

**CHAPTER IV**  
**THE IMPLEMENTATION OF THREE PILLARS OF RECAAP IN**  
**SOUTHEAST ASIA**

As the first regional cooperation for fighting against piracy and armed robbery in Southeast Asia, ReCAAP has been noted to be effective. ReCAAP has contributed through information sharing system, capacity building, and cooperative arrangement with other organizations with the same concern. Through the exchange of information among the contracting parties, issues such as incident report have become easier to be processed. The capacity building activities, at the same time, have also helped in reducing piracy and armed robbery by enhancing the capabilities of the actors related to the issue, including government agencies, maritime industries and seafarers. Lastly, cooperative arrangement which the ReCAAP ISC has built with other organizations and institutions has elevated the level of effectiveness in reducing piracy and armed robbery.

**A. Information Sharing System**

As one of the pillars in the ReCAAP agreement, the information sharing system includes information exchange of piracy and armed robbery incidents, as well as research and analysis for further improvement. The information exchange is through secured web based network where all the contracting parties are encouraged to cooperate and share.

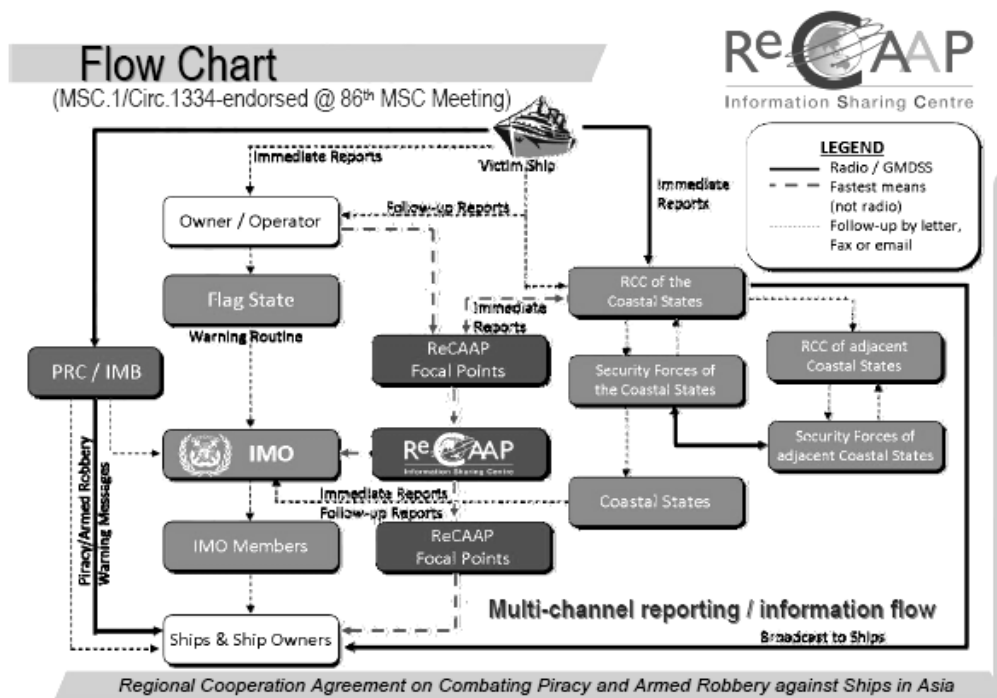


Figure 4.1 Multi –Channel Reporting/ Information Flow

Source: Yoshihisa Endo<sup>1</sup>

The figure above shows the flow of information regarding a piracy and armed robbery attack. The attacked ship immediately reports to the operator or the ship owner which then will be passed to the nearest ReCAAP focal points. The focal points then report to the ReCAAP ISC which will automatically broadcast to all of the other focal points. The focal points also immediately report the incident to the Rescue Coordination Center (RCC) of the nearest coastal state for further law

<sup>1</sup>Endo, Yoshihisa. “Enhancing Regional Cooperation: The Asia Initiative”.11th Asia Pacific Heads of Maritime Agency’s Forum. June 2010. Retrieved from the ReCAAP official website [www.recaap.org/](http://www.recaap.org/)

enforcement acts. It is through the RCC and focal points where the information spread throughout different stakeholders.<sup>2</sup>

### **1. ReCAAP Focal Points in Southeast Asia**

On article 9 of the ReCAAP agreement, each contracting party is obliged to develop a focal point to communicate with the ISC or the “center”. The information exchange in ReCAAP ISC is through the interactions among the ISC and the focal points from each of the contracting parties. The focal point could be placed on any of maritime enforcement of the state to minimize expenditure. The focal points are assigned to monitor piracy and armed robbery incidents on their territorial waters and jurisdiction. The focal point has a role as the point of information exchange among the ReCAAP focal points and the ISC. It also manages the surveillance and enforcement from piracy and armed robbery with the neighboring focal points.<sup>3</sup>

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*Multinational Experiment 7*. “Framework for Regional Analysis Maritime Security Regimes (MSR) Draft”. WISE: Multinational Capability Development Campaign 2013-14 – Norway. Retrieved from <http://mne.oslo.mil.no:8080/Multinatio/MNE7produkt/RegionalMa2>.p.10.

<sup>3</sup> Endo, Yoshihisa. “ReCAAP’s Successful Model for Regional Cooperation: Combating Piracy in Asia”. UEA Counter-Piracy Conference 2014. Retrieved from <http://counterpiracy.ae/upload/2014-Briefing/Yoshihisa%20Endo-Briefing%20Paper-Final-English%20Website.pdf> on 3 January 2015.

