

Part 1

South East Asia Piracy

Who, Where, How?



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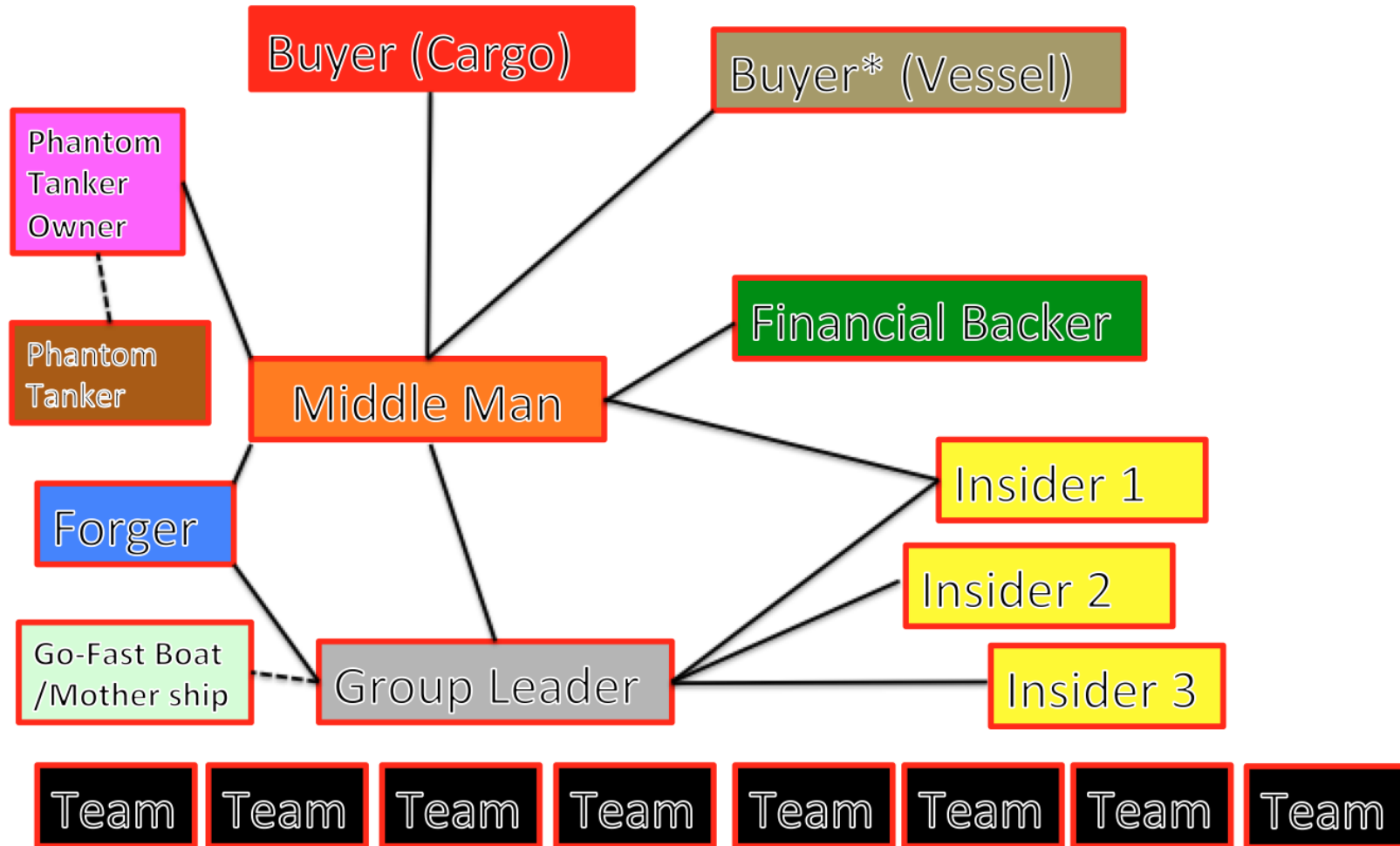


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Example of an active West Kalimantan-Based Network



