

COMMEMORATING A DECADE OF REGIONAL COOPERATION **2006-2016**

The Regional Cooperation Agreement on Combating Piracy
and Armed Robbery against Ships in Asia





A Decade of Enhancing Regional Cooperation

*Remembering our Heritage
Strengthening our Capability
Building our Family*

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Chairperson of the ReCAAP ISC Governing Council and Governor for Thailand

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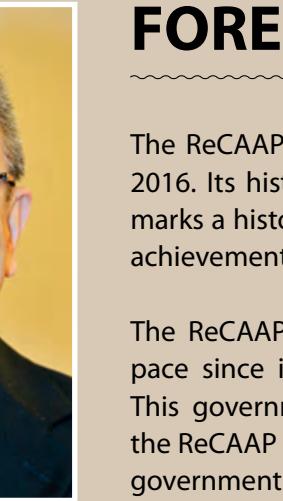
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FOREWORD



**His Excellency
Dr Pornchai Danvivathana**
*Chairperson of the ReCAAP ISC
Governing Council and
Governor for Thailand*

The ReCAAP ISC celebrates its 10th Anniversary in 2016. Its history may not be long; nevertheless it marks a history that is filled with pride, pioneering achievements and key milestones.

The ReCAAP ISC has developed at a remarkable pace since its establishment in November 2006. This government-to-government initiative makes the ReCAAP ISC distinct, in particular, connects the governments directly for advice and decision that resulted the functional efficacy. It has also instituted a useful series of research reports and other products containing invaluable analysis, conducted successful capacity building programmes, and acted as a conduit amongst the stakeholders.

Through the many years of striving and with the able leadership, the ReCAAP ISC is now internationally recognised as a reliable agency specializing on piracy and armed robbery agency in Asia as well as a model to be emulated in other parts of the world. Knowing well that no agency can combat this crime alone, the ReCAAP ISC has also established

formal linkages with many other International Organisations like the International Maritime Organization (IMO) and the International Criminal Police Organization (INTERPOL), Governmental Agencies like the Republic of Singapore Navy's Information Fusion Centre (IFC) and the Djibouti Code of Conduct Information Sharing Centres (DCoC ISCs), and shipping associations like the Asian Shipowners' Forum (ASF), the Baltic and International Maritime Council (BIMCO) and the International Association of Independent Tanker Owners (INTERTANKO).

Remarkably, the ReCAAP membership has expanded from the original 14 States to 20 to-date. This demonstrates ReCAAP's credibility and growing relevance in the international maritime community, and further underscores the importance of international cooperation in combating piracy and armed robbery effectively.

PREFACE

The ReCAAP ISC has come a long way in accomplishing a notable achievement since its inception, and delivering a stellar performance over the years amidst the ever-evolving landscape. Challenges were many during these years; we strived and overcame them with the unrivalled support from our Contracting Parties nonetheless.

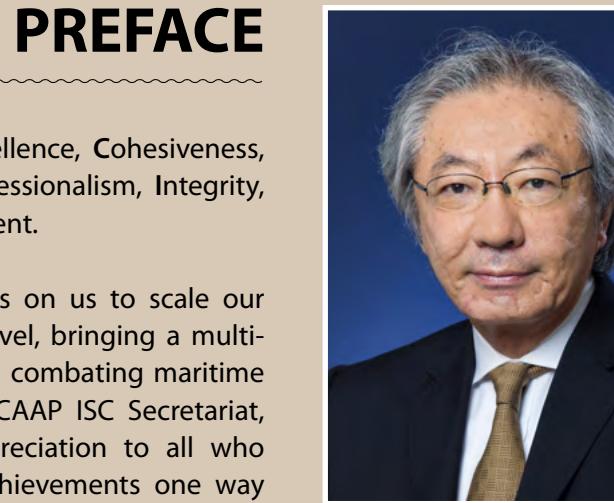
The ReCAAP's 10th Anniversary in 2016 is a testimonial of the commitments from the strong 20 member states, and the synergy amongst the governments, the shipping industry, and other stakeholders. The ReCAAP ISC would not have been able to attain its achievements without any of these.

I am indeed honoured to lead the staff members at the Secretariat from the various countries who brought along with them enormous resource, talent, expertise and commitment, to achieve our unified mission and to face the exciting, albeit challenging time ahead of us. As the ReCAAP ISC's

Values read: Reliability, Excellence, Cohesiveness, Alertness, Adaptability, Professionalism, Integrity, Sustainability and Commitment.

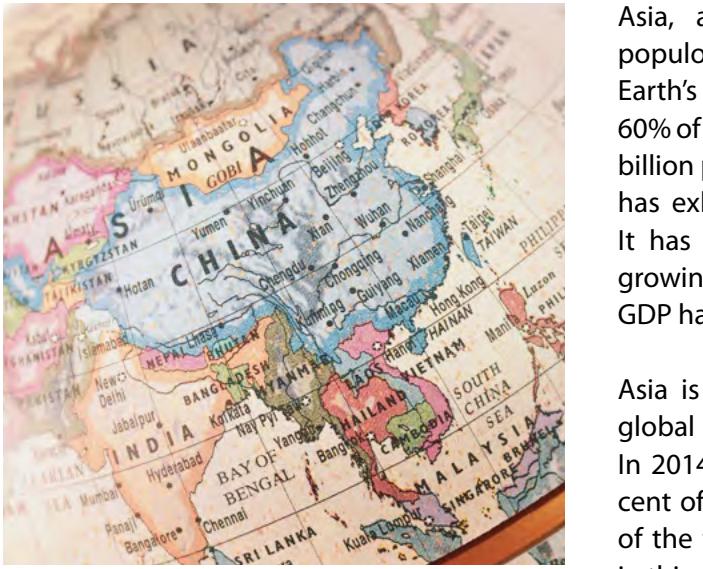
Moving forward, the onus is on us to scale our achievements to the next level, bringing a multi-layered regional approach in combating maritime crime. On behalf of the ReCAAP ISC Secretariat, we record our sincere appreciation to all who have contributed to our achievements one way or another. We also extend our deep appreciation to the Governors who have given us guidance tirelessly over the years. To the past and present staff members at the ReCAAP ISC, cheers to keeping up the excellent work.

I look forward to seeing the ReCAAP ISC progressively achieving our ambitious goal, a Centre of Excellence in information sharing.



Mr Yoshihisa Endo
Executive Director
The ReCAAP ISC

PROLOGUE



Asia, as the Earth's largest and most populous continent, comprises 30% of Earth's land area and is home to roughly 60% of the planet's human population—4.4 billion people. In the last four decades, Asia has exhibited great economic dynamism. It has been home to the world's fastest growing economies and its share of global GDP has hit 30 percent.

Asia is also the driving force behind the global maritime and offshore industries. In 2014, Asia accounted for almost 80 per cent of global containers throughput. Five of the top ten shipping centres are based in this region. The largest economic growth is fuelled by huge exports and massive oil imports from West Asia and Africa — both of which are largely dependent on sea transportation.

However, pirates and armed robbers at sea have posed a threat to economies and human lives in the global seafaring community and the smooth flow of international trade. Particularly in South East Asia, piracy and armed robbery at sea have become a perennial problem on account of the region's geographical location. Such damaging incidents have resulted in financial loss, injuries and even loss of lives. Commercial insurers could raise insurance premium to cover the payment for the loss of cargoes, properties and human casualties. These additional costs could adversely impact international trade given the current global economic situation. Addressing these threats is a complex process that requires effective planning, strategy and enforcement from the shipping companies/owners, master/crew and law enforcement agencies.

In 2000, a revolutionary idea was conceptualised, to combat piracy & armed robbery on ships. The idea was not to combat it with guns or force but through Information Sharing, Cooperative Arrangements and Capacity Building. This idea and the agreement that followed became known as the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia or ReCAAP.

ReCAAP is the first Government-to-Government Agreement to enhance regional maritime security by addressing incidences of piracy and armed robbery in Asia. The Agreement aims to enhance multilateral cooperation among the contracting parties. It was finalised on 11 November 2004 in Tokyo, and came into force on 4 September 2006. Convinced that greater information sharing is the key to the prevention and suppression of piracy and armed robbery against ships in the region, the ReCAAP Information Sharing Centre, or the ReCAAP ISC, was established and officially launched in Singapore on 29 November 2006.

The ReCAAP ISC is an international organisation managed by the Governing Council which comprises of one representative from each contracting party.

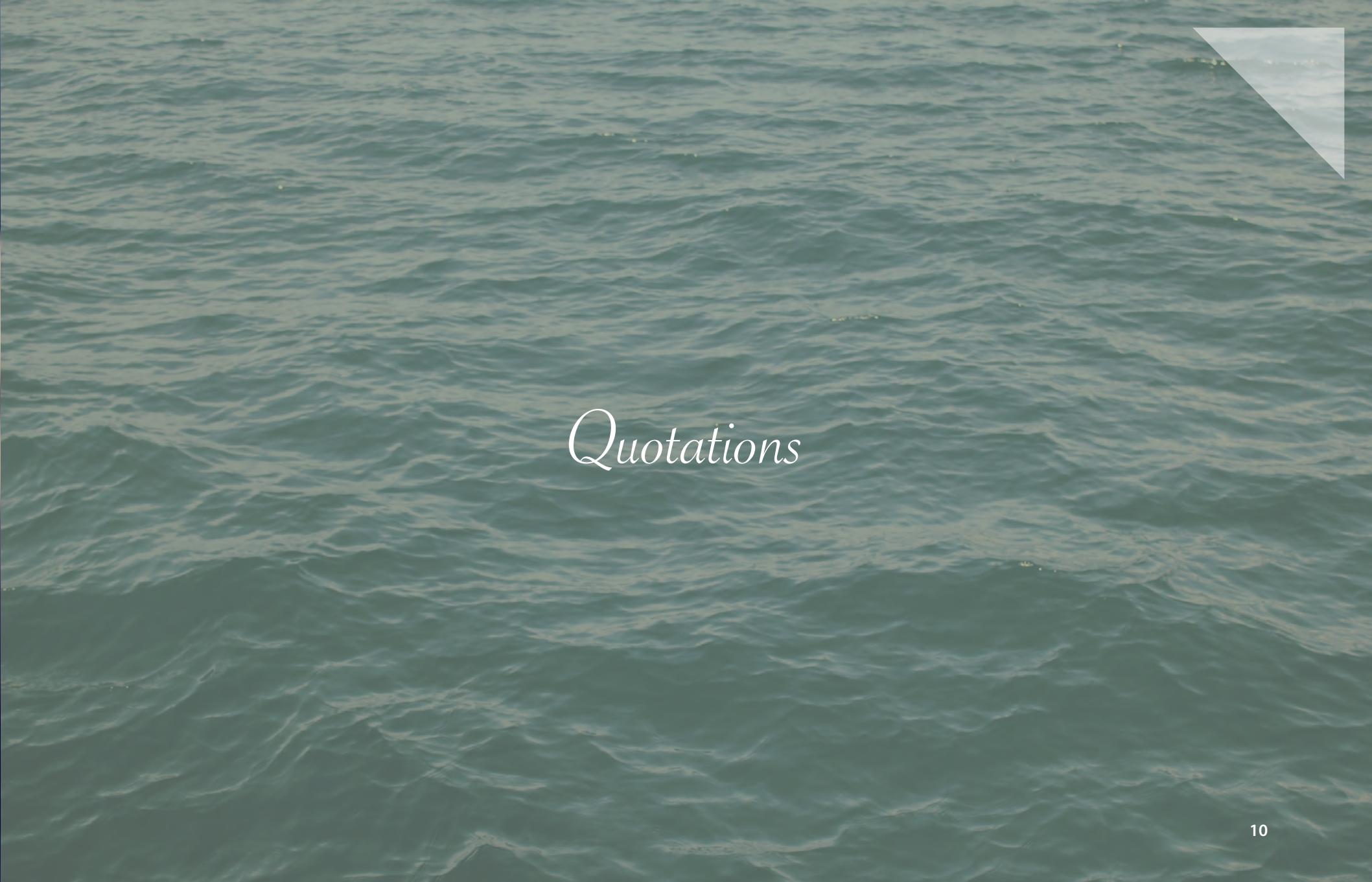
Based in Singapore, the ReCAAP ISC's key role is to be a platform for information exchange on piracy and armed robbery incidents, as well as to conduct analysis of the pattern and trends of such incidents. The Centre also fully supports capacity building efforts and facilitates cooperative arrangements.

To date,

there is a total of 20 countries which have become ReCAAP's Contracting Parties.

These Contracting Parties are in constant contact with ReCAAP's Information Sharing Centre or ISC. The ISC functions by collecting data from all its Contracting Parties, Partner Organisations and maritime community. This raw data is then critically analyzed and disseminated to all relevant parties in a timely and strategic manner. With the network of information, ReCAAP is able to plot a picture of the maritime environment around its designated focal points. This process of reporting and disseminating information has been successful in stemming the rise in piracy.