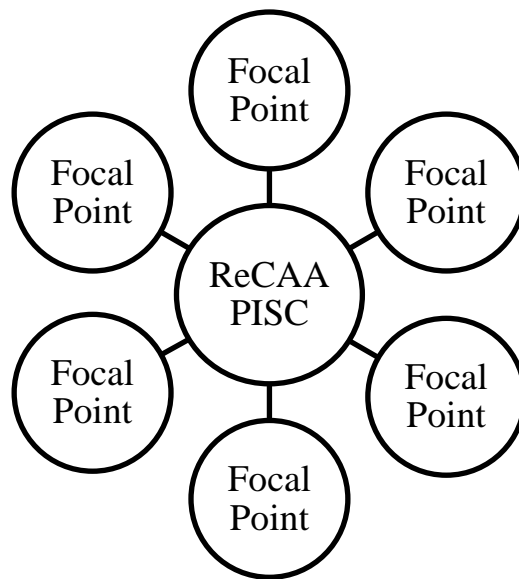


Figure 4.2 ReCAAP ISC Network System

*Source: Yoshihisa Endo<sup>4</sup>*

The focal points receive and share incidents information through secured web based Information Network (IFN) System, including firewall, SS VPN, scanners, WebServer, database and file server, and application server.<sup>5</sup> On the figure above, the ISC acts as the center where after information is received from one focal point to the center, it will also be broadcasted to all of the other focal points. As focal points could be placed on any of the enforcement agency of the state, the figure in the next page shows the various focal points of the Southeast Asian contracting parties.

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<sup>4</sup> Ibid

<sup>5</sup> ReCAAP ISC. “Report by the ReCAAP Information Sharing Center for the Ninth Meeting of the United Nations Open-ended Informal Consultative Process on Oceans and the Law of the Sea”. Retrieved from the ReCAAP Official Website [www.recaap.org/](http://www.recaap.org/) on 3 January 2015.

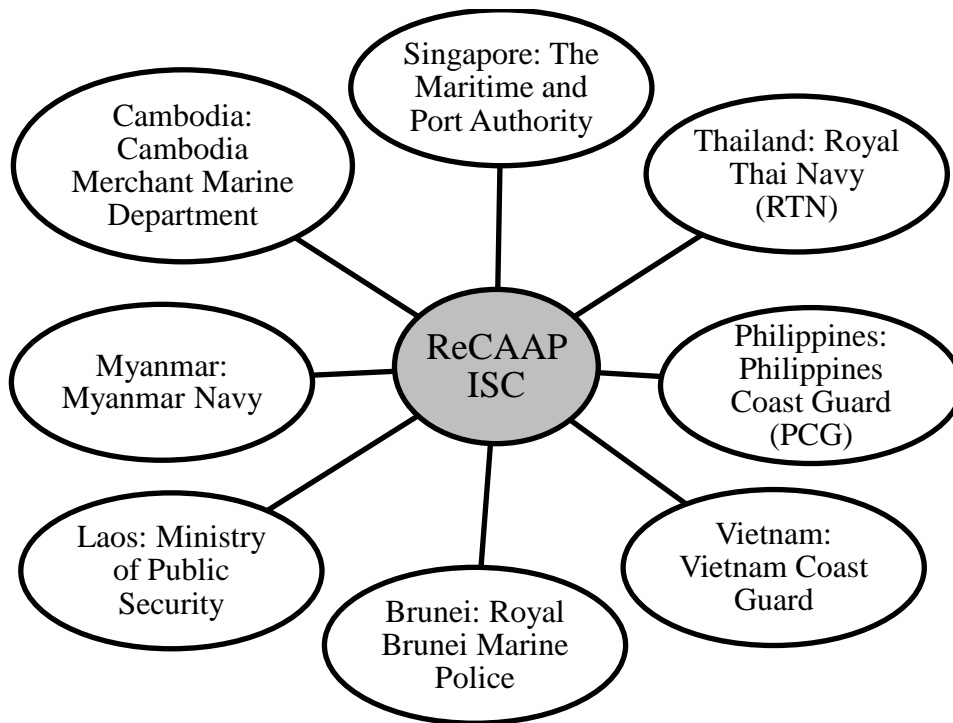


Figure 4.3 Focal Points of 8 ReCAAP Southeast Asian contracting Parties

*Source: ReCAAP Official Website<sup>6</sup>*

In Southeast Asia, the focal points of the contracting parties varies from coast guards, navy, marine police, other governmental marine and maritime industry agencies such as Ministry of Public Security in Laos, Merchant Marine Department in Cambodia, and the Maritime and Port Authority in Singapore. Philippines and Vietnam chose their coast guards as the focal point, while Thailand used the Royal Thai Navy (RTN) and Brunei, the Royal Brunei Marine Police.

<sup>6</sup>ReCAAPISC.Useful Links.Retrieved from <http://www.recaap.org/UsefulLinks.aspx> on 5 January 2015.