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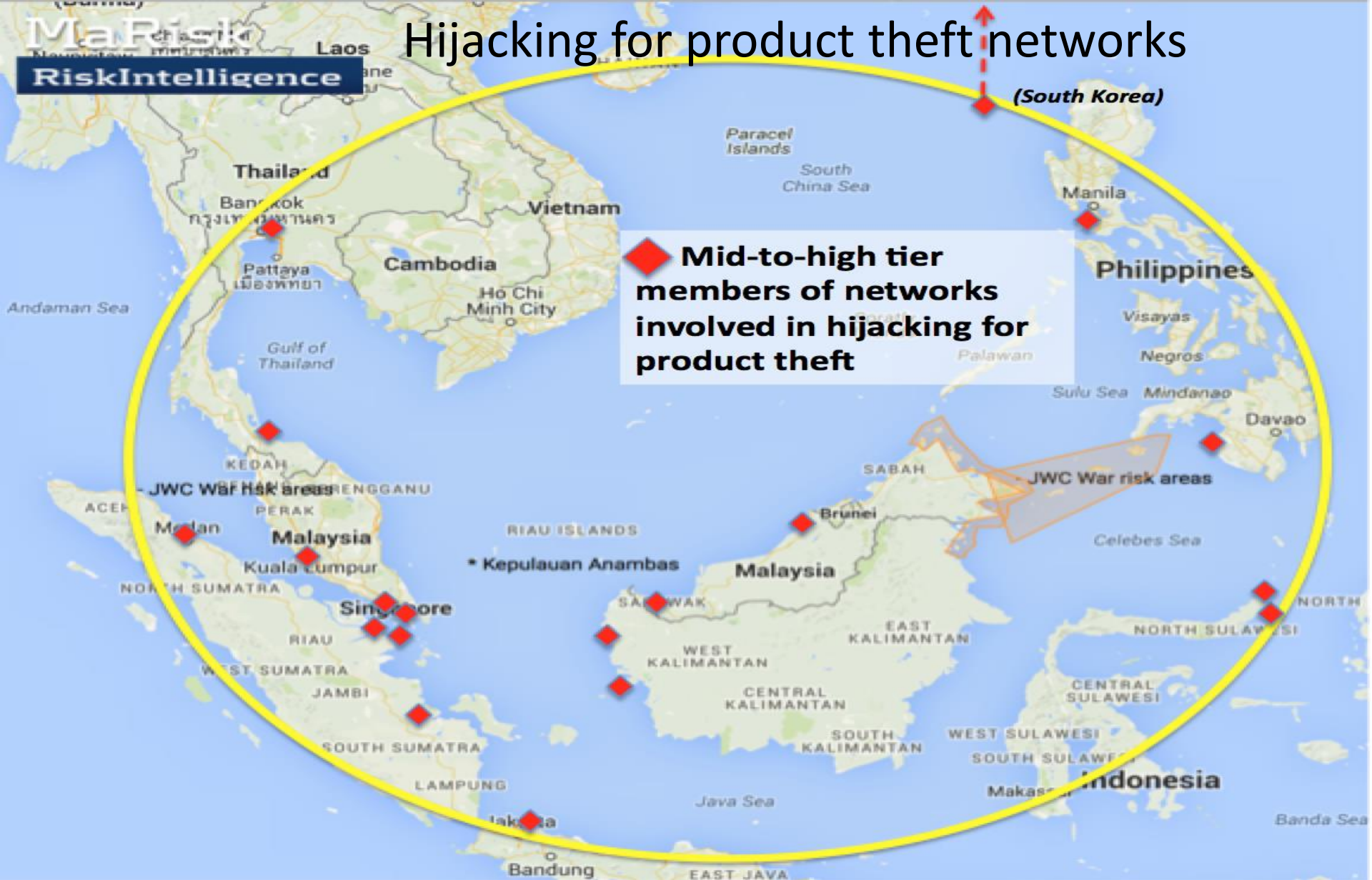
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Hijacking for product theft networks