With the aid of its Contracting Parties and partner organizations, ReCAAP aims to reduce the number of pirate attacks and armed robbery on vessels in Asia by sharing vital information with all its stakeholders.



Quotations



Mr Koji Sekimizu
Former IMO
Secretary-General

2016 will mark the tenth anniversary of ReCAAP and its centre. The centre has made a significant contribution to the efforts of Asian countries to counter piracy and armed robbery in the region and has established a good model for other regions to establish similar mechanisms to share vital information on piracy incidents. With the strong support of the host country, Singapore, ReCAAP-ISC is exploring its future possibilities in the field of maritime security, not only in

the region but also in a global context. By transforming itself into a centre of excellence for the world, it could continuously provide shipping with the vital real-time security information that will be essential for sustainable maritime activities in the coming decades.

Since the signing of the cooperation agreement between the ReCAAP Information Sharing Centre and INTERPOL in 2012, we have seen an ever-increasing level of cooperation and information exchange between our two organisations.

With mutual participation via our respective agencies, we have not only cemented our strong relationship, but more importantly enabled the provision of vital training and support to countries in relation to maritime security issues.

Piracy and maritime armed robbery continue to affect the Asian region, and beyond, and require our joint collaborative efforts to ensure the safety and security of our seas and oceans in the face of these forms of transnational crime.

This is why the theme chosen for the ReCAAP ISC's 10th Anniversary, 'Addressing Challenges Together' is particularly apt, accurately reflecting the basis of our ongoing and future work, united in our joint efforts.

INTERPOL remains a proud partner of the ReCAAP ISC which is to be commended on the work they have already achieved thus far.

My congratulations on your anniversary and on behalf of the global law enforcement community, I wish you every success for the future.



Mr Jürgen Stock
Secretary General
INTERPOL



Mr Henrik Hololei
*Director General
 DG Mobility & Transport,
 European Commission*

For the European Union and its 28 Member States the maritime sector is a key element of our economy. Maritime transport is used for handling 74% of the EU's imports and exports. Much of the EU's imported energy is transported by sea. And more than 40% of the world's merchant fleet is controlled by companies from the EU Member States. Thus the European Union has considerable interest in piracy and the rule of law at sea.

Merchant ships engaged in maritime trade continue to be afflicted by piracy and armed robbery at sea and lives and livelihoods of seafarers are put at serious risk every day.

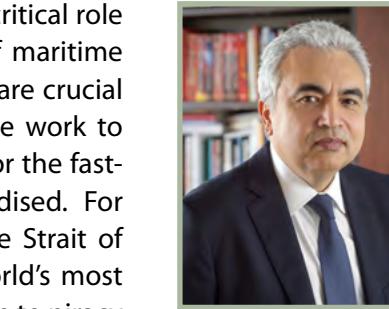
The European Commission fully supports all constructive international initiatives to fight piracy and armed robbery at sea. To this end the work done by the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) since its foundation in 2006 has been exemplary. As the first government-to-government agreement that addresses the incidence of piracy

and armed robbery, it has been a model of inter-state cooperation on how to find regional solutions to a very difficult problem. Its three pillar approach, focusing on Information Sharing, Capacity Building, and Cooperative Arrangements, has proved to be highly effective and adds considerable value.

ReCAAP is a very important initiative that reduces the impact of piracy and armed robbery at sea on commercial shipping in Asia. I would like to thank ReCAAP on behalf of all EU-flagged or owned/managed ships that have-, and continue to benefit directly from its work.

In an ideal world, there would not be a need for ReCAAP to exist. The reality is that piracy has existed as long as shipping itself – and will continue to exist. As a result, the work of ReCAAP will continue to remain necessary and relevant in the future.

On behalf of the European Commission, I, therefore, thank ReCAAP for its excellent work in the first ten years and I wish you every success in the next ten years.



Dr Fatih Birol
*Executive Director
 International Energy Agency*

The International Energy Agency (IEA) was established in 1974 with energy security as its core mandate. While

there has been a major transformation in the global energy system since then, there is no doubt that under my tenure as Executive Director, energy security will continue to serve as the guiding principle for IEA activities.

As energy security has many different dimensions, there are many different steps that need to be taken for it to be safeguarded. In that respect, I express my warmest congratulations to the 20 governments involved in the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP).

Over the last decade, ReCAAP has played a critical role in ensuring the safe and secure passage of maritime traffic, including through choke points that are crucial for energy trade. But it will have even more work to do in the future to ensure energy supplies for the fast-growing Asian economies are not jeopardised. For example, the volume of oil that transits the Strait of Malacca – a waterway that is one of the world's most strategically important and highly susceptible to piracy – is on track to increase by around 50 per cent by 2040, reaching 19 million barrels per day.

On behalf of the IEA, I would like to extend my sincere appreciation to ReCAAP for the contribution it has already made to global energy security and wish ReCAAP all the best for its continued success over the coming decades.



RADM Lai Chung Han
Chief of Navy
Republic of Singapore Navy

Today's globalised economy depends on maritime trade. ReCAAP is the first regional inter-governmental agreement aimed at promoting and enhancing cooperation against piracy and armed robbery in Asia. ReCAAP's wide membership and numerous partnerships demonstrate ReCAAP's growing relevance in the international maritime community.

The ReCAAP Information Sharing Centre (ISC) enjoys close links with regional port authorities, coast guards and international navies through the Republic of Singapore Navy's Information Fusion Centre (IFC). This enables comprehensive and accurate reporting that provides an effective operational response to disrupt sea robberies.

As ReCAAP marks 'A Decade of Enhancing Regional Co-operation', I would like to congratulate it on its many achievements in research and analysis, capacity building, and engagement and co-operation. I am confident that ReCAAP will continue to facilitate regional cooperation against piracy and armed robbery to achieve safe and secure seas for all.

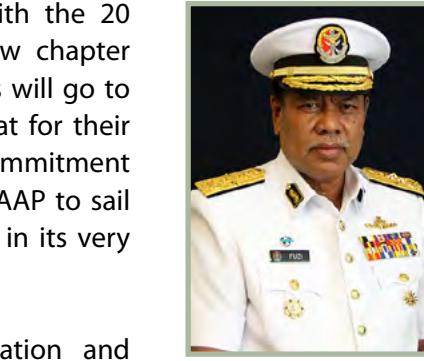
On behalf of the Malaysia Maritime Law Enforcement Agency, I would like to express my sincere congratulations and best wishes to the ReCAAP ISC on the occasion of its 10th Anniversary for its valuable and effective service to the safe navigation in the Asian region. As a regional centre tasked to coordinate information sharing for purposes of combating piracy and armed robbery at sea, the ReCAAP has played a significant role in addressing the piracy and armed robbery situation in the Asian region from its inception.

Through its effective information sharing mechanism, ReCAAP ISC has become a major partner of the MMEA in the execution of our duties, by providing timely and accurate report to us. A number of successful joint endeavours to date demonstrated the validity of our cooperative mechanism. Such endeavours truly reflect ReCAAP's relevance as a conduit of information sharing entities in Asia.

On this 10th Anniversary, the ReCAAP with the 20 contracting parties will embark on a new chapter for another decade. Warmest compliments will go to the capable staff of the ReCAAP Secretariat for their diligence, efficiency, hard work and commitment to their duties that have boosted the ReCAAP to sail towards its greater miles of achievements in its very challenging task.

Rest assured of our continued cooperation and commitment in ensuring the maritime safety and security of the region.

Again, congratulations for a job well done.



ADM Dato Haji Ahmad Puzi bin Haji Ab Kahar
Director General
Malaysian Maritime Enforcement Agency

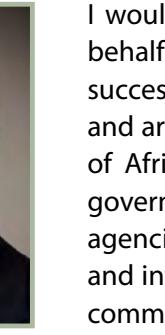


Mr Harry (Kwang Ho) Shin
Secretary General
Asian Shipowners' Forum

On behalf of the Asian Shipowners' Forum (ASF), I would like to congratulate ReCAAP Information Sharing Centre for their 10th Anniversary celebration. As the Secretary General of ASF, I am honoured to deliver this message for ReCAAP ISC's 10th Anniversary Commemorative Book.

The Straits of Malacca and Singapore (SOMs) serves as an important trading route for ships trading between the Indian Ocean and Pacific Ocean. About thousand of ships pass by daily and many activities take place within these waters such as bunkering. One of the challenges in 2015 was the growing concern among ship owners and cargo owners in the oil industry where fuel was being siphoned. Despite these challenges, the industry is determined to voice out and collaborate against these obstacles.

I wish ReCAAP ISC a successful 10th year ahead. Thank you.



Mr Philippe Louis-Dreyfus
President
BIMCO

I would like to take this opportunity to thank you on behalf of BIMCO all the many stakeholders that are successfully working together in the fight against piracy and armed robbery in the seas of Asia and off the coast of Africa. It is truly an amazing team effort between governments and their navies, the law enforcement agencies of the littoral states, the reporting agencies and information sharing centres as well as the shipping community itself.

In particular, I would like to wish all the staff at ReCAAP a Happy 10th Anniversary on 18 March 2016.



Dr Tim Huxley
Executive Director
IISS-Asia, Singapore

The International Institute for Strategic Studies and particularly its Singapore-based international office, IISS-Asia, is highly conscious of the detailed investigative work that the ReCAAP Information Sharing Centre has conducted since 2006 on the extremely important topics of piracy and other maritime crime in Asian waters.

This authoritative research has helped in no small way to inform our own thinking and writing on regional maritime security challenges and responses. We have particularly appreciated the briefings that the ReCAAP ISC has provided, and the participation by its staff in the IISS Shangri-La Dialogue and other events.

My colleagues and I congratulate ReCAAP ISC on its first highly successful decade, and look forward to many years of fruitful collaboration in the future.



Mr Nikolas P. Tsakos
Chairman
INTERTANKO

For the last 10 years, ReCAAP has been an organisation at the very forefront of the fight against crime at sea. From a standing start, ReCAAP has built a solid network and created an unparalleled reputation.

Much of the work that ReCAAP undertakes is behind the scenes, very low key, but vitally important. INTERTANKO has been privy at times to some of that work. When trying to assist and coordinate a crime fight, not every aspect can be undertaken in full view. Their work has led to the arrest and prosecution of criminals involved in piracy and armed robbery and so made the seas safer for our seafarers so allowing them to go about their daily business.

INTERTANKO has been proud to be associated with this organisation. Our members greatly value the information that they develop and the significant contribution that has been made.

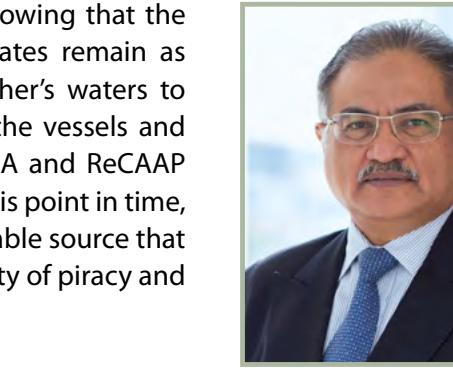
The evolving nature of piracy and armed robbery mean that the next ten years may present as much of a challenge as the last. As such we must not shy away from addressing the setbacks which may occur and remain content that the fight against piracy and armed robbery will be coordinated by an organisation with such a reputation.

So on behalf of the members of INTERTANKO, I thank ReCAAP and its multiskilled staff for making such a positive contribution and we look forward to maintaining the good and open working relationship that we have enjoyed over the years.

Dear ReCAAP ISC, warm greetings from Malaysia Shipowners' Association.

Year 2015 has been a trying year. Malaysia and its surrounding neighbours are seeing an increase in piracy activities and sea robbery whether at the Straits of Malacca or South China Sea. This recent development is worrisome, as it affects one of the busiest waters in world trade. The Straits of Malacca and South China Sea have long been the major shipping lanes of the world because of its strategic navigational routes and geographical advantage.

However, this is the exact reason why security is an important factor for merchants, countries and the maritime world in general. Therefore, it is extremely important for every entity, be it government, merchant shipowners, seafarers and shipping community in general to give its support to the cause of ridding this problem that has been plaguing the business since the dawn of merchant shipping. This perfectly fits the theme of ReCAAP ISC's anniversary which is 'Addressing Challenges Together'.



Mr Nordin Mat Yusoff
Chairman
Malaysia Shipowners' Association

MASA looks forward to the future, knowing that the close relationship between littoral states remain as strong as ever, looking after each other's waters to ensure the security of the seafarers, the vessels and cargo. The relationship between MASA and ReCAAP ISC should get stronger as well, as at this point in time, it is important to have a quick and reliable source that everybody can share to curb the activity of piracy and armed robbery in Asia.



Mr Esben Poullson
President
*Singapore Shipping
 Association*

On the 10th anniversary of the Regional Cooperation Agreement on Combating Piracy & Armed Robbery against Ships in Asia Information Sharing Centre (ReCAAP ISC), I, on behalf of the entire SSA membership, would like to offer my heartfelt congratulations to the Centre and its people for their good work.

The ReCAAP ISC was the first multilateral government-to-government anti-piracy and armed robbery platform for information exchange in the region.