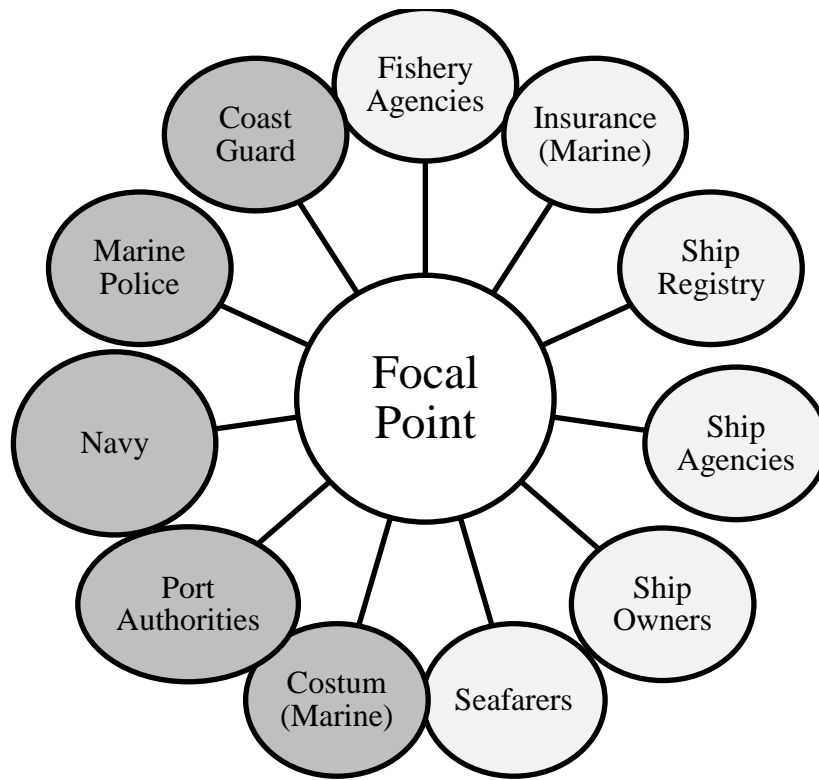


Figure 4.4 The Concept of the Focal Points

*Source: Yoshihisa Endo<sup>7</sup>*

Aside of being the main contact between the contracting parties and the ISC, the focal point also has another important role. The focal point integrates the maritime law enforcement along with maritime industry. This is done by interacting with agencies of both law enforcement and maritime industry. From the figure above, it is shown that the focal point may share information with the coast guard, marine police, navy, port authorities and costum on the law enforcement. In maritime industry side, the focal point could also share information with fishery agencies,

<sup>7</sup> Endo, Yoshihisa. “Enhancing Regional Cooperation: The Asia Initiative”.11th Asia Pacific Heads of Maritime Agency’s Forum. June 2010. Retrieved from the ReCAAP official website [www.recaap.org/](http://www.recaap.org/)

marine insurance, ship registry, ship agencies, ship owners, and seafarers. This system of communication is essential to maintain balanced information sharing within all the stakeholders to be on the same page regarding piracy and armed robbery issue.

Good information exchange between not only the ReCAAP ISC and the focal points but also among governmental agencies, maritime industry and seafarers have been very important in fighting against piracy and armed robbery in the region. Coordination and cooperation between all the related actors are essential, particularly in locating the hijacked vessels and capturing the pirates and robbers. One of the incidents which involve the coordination is the case of the missing Tug Boat ASTA which was scheduled to tow the Barge CALLISTA from Singapore to Cambodia in February 2015.

On 7 February 2010, the ship agent reported to the ReCAAP ISC regarding missing of communication and deviation of the planned route by the tug boat. Suspected to be hijacked by pirates, the ISC alerted maritime authorities in the region as well as the focal points about the incident. Upon responding to the alert, five ships were reported to have seen the barge CALLISTA from 10 to 14 February 2010. The barge was separated from the tug boat. On 17 February, the barge CALLISTA was found off Pulau Tioman while 11 crews of the tug boat ASTA were rescued by the Royal Malaysian Navy (RMN) near Adraiser Reef. The crews were abandoned from the tug boat into life raft, while the tug boat itself and the Chief Engineer remained missing. Regarding the new discoveries, on 18 February the ReCAAP ISC issued a

new report about the missing tug boat ASTA and the Chief Engineer, and that there were eight armed pirates involved.

The tug boat ASTA was found on 25 February by the Philippines focal point, which is the Philippine Coast Guard (PCG). The PCG spotted the tug boat which has been renamed “ROXY-I” in the area of Dinagat Island, Surigao City, Philippines. This is due to the fact that ROXY-I has the same IMO number as ASTA. The PCG released a patrol craft to the spotted area to detain the tug boat as well as seven pirates and the missing Chief Engineer for further investigation.<sup>8</sup>

The successful captures of the attacked vessels and the pirates are all due to the cooperation and vast information exchange which the ReCAAP ISC had with the focal points, ship agencies, governmental maritime enforcements and the Information Fusion Center – Maritime Security Task Force (IFC – MSTF). The good information sharing system has also resulted in the reduction of successful attempts. On the Nautical Forum 5/14<sup>9</sup>, the ReCAAP ISC reported that throughout the years from 2009 to 2013, the trend of piracy and armed robbery incidents have become less severe. The types of most incidents occurred in the four year period are less significant. Although there has been increase in petty theft type of incidents, CAT 1 and CAT 2 incidents are lessening while the CAT 3 remains constant. The ReCAAP ISC pointed that due to the raise of awareness and greater information exchange

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<sup>8</sup>ReCAAPISC.“Incident Update – ASTA Found (25 Feb 10)”. February 2010. Retrieved from [www.recaap.org](http://www.recaap.org) on 23 February 2015.

<sup>9</sup>ReCAAP ISC Presentation.“Nautical Forum 5/14; Situation on Piracy and Armed Robbery Against Ships in Asia for 2013”. 14 January 2014. Retrieved from [www.recaap.org](http://www.recaap.org)



between the ship owners/masters with the focal points and coastal states, the situation at sea is getting better.

## **2. Operational Linkage with non-signatories**

Indonesia and Malaysia are two Southeast Asian states who have not signed the ReCAAP agreement yet. However, because of the high number of incidents in the territorial waters of the two states, ReCAAP has managed to operate with both Indonesia and Malaysia. The ReCAAP ISC has had operational linkage with some of Indonesia maritime enforcement agencies, including BAKAMLA (Indonesia Maritime Security Coordinating Board), the Indonesian Navy and Indonesian Marine Police. With Malaysia, the ReCAAP ISC has access with Malaysia Maritime Enforcement Agency (MMEA).

The accession has been an improvement for ReCAAP in reducing piracy and armed robbery in the region. On the case of Tug Boat, PU 2007 and Barge PU 3316, the MMEA were active in the search. The ship owner of the Singapore-registered tug boat suspected that the tug boat was hijacked, therefore reported it to the ReCAAP focal point of Singapore in the Singapore's Port Operation and Control Center (POCC) on 20 April 2010. Upon its schedule to tow the barge PU 3316 from Indonesia to Thailand, the tug boat was reported to sail out of the planned route and the Ship Security Alert System (SSAS) of the tug boat was activated at position

approximately 57 nm northeast of Kuantan, Malaysia.<sup>10</sup> The ReCAAP ISC then broadcasted the incident to maritime enforcement agencies and focal points in the region. The MMEA responded to the incident by discharging ships and aircrafts to the area where the tug boat was located. The MMEA was able to spot tug boat and the barge which the tug boat was towing as well as all the seven crews.

