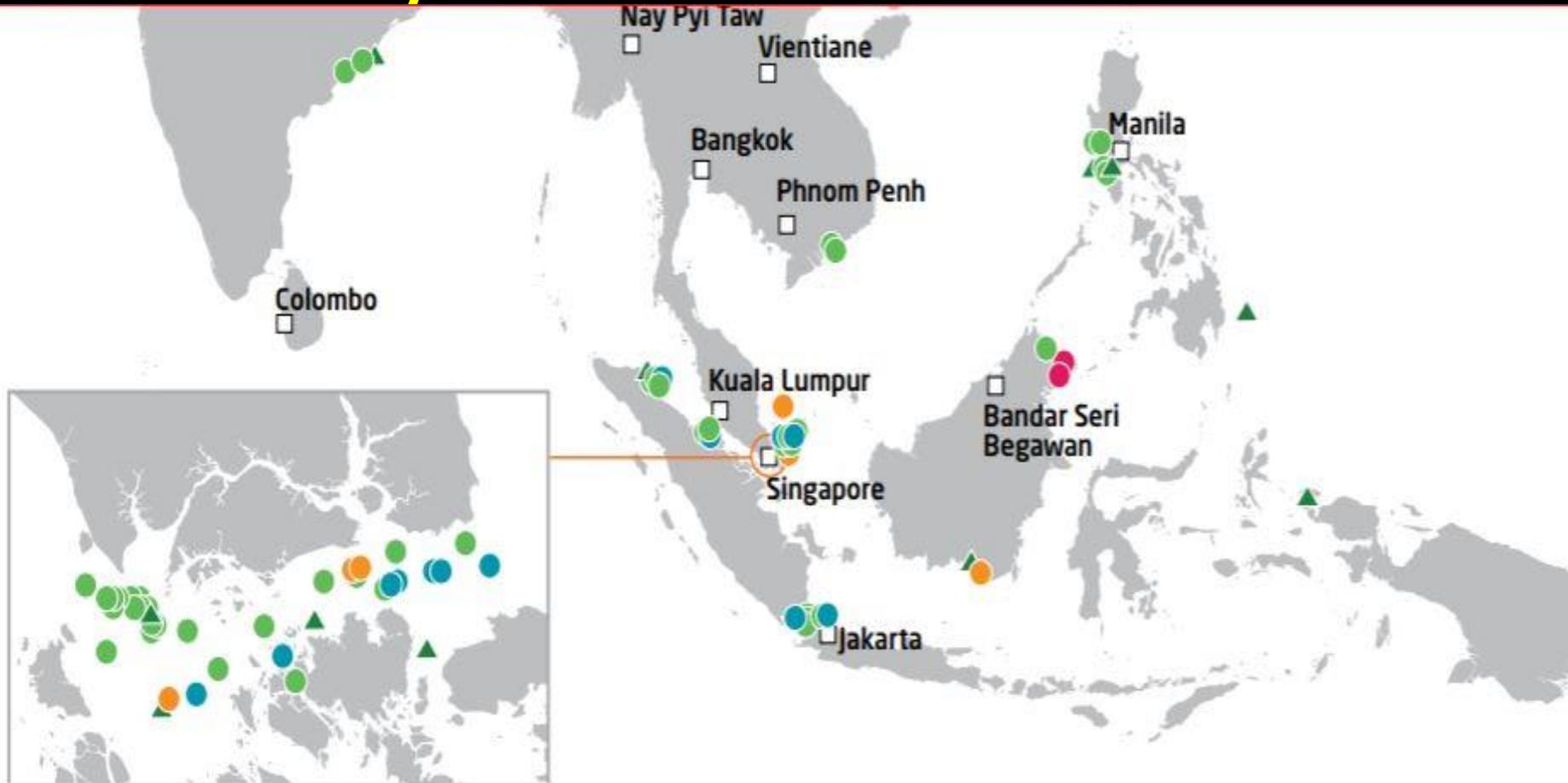
# Straits of Singapore and Malacca (SOMS)



Map 4 - Location of incidents in the Singapore Strait (2019)

● CAT 2   ● CAT 3   ● CAT 4   ▲ Attempted

# Annual Data of Piracy and Armed Robbery in 2019- Data from IMB



Map 1 - Location of incidents (2019)