ReCAAP's capacity-building programmes have helped improve the maritime security situation, and ReCAAP's status as an inclusive organisation that has recognised that expertise on how to deal with the issue may reside in organisations that are outside of government has also meant that its advice and guidance have been practical and relevant to the needs of the shipping community.

For instance, from the very beginning, the Singapore Shipping Association has repeatedly stressed the importance of accurate, detailed and timely alerts to the shipping community. In this regard, we welcomed the launch of ReCAAP Mobile Application in August 2014. The app has helped in the timely dissemination of reports, sharing of updated information, and reaching out to a wider shipping community.

As we pass this major milestone in ReCAAP's history, it is timely for us to reinforce understanding on the importance and benefits of accurate, detailed and timely reporting.

Realistic assessments require detailed analysis of the reported attacks in terms of their seriousness, the types and sizes of vessels attacked, and whether ships were proceeding slowly or stopped at anchor or in port at the time of the attack. The ReCAAP ISC has proven that it can deliver such detailed analysis to stakeholders, allowing them to identify key areas that can benefit from the allocation of limited resources to counter the threat of maritime crime.

In this regard, I am confident that the ReCAAP ISC will continue to play an important role in the development of practical and relevant guidance, as a forum for stakeholders to exchange information and ideas, and as a hub for capacity building.

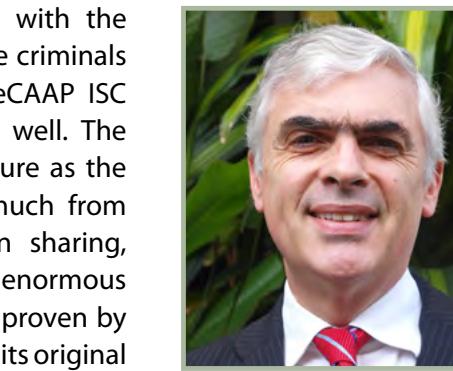
In addition to the strength of the ISC and the services it offers, we must also remember that ReCAAP's success depends on active support of government, industry and other organisations that are ReCAAP's partners. As one such partner organisation, SSA looks forward to enhancing our strong working relationship through more active collaboration and engagement with ReCAAP.

On behalf of the Konrad-Adenauer-Stiftung Ltd. Singapore, I would like to wish ReCAAP ISC a Happy 10th Anniversary and express our gratitude towards ReCAAP ISC for its cooperation and support over the last years.

Within the past 10 years, ReCAAP ISC has made a tremendous contribution in the fight against piracy and armed robbery at Sea. At the point of its establishment, the Strait of Malacca and Strait of Singapore had risen to inglorious reputation for being the global hotspot for piracy activities. The fact that the Straits are nowadays considered much safer trading routes is mainly due to the work of ReCAAP ISC.

However, its mandate has not stopped with the decline in severe piracy attacks. But as the criminals have changed their modus operandi, ReCAAP ISC has successfully adapted its strategy as well. The organisation will remain important in future as the current challenges at Sea can benefit much from ReCAAP ISC's experience in information sharing, capacity and confidence building. This enormous contribution made by ReCAAP ISC is also proven by the increasing interest of countries outside its original geographic mandate to join the journey. We from the Konrad-Adenauer-Foundation will be delighted to continue our cooperation with ReCAAP ISC and facilitate further exchange between European countries and the core group.

I congratulate the ReCAAP ISC for its achievements and wish it all the best for the future so that its successful work against piracy and armed robbery may continue.



Dr Wilhelm Hofmeister
*Director of the Regional
 Programme Political
 Dialogue Asia
 Konrad Adenauer Stiftung*



Aloha! I would like to add my congratulations and best wishes to the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), and the ReCAAP Information Sharing Centre (ISC) as you celebrate your 10th anniversary of providing the international community with invaluable information to assist in tracking and combating piracy and armed robbery in Asia. Under Endosan's thoughtful leadership, ReCAAP has become an

Mr Ralph Cossa
President
Pacific Forum CSIS

Since its inception in 2006, ReCAAP ISC has made significant contributions to the safety and security of vital sea lanes in Asia. The ReCAAP ISC embraced a cooperative security approach to create critical capacity in order to ensure the safety, security and success of the international maritime system from which we all benefit. The detailed analyses provided by ReCAAP

ISC have helped us better understand the maritime situation in the region. RSIS greatly values our strong working relations with ReCAAP ISC. RSIS looks forward to an even closer partnership in the years to come. Congratulations to ReCAAP ISC on its 10th Anniversary and best wishes in moving towards achieving stature as an internationally-recognised Centre of Excellence.



Ambassador Ong Keng Yong
Executive Deputy Chairman
S. Rajaratnam School of International Studies



Congratulations to ReCAAP ISC for reaching the significant 10-year milestone. It was challenging but very satisfying helping to set it up and serving in the first council. I will always treasure the experience of working with colleagues and friends from the different countries, coming together to work towards a secure maritime environment.

BG (Ret) Tay Lim Heng
Chairperson
ReCAAP ISC Governing Council
(Nov 2006 - Mar 2009)

I extend my sincerest congratulations to the officers and staff of ReCAAP Information Sharing Center (ISC) on the occasion of your 10th Founding Anniversary.

I commend the leadership of ReCAAP ISC for its accomplishments, endeavours and initiatives over the past ten years in the areas of information sharing, capacity building and cooperative arrangements. This milestone in ReCAAP's history is a testimony to the hard work, effectiveness and competency of the officers and staff of the ISC in promoting regional cooperation in combating piracy and armed robbery against ships in Asia.



ADM (Ret) Ramon C Liwag
Chairperson
ReCAAP ISC Governing Council
(Mar 2011 - Jan 2012)



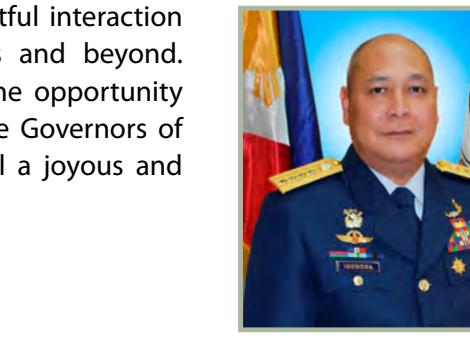
VADM (Ret) Edmund C Tan
Chairperson
ReCAAP ISC Governing Council
(Jan 2012 - Dec 2012)

My warmest congratulations to the officers and staff of the ReCAAP ISC on their 10th Founding Anniversary. ReCAAP ISC's laudable efforts in providing real time, useful and reliable information on incidents of piracy and armed robbery against ships perpetrated in Asia have indeed underscored the importance and effectiveness of cooperation and coordination in addressing mutual concerns in the region. In providing ten years of service in information exchange, capacity building and cooperative arrangements, ReCAAP ISC has greatly contributed not only to the realisation of the mission and objectives of ReCAAP organisation but more so in making it a successful model of regional cooperation across the world in combating piracy and armed robbery against ships.

As a former Commandant of the Philippine Coast Guard, the ReCAAP Focal Point in the Philippines, I was truly privileged and grateful to have sat as one of the Governors of the ReCAAP Governing Council, and was even greatly honored to have been the Chairperson of the Governing Council during my time.

Once again, congratulations and I wish ReCAAP ISC continued success in its future endeavours.

Mabuhay!



ADM (Ret) Rodolfo D Isorena
Chairperson
ReCAAP ISC Governing Council
(Dec 2012 - Mar 2013)

On behalf of the Philippine Coast Guard (PCG), I would like to express my warmest wishes and sincere congratulations to the officers, men and women of the ReCAAP ISC as you celebrate a remarkable 10 years of providing dedicated, useful and efficient service to the region. ReCAAP ISC has truly lived up to its well deserved recognition of being a successful model of regional cooperation across the world in combating piracy and armed robbery at sea in Asia.

As ReCAAP Focal Point for the Philippines, the PCG deeply values our decade-long partnership and cooperation with ReCAAP ISC along with its other member-states and Focal Points in addressing maritime piracy concerns.

We look forward to a continuous fruitful interaction and exchange in the coming years and beyond. Congratulations and thank you for the opportunity to have served ReCAAP as one of the Governors of the Governing Council. I wish you all a joyous and meaningful celebration!



**AUSTRALIA**

*RADM David Johnston
RADM Michael Noonan
RADM Peter Laver*

**CHINA**

*Ms Wang Xiaodu
Mr Wang Zonglai
Mr Yi Xianliang
Mr Xiao Jianguo*

**KOREA**

*Dr Byoung-Jo Chun
Mr Lee Jang Hoon
Mr Lim Ki Tack
Mr Sun Weon-Pyo
Mr Jang Hwang-Ho
Mr Lim Hyun-churl
Mr Cho Seung-hwan*

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Mr Gaute Sivertsen

**THAILAND**

*Mr Chakorn Suchiva
Dr Pornchai Danvivathana*



EXECUTIVE DIRECTOR
*Mr Yoshiaki Ito
Mr Yoshihisa Endo*

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Mr SK.A.K. Motahar Hossain
Mr Sheikh Enayetullah
Mr Nasir Arif Mahmud
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**DENMARK**

Ms Birgit Sølling Olsen

**LAOS**

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Mr Akhom Saignasith
Mrs Siriphone Khouhathep
Mr Vanghue Nengmongvong*

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ADM Wilfredo D Tamayo
ADM Ramon C Liwag
VADM Edmund C Tan
ADM Rodolfo D Isorena
RADM William M Melad*

**UNITED KINGDOM**

*Mr James Hughes
Ms Sonia Farrey
Mr Akbar Khan*

**BRUNEI**

SAC Haji Hasrin bin Haji Sabtu

**INDIA**

*VADM RF Contractor
VADM Anil Chopra
VADM MP Muralidharan
VADM Anurag G Thapliyal
VADM HCS Bisht*

**MYANMAR**

*Commodore Moe Aung
Commander Tun Lu*

**SINGAPORE**

*BG (NS) Tay Lim Heng
Mr Lam Yi Young
Mr Andrew Tan*

**USA**

RDML Paul F. Thomas

RDML Meredith L. Austin

RDML Pat DeQuattro

**CAMBODIA**

*Mr Chan Dara
Mr Sokhom Vireakpha*

**JAPAN**

*Mr Masafumi Ishii
Mr Kazuyoshi Umemoto
Mr Sumio Kusaka
Mr Kazuyuki Yamazaki
Mr Takio Yamada
Mr Shingo Yamagami
Mr Toshiro Iijima*

**NETHERLANDS**

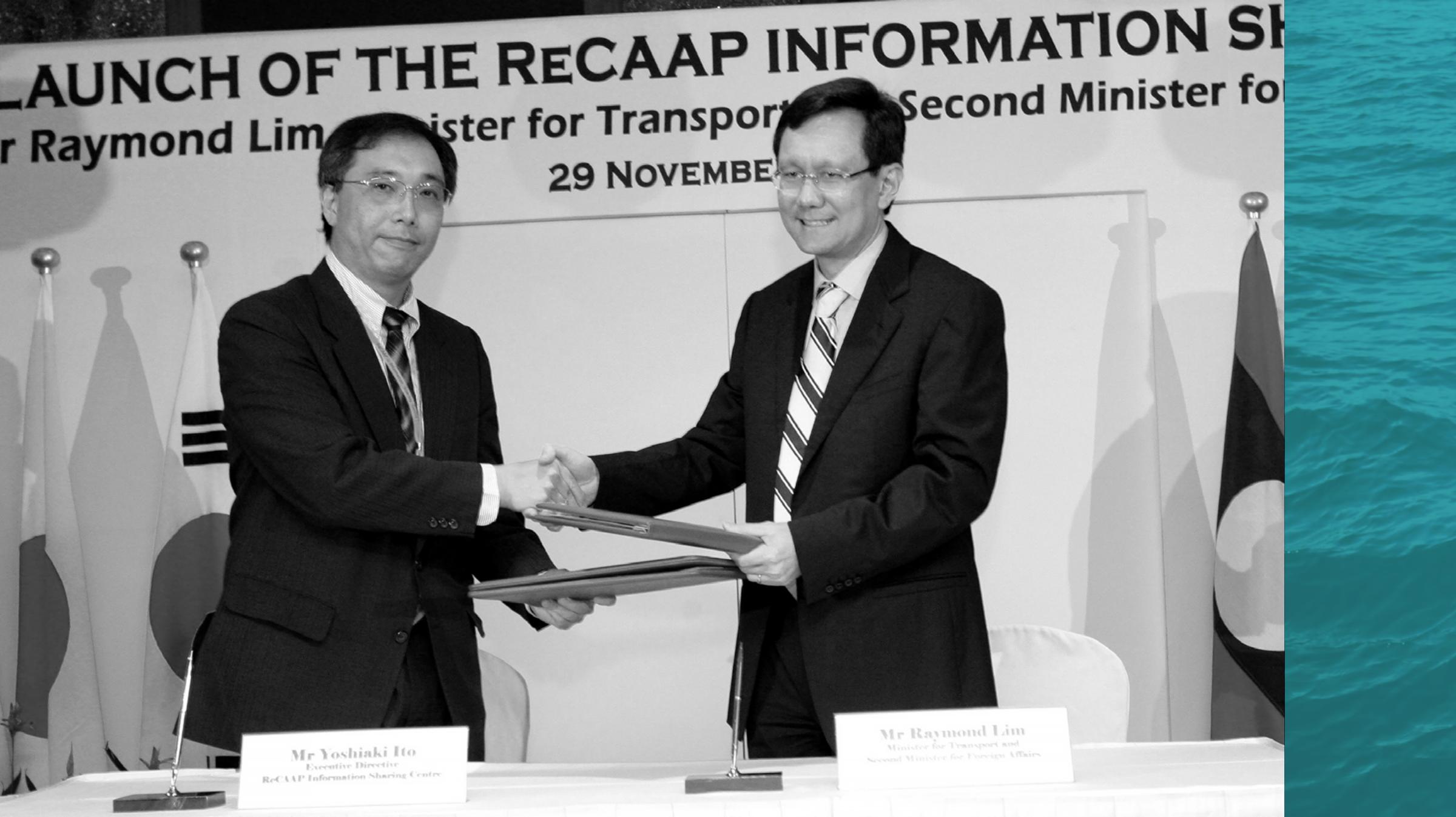
*Mr Jacob C. J. van Hekke
Mr Bastiaan Maltha*

