Maritime Security Challenges 2018

MARITIME TRANS-BORDER CRIME IN SOUTH EAST ASIA
INTRODUCTION

THE IN BETWEEN PACIFIC AND THE INDIAN OCEAN

- MAJOR SEA ROUTES CONNECTING THE MIDDLE EAST, AFRICA, AND EAST ASIA WITH EUROPE AND THE AMERICAS

- NEARLY 100,000 SHIPS THAT TRANSIT AT INDIAN OCEAN ANNUALLY AND MORE THAN 70,000 SHIPS PASS THROUGH MALACCA STRAITS EVERY YEAR

- NEARLY 40% OF THE WORLD’S OFFSHORE PETROLEUM IS PRODUCED IN THE INDIAN OCEAN

- 32.2 MILLIONS OF BARRELS OF CRUDE OIL AND PETROLEUM ARE TRANSPORTED PER DAY—MORE THAN 50 PERCENT OF THE WORLD’S MARITIME OIL TRADE
STRATEGIC SEA LINES OF COMMUNICATIONS (SLOC)
SCOPE

- MARITIME ENVIRONMENT IN S.E.A.
- REGIONAL COOPERATION
- WHAT IS NEEDED
MARITIME ENVIRONMENT IN S.E.A.
EXISTING AND EMERGING THREATS

- PIRACY, SEA ROBBERY AND KFR
- ILLEGAL IMMIGRATION
- NARCOTICS TRAFFICKING
- ILLEGAL OIL BUNKERING AND SMUGGLING (MARINE FUEL AND CPO)
- HUMAN TRAFFICKING AND SMUGGLING
- ENVIRONMENTAL DEGRADATION (EG TOXIC WASTE DUMPING AT SEA)
- FISHING VIOLATION
- ARMS TRAFFICKING
- MARITIME ACCIDENTS (SAR)
- MOVEMENT OF WEAPONS OF MASS DESTRUCTION (WMD)
Illegal Cross Border Movements

- People: Traffickers/Trafficked/Migrants; KFR
- Drug
- Wildlife
- Contraband
- Subsidised goods
- Hijacked Vessels/Vehicles
- Timber/Sand
- Fuel (bunkering)
- Weapons (including WMD)
- Detonators for fish bombing
POSSIBLE SYNDICATE NETWORK
SHIPS HIJACKING/SEA ROBBERY

MASTER MIND/SHIP OPERATOR
1. .......... (Sg)
2. .......... (Sg)
3. .......... (Idn)
4. .......... (Mas)
5. .......... (Mas)
6. .......... (Mas)

ROBBER GANG (Idn)
1. Batam
2. Bugis
3. Makasar
4. Authorities Personnel

INSIDER/INFORMER
1. Staff of Shipping agent/operator Company;
2. Staff Terminal Worker (i.e.: PEC Co at Tuas);
3. Port Authority Staffs, and etc.

BUYER
1. .............. (Sg)
2. .............. (Sg)
3. .............. (Idn)

Target Ship
1. Ship Loading Cargoes at Port (Johor Port, Sg Udang);
2. Ship Loading Cargoes at Singapore Terminals;
3. Ship Loading Cargoes via STS (Port Limit or Off Port Limit);
MARITIME ENVIRONMENT: SEA ROBBERY

2 TYPES OF CASES:
- OPPORTUNITY BASIS
- SYNDICATED CRIME

SYNDICATED CRIME (PIRACY / SEA ROBBERY):

TARGET:
- BUNKER BARGE (MINI TANKER)
- TYPE OF CARGO (MGO)
- WRONG TARGET INCIDENT:
  a. BITUMEN - MT VP ASPHALT II
  b. RON 95 - MT ORKIM HARMONY
  c. MFO - MT SUN BIR
The Nature of Maritime Crime

• Crime is hatched on land, uses the sea as a conduit and the fruits of crime is enjoyed on land

• Crime is a business and lives as a shadow economy alongside legitimate economy. Both depend on market forces

• Most crimes have a logistics chain. They fuel the crime
REGIONAL COOPERATION
**STRATEGIC, OPERATIONAL AND TACTICAL LEVEL COOPERATION**

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<tr>
<th>INDONESIA</th>
<th>THAILAND</th>
<th>VIETNAM</th>
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<tr>
<td>i. BADAN KEAMANAN LAUT REPUBLIK INDONESIA (BAKAMLA)</td>
<td>i. ROYAL THAILAND NAVY (RTN)</td>
<td>i. VIETNAMESE COAST GUARD (VCG)</td>
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<td>ii. TENTERA NASIONAL INDONESIA (TNI)</td>
<td>ii. Thai-MECC</td>
<td>ii. MINISTRY OF PUBLIC SECURITY (MPS)</td>
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<td>iii. POLAIR</td>
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CANADA

i. ROYAL CANADIAN MOUNTED POLICE

UN

i. UNODC

INDIA

i. INDIAN COAST GUARD
MULTI-LATERAL COOPERATION – WORK IN PROGRESS
What is needed

• **Effective Prosecution.** Deploy full range of capabilities to collect enough evidence to stay ahead of crime, decide response quickly and be effective to incriminate perpetrators.

• **Target Supply Chain.** The systematic dismantling of the crime supply chain is a better option than concentrating too much on the statistics of arrests.

• **Outreach.** Security should not be confined to government agencies. “Deputising Security”

• **Industry participation.** The nexus between industry and security needs to be addressed in economic terms. Safeguard vs Protection

• **Regional Cooperation to be enhanced.** Beside capacity building and information sharing, cooperation should include an effective structure of Regional MDA/SPOC, joint operations and investigations as well as mutual agreement on legal matters.
THANK YOU