● CAT 1 ● CAT 2 ● CAT 3 ● CAT 4 ▲ Attempted

# Attacks on Ships at Anchorage/berth

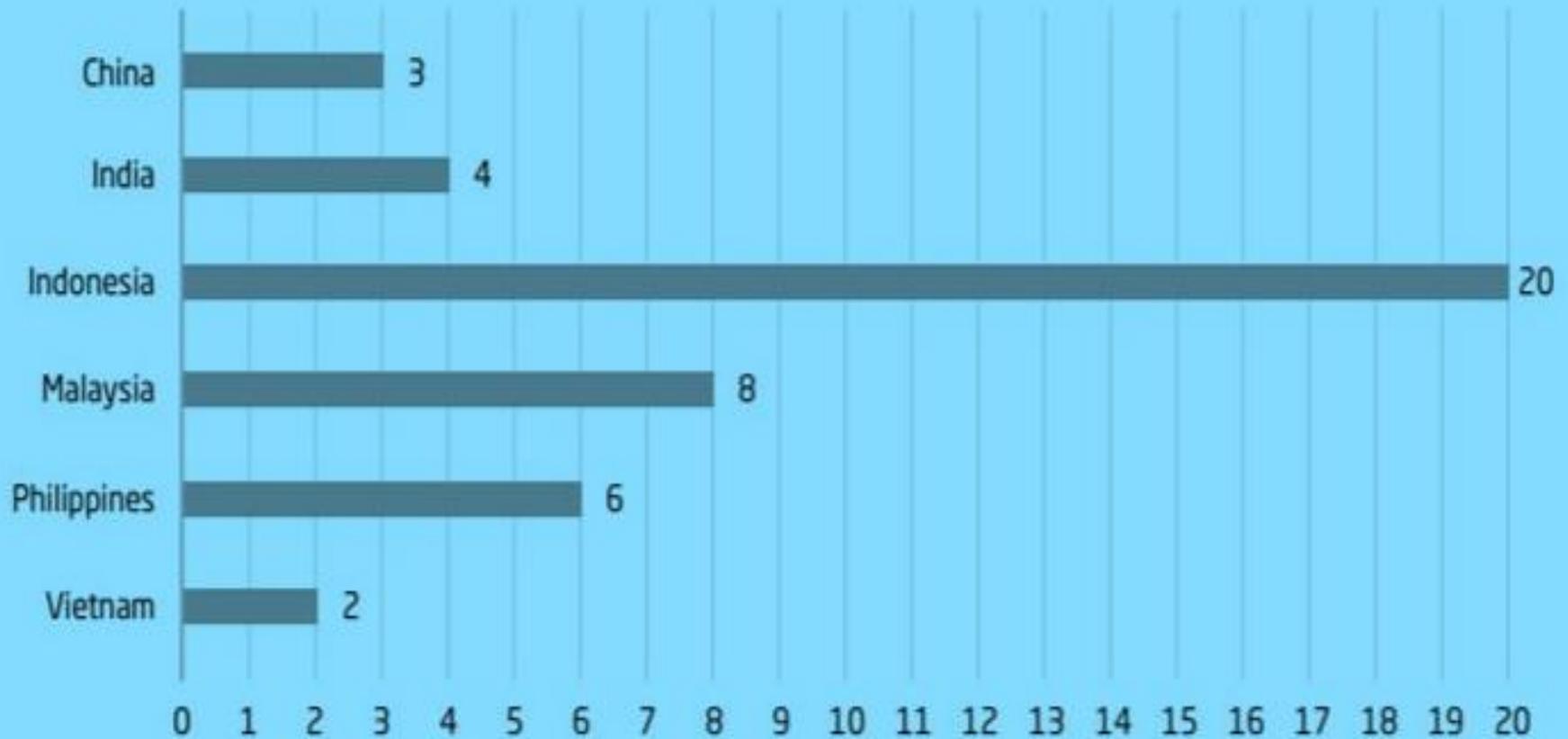


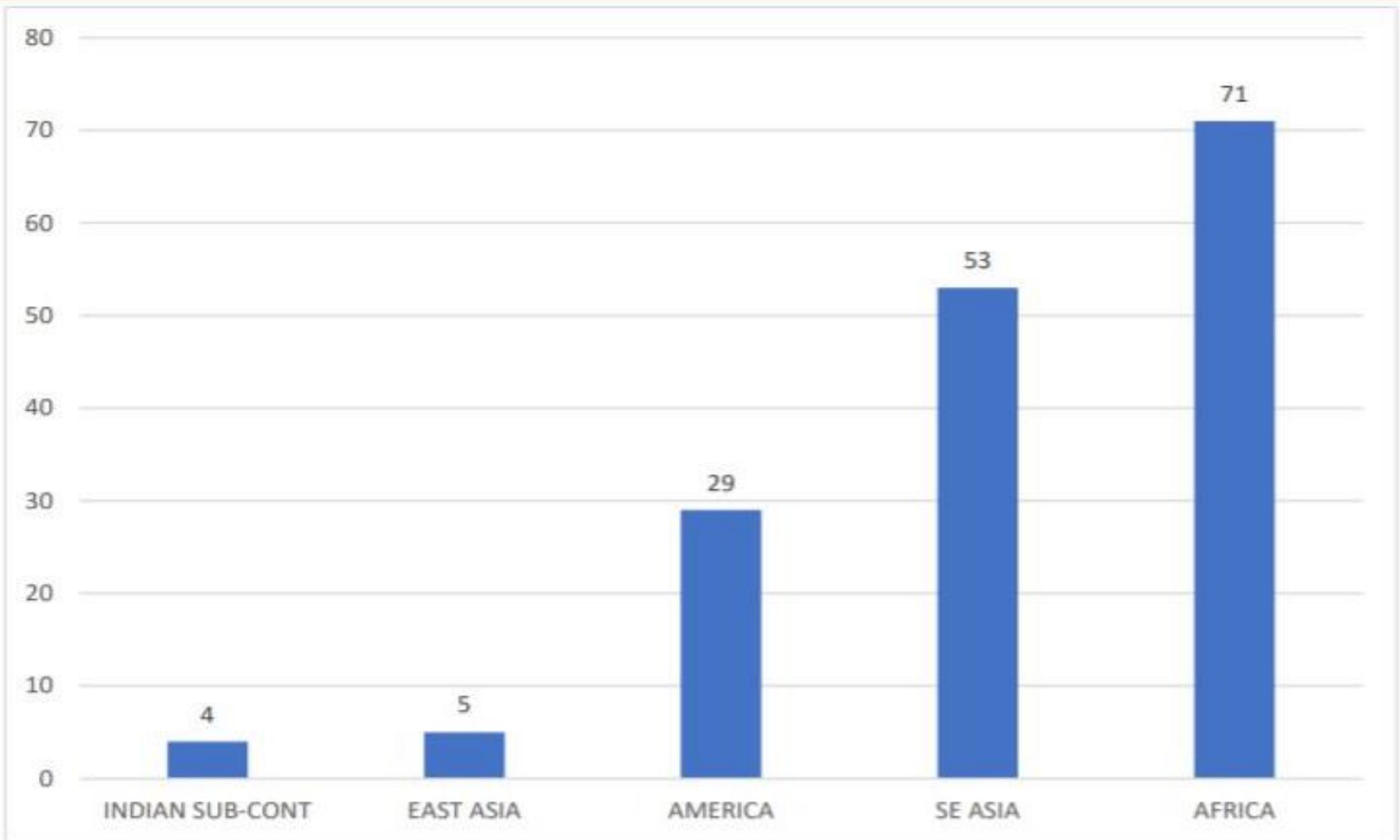
Chart 3 - Incidents on board ships at anchor/berth (2019)

# Number and Type – Last four years

|   |  |   |  |  |
|---|--|---|--|--|
| <p><b>Actual</b><br/>(26 Mar 16 - 23 Sep 19)</p> <p><b>(19 incidents)</b></p>         | <p><u>12</u></p> <p>5 - Tug boat<br/>(60 - 269 GT)</p> <p>5 - Fishing trawler/boat<br/>(NA)</p> <p>1 - General cargo ship<br/>(11,391 GT)</p> <p>1 - Bulk carrier<br/>(2,999 GT)</p> | <p><u>3</u></p> <p>1 - Tug boat (255 GT)</p> <p>1 - Fishing trawler/boat<br/>(NA)</p> <p>1 - Bulk carrier (2,875 GT)</p>  | <p><u>2</u></p> <p>2 - Fishing boat (NA)</p>   | <p><u>2</u></p> <p>2 - Fishing boat (NA)</p> |
| <p><b>Attempted</b><br/>(13 Nov 16 - 16 Feb 18)</p> <p><b>(11 incidents)</b></p>      | <p><u>6</u></p> <p>5 - Bulk carrier<br/>(17,979 - 93,169 GT)</p> <p>1 - Product tanker<br/>(5,557 GT)</p>  | <p><u>4</u></p> <p>1 - Container ship (NA)</p> <p>1 - Bulk Carrier<br/>(45,026 GT)</p> <p>1 - General cargo ship<br/>(1,599 GT)</p> <p>1 - Passenger/Cargo ferry<br/>(NA)</p> | <p><u>1</u></p> <p>1 - Container ship (NA)</p> |  |
| <p><b>Status of<br/>abducted crew</b><br/><b>Total 78</b><br/>(as on 31 Dec 2019)</p> | <p><b>Crew released/rescued (67)</b><br/><b>Crew killed/died (10)</b><br/><b>Crew in captivity (1)</b></p>   |   |  |  |