**SRI LANKA**

*CAPT DKP Dassanayake
CAPT GEWMAN Ekanayake
CAPT (G) PDS Dias
CAPT (ASW) PS Mahawithana
CAPT (N) SB Senaratne
CAPT (G) MHN Peiris*

**VIETNAM**

*Senior Capt Hoang The Su
Major General Nguyen Quang Dam*



THE FORMATIVE YEARS

Against a backdrop of an increasing number of piracy and armed robbery cases in Asia in the 1990s, affected countries expressed their concerns at various fora. At the Regional Conference on Combating Piracy and Armed Robbery against Ships in Tokyo in April 2000, three important documents were adopted to address the urgent problem. The Tokyo Appeal called for the establishment of an information network of all the governmental authorities concerned. A statement, "Asia Anti-Piracy Challenge 2000," welcomed the Tokyo Appeal and emphasised the necessity of mutual cooperation among competent authorities. The Model Action Plan stipulated concrete actions to be taken to combat piracy and armed robbery against ships.

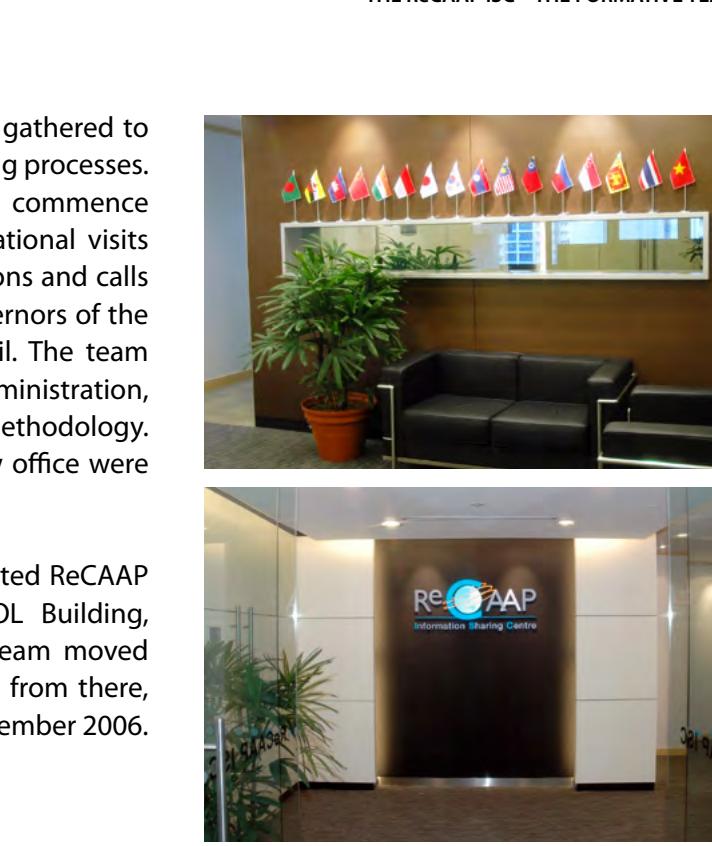
Building on these initiatives, the Asia Cooperation Conference on Combating Piracy and Armed Robbery against Ships was held in Tokyo in October 2001. The conference looked at cooperative efforts that could be pursued to combat piracy in Asia and recognised that a regional cooperation agreement should be considered to take countermeasures against piracy, and that a working group of experts should be established to examine the concrete content of such an agreement. Based on those findings, then-Prime Minister of Japan, Junichiro Koizumi, proposed at the ASEAN+3 Summit in Brunei in November 2001 the convening of a working group of government experts to examine the drafting of an anti-

piracy regional cooperation agreement at the government level, and that proposal was approved by all the summit nations. The ASEAN Member States, Bangladesh, China, India, Japan, Republic of Korea and Sri Lanka came together and started negotiations to formulate an Agreement in 2002.

After a series of negotiations, the Agreement was eventually finalised on 11 November 2004 with the ReCAAP ISC to be hosted by the Ministry of Foreign Affairs, Singapore which would also act as the depository for the Agreement. With the Republic of India as its 10th ratified member in July 2006, the Agreement came into force on 4 September 2006.

The ReCAAP Information Sharing Centre (ISC) was established on 2 January 2006. As the ReCAAP ISC was not a legal entity then, it was temporarily located at the Maritime Port Authority of Singapore. In the first five months, the general framework and organisation structure of the ReCAAP ISC was defined and the initial specification for the Information Network System (IFN) drafted. A search for an office space to house the ReCAAP ISC was also initiated.

By May 2005, a core team was gathered to formulate the various supporting processes. The ISC was required to commence operations by year end. Operational visits to initialise Focal Point operations and calls were made to designated Governors of the ReCAAP ISC Governing Council. The team drafted procedures for the administration, operations and research methodology. Preparations to set up the new office were underway.



OUR HUMBLE BEGINNINGS

In preparation for the launch of the ReCAAP ISC, a pre-Governing Council was held in October 2006 at the new premises to finalise the Rules of Procedures as well as the organisational structure of the ReCAAP ISC staff which comprised both local and foreign seconded employees. Japan and the Republic of Korea had also pledged to second their staff to the Centre based on the terms of engagement.

The first Governing Council was held on 27-30 November 2006 at the Marina Mandarin Hotel, Singapore. The launch of the ReCAAP ISC was officiated by the Singapore Minister of Transport and 2nd Minister for Foreign Affairs, Mr Raymond Lim. Executive Director, Mr Yoshiaki Ito was appointed and the signing of the HQ Agreement paved the way for the ReCAAP ISC to be accorded International Organisation status on 30 January 2007.

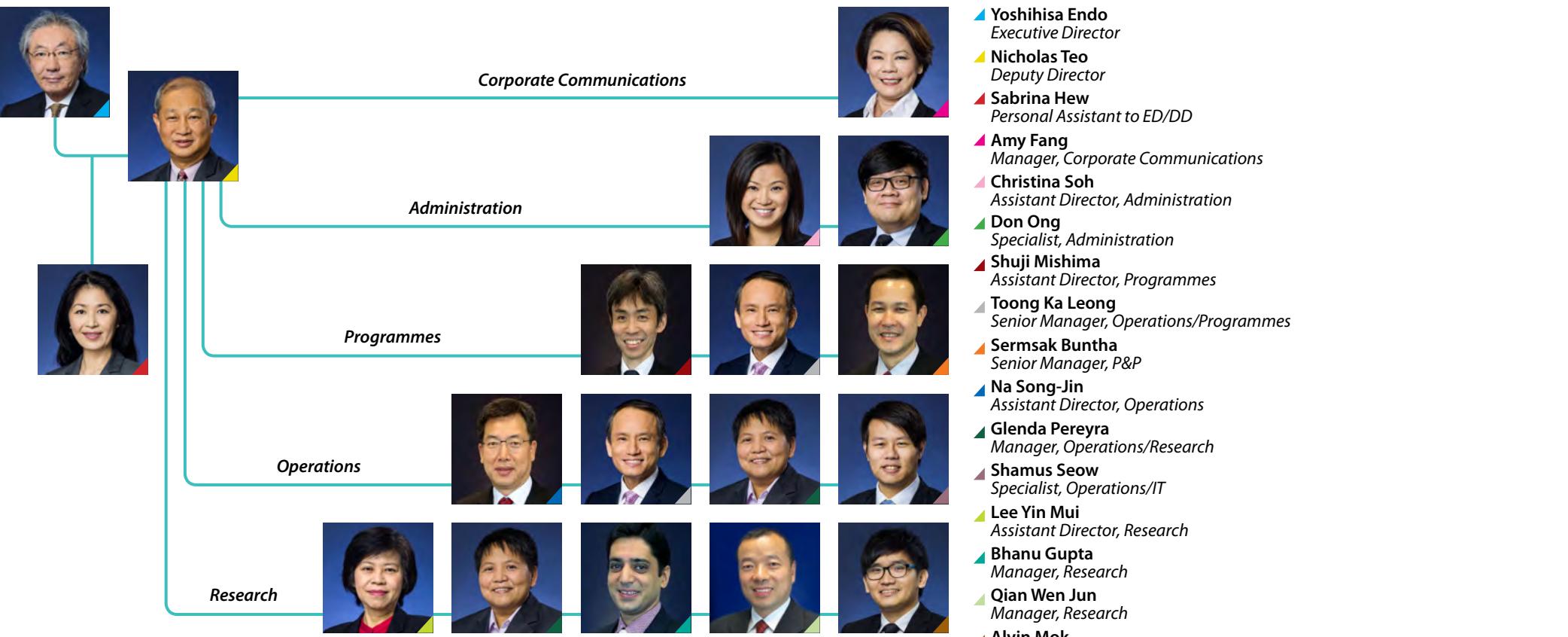


On 29 November 2006, the official launch of the ReCAAP ISC saw its very first team comprising:



- Mr Yoshiaki Ito *Executive Director*
- LTC(NS) Nicholas Teo *Deputy Director*
- Capt Yong Lee *AD (Operations)*
- CDR Matsumoto *AD (Programmes)*
- Ms Lee Yin Mui *AD (Research)*
- Ms Lee Seow Fong *AD (Administration)*
- LTC(NS) Toong Ka Leong *Manager (Ops/IT)*
- LTC Xu Liang *Manager (Research)*
- Comdt (Jr) Bibhuti Ranjan *Manager (Research)*
- Mr Ranjeet Singh *Manager (Research)*
- LCDR Arnaldo M Lim *Manager (Programmes)*
- Ms Cecilia Ching *PA to ED/DD*
- Mr Jason Lim *Specialist (Ops/IT)*
- Ms Juliana Lim *Specialist (Administration)*

ORGANISATIONAL STRUCTURE



ROLES & RESPONSIBILITIES OF DEPARTMENTS

Human Resources within the ReCAAP ISC is lean with only 16 members, although five departments are formally established. All staff work closely together as a team at all upcoming events like governing council meetings, capacity building activities or piracy conferences etc. A brief description on the roles and responsibilities of the departments is as follows:

Research Department

The Research Department is responsible for the production of various value-added reports as a result of core business of analyzing patterns and trends of piracy and armed robbery against ships in Asia, the Research Department takes charge of formulating the organisation's yearly budget, manages the Human Capital requirement and ensuring its smooth operations. It also plays a crucial role in supporting the conduct of governing council meetings and capacity building activities.

Operations Department

The Operations Department is a key department that works closely with the Research and Programmes departments

in the daily work function of the ReCAAP ISC. It essentially aids in the collection and dissemination of piracy and armed robbery related information through the Information Network System; and supports the conduct of capacity building activities and outreach programme for the shipping industry.

Administration Department

The Administration Department is a key department that plays both strategic and functional roles in the ReCAAP ISC. It assists in formulating the organisation's yearly budget, manages the Human Capital requirement and ensuring its smooth operations. It also plays a crucial role in supporting the conduct of governing council meetings and capacity building activities.

Programmes

The key role of the Programme Department is to organise capacity building activities,

such as Focal Point Senior Officer's Meeting and Capacity Building Workshop. The Programme Department likewise conducts regular Information Exchange Exercises that facilitate training of the Information Network system. The Programme Department, on behalf of ReCAAP ISC, supports other workshops initiated by external agencies like IMO, Focal Points, etc.

Corporate Communications Department

The Corporate Communications Department is responsible for the formulation of public communications plans to support the ReCAAP ISC's efforts in building a credible regional information hub, the department actively engages varied stakeholders, partners and customers via media relations, marketing communications and brand development and management.