◆ Mid-to-high tier members of networks involved in hijacking for product theft



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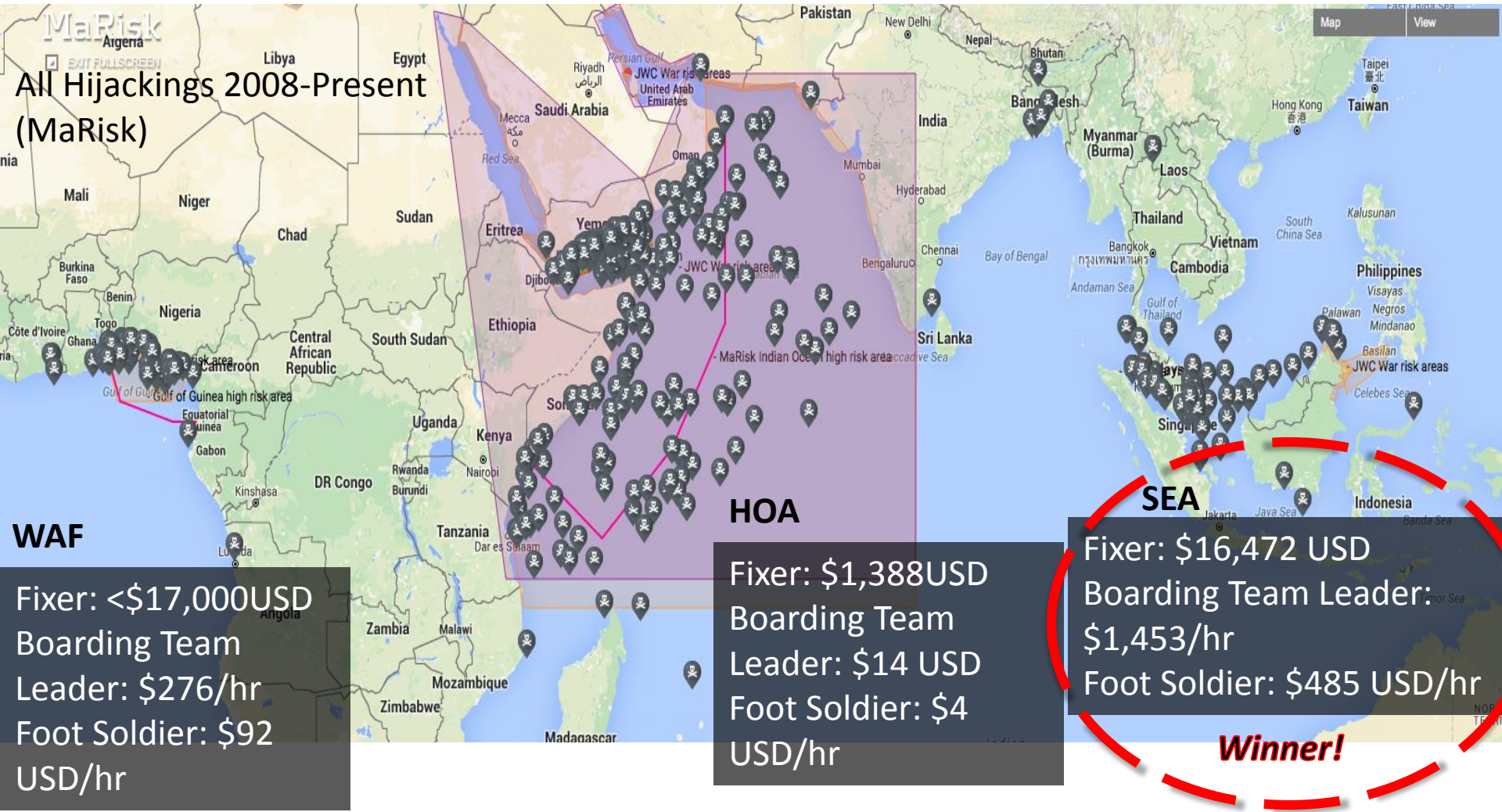
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Hijacking for product theft networks



What are your hourly earnings during a hijacking operation?



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Maritime Security Challenges

Key Questions:

- What are the main challenges to maritime security?
- Which stakeholder(s) are affected?
- What/who are the main drivers/root causes behind these threats?
- How could this threat evolve if not addressed?

Opportunities & Challenges: SE Asia

Opportunities/Challenge	Specific Action to Address/Mitigate		
Lack of response. (to much focus on reports)	Indonesian Navy, corruption / in-action. Put pressure on top level government from numerous angles. IMO, BIMCO, ICS, JWC etc. Focus on land as a big picture		
Categorization on reporting is inconsistent and designated agency is unclear	Use an appropriate forum to coordinate and share intelligence. Include INTERPOL & private sector.		
Focus on International crime (treat towards seafarers)	Get top level organizations onboard. IMO-ILO Chapter 11.3 ? under SOLAS (ISPS under SOLAS in 2001)		
JWC	Methodology transparent. Crime/Piracy/War ?		



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Session 2

Opportunities.