**Table 2 - Number of incidents and type of ships boarded (2016-2019)**

# Comparative figures



# Contours of Maritime Terrorism

- **Maritime Terrorism' in South East Asia occurs most frequently within the waters of East Malaysia - South of the Philippines and also anchorages in SE ports.**
- **Both local (Abu Sayyaf) and IS affiliates involved with cross fertilisation between these groups.**
- **Abu Sayyaf seeks to establish an independent Islamic State governed by the Moro ethnic.**
- **This group particularly active in maritime terrorism beginning late 1990's up to the current times.**

# KFOR( Kidnap for Ransom-Modus Operandi

- Kidnapping occurs in the East Malaysian waters (State of Sabah) , victims are usually transported by speed boats and hidden within the nearest and isolated islands in the Philippine waters( with in 30 kms )
- Captives are usually held until a certain amount of ransom is agreed between parties concerned.
- At least USD \$7.3 million from ransom kidnappings reported in the first six months of 2016. The main targets are vessels, fishermen and both local and foreign tourists.

# Economics of Terrorism

- Maritime terrorism is not only directed to foreign tourists. Local fishermen are equally targeted, impacting fisheries as a means for livelihood.
- These have led to some fishermen to only fish in nearby waters as opposed to the deeper parts of the regional waters. Their fisheries effort within shallower seas usually yields a lower catch.
- If negotiation fails – detainees can be killed. For example, John Risdell a Canadian citizen killed in 2016 by Abu Sayyaf – when diplomatic communication broke down between Manila and the group.

# Economic Impact

- Malaysia has two major ports, namely Port Klang and Port of Tanjung Pelepas which both are located along the Straits of Malacca.
- In the past - the maritime violence gave negative impact in promoting these two ports as international transshipment hubs. Four piracy attacks in June 1999, Feb 2000 June 2014 and 2017, and data given in 2019 have impacted economy and security in the region.
- The number of ships drop every time such incidents are reported.
- Insurance and security costs also go up with drop in economy.

# MSR and BRI

- As part of the 21st Maritime Silk Route, the Port Klang and Malacca Port in the Straits of Malacca has been selected as key locations to enhance Malaysia-Sino maritime trade.
- Other ports in SE Asia also on the MSR map of China an ambitious plan for connectivity and market access.
- There are also long term strategic objectives as China is increasing its profile as a major player.
- The MSR investments will also bring in new security challenges to protect investments ala CPoKEC

# Challenges in the Region .

- The Malaysian Maritime Enforcement Agency (Malaysian Coast Guard) the Malaysian Marine Police and the Navy are playing a coordinating role in ensuring the safety of the Straits.
- Key focus is on the increasing cases of diesel piracy in the Straits of Melaka. Malaysia has over 6000 km of coastline to secure.
- Enforcement agencies are burdened with their duties of managing the encroachment of illegal fishing boats from Indonesia/Thailand/Vietnam/Cambodia and Myanmar.(IUU)
- This phenomenon can distract all the above Malaysian Agencies to fulfil their role in combating maritime piracy.

# Impact on Tourism

- **Tourism** : SE Asia has abundant of pristine Islands suitable for Eco-Tourism and holds special appeal for westerners
- Tourists from the United Kingdom/Australia/N.Z./United States/Canada) have continuously been warned by their respective Governments.
- All Governments take special interest in the developments in the region due to threat to their citizens. Advisories are issued in areas frequented by tourists.