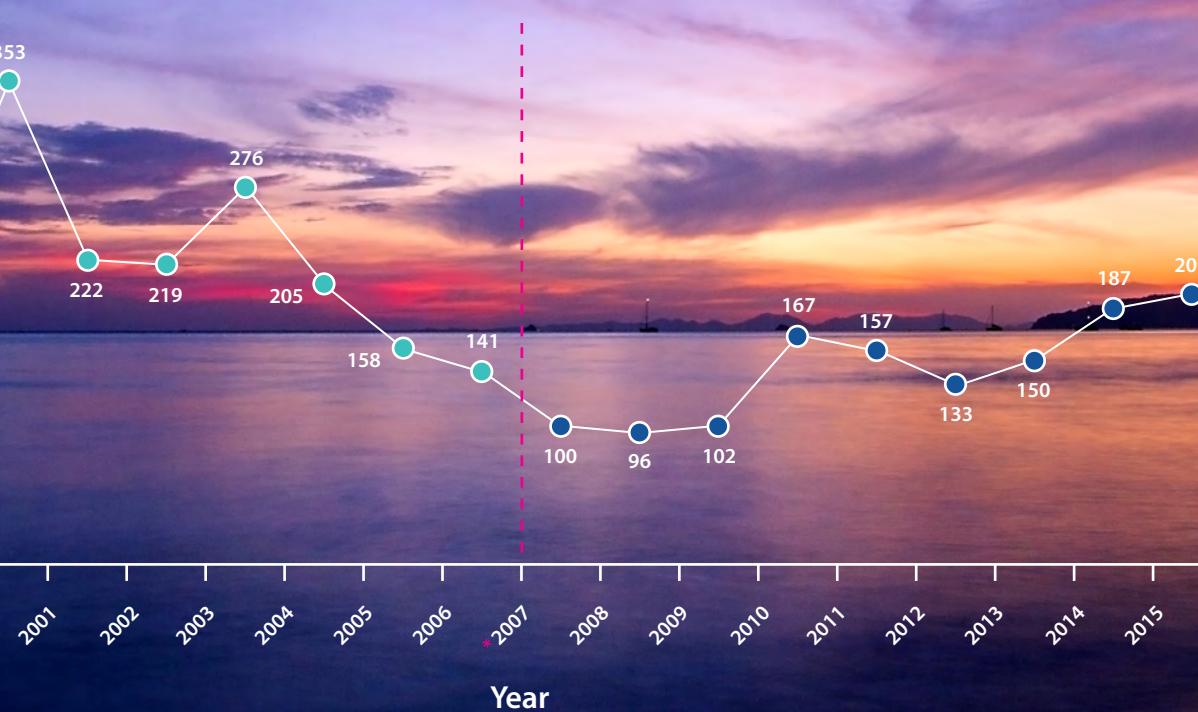
PRIOR FORMATION OF ReCAAP ISC

During the late 1990s, the emergence of 'phantom' ships had resulted in crews being abandoned on isolated islands in lifeboats or simply thrown overboard; and ships taken over by foreign crews and cargoes on board eventually sold. The loss of lives and trauma experienced by seafarers were unacceptable to the maritime community and governments. This manifested in a high incidence of 353 cases of piracy and sea robbery reported in 2000. Indeed the growing trend during the late 1990s and early 2000s was so alarming that the Straits of Malacca and Singapore were declared a war zone in 2005, and listed under the Joint War Committee until August 2006.

The need to address the situation at that time was made more prominently by the maritime community and regional governments. It led to the development of the ReCAAP initiative focusing on enhancing regional cooperation among governments and the shipping industry. In response to the situation over the years, the ReCAAP ISC had evolved and produced numerous periodical updates, alerts, special reports, guide books and posters to share best practices and recommendations with the maritime industry and regional authorities, with emphasis on joint responsibility and collective efforts by all stakeholders.



Number of Incidents in Asia (1998 - 2015)



POST FORMATION OF ReCAAP ISC

2006-2009

In the early years of the ReCAAP ISC, there had been a decline in the number of incidents reported in Asia from 2006 to 2009; with the lowest number of 96 incidents reported in 2008. However, the number of incidents had fluctuated over the years with the ups and downs of number of incidents in certain locations and incidents involving particular types of ships.

2010-2012

The overall number of incidents was at its peak in 2010 with a record 167 cases; comprising robberies on board ships plying the South China Sea, robberies on board ships anchored or berthed at certain ports and anchorages, and robberies on board slow moving tug boats towing barges. Numbers started declining in 2011 and 2012 due to improved situations in the South China Sea and stepped up enforcement at ports and anchorages; this was mitigated by the surge in incidents involving hijacking of tug boats for resale, and robberies on board slow moving tug boats towing barges.

2013-2015

It is observed that the stepping up of enforcement in one location would compel the perpetrators to target another location that was less patrolled. This was evidenced in 2013 when robberies occurring onboard ships anchored off Pulau Nipa were at its peak. The situation, however, improved remarkably in 2014 as a result of the concerted efforts made by the local authorities. Clamping down on these groups operating off Pulau Nipa port and anchorage caused them to shift to another location.

Instead, in 2014, ships while underway in the eastbound lane of the Traffic Separation Scheme (TSS) of the Singapore Strait, northeast of Pulau Nipa in the Philip Channel were targeted. This accounted for 25% of

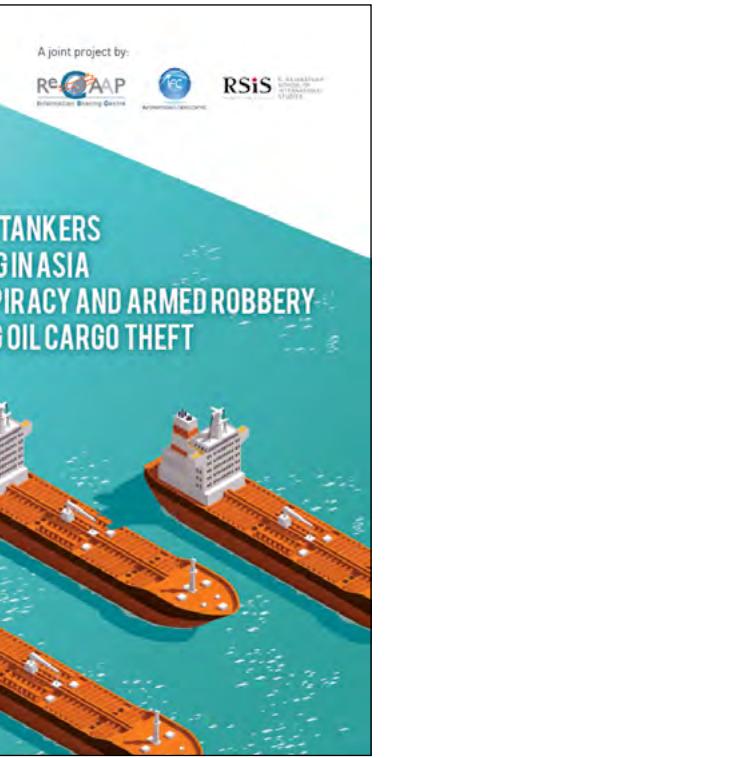
the overall number of incidents reported that year. During the same period, there had also been a surge in the number of incidents involving the hijacking of tankers (<5000 GT) for theft of cargo oil onboard. The situation continued into 2015; and the call by the industry for some form of guidance was even more imminent. In response, the ReCAAP ISC, together with the Information Fusion Centre (IFC) and the Rajaratnam School of International Studies (RSIS) jointly produced a 'Guide for tankers operating in Asia against piracy and armed robbery involving oil cargo theft'. The overall situation towards the last quarter of 2015 (October-December) had improved with no reports on incidents involving the hijacking of tankers for theft of cargo oil since September 2015; and no incidents onboard ships underway in the Singapore Strait were reported since November 2015. The decline in the number



of incidents involving hijacking of tankers for theft of cargo oil and sea robbery incidents are attributed to several factors; amongst these were arrests of the mastermind and perpetrators involved, increase in surveillance and enforcement by the littoral States and adopting of best practices by seafarers.

MOVING FORWARD

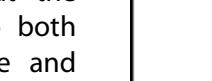
After the launch of the tanker guide, the ReCAAP ISC together with its partner organisations are working on a comprehensive guidance for all ship types transiting the regional Asian waters titled 'Regional guide to counter piracy and armed robbery against ships in Asia'. In the decade ahead, the ReCAAP ISC together with its Focal Points will continue to evolve and transform itself into the Centre of Excellence for information sharing to provide timely and vital real time information that enables the maritime community and regional authorities to address and deal with the situation of piracy and sea robbery in Asia collectively and effectively.



RESPONSES TO MEDIA

The Executive Director recently posted an open letter on the web defending the ReCAAP ISC against negative media reports that it was downplaying the threat of piracy and sea robbery in the region.

The ReCAAP ISC, being an International Organisation classifies each incident of piracy and sea robbery according to the level of violence used and the economic loss involved. However, other reporting centres do not classify incidents and count an incident of petty theft from a ship at anchor or in port as equivalent to a major incident of ship hijacking. With the vast majority of incidents in the region being ones of petty theft, these reports gave a distorted picture of the true threat of piracy in the region. That may ultimately lead to incorrect policy recommendations for governments. The media often prefers using the absolute figures which presents an exaggerated view of the threat, rather than the more accurate and objective reports from the ReCAAP ISC.



Executive Director's Message

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

As many of you know, the increased number of reported incidents of piracy and armed robbery in our region in recent years has attracted some concerns in a certain circle of the shipping industry and further their criticism against some of the functions by the ReCAAP ISC has emerged through the media report. In this context, I would like to take the opportunity to make a few remarks to allay their fears raised by the media reports which we at ReCAAP ISC, consider to be unfounded.

In the course of this year some media releases regarding the situation in Asia have given rise to a potentially negative perception of the role of ReCAAP. Specifically, this has manifested itself by asserting that the ReCAAP ISC is downplaying the number of attacks through its classification system or using the term "insider-job". The media also reports allegations by some experts of the shipping industry about lack of cooperation with other stakeholders, placement of blame on victim and lack of confidential information on the frequency of siphoning incidents on the part of the ReCAAP ISC.

PROFILING

The Centre's emphasis in the first few formative years was to refine the various reporting processes among the ReCAAP members. Active profiling and other outreach initiatives can be traced back to when the ReCAAP ISC Piracy and Sea Robbery Conference was first held in 2009 in conjunction with the Singapore Maritime Week. Established under the government-to-government agreement, the ReCAAP ISC carried out the pivotal role of delivering credible, non-biased and insightful information to its stakeholders, including governmental agencies and private organisations alike.

After the inaugural ReCAAP ISC Piracy and Sea Robbery (PSR) Conference held in 2009, the ReCAAP ISC also held Nautical Forums and PSR annually from 2010 onwards.

Together with BIMCO, INTERTANKO, and S. Rajaratnam School of International Studies (RSIS), the ReCAAP ISC has organised eight PSR Conferences to-date and has become one of the key events among the shipping community. Nautical Forums, on the other hand are a prelude to the release of ReCAAP ISC's Annual Reports. They aim to engage the Singapore maritime community in an informal session to highlight the situation on piracy and armed robbery against ships in Asia, exchange views, and solicit feedback and recommendations from the maritime community and ReCAAP ISC's stakeholders.

The Centre has also become a regular invitee to participate in many international and regional fora where regular updates on recent development and situations are shared. They include the following:

- Council Meeting, General Assembly and Maritime Safety Committee meetings of the International Maritime Organisation
- INTERPOL General Meeting
- Shipping Association and Round table Annual General Meetings
- ASEAN Maritime Forums / Extended ASEAN Maritime Forums (AMF/EAMF)
- ASEAN Regional Forum (ARF) – Inter-sessional Meeting on Maritime Security
- Heads of Asian Coast Guards Agencies Meeting (HACGAM)
- Asia-Pacific Heads of Maritime Safety Agencies (APHoMSA)
- Maritime Weeks held in India, South Korea and the Philippines
- Maritime security related forums organised by research institutes
- Maritime security related forums organised by law enforcement agencies
- Djibouti Code of Conduct related meetings and training courses

US in July 2015 and G7 High-level Meeting on Maritime Security at the Federal Foreign Office in Berlin, Germany in December 2015.

Building on the close working relationship with various media reporters, the Centre continues its presence in media reports while appreciate the Centre's insight and fair perspective of piracy and sea robbery situations in Asia. The total number of hits for press/media covering ReCAAP and ReCAAP ISC has constantly been on an upward trend, reaching to about 1,000 hits in 2015. This translates to close to three press/media coverage per day. Such achievements are made with constant engagements with selected entities that command respectable influence in the maritime community. These activities include close working rapport with the media and maritime trade publications, and sharing experience and knowledge through engagement of international maritime bodies, research institutes and think-tanks.