The Insurance perspective Armed Guards perspective



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South East Asia piracy

Insurance. Joint War Committee. (JWC)

JWC Hull War, Piracy, Terrorism and Related Perils Listed Areas (12th June 2013)
Indonesia / Malaysia / Philippines
Borneo, but only the north east coast between the ports of Kudat and Tarakan inclusive
The port of Jakarta
Sulu Archipelago including Jolo, as defined overleaf

Sulu Archipelago

The area enclosed between:

- on the western side, a straight line between Tanjung Bidadari ($5^{\circ}49'6N$, $118^{\circ}21'0E$) to position $3^{\circ}32'0N$, $118^{\circ}57'0E$
- on the south eastern side, a straight line from there to position $5^{\circ}50'0N$, $122^{\circ}31'0E$, and thence northwards to position $7^{\circ}06'6N$, $122^{\circ}31'0E$
- on the northern side, a straight line from there to Batorampon Point Light ($7^{\circ}06'6N$, $121^{\circ}53'8E$)
- and on the north western side, a straight line from there back to Tanjung Bidadari.



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War Risk Rationale?

Between 2014-2015 (Present) there have been 31 reported Hijackings for Product theft



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War Risk Rationale?

*In 2014, there were 89 incidents in the Singapore Strait. Thus far in 2015, there have been 104. **(Total 193)***



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War Insurance

- When Malacca strait hijacks were an issue in 2000-2004, JWC seriously considered introducing the strait as a «listed area» in 2004, as attacks had increased continuously.
- This got attention from World market.



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US Naval War College review 2009

PIRACY AND ARMED ROBBERY IN THE MALACCA STRAIT A Problem Solved?



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US Admiral Fargo

The concerns of Malaysia and Indonesia were heightened when the commander of the U.S. Pacific Command, outlined a proposal in a speech to the U.S. Congress March 2004.

“we’re looking at things like high-speed vessels, putting Special Operations Forces on high-speed vessels to conduct effective interdiction in, once again, these sea lines of communication where terrorists are known to move about.”



In response to the suggestion by the Admiral , the Malaysian prime minister, remarked,
“I think we can look after our own area.”



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MALSINDO

- MALSINDO was launched in July 2004 and involved the navies of Malaysia, Indonesia, and Singapore patrolling in a coordinated fashion
- No immediate reduction in the number of pirate attacks taking place in the Malacca strait.



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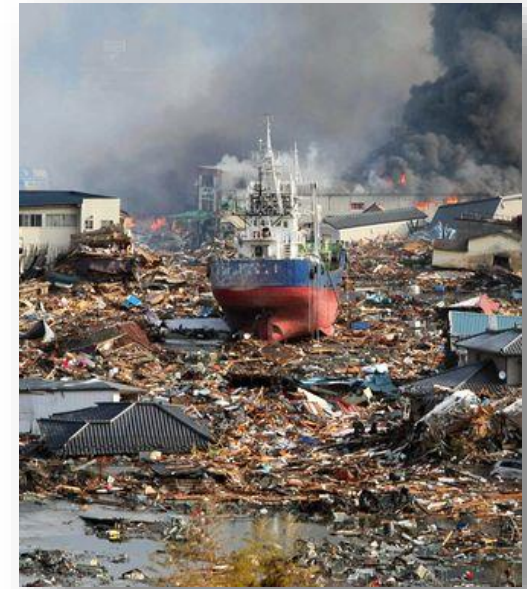
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Tsunami 2004

- Five months after the introduction of MALSINDO, an earthquake occurred that triggered a series of devastating tsunamis.
- The areas worst hit were in Indonesia, particularly in Aceh, on the northern tip of Sumatra, an area in which many pirates were believed to be based.



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Peace deal 2005

- Before the tsunami, twenty-six-year conflict between the Free Aceh Movement and the Indonesian authorities.
- 'Around 35 0000 Indonesian troops and 14,700 police had been stationed
- Following the tsunami both parties were brought to the negotiating table and paved the way for a peace deal in August 2005.



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Forecast in 2009

- The continued decline in the number of pirate attacks in the waterway post 2005 is a testimony to their collective success, but one should be aware of that success has been more in terms of improving security awareness on the part of the shippers and in deterring perpetrators.
- If piracy is to be completely eradicated in the waterway—countermeasures need to become more targeted.
- In particular, land bases and networks of pirates need to be disrupted; without these, the pirates cannot launch effective attacks on the water.



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Executive Director's Message

**Regarding the Piracy and Armed Robbery
Situation in Asia including its coverage by
some recent Media Reports**

“I urge relevant qualified stakeholders to jointly work towards producing guidelines to address the clear and present challenge we currently face in the form of the frequency of siphoning incidents.”



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Armed guards perspective

- Is PMSC- WDT the solution ?