On the case of Srikandi 515, an Indonesian tanker which was hijacked in the territorial water of Indonesia on 22 October 2014, ReCAAP and Malaysia had cooperated again. The tanker which brought 3100 tons of palm oil cargo was hijacked by eight pirates who were blindfolded and tied the crews and took over the vessel. The crews were transported to life rafts and left alone on the sea while the pirates stole the vessel with the cargo. The crews were later found by Vietnamese fishermen. They were rescued and brought to Chendering, Malaysia. On responding to the incident, ReCAAP had warned to all regional authorities, including the Indonesian authorities and the Malaysia Maritime Enforcement Agency (MMEA). The Royal Thai Navy (RTN), a ReCAAP focal point of Thailand, also responded to the incident by deploying maritime patrol aircraft. On 24 November 2014, the RTN reported to have identified and located the Srikandi 515. The tanker was found near Narathiwat province of Thailand, and had been renamed to Chong Li 2. The RTN then captured the pirates and seized the vessel.<sup>11</sup> The accession, especially with Malaysia has

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<sup>10</sup>ReCAAPISC.“Incident Update-PU2007 Found (22 Apr 10).” April 2010. Retrieved from [www.recaap.org](http://www.recaap.org)

<sup>11</sup>ReCAAP ISC. “Incident Update; Product Tanker *Srikandi 515*”.Retrieved from ReCAAP Official website [www.recaap.org/](http://www.recaap.org/) on 3 January 2015.

helped in recovering hijacked vessels in Southeast Asia, mainly in the area of the Malacca Strait which had most of the incidents number.

### **3. Piracy and Armed Robbery Research and Analysis**

Another activity of information sharing system is incident research and analysis. The ReCAAP ISC also conducts research and analysis of information regarding piracy and armed robbery incidents which were reported by the focal points and shipowners. The results of the research and analysis are published on monthly, quarterly, half yearly and annual reports of ReCAAP.

Based on the reported incidents, the ReCAAP ISC had classified types of piracy and armed robbery incidents. Classification of incidents is important for improvement of law enforcement for improving further prevention and suppression of piracy and armed robbery attacks. Based on violence and economic factors, the ReCAAP ISC classified the incidents into three categories and petty theft. The violence factors include the types of weapons used, the treatment of the crews by the pirates, and the number of pirates involved in the attack. The economic factor lies on the type of the property taken by the pirates from the attacked vessels.

Table 4.5 Classification of Piracy and Armed Robbery Attacks by ReCAAP ISC

<b>Category</b>	<b>Significance of Incident</b>
CAT 1	Very Significant
CAT 2	Moderately Significant

CAT 3	Less Significant
Petty Theft	Minimum Significant

Source: MihaHribernik<sup>12</sup>

From the table 4.5 above, there are four levels of category, three of which are called Category, or CAT for short. CAT 1 is the highest level which involves the most significant types of weapon, treatment toward the crews and the number of pirates involved. This means that the pirates use highly dangerous weapons such as armed guns and may injure or even kill the crews. On the economic factor, CAT 1 involves expensive cargo. CAT 1 is the most dangerous type, which might include kidnapping, hijacking, death or missing of crews of the attacked ships. The hijack incident of tug boat ASTA is one of the examples of CAT 1 incident, where eight armed pirates attacked the tug boat, abandoned the crews on life raft then took and then renamed the tug boat from ASTA to ROXY-I. An example of CAT 1 incident which involved loss of life is the case of VP Asphalt 2, a Vietnamese cargo ship which was sailing from Singapore to Vietnam on December 2014. Upon the hijack of the vessel which carried 2300 tons of asphalt, one Vietnamese crew was shot to death by the pirates.<sup>13</sup> CAT 1 incidents have been reported to be decreasing since 2012 with

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<sup>12</sup>Hribernik, Miha. "Countering Maritime Piracy and Robbery in Southeast Asia; The Role of the ReCAAP Agreement". *European Institute for Asian Studies*. Retrieved from [http://www.eias.org/sites/default/files/EIAS\\_Briefing\\_Paper\\_2013-2\\_Hribernik.pdf](http://www.eias.org/sites/default/files/EIAS_Briefing_Paper_2013-2_Hribernik.pdf) on 14 December 2014.p. 7.

<sup>13</sup>Viet Nam News."VN Sailor Killed in Ship Hijacking". 9 December 2014. Retrieved from <http://vietnamnews.vn/society/263808/vn-sailor-killed-in-ship-hijacking.html>

only four incidents occurred. This is particularly because of the multilateral counter-piracy efforts in the region,<sup>14</sup> including ReCAAP.

CAT 2 and 3 are moderate and less significant of the same factors. Armed pirates who threaten or assault the crews and take money are categorized as CAT 2. On the other hand, CAT 3 comprises of pirates with knives which are mostly used as the tools to cut and remove goods from the attacked ships.<sup>15</sup> On 23 September 2013, the *Armada Ali*, a Marshall Island-registered tanker was boarded with three robbers armed with knives and metal rods. The crews were able to confront the robbers which led them to escape empty-handed<sup>16</sup>. This incident is categorized as CAT 3 incident. Petty theft, on the other hand is the typical “Asian pirates” who silently board to ships at anchors, with no use of force and steal money or goods of the ships. The pirates are categorized as petty theft if in action they use no weapons or guns and harm none of the crews of the ship.<sup>17</sup>

The ReCAAP ISC distributes reports regarding piracy and armed robbery incidents on monthly, quarterly, half yearly and annual basis. ReCAAP also publishes other important reports such as situation and incident update as well as special reports of particular incidents. The main objective of the reports is to provide details on the

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<sup>14</sup>Hribernik, Miha. “Countering Maritime Piracy and Robbery in Southeast Asia; The Role of the ReCAAP Agreement”. *European Institute for Asian Studies*. Retrieved from [http://www.eias.org/sites/default/files/EIAS\\_Briefing\\_Paper\\_2013-2\\_Hribernik.pdf](http://www.eias.org/sites/default/files/EIAS_Briefing_Paper_2013-2_Hribernik.pdf) on 14 December 2014, p. 7.