# Radicalisation of youth

- Finally, it is also imperative to have plans in identifying political entrepreneurs responsible for spreading any false and violent political ideology. In specific, those who are the supporters of Abu Sayyaf and ISIS.
- In Malaysia, Special Branch enrolls such individuals into rehab camps for an intense advocacy program. This includes specific religious lectures to guide them back to a less violent path.

# Risk Mitigation

- Re-allocate resources to improve its ability to protect its waters and international shipping companies using the Straits.
- These upgrades include new boats, weapons, training, surveillance technology and the costs associated with creating new policies and treaties to fight against piracy.
- Malaysia has spent more than RM200 million or USD 48.7 million to maintain and upgrade various navigational aids in the Straits over the years. In essence though, one should understand, the issue of upgrading Military or security assets for a small and a pacifist country like Malaysia – is not easy.
- Given the GDP per capita of 12109.50 US dollars in 2018 and the current recession that Malaysia is facing – increasing expenditure on military and security assets needed to be done

# CT Initiatives in the Region.

- **South East Asian countries which have the strongest interest to combat maritime piracy in the region** For the record, the four MIST countries have been working hard to ensure the safety of the SOMS
- **Malacca Straits Coordinated Patrol i.e. Malaysia, Singapore and Indonesia (MALSINDO initiated since 2004 to repel piracy.**
- **Supplemented by the “Eye in the Sky” (EiS) mechanism, which is one of the most hi-tech aviation-based patrol systems in the sector.**

# More Regional Initiatives Needed

- **The Malacca Strait Patrols Information System (MSPIS) initiated in 2008. Ever since naval personnel from Indonesia, Malaysia, and Singapore begin to conduct joint patrols under MSPIS, Thailand has also begun taking part in air patrols with these countries.**
- **Regional organisations to work together- UNODC, ReCAAP, PRC, RSO, IFC, DFC**
- **Information sharing and protocols**

# Additional Measures

- **The increase in security funding in the sector:** Since the incursion of Sulu Militants in 2013 compounded with the ever increasing KFOR operations by Abu Sayyaf group, the Federal Government initiated security measures in the region.
- East Coast of Sabah designated as Special Security Zone. This zone is located within the sea borders of East Malaysia and the Philippines.
- Purchase of various military assets involving the AESA Spexer 2000 radar equipped with Automatic Identification System (AIS), Electro-Optical (EO) and 'bandwidth management' equipment.

# Additional Measures contd..

- Agusta A 109 LOH equipped with M134D Gatling Gun. These assets are meant to be deployed/utilised within the shortest time frame if incursion occurs both within the waters of the Special Security Zone.
- In total as reported by the Malaysian Parliament, the amount spent for the ESSCOM in the Malaysian 2018 budget is RM 250 million or USD 60.9 million.

# Way Ahead for the Region

- **Maritime Piracy**
- For maritime piracy – Need for greater coordination between the different states that share the waters in the Straits.
- Littoral states should introduce the use of sophisticated apparatuses such as sea drones and advance satellites to improve data gathering
- Cost-sharing and Coordination amongst stake holders – the burden of paying will be distributed. Secondly the chances of purchasing sophisticated apparatuses will be higher.
- Need for burden-sharing among ASEAN countries that are close to the Straits of Malacca. Hence greater co-operation among littoral states should exist to achieve a greater success rate against maritime piracy.

# Way Ahead ..contd

- Maritime CT initiatives through embedding human intelligence into the various hotspots in East Malaysia (where Maritime Terrorism is rampant).
- Intelligence gathering is an age-old method, Needs embedded approach, where civilian intelligence operators are situated into local institutions such as rural school, rural mosques and other potential institutions where terrorism finds it easy to permeate.
- Apart from this method, advocacy effort should also be emphasised by religious institutions, especially by key respected religious leaders. Topics should be on the middle path, pertinently on the need to disengage from any criminal vices that affect the lives of others. Third, using Friday prayer sermons to preach for moderation in Mosques surrounding hotspot areas in East Malaysia should be practised on a more regular basis.

A satellite-style map of the Pacific Ocean region, showing the western coast of North America, the Hawaiian Islands, and the western coast of South America. The text "Thank You" is overlaid in a large, white, serif font across the center of the image. A small red pin is visible on the western coast of North America, near the state of California. The map shows the blue of the ocean and the green of the landmasses, with various geographical features and labels visible.

Thank You