GOVERNING COUNCIL

The Governing Council consist of one representative from each Contracting Party that meets at least once every year in Singapore (unless otherwise decided by the Governing Council) to make policies concerning all matters of the Centre and to adopt its own rules of procedure. The very first ReCAAP Governing Council meeting held in November 2006 was attended by 14 member countries. During this meeting, the first named Executive Director was Mr. Yoshiaki Ito who formally launched the ReCAAP Information Sharing Center. The Governing Council meeting is being held annually in Singapore to provide overall policy guidance to the ReCAAP ISC in accordance with the ReCAAP Agreement which ensures that ReCAAP ISC adopts policies and startegies in accordance with its functions, enhancing cooperation among Contracting Parties and promoting safer and more secure shipping for the maritime community.



INFORMATION SHARING

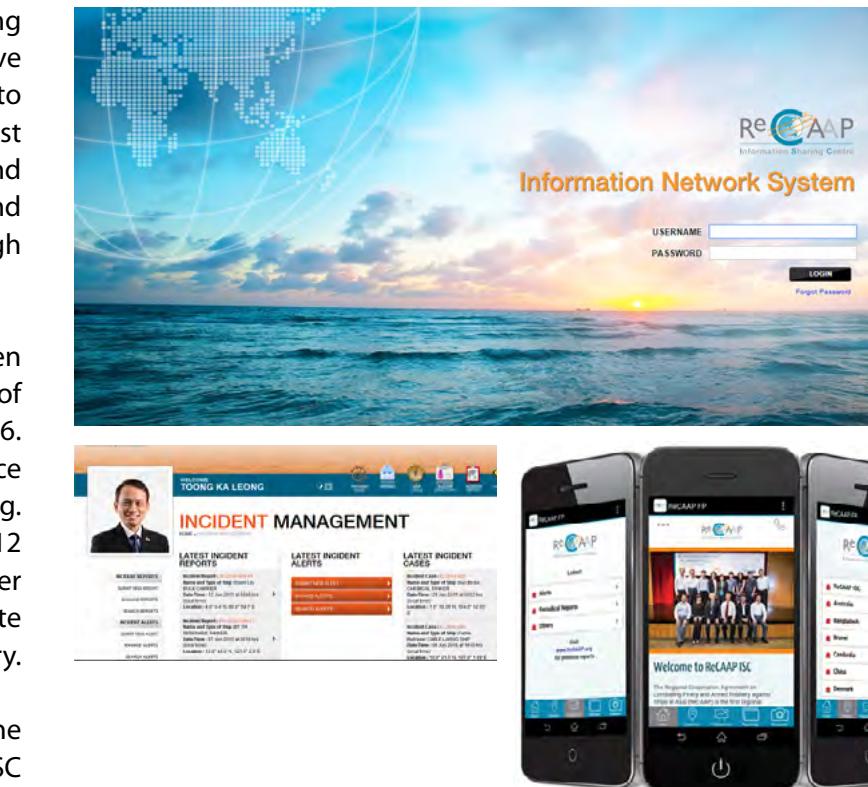
The ReCAAP's milestones over the decade are largely aligned with the three pillars encapsulated in its mission statement:

- 1. INFORMATION SHARING**
- 2. CAPACITY BUILDING**
- 3. COOPERATIVE ARRANGEMENTS**

Information sharing is an important process towards combating piracy and armed robbery against ships in Asia. The objective of information sharing is to provide situation awareness and to enable the ReCAAP ISC in making accurate assessments to assist the authorities in deploying their resources more optimally, and to enable ship owners and masters in planning their voyages and adopting good practices when transiting areas reported with a high number of incidents.

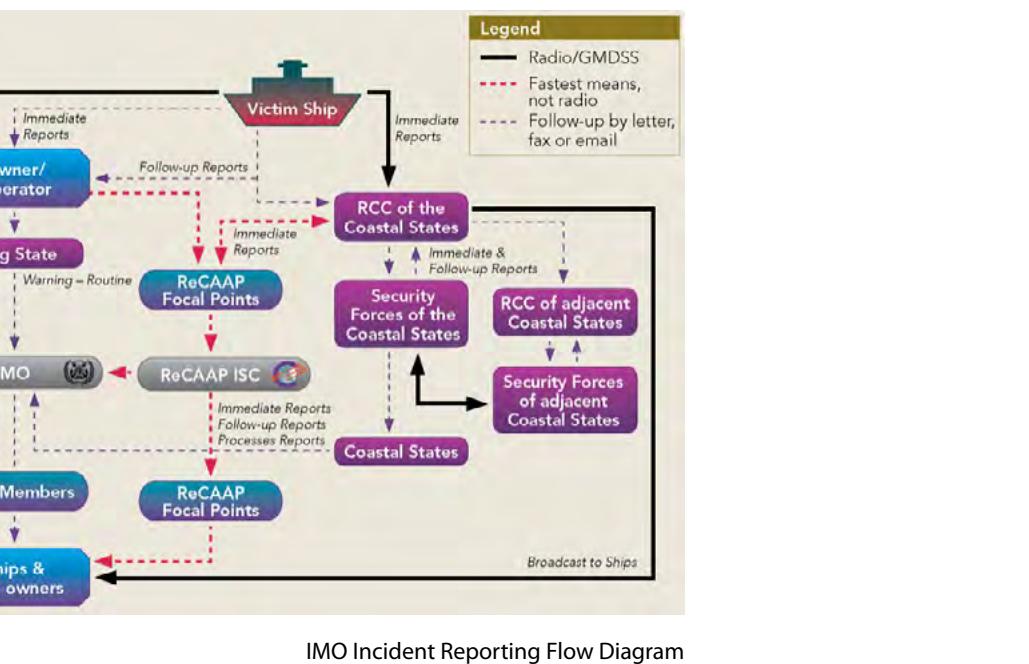
A crucial component in facilitating information sharing between ReCAAP ISC and the ReCAAP Focal Points was the establishment of a 24/7 secure web-based Information Network System (IFN) in 2006. The IFN underwent an overhaul in 2012 to enhance user interface and automation which will facilitate prompt information sharing. The ReCAAP ISC also launched an IFN "Mobile Application" in 2012 and another ReCAAP "Mobile Application" in 2014 to enable greater accessibility to incident reporting and sharing as well as to facilitate communication with the ReCAAP Focal Points and shipping industry.

With timely and accurate reporting by ReCAAP Focal Points, the authorities and shipping industry have enabled the ReCAAP ISC to alert mariners, make accurate classification and value-added assessment which are shared with all stakeholders in the form of periodical reports, incident alerts, updates, discussions, forums and conferences.

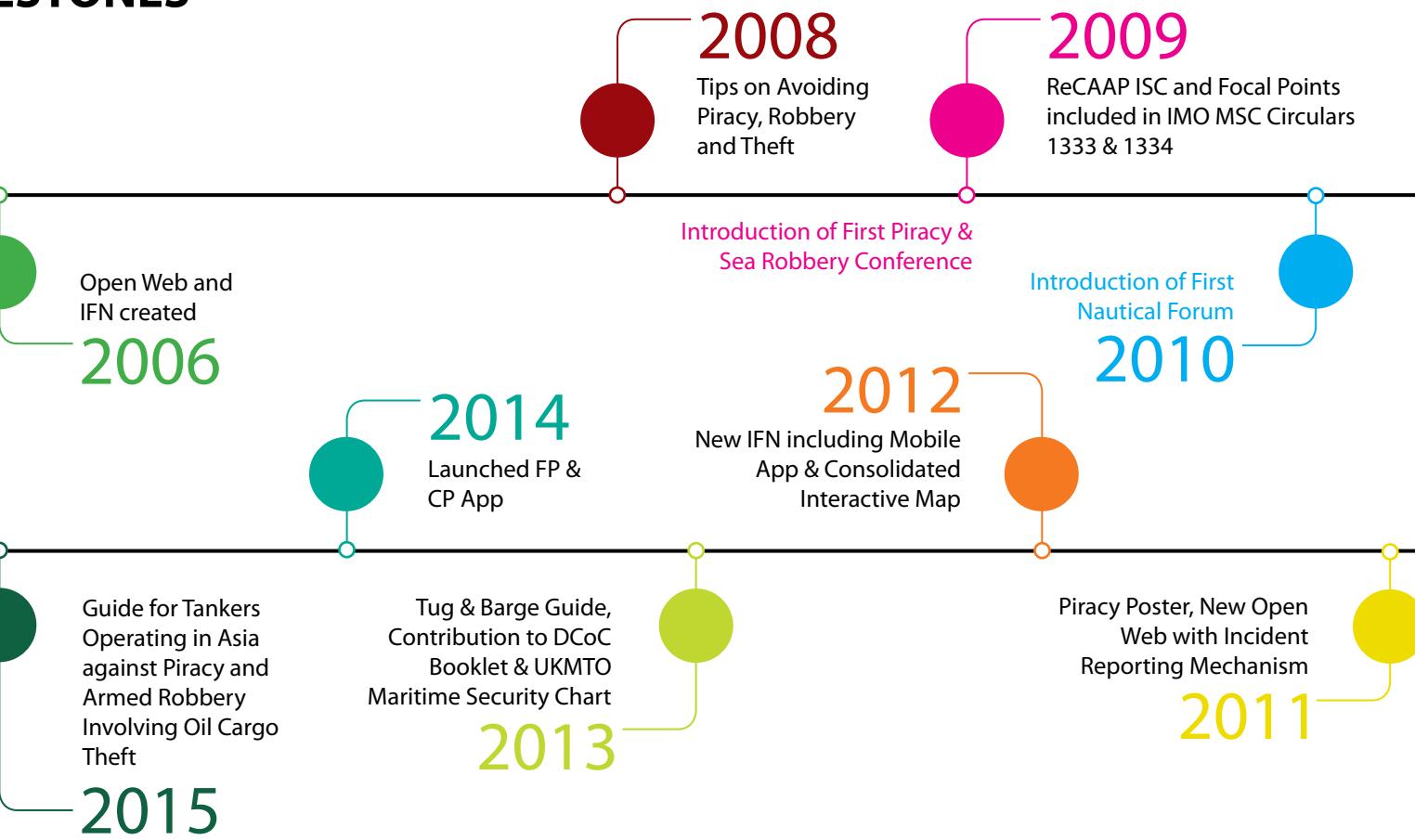


Another key milestone was the recognition of the ReCAAP ISC (and by extension the ReCAAP Focal Points) in the International Maritime Organization's (IMO) incident reporting flow diagram. This diagram is contained in the IMO's Maritime Safety Committee (MSC) anti-piracy circulars 1333 and 1334. Endorsed by the 86th session of the IMO MSC in 2009, this has placed the ReCAAP ISC as one of the reporting channels by the international maritime community, a recognised authority for shipowners, operators and mariners for reporting of incidents.

To raise awareness in, as well as to assist the shipping industry on best practices, the ReCAAP ISC produces regular periodicals and special reports, the most recent being the "Guide for Tankers Operating in Asia against Piracy and Armed Robbery Involving Oil Cargo Theft" in collaboration with S. Rajaratnam School of International Studies (RSIS) and Information Fusion Centre (IFC). Previous publications included the Anti-Piracy Poster (in collaboration with BIMCO in 2011), Tugboats and Barges Guide (in collaboration with the IFC in 2012) and the Maritime Security Planning Chart (a joint effort with the IFC and United Kingdom Hydrographic Office (UKHO) in 2013). These reports and collaterals contain detailed assessments of relevant piracy and armed robbery trends in the region and recommendations tailored for these trends. More details are available at www.recaap.org