<sup>15</sup>Presentation by ReCAAPISC. “Situation Update of Piracy and Armed Robbery Against Ships in Asia; 26 April 2012.” Retrieved from ReCAAP official website [www.recaap.org/](http://www.recaap.org/) on 5 January 2015.

<sup>16</sup>ReCAAPISC. “Incident Alerts; Armada Ali (23 Sep 13)”. 03/13. Retrieved from [www.recaap.org](http://www.recaap.org)

<sup>17</sup>ReCAAP ISC. “Definitions & Methodology in Classifying Incidents.” Retrieved from [http://www.recaap.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core\\_Download&EntryId=290&PortalId=0&TabId=78](http://www.recaap.org/DesktopModules/Bring2mind/DMX/Download.aspx?Command=Core_Download&EntryId=290&PortalId=0&TabId=78)

incidents such as the modus operandi of the pirates, support best practice and recommendation for improvement on the law enforcement to fight against piracy and armed robbery.

The monthly reports includes the number of incidents occurred in monthly basis, the characteristic and locations of incidents, and the situations related to the incidents. For example on November 2014 report<sup>18</sup>, it is reported that the number of the incidents is the same with the previous month, though three were attempted in November, making the total of successful attacks into 17 incidents. The report also compares the incidents in 2014 to incidents of the previous years on the same month. Based on the incidents categories, in November 2014, there was no CAT 1 incident and most of the incidents are CAT 3 and petty theft. It is also reported that 11 of the 20 incidents occurred on the area of the straits of Malacca and Singapore and in the South China Sea. On the conclusion, the ReCAAP ISC recommended to the crews of ships to stay vigilant and for littoral states to enhance enforcement by intensifying patrols and immediately responsive toward reports. The quarterly reports on the other hand, are on form of brief information about the latest trend of piracy and armed robbery incidents. The quarterly reports include the number of incidents per months, the percentage of the increase or decrease of the three months from the previous report, as well as the recommendations on what needs to be enhanced by the

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<sup>18</sup>ReCAAP ISC Monthly Report. "Report for November 2014." Retrieved from the ReCAAP official website [www.recaap.org/](http://www.recaap.org/) on 3 January 2015.

ReCAAP ISC.<sup>19</sup> Through the reports as well, the ReCAAP ISC has been able to predict and warn the seafarers which areas are the most dangerous and best to be avoided.

## **B. Capacity Building**

Capacity Building is any form of development of human resource, organization or institutional and legal framework which is conducted because there is lack or low capacity in a system. Capacity building is aimed to increase the level of capabilities of certain aspect as a way to solve a problem.

In human resource development, the capacity building involves providing better understanding, skill, and knowledge of an individual to obtain effective capacities in performing their work. At organizational level, the capacity building is focuses on the enhancing the management of the structure, the processes and procedures within the organization and the relationship with other organization. The capacity building of institutional and legal framework, at the same time, focus on level up the capacities of institutions, organizations and agencies through the legal and regulatory changes.

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<sup>19</sup>ReCAAP ISC Third-quarterly Report 2014.Retrieved from the ReCAAP official website [www.recaap.org/](http://www.recaap.org/) on 3 January 2015.

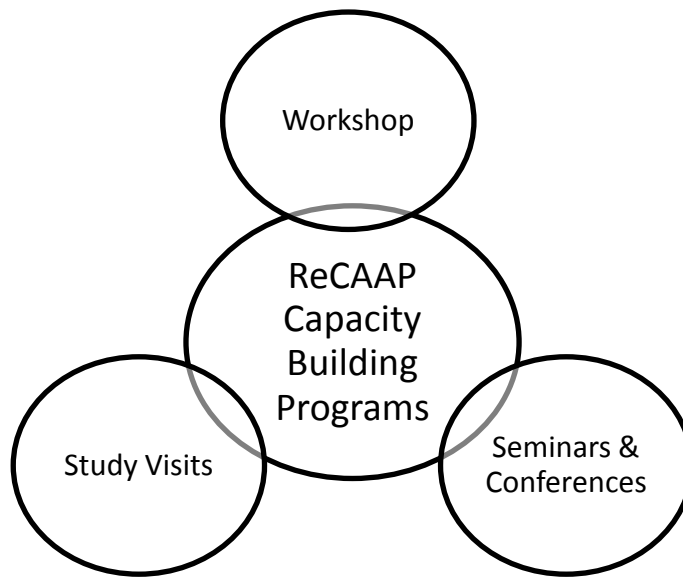


Figure 4.6 ReCAAP Capacity Building Programs

On the case of ReCAAP, the main capacity building activities includes workshops and training, seminars and conferences, and study visits, as seen from the figure above. Article 14 of the ReCAAP agreement expresses the need to enhance the capacity of the contracting parties in preventing and suppressing piracy and armed robbery. Each of the contracting parties as well as the ISC is attributed to cooperate in providing capacity building assistance. The capacity building assistances are including training workshops, technical assistance, and exercises.

Piracy and armed robbery are issues which need to be handled not only by one actor, but all institutions and organizations related to maritime security. The capacity building activities conducted by the ReCAAP ISC also involved the partnering organizations, maritime industries as well as enforcement agencies. The activities are



conducted at various places including at ReCAAP ISC, at focal points, and enforcement agencies.

With the partnering organizations, ReCAAP has conducted joint capacity building activities. The capacity building program between ReCAAP and the partnering organizations centers around the sharing of best practice in combatting piracy and armed robbery as well as collaboration of the research which had been done. Beside being with the partnering organizations, the capacity building also involved the maritime industry, as they have common interest in fighting against piracy and armed robbery in the region. Activities such as seminars and conferences are arranged by the ReCAAP ISC in collaboration with shipping association such as the Sarawak and Sabah Shipowners Association (SSSA).

