



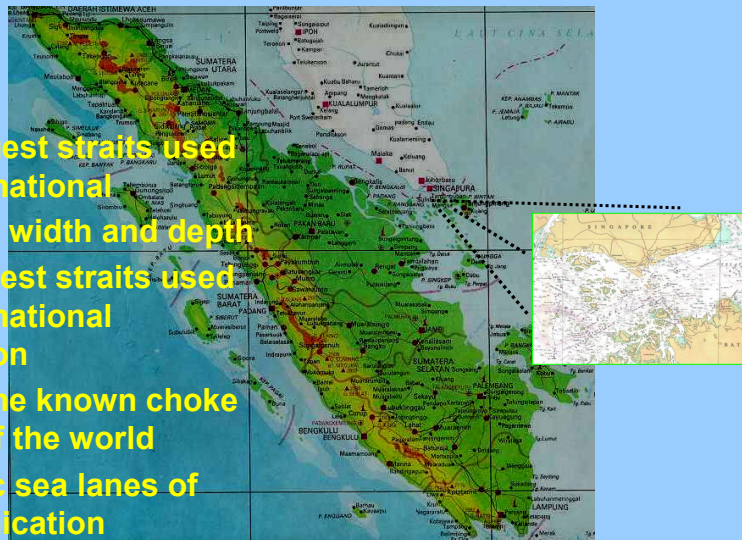
Threats to Maritime Security and Responses Thereto: A Focus on Armed Robbery against Ships at Sea in the Straits of Malacca and Singapore: The Indonesian Experience

ARIF HAVAS OEGROSENO

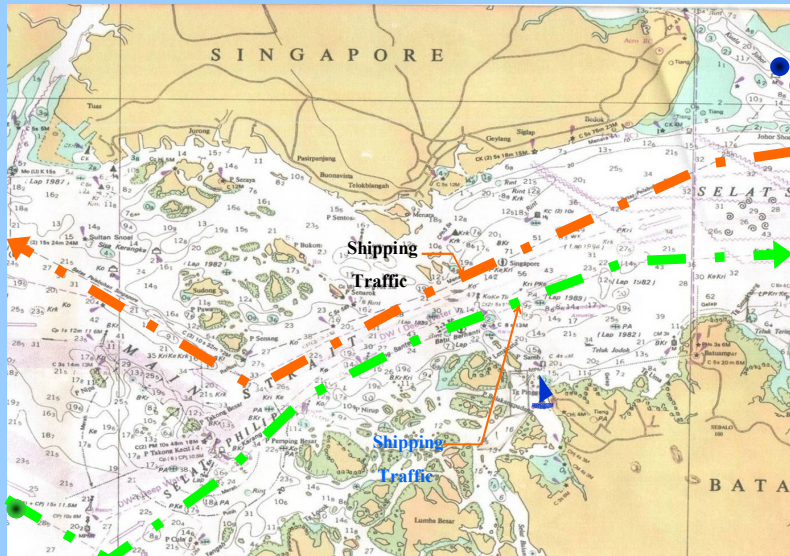
DIRECTOR FOR POLITICAL, SECURITY AND TERRITORIAL TREATISE
DEPARTMENT OF FOREIGN AFFAIRS
REPUBLIC OF INDONESIA

The Straits of Malacca and Singapore

- The longest straits used for international navigation
- Different width and depth
- The busiest straits used for international navigation
- One of the known choke points of the world
- Strategic sea lanes of communication



The Traffic Separation Scheme in the Straits of Malacca and Singapore



CHALLENGES OF THE STRAITS

- Safety of Navigation
- Environmental Protection
- Maritime Security
- Strategic Interests



THE RESPONSE OF STRAITS LITTORAL STATES

Ministerial Meeting of the Straits in 16 November 1971

- Safety of navigation → the responsibility of Indonesia, Malaysia and Singapore
- Tripartite cooperation → required
- A body for cooperation to coordinate the maintenance of safety of navigation → to be established
 - The composition of such body → **ONLY COASTAL STATES**