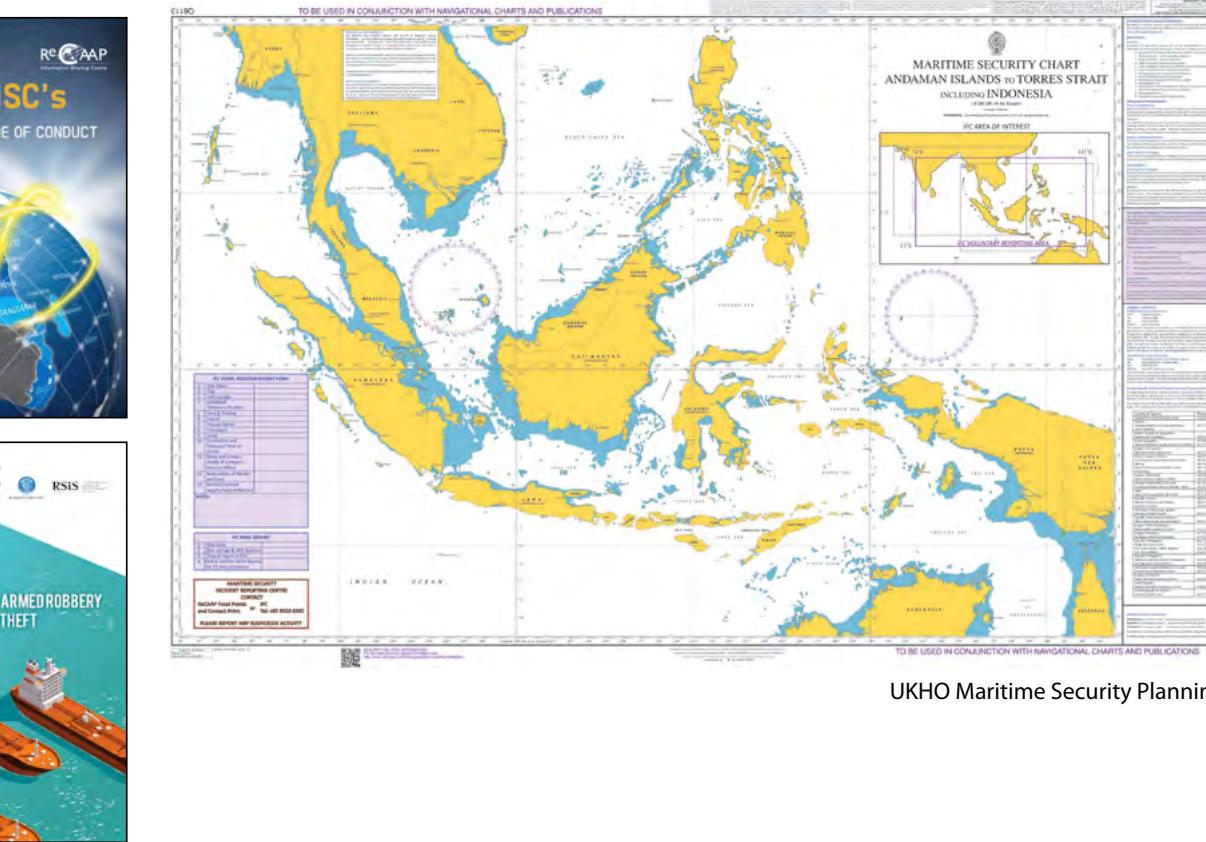
KEY INFORMATION SHARING MILESTONES



ReCAAP ISC REPORTS AND JOINT DELIVERABLES WITH PARTNER ORGANISATIONS

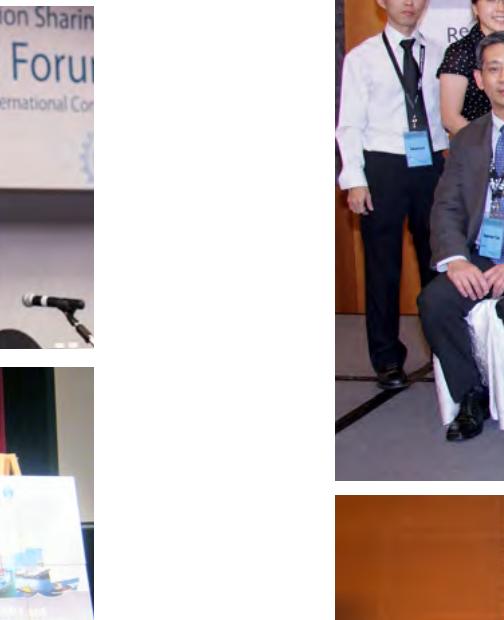


ReCAAP ISC REPORTS AND JOINT DELIVERABLES WITH PARTNER ORGANISATIONS



KEY ACTIVITIES & MILESTONES ACHIEVED - INFORMATION SHARING

As a platform for information sharing with the regional and international shipping industry and other maritime related stakeholders, the ReCAAP ISC has, since 2009, organised annual Nautical Forums and a Piracy and Sea Robbery Conferences targeting regional and international maritime stakeholders respectively.



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Piracy and Sea Robbery Conference 2009

Building Partnerships, Enhancing Security

22 April 2009 • Singapore

Jointly organised by:

ReCAAP ISC BIMCO INTER

SINGAPORE MARITIME AUTHORITY

SGS

SGX

SGT

SIA

SINGAPORE PORT AUTHORITY

SINGAPORE SHIP REGISTER

SINGAPORE SHIPYARD GROUP

SINGAPORE TOWER

SINGAPORE WATER

SINGAPORE WIRELESS

Piracy & Sea Robbery Conference 2011

Sharing Information, Enhancing Response

14 April 2011 • Singapore

Jointly organised by:

ReCAAP ISC BIMCO INTER

SINGAPORE MARITIME AUTHORITY

SGS

SGX

SINGAPORE SHIP REGISTER

SINGAPORE SHIPYARD GROUP

SINGAPORE TOWER

SINGAPORE WATER

SINGAPORE WIRELESS

CAPACITY BUILDING

The ReCAAP Focal Points form the backbone of the ReCAAP ISC's information sharing function. The ReCAAP ISC has unstintingly put in much resource for capacity building to enhance the capabilities of the ReCAAP Focal Points, and for overall strengthening of the Focal Points' network. There are annual ReCAAP Capacity Building Workshops, Focal Point Senior Officers' Meetings, Cluster Meetings and visits to the ReCAAP Focal Points. These efforts have enabled the ReCAAP Focal Points to have a better understanding of their roles within the ReCAAP Focal Points network, and to fulfil these responsibilities as best as they can. Greater operational ties amongst the ReCAAP Focal Points have led to more prompt information sharing and reporting, resulting in the arrest of perpetrators or the successful recovery of hijacked vessels, amongst others.





Visit to Netherlands Focal Point



Visit to US Focal Point



Senior Officers' Meeting, 1-3 Jul 2008
(Singapore)



Capacity Building Workshop, 9-12 Nov 2009
(Philippines)



Visit to Norway Focal Point



Capacity Building Workshop, 4-6 Nov 2008
(Hong Kong, China)



Senior Officers' Meeting, 25-27 Aug 2010
(Thailand)



Capacity Building Workshop, 15-17 Nov 2011
(India)



Senior Officers' Meeting, 12-14 Nov 2013
(China)



ding Workshop, 15-17 Jul 2014



eeting, 6-8 Oct 2015
(Australia)



Cluster Meeting, 26-27 May 2011
(Vietnam)



Senior Officers' Meeting, 12-13 Dec 2014
(Japan)



s' Meeting, 6-8 Oct 2015



eting, 10-13 Oct 2011
(Bangladesh)



Cluster Meeting, 30 Oct 2014
(Cambodia)

The ReCAAP initiative has gained traction and is lauded worldwide as a successful intergovernmental framework to combat regional piracy and armed robbery against ships. Membership has risen significantly from 14 ReCAAP Contracting Parties in 2006 to 20 in 2016. There is considerably greater awareness in the international maritime community of the piracy and armed robbery situation in Asia. The ReCAAP has become a model for regional anti-piracy cooperation elsewhere. An example of which is the Djibouti Code of Conduct (DCoC), established in January 2009.



DCoC Familiarisation Programme
5-6 Nov 2009 (Singapore)



Signing of SOP
11 Nov 2011 (Singapore)



Maritime Information Management Training
14-18 May 2011 (Djibouti)



Centre-to-Centre Dialogue
5 Jan 2014 (Oman)



“反海盗会议”讲解会在我国举行
多国代表共商抗海盗大计



出席讲解会的除了新加坡海事及港务管理局局长蓝一洋，也有好些非洲及印度洋岛国执法单位的代表如肯尼亚、塞舌尔、坦桑尼亚等国。

特雷罗尼说，海盗在亚丁湾执行巡逻及护航任务，并非长远之计。较根本的解决方法是帮助索马里建构完整的司法体系，让该国能有效执行法律的职能才能发挥效用。

国际海事组织（IMO）海上安全部主任克里斯·特雷罗尼（Chris Trelawny）前天受访时说，国际海事组织关注的是该区域的航道安全，确保国际贸易往来正常及运载粮食的人道组织货船受到保护，确保需要粮食救援的300万索马里人，不致于面对饥饿问题。

目前解决索马里海盗问题的方案，如派遣由20国海军组成的“第151联合特遣舰队”（Combined Task Force 151）到亚丁湾执行巡逻及护航任务，并非长远之计。较根本的解决方法是帮助索马里建构完整的司法体系，让该国能有效执行法律的职能才能发挥效用。

特雷罗尼说，目前低空掠过的船只本身也采取适当的防海盗措施，以击退未遂的海盗，如，加快航行速度和喷洒强力水柱吓走。

特雷罗尼前天出席“亚洲反海盗及武装抢劫船只区域合作协定”组织（ReCAAP）应急共享中心举办的“反海盗会议”讲解会。讲解会在Atrium假日酒店举行。与会者聆听后将到马尼拉出席ReCAAP联合菲律宾海岸警卫队主办的正式会议，探讨索马里海盗等课题。会议从本月9日举行至12日。

前天出席讲解会的除了新加坡海事及港务管理局局长蓝一洋，也有好些非洲及印度洋岛国执法单位的代表如肯尼亚、塞舌尔、坦桑尼亚等国。

特雷罗尼也透露，虽然海盗的目的主要是勒索金，而不是伤害人质，但这都是不能容忍的犯罪行径，必须受到法律制裁。国际组织也做调查，这些海盗是否受到其他国家犯罪组织的资助，以及他们资金的流向。

过去一年，亚丁湾海盗袭击的次数也包括亚洲注册的商船。

他也说，海盗问题将增加航运成本，如船只必须深航数外的防盗锚地而延误船程，或者改变航路，采用不符合经济的航线，以避免经常瘫痪出港的港城。这些都

The ReCAAP ISC has also shared best practices and experiences with the Djibouti Code of Conduct (DCoC) ISCs together with the IMO's Project Implementation Unit for two projects, namely the "Needs assessment for the establishment and operation of the Sana'a Information Sharing Centre" and "Sub-regional workshop for training of the national Focal Points for piracy and staff of the Information Sharing Centres". Such capacity building efforts help to strengthen the ReCAAP ISC's international standing as a competent and capable authority on piracy matters. Additionally, there were Familiarisation Programmes and "Centre-to-Centre Dialogue" conducted to share the ReCAAP ISC's effort and experience in combating piracy and armed robbery in the Asia region.

COOPERATIVE ARRANGEMENTS

As an inclusive international organisation, the ReCAAP ISC projects itself as a specialist agency in facilitating cooperative arrangements among Contracting Parties, governmental and non-governmental organisations, shipping industries, maritime and research institutes which share ReCAAP ISC's mission in enhancing regional cooperation through information sharing, capacity building and cooperative arrangements in combating piracy and armed robbery against ships. The cooperative arrangements also take the form of networking opportunities and working relationship with other stakeholders through participating in anti-piracy conferences, international conferences and forums which contribute towards showcasing ReCAAP ISC as the successful model of regional cooperation.

Within the course of a decade, the ReCAAP ISC has managed to build an extensive network of partnerships with the industry, academia and maritime-related organisations. To date the ReCAAP ISC has concluded five Memorandums of Understanding (MoUs).

These are with the:

- IMO in December 2007
- Baltic and International Maritime Council (BIMCO) in April 2010
- Asian Shipowners' Forum (ASF) in August 2010
- International Association of Independent Tanker Owners (INTERTANKO) in May 2012
- International Criminal Police Organization (INTERPOL) in November 2012

These MoUs enable the ReCAAP ISC to collaborate with the organisations on capacity building and training programmes as well as joint projects on measures to

prevent or suppress piracy attacks, attend the organisations' meetings and vice versa, and information exchange and mutual support on piracy and armed robbery incidents in Asia.

The ReCAAP ISC has also concluded two Standard Operating Procedures (SOP) with the IFC in December 2007 and the DCoC ISCs in November 2011 to facilitate information sharing, participate in information exchange exercises to validate linkages among participation operation centres and attend IFC's or the DCoC ISCs' meetings as a speaker/panellist.

The ReCAAP ISC also organises several forums/seminars for the international maritime community such as the annual Nautical Forum, Piracy and Sea Robbery Conference and the ReCAAP ISC-SSA Piracy and Sea Robbery Forum. To increase

mindshare and outreach, the ReCAAP ISC participated in numerous piracy-related intergovernmental fora as an observer and industry/academia-organised forums/seminars as a speaker. These events are crucial for the ReCAAP ISC to build a good foundational relationship with the industry, and the academia to better understand their concerns and views on the piracy situation in Asia. The ReCAAP ISC wishes to profile itself as a credible go-to authority on piracy matters in Asia.



► Signing of MoU with IMO



► Signing of MoU with ASF



► Signing of MoU with INTERTANKO



► Signing of SOP with IFC



Although Indonesia and Malaysia have yet to be a formal part of the ReCAAP family, the ReCAAP ISC recognises them as very important strategic partners in the region. The ReCAAP ISC has ensured continued engagement of key senior Indonesian and Malaysian officials and industry representatives to keep relations warm and to encourage the two countries' accession to the ReCAAP. These engagements have enabled the ReCAAP ISC to continue having some degree of operational cooperation with Indonesia and Malaysia on information sharing of piracy and armed robbery incidents.

Representatives from the Malaysia Maritime Enforcement Agency have been regularly attending our capacity building activities as well as conferences and seminars organised by the ReCAAP ISC. The interaction was most encouraging towards a positive attitude of enhanced cooperation and collaboration. Besides attending all our invited events, there was also regular and swift information exchange; cordial interactions were also forthcoming with Malaysia Maritime Enforcement Agency representatives at regional meetings, such as the Head of Asian Coast Guard Agencies Meeting (HACGAM) and other conferences.