In general, capacity building activities conducted by the ReCAAP ISC including workshops, seminars and conferences, and study visits mostly focus on individual level. All the activities have been useful in integrating the capabilities of the individuals involved in the process, in this case the ReCAAP ISC staff, focal point officers, maritime enforcement agencies officers and maritime industry individuals such as ship owners and ship masters.

### **1. Capacity Building Workshops**

Capacity building workshops are designed for operational-level officers of the ReCAAP focal points to develop and enhance their capabilities. The fourth capacity building workshop was arranged by the ReCAAP ISC together with the Maritime and Port Authority Singapore (MPA) and Singapore focal point from 9 to 11 November

2010 in Singapore with theme “Enhancing Cooperation, Improving Efficiency”. With 30 participants of operational-level officers from focal points and other relevant agencies, the workshop is a scenario based table top exercise which includes briefing on the Information Network System (IFN) as well as joint anti-piracy and rescue exercises.<sup>20</sup>

From 15 to 16 August 2013, the Sixth Capacity Building Workshop was held in Singapore. Through sharing of best practices and experiences on fighting against piracy and armed robbery, the aim of the workshop focused on developing and enhancing the capacities of the ReCAAP focal points representatives. A rapport was also produced from the workshop. The workshop also facilitated networking among the participants. The capacity building workshop consisted of training sessions on the new improved IFN for the participant to strengthen their knowledge in the system. To enhance information exchange and management among the focal points and to the ReCAAP ISC, the Information Exchange Exercise was also conducted. Other activities are presentations on situation update, information exchange and sharing of domestic cooperation efforts by some of the Senior Officers of ReCAAP and representatives of other relevant agencies. The two day workshop involved 32 operational-level officers from ReCAAP focal points, representatives from enforcement agencies and maritime industries, and also some representatives from

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<sup>20</sup>ReCAAP ISC. “ReCAAP ISC Newsletter Issue 3/10”. October-December 2010. Retrieved from [www.recaap.org/](http://www.recaap.org/) on 5 January 2015.

new contracting party, Australia. Representatives from diplomatic missions, private industry and research institutes were also invited to observe.<sup>21</sup>

In 2014, the seventh capacity building workshop was held from 15 to 17 July in Busan, Republic of Korea. Supported by the Ministry of Oceans and Fisheries, the workshop allowed the participants to develop and enhance their capabilities in fighting against piracy and armed robbery through discussions such as about the *Guide Book of the ReCAAP Focal Points*. As usual, the workshop also included presentations regarding situation update and experience sharing by the focal points representatives and this time also welcomed guest speakers from the Malaysian Maritime Enforcement Agency (MMEA) and Malaysia Shipowners' Association (MSA). Malaysia has become increasingly cooperative with ReCAAP. Another outcome of the workshop was the launch of "ReCAAP FP APP", a mobile application which allows the user to retrieve contacts of the focal points, latest publication and report incidents.<sup>22</sup> Capacity building activities have indirectly contributed in fighting against piracy because it has produced better quality officers and staff especially who operates in the information sharing field.

## **2. Seminars and Conferences**

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<sup>21</sup>ReCAAPISC."Press Release ReCAAP ISC Capacity Building Workshop 6/13." 16 August 2013. Retrieved from [www.recaap.org/](http://www.recaap.org/) on 5 January 2015.

<sup>22</sup>ReCAAPISC."Press Release; ReCAAP ISC Capacity Building Workshop 7/14". 17 July 2014. Retrieved from [www.recaap.org/](http://www.recaap.org/) on 5 January 2015.

Capacity building seminars and conferences are part of capacity building activities which ReCAAP has arranged to fulfill the second pillar of the agreement. In 14 April 2011, the Piracy and Sea Robbery Conference 2011 was conducted at Marina Mandarin Hotel, Singapore. The conference was jointly organized by the ReCAAP ISC with the partnering organizations including the Baltic and International Maritime Council (BIMCO), the International Association of Independent Tanker Owners (INTERTANKO), NATO Shipping Center (NSC) and Rajaratnam School of International Studies (RSIS). The conference with theme “Improving Efficiency with Enhanced Training” is aimed to share view and experiences. Consisting of mixed speakers from public and commercial sectors, the conference was also filled with presentations about trends of piracy and armed robbery, efforts and initiatives to counter piracy, as well as operational challenges and experiences by ReCAAP ISC, Asian Shipowners’ Forum (ASF), The International Maritime Organization (IMO), and the RSIS.

The first capacity building seminar was organized on 23-25 October 2012 in Singapore. The seminar itself was a combination of the Focal Points Senior Officers Meeting and the ReCAAP Capacity Building Workshop. The seminar focused on swift exchange of information regarding piracy and armed robbery incidents as a very important factor, especially between the focal points, maritime enforcement agencies and maritime industries. Through providing platform to enhance operational cooperation and networking opportunities to enhance confidence building of all the

participants, the seminar was aimed to improve the efficiency of the ReCAAP focal points.<sup>23</sup>

The capacity building seminars and conferences have served as the media for the ReCAAP and partnering organizations to discuss and share about piracy and armed robbery in Southeast Asia. The discussions and exchange by the ReCAAP ISC staff, focal points officials, enforcement agencies officers have provided new platforms for further integration of information sharing.

### **3. Visit to Focal Points and Study Visits**

Study visits are often conducted at the end of capacity building workshops and seminars. The visits are included on the capacity building workshop, where the participants visits focal points and maritime enforcement agencies to get better understanding of the system. In 2010, as a part of the capacity building workshop, the participants visited the Port Operation Control Center 2 (POCC2) for briefing which was hosted by the Maritime and Port Authority (MPA) of Singapore and the NYK Ship Management.<sup>24</sup> Another visit to the POCC-Vista was conducted in 2012 where the participants were given briefing, also hosted by the MPA which is the Singaporean focal point. The visit was a part of capacity building seminar in 2012 in Singapore. The participants also visited the Information Fusion Center (IFC) of

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<sup>23</sup>ReCAAPISC.“Press Statement; ReCAAP ISC Capacity Building Seminar 1/12”. Retrieved from [www.recaap.org/](http://www.recaap.org/)

<sup>24</sup>ReCAAP ISC.“ReCAAP ISC Newsletter Issue 3/10”. October-December 2010. Retrieved from [www.recaap.org/](http://www.recaap.org/) on 5 January 2015.