INSTITUTIONAL FRAMEWORKS IN THE MANAGEMENT OF THE STRAITS

Tripartite Ministerial Meeting



Tripartite Senior Official Meeting



Tripartite Technical Expert Group



KEY POLICY LEVEL MEETINGS POST 1971

- **Ministerial Meeting of 24 February 1977**
 - Reiteration 1971 Agreement
 - Safety of Navigation Agreement
 - Anti-Pollution Measures
- **Ministerial Meeting of 5 August 2005**
 - Reiteration of the importance of existing institutional frameworks
 - Reiteration of the responsibility of littoral states in the safety of navigation, environmental protection and maritime security of the Straits
 - The littoral states institutional frameworks are the **ONLY MECHANISMS** to manage the Straits

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KEY POLICY LEVEL MEETINGS POST 1971

- **Littoral States Initiative on International Conference**
 - Jakarta Meeting, 7- 8 September 2005
 - Kuala Lumpur Meeting, 18 – 20 September 2006
 - Singapore Meeting, 2- 4 September 2007
- **The establishment of Cooperative Mechanism**
 - Between Littoral States and User States as well as other stakeholders
 - The scope → safety of navigation and environmental protection
 - Three components
 - Cooperation Forum for Open Dialogue
 - Project Coordination Committee to implement cooperation with sponsoring funds
 - Aids to Navigation Fund to receive direct contribution

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KEY POLICY LEVEL MEETINGS POST 1971

- **Follow Up Meeting of Cooperative Mechanism**
 - **Cooperation Forum for Open Dialogue**
 - Held in Kuala Lumpur, Malaysia 27 – 28 May 2008
 - **Project Coordination Committee to implement cooperation with sponsoring funds**
 - Held in Kuala Lumpur, Malaysia 29 May 2008
 - **Aids to Navigation Fund to receive direct contribution**
 - Held in Penang, Malaysia 16-17 April 2008

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KEY POLICY LEVEL MEETINGS POST 1971

- **Follow Up Meeting of Cooperative Mechanism**

Aids to Navigation Fund to receive direct contribution

Major Contributors: China, Japan, Greece, Republic of Korea, Saudi Arabia, United Arab Emirates, Nippon Foundation and Middle East Navigation Aids Services

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Maritime Security

- Threats to Maritime Security
 - Non-Selective Approach
 - Armed robbery against ships, smuggling of goods, people, and weapons, and illegal fishing

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The Legal Regime of the Straits of Malacca and Singapore

- Territorial Waters
- Contiguous Zones
- EEZ and Continental Shelf
- No area void of sovereignty/sovereign rights → non application of high seas regime



Maritime Security

- **Indonesian Policy and Measures**
 - **Unilateral**
 - **Bilateral / Trilateral**
- **Unilateral**
 - **The establishment of Naval Command Control for Armed Robbery Against Ship**
 - **Increased Air and Sea Patrols**
 - **Intelligence Operations**
 - **Anti-smuggling Operations**
 - **In-Land Political and Security Measures**
 - **Integrated Maritime Surveillance System**
 - **Assisted by the US**
 - **Japan indicated willingness**
 - **China will assist under Bilateral Maritime Cooperation within the Strategic Partnership Framework**

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Maritime Security

- **Bilateral / Trilateral**
 - **Indonesia-Malaysia Coordinated Patrols**
 - **Indonesia-Singapore Coordinated Patrols**
 - **Indonesia-Malaysia-Singapore Coordinated Patrols**

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Conclusion

- The responsibility of the management of the Straits is with the littoral States → Indonesia, Malaysia, Singapore
- The Tripartite Meetings are the only framework for the management of the Straits
- The Cooperative Mechanism is the ONLY mechanism for user States and other stakeholders in strengthening the safety of navigation and environmental protection
- Specific maritime security measures → only on bilateral basis among littoral states and between individual littoral state with other interested states → no internationalization on the maritime security in the Straits

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