Visit to Indonesia Navy
16 Jan 2008 (Jakarta, Indonesia)



Visit to BAKORKAMLA
15 Jan 2008 (Jakarta, Indonesia)



Visit to Malaysia Maritime Enforcement Agency
5 May 2011 (Kuala Lumpur, Malaysia)



Visit to Malaysia Ministry of Foreign Affairs
5 May 2011 (Kuala Lumpur, Malaysia)



Visit to Malaysian Maritime Enforcement Agency
9 Jan 2012 (Johor, Malaysia)



Visit to Maritime Institute Of Malaysia
20 Jan 2012 (Kuala Lumpur, Malaysia)



Visit to Malaysia Ministry of Foreign Affairs
8 Feb 2013 (Kuala Lumpur, Malaysia)



Visit to Malaysia National
Security Council, 6 Jan 2014
(Kuala Lumpur, Malaysia)



Visit to Malaysia Ministry of Foreign Affairs
7 Feb 2014 (Kuala Lumpur, Malaysia)



Visit to BAKORKAMLA
11 Nov 2014 (Jakarta, Indonesia)



Engagement with Malaysia Maritime Enforcement
Agency, 26 Oct 2015 (Kuala Lumpur, Malaysia)



Visit to Indonesia National Shipowners'
Association (INSA), 23 Jan 2014 (Jakarta, Indonesia)



Visit to Indonesia Marine Police Headquarters
11 Nov 2014 (Jakarta, Indonesia)



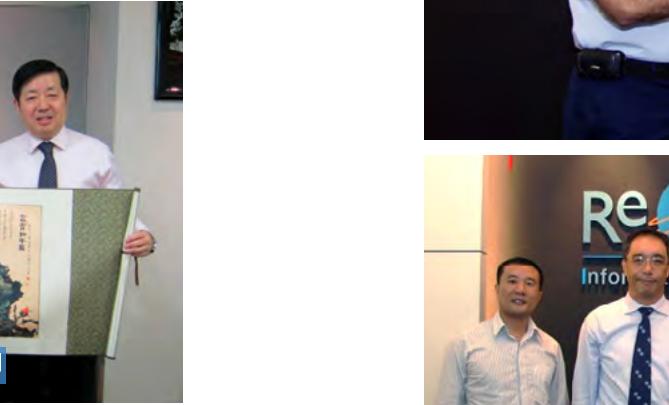
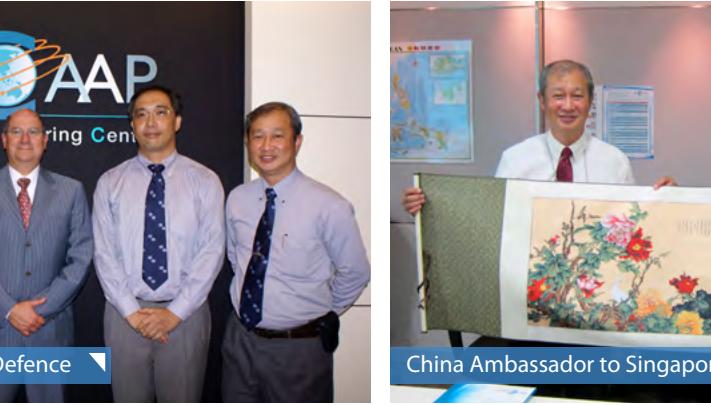
Engagement with Malaysia Maritime Enforcement
Agency, 26 Oct 2015 (Kuala Lumpur, Malaysia)



G7 High Level Meeting
14 Dec 2015 (Berlin, Germany)

VISITS BY VARIOUS STAKEHOLDERS

As part of the collaboration and cooperation developments with the various maritime related stakeholders, the ReCAAP ISC has, over the years received many visitors including governmental agencies, shipping industry, academia and diplomats. These visits are important to facilitate exchange of views, better understanding of the functions of the ReCAAP ISC; and on many occasions, strengthen working processes and personal relationships.





Focal Points/Contact Point

FOCAL POINTS / CONTACT POINT

The ReCAAP Focal Points/Contact Point set up is the vital component within the ReCAAP structure which provides important piracy and armed robbery information to the ReCAAP ISC through the secure web-based Information Network System. Through this network, the ReCAAP Focal Points/Contact Point, as well as the ReCAAP ISC, are linked to each other on a 24/7 basis. They are thus able to facilitate or carry out appropriate responses to incidents.

The function of our Focal Point system is key to the success of the ReCAAP. The ReCAAP ISC, with its Focal Points, are the ones which can play the central role in the international maritime community by addressing new challenges under evolving landscape around us. The ReCAAP ISC has established its infrastructure and connections to both government agencies and shipping industry for the past decade.

The roles of the Focal Points/Contact Point would include managing piracy and armed robbery incidents within its territorial waters, acting as a point of information exchange among the ReCAAP Focal Points and ReCAAP ISC and, integrating law enforcement agencies with the maritime industry through points of contact. Through this organisation, all related information will be shared among the maritime stakeholders in a timely manner.

The appointed Focal Points/Contact Point designated in the contracting parties are as follows:

- Australia Maritime Border Command
- Bangladesh Department of Shipping
- Brunei Marine Police
- Cambodia Merchant Marine Department
- China Maritime Search and Rescue Centre and Hong Kong Maritime Rescue Coordination Centre

- Danish Maritime Authority
- India Coast Guard
- Japan Coast Guard
- Korea Ministry of Ocean and Fisheries
- Laos Ministry of Public Security
- Myanmar Navy
- Dutch Coast Guard
- Norwegian Maritime Authority
- Philippine Coast Guard
- Singapore Maritime and Port Authority of Singapore
- Sri Lanka Navy
- Royal Thai Navy
- UK National Maritime Information Centre
- US Coast Guard
- Vietnam Coast Guard





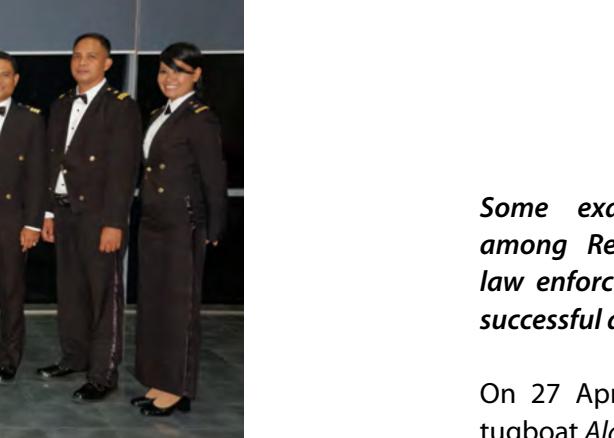
Myanmar



Netherlands



Norway



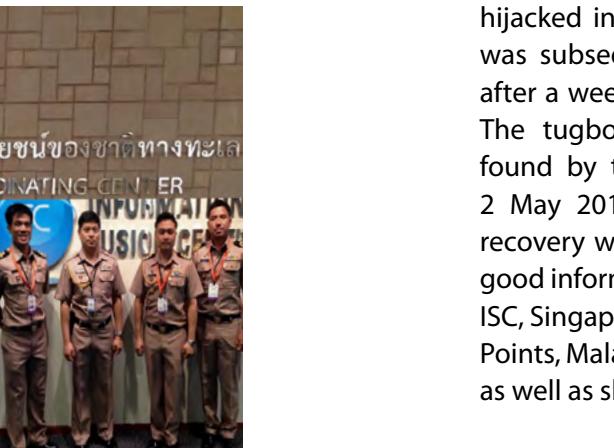
Philippines



Singapore



Sri Lanka



Thailand



United Kingdom



US



Vietnam

Some examples of close cooperation among ReCAAP Focal Points and other law enforcement agencies that has led to successful apprehension of perpetrators:

On 27 April 2010 the Indonesian-flagged tugboat *Alantic 3* towing barge *Alantic 5* was hijacked in the South China Sea. The crew was subsequently rescued from a life raft after a week by the Vietnamese authorities. The tugboat and barge were eventually found by the Philippines Coast Guard on 2 May 2010 in Mindanao. The successful recovery was due to close cooperation and good information exchange among ReCAAP ISC, Singapore, Vietnam and Philippine Focal Points, Malaysian and Indonesian authorities as well as ship owners/operators.



On 20 November 2012 the Malaysian-flagged tanker *Zafirah* was hijacked in the South China Sea. The vessel was eventually recovered by the Vietnam law enforcement agencies with 11 pirates arrested on 22 November 2012. The successful recovery was due to the close cooperation among the ReCAAP ISC, Vietnam Focal Point and other Vietnamese authorities.

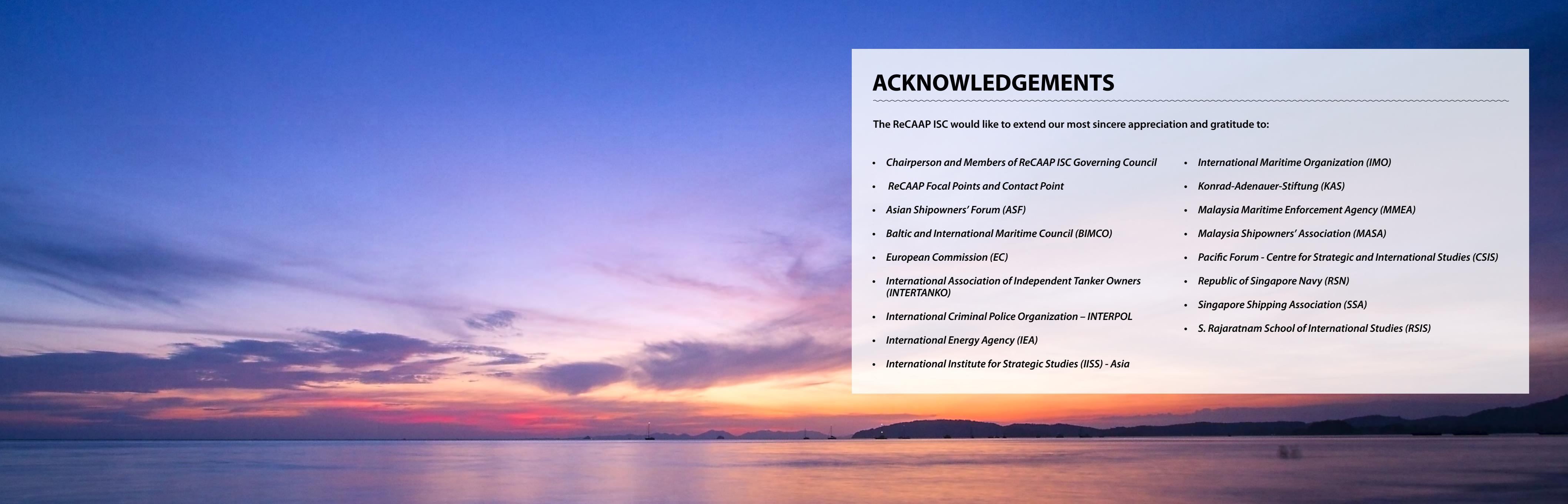


On 9 October 2014 the Indonesian-flagged tanker *Sri Kandi 515* was boarded by perpetrators in Sampit waters, Central Kalimantan, Indonesia. The perpetrators reportedly blindfolded the crew; took control of the tanker and sailed off in a northwesterly direction. On 27 Nov 14, the Royal Thai Navy found and located *Sri Kandi 515* off Narathiwat province, Thailand and apprehended the perpetrators onboard. The name of the tanker had been painted over and renamed *CHONGLI 2*. The successful recovery was a result of the close cooperation among the ReCAAP ISC, Thai Focal Point and the Malaysian and Indonesian authorities.



On 11 Jun 2015, a shipping company reported loss of communication with Malaysian-flagged tanker *Orkim Harmony*. With close cooperation among ReCAAP ISC, Vietnam Focal Point, Australia Focal Point, Malaysian and Indonesian authorities, the vessel was recovered on 19 Jun 2015 with eight perpetrators arrested.





ACKNOWLEDGEMENTS

The ReCAAP ISC would like to extend our most sincere appreciation and gratitude to:

- *Chairperson and Members of ReCAAP ISC Governing Council*
- *ReCAAP Focal Points and Contact Point*
- *Asian Shipowners' Forum (ASF)*
- *Baltic and International Maritime Council (BIMCO)*
- *European Commission (EC)*
- *International Association of Independent Tanker Owners (INTERTANKO)*
- *International Criminal Police Organization – INTERPOL*
- *International Energy Agency (IEA)*
- *International Institute for Strategic Studies (IISS) - Asia*
- *International Maritime Organization (IMO)*
- *Konrad-Adenauer-Stiftung (KAS)*
- *Malaysia Maritime Enforcement Agency (MMEA)*
- *Malaysia Shipowners' Association (MASA)*
- *Pacific Forum - Centre for Strategic and International Studies (CSIS)*
- *Republic of Singapore Navy (RSN)*
- *Singapore Shipping Association (SSA)*
- *S. Rajaratnam School of International Studies (RSIS)*



Information Sharing Centre

www.recaap.org