Singapore's navy to get better understanding on information fusion at the Changi Naval Base.<sup>25</sup>

Another form of study visit is by visiting maritime industry. In 2014, as a part of the seventh capacity building workshop, the participants visited Hyundai Heavy Industries in Busan, Republic of Korea. During the visit, the participants were shown about the ship-making process. This is useful to “aid the implementation of anti-piracy measures at sea.”<sup>26</sup>

The study visits and visits to focal points by the ReCAAP ISC staff and focal point officers have given the participants more understanding about the function of each of the focal points because the focal points of the contracting parties are on different enforcement agencies.

### **C. Cooperative Arrangements with Like-Minded Organizations**

Cooperative arrangements means arrangements made in pursuit for cooperation. In the case of the ReCAAP cooperative arrangement with like-minded organizations, it means obtaining cooperation with other organization with the same concern, which is to combat piracy and armed robbery. The third pillar of the ReCAAP agreement is to cooperate with like-minded organizations in combatting piracy and armed robbery. Since the establishment in 2006, the ReCAAP ISC has had cooperative arrangements with international, governmental, non-governmental, and

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<sup>25</sup>ReCAAPISC.“Press Statement; ReCAAP ISC Capacity Building Seminar 1/12”. Retrieved from [www.recaap.org/](http://www.recaap.org/)

<sup>26</sup>ReCAAPISC.“Press Release; ReCAAP ISC Capacity Building Workshop 7/14”. 17 July 2014. Retrieved from [www.recaap.org/](http://www.recaap.org/) on 5 January 2015.

intergovernmental as well as research institutes which had focus or interest toward maritime security in the region. Officially, the ReCAAP ISC had engaged in collaborations with the International Maritime Organization (IMO), the Asian Shipowners' Forum (ASF), the Baltic and International Maritime Council (BIMCO), and Information Fusion Center (MSTF-IFC). The ISC also work together with other organizations such as ASEAN Secretariat, the European Union Naval Force (EUNAFOR), The International Criminal Police Organization (INTERPOL), the Maritime Security Center – Horn of Africa (MSCHOA), NATO Shipping Center (NSC), the UK Maritime Trade Operations (UKMTO), Federations of ASEAN Shipowners' Association (FASA), the International Association of Dry Cargo Shopowners (INTERCARGO), the International Association of Independent Tanker Owners (INTERTANKO), the International Chamber of Shipping (ICS), and Singapore Shipping Association (SSA).<sup>27</sup>

Through cooperative arrangement, the ReCAAP has expanded the network of information exchange. The cooperative arrangement with organization with similar concern has also enhanced the capabilities through capacity building activities which were conducted by the ReCAAP ISC with partnering organizations. The capacity building conference in 2011 in Singapore, for instance, was arranged by the ReCAAP ISC with BIMCO, INTERTANKO, NSC, and RSIS. Therefore, the cooperative arrangement has indirectly led to the enhancement of information sharing and

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<sup>27</sup>ReCAAP official website.*UsefulLinks*.Retrieved from <http://www.recaap.org/UsefulLinks.aspx> on 5 January 2015.

capacity building in fighting against piracy and armed robbery against ships in Southeast Asia.

### **1. International Association of Independent Tanker Owners (INTERTANKO)**

The International Association of Independent Tanker Owners (INTERTANKO) is an association for independent tanker owners and operators which operates as the forum for industries to meet and discuss policies related to tanker industry. INTERTANKO is an active forum which support tanker owners and operators at international, regional, national, and local level. Established in 1970, INTERTANKO, the topics discussed in the forum includes commercial, technical, legal and operational level. Until recently, INTERTANKO has 204 members.<sup>28</sup>

With INTERTANKO, the ReCAAP ISC had officially signed a Memorandum of Understanding (MoU) in May 2011. The MoU focused on joint cooperation between the ReCAAP ISC and INTERNANKO in fighting against piracy and armed robbery through information exchange and mutual support. It also provided framework for future cooperation. Represented by Yoshihisa Endo as executive director of the ReCAAP ISC and Captain Graham Westgarth, the chairman of INTERTANKO, the MoU was signed at INTERTANKO's Annual Event in

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<sup>28</sup>INTERTANKO. *ABOUT US*. 24 January 2006. Retrieved from INTERTANKO official website: <https://www.intertanko.com/About-US> on 23 April 2014.



Singapore.<sup>29</sup> The outcome of the official arrangement with the INTERTANKO includes the enhancement of information exchange between the ReCAAP ISC and the INTERTANKO. The cooperation has also resulted in the joint designation of capacity building conference to discuss fighting against piracy and armed robbery against ships.

## **2. International Criminal Police Organization (INTERPOL)**

The International Criminal Police Organization (INTERPOL) is an international police organization with vision to connect police from all over the world for a “safer world”. Within the limit of the existing laws, the INTERPOL facilitates international police cooperation in operating even through the countries which have no diplomatic relations. The INTERPOL has their Constitution which is against intervening political, military, religious, or racial character activities.<sup>30</sup> The main concern of the INTERPOL is to maintain the security of the world.

