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

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Tripartite Senior Official Meeting

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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

### 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
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

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
Maritime Security

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

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

Maritime Security

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