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Strait Times (SGP) 2005 *Institute of South-east Asian Studies.*

A case for armed guards on ships

Posted in [Other](#) | 01-Jun-05 | Author: [Graham Gerard Ong](#) | Source: *Straits Times (Singapore)*

FOR several maritime piracy watchdogs, the worst of their fears has materialised: Increased incidences of piracy has forced some commercial shipping companies to use armed guards or escorts for their vessels, especially those plying the waters of the strategic Malacca Strait. For littoral states such as Malaysia, the concern is that some of these armed guards or escorts are supplied by private companies.

Following news about maritime armed escorts, the United Nations' International Maritime Organisation (IMO) and several Malaysian officials have expressed reservations - for different reasons - about weapon-wielding guards on board commercial vessels - with armour-plated speed boats strapped alongside the assigned ships in some cases.



IMO: The use of armed escorts - on board a vessel an aggressive move that can instigate an 'arms race', compelling pirates to counter this by employing heavier weapons. Second, an on-board shoot-out between the ship's defenders and pirates may risk incurring high casualties among the ship's crew...



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Opportunities

Key Questions:

- How can governments and industry address the maritime security challenges, either alone or working together?
- What specific actions can be taken, and by whom?
- What level of commitment/contribution is needed to address these challenges?



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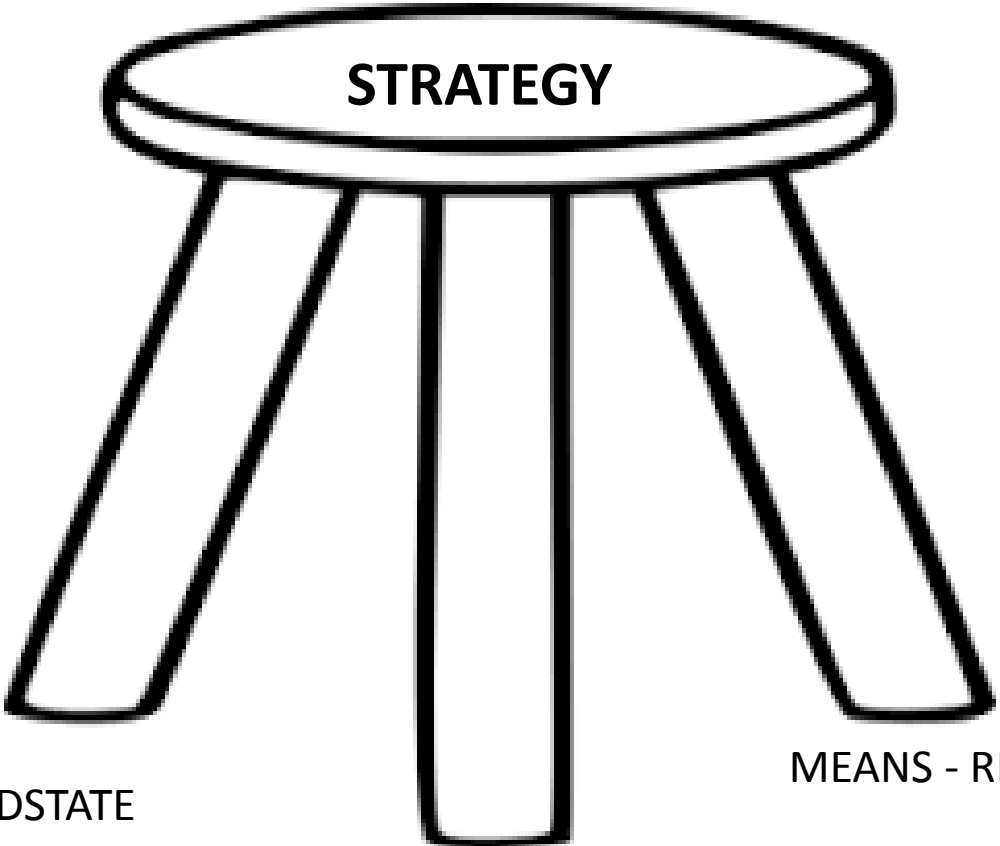
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STRATEGY

ENDSTATE

WAYS- METHODS

MEANS - RESOURCES

SE Asia

Concluding Points

- Promote consistent and shared reporting categories on a global level.
- Focus on the human cost (threat to seafarers) to seek high-level support to SOLAS requirements.
- Encourage transparency about designation of Listed Areas/High Risk Areas.