As piracy and armed robbery are matter of security issue, the ReCAAP has had cooperation with the INTERPOL. The cooperative arrangement between the ReCAAP ISC and the INTERPOL was officially started in 2012. On 8 November 2012, the ReCAAP ISC and the INTERPOL signed the Cooperative Agreement at the 81<sup>st</sup> INTERPOL General Assembly in Rome, Italy. Similar with other official cooperation between the ReCAAP ISC and the other partnering organizations, the

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<sup>29</sup>ReCAAP ISC. “Joint Press Release; Signing of Memorandum of Understanding Between the ReCAAP Information Sharing (ISC) and International Association of Independent Tanker Owners (INTERTANKO)”. 11 May 2012. Retrieved from [www.recaap.org/](http://www.recaap.org/)

<sup>30</sup>INTERPOL. *Overview*. Retrieved from INTERPOL official page at <http://interpol.int/About-INTERPOL/Overview> on 23 April 2015.

agreement sets the framework for cooperative collaboration through information exchange and mutual support.<sup>31</sup>

One example activity conducted by the ReCAAP ISC and INTERPOL in carrying out the agreement is the visit by the INTERPOL to ReCAAP ISC office. On November 2014, the INTERPOL Global Complex for Innovation (IGCI) paid a visit to the ReCAAP ISC office in Singapore. The visit, which was led by an IGCI delegate Noboru Nakatani, focused on issues relating to the relocation of the IGCI office to Singapore, the latest development on piracy and armed robbery against ships in the region, and particularly on the current increasing siphoning incidents as a serious concern. Both ReCAAP ISC and the IGCI exchanged ideas through discussion on future plan in cooperation to fight against piracy and armed robbery through information sharing, capacity building, networking and introduction of advance technology.<sup>32</sup>

### **3. International Maritime Organization (IMO)**

On 5 December 2007, ReCAAP ISC signed a Memorandum of Understanding (MoU) with the International Maritime Bureau (IMB). Through the MoU, the ReCAAP ISC had assisted the IMB in enhancing capacity building of some African states in fighting against piracy and armed robbery using the ReCAAP framework. The assistances are including meetings such as the Tanzania Meeting on April 2008,

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<sup>31</sup>ReCAAPISC.“Press Release; Signing of Cooperation Agreement Between the ReCAAP Information Sharing Center (ISC) and International Criminal Police Organization (INTERPOL). 9 November 2012. Retrieved from [www.recaap.org/](http://www.recaap.org/)

<sup>32</sup>ReCAAP ISC News.“INTERPOL Visits the ReCAAP ISC”. 26 November 2014. Retrieved from [www.recaap.org/](http://www.recaap.org/)

Djibouti High Level Meeting on January 2009 and Seychelles Meeting on October 2009. The ReCAAP ISC has also jointly conducted a capacity building workshop called the “Familiarisation Programme” on November 2009, particularly for the Djibouti Code of Conduct (DCOD) in Singapore and the Philippines.<sup>33</sup> This is to mark that the ReCAAP ISC is a model regional cooperation for other region in fighting against piracy and armed robbery. In return, the IMO has also worked hand in hand with the ReCAAP ISC regarding piracy and armed robbery in Southeast Asia. As one of the series of activities between the ReCAAP ISC and the IMO, on April 2012 the Secretary General of the IMO Koji Sekimizu visited the ReCAAP ISC office to review their collaborations and work.<sup>34</sup>

#### **4. Baltic and International Maritime Council (BIMCO) and Maritime Security Task Force-Information Fusion Center (MSTF-IFC)**

On 29 April 2010, the ReCAAP ISC signed a MoU with the Baltic and International Maritime Council (BIMCO) for further official cooperation.<sup>35</sup> One of counter-piracy project that the ReCAAP ISC and the BIMCO has worked on is the Anti-Piracy Poster. The anti-piracy poster was launched by the ReCAAP ISC with BIMCO on Capacity Building Conference in 2011. The poster with title “Prevent Piracy” was aimed to raise the awareness of seafarers to be more prepared before

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<sup>33</sup>Endo, Yoshihisa. “Enhancing Regional Cooperation: The Asia Initiative”.11th Asia Pacific Heads of Maritime Agency’s Forum. June 2010. Retrieved from the ReCAAP official website [www.recaap.org/](http://www.recaap.org/)

<sup>34</sup>ReCAAPISC.“Press Release; Visit by Mr. Koji Sekimizu, Secretary-General of the International Maritime Organization”. Retrieved from [http://www.recaap.org/Portals/0/docs/News%20and%20Press%20Releases/Visit%20by%20IMO%20ec-Gen%20Mr%20Koji%20Sekimizu%20\(2012-04-23\).pdf](http://www.recaap.org/Portals/0/docs/News%20and%20Press%20Releases/Visit%20by%20IMO%20ec-Gen%20Mr%20Koji%20Sekimizu%20(2012-04-23).pdf) on 16 February 2015.

<sup>35</sup>Endo, Yoshihisa. “Enhancing Regional Cooperation: The Asia Initiative”.11th Asia Pacific Heads of Maritime Agency’s Forum. June 2010. Retrieved from the ReCAAP official website [www.recaap.org/](http://www.recaap.org/)

passing the sea.<sup>36</sup> The poster has been helpful to remind the seafarers to recheck the security system of the vessels before sailing off.

Another official cooperation is with the Maritime Security Task Force-Information Fusion Center (MSTF-IFC). The Maritime Security Task Force – Information Fusion Center is On 17 December 2009 the ReCAAP ISC signed the Standard Operating Procedure (SOP) with the MSTF-IFC. Because the MSTF-IFC the official cooperation has integrated the information exchanges of piracy and armed robbery incidents in Southeast Asia. For cases such as the hijack of tug boat ASTA, PU 2007, Srikandi 515, and other incidents, the ReCAAP ISC has noted on each of the incident reports that the successful recoveries of the hijacked vessels were also due to good inter-governmental exchange including the MSTF-IFC.

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<sup>36</sup>ReCAAP ISC. “Joint Press Release by the ReCAAP Information Sharing Centre (ISC), the Baltic and International Maritime Council (BIMCO), International Association of Independent Tanker Owners (INTERTANKO), NATO Shipping Centre (NSC), and S. Rajaratnam School of International Studies (RSIS) 18-4-2011”. 18 April 2011. Retrieved from ReCAAP official website [www.recaap.org/](http://www.recaap.org/)