

ReCAAP ISC

PIRACY & SEA ROBBERY CONFERENCE 2013

9 APRIL 2013 | SINGAPORE

COUNTER PIRACY: CHALLENGES, RESPONSES
AND LESSONS LEARNED

JOINTLY ORGANIZED BY:



BIMCO
REFLECTING YOUR INTERESTS



INTERTANKO



**S. RAJARATNAM SCHOOL
OF INTERNATIONAL STUDIES**
A Graduate School of Nanyang Technological University

ReCAAP ISC

PIRACY & SEA ROBBERY CONFERENCE 2013

COUNTER PIRACY: CHALLENGES, RESPONSES AND LESSONS LEARNED

CONFERENCE REPORT

A conference jointly organised by:

- The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)
 - The Baltic and International Maritime Council (BIMCO)
 - The International Association of Independent Tanker Owners (INTERTANKO)
 - The S. Rajaratnam School of International Studies (RSIS)
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ABOUT THE REGIONAL COOPERATION AGREEMENT ON COMBATING PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA (ReCAAP), AND THE ReCAAP INFORMATION SHARING CENTRE (ISC)

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery against ships in Asia. The Agreement was finalised on 11 November 2004 and entered into force on 4 September 2006. To date, 18 States have become Contracting Parties to ReCAAP.

The 18 Contracting Parties are Bangladesh, Brunei, Cambodia, China, Denmark, India, Japan, Republic of Korea, Laos, Myanmar, Netherlands, Norway, Philippines, Singapore, Sri Lanka, Thailand, United Kingdom and Vietnam.

Under the Agreement, the ReCAAP Information Sharing Centre (ReCAAP ISC) was established, and officially launched in Singapore on 29 November 2006. It was formally recognised as an international organisation on 30 January 2007.

The roles of the ReCAAP ISC are to:

- Serve as a platform for information exchange with the ReCAAP Focal Points via the Information Network System (IFN); facilitate communications and information exchange among participating governments to improve incident response by member countries; analyse and provide accurate statistics of piracy and armed robbery incidents to foster better understanding of the situation in Asia;
- Facilitate capacity building efforts that help improve the capability of member countries in combating piracy and armed robbery against ships in the region; and
- Cooperate with organizations and like-minded parties on joint exercises, information sharing, capacity building programme, or other forms of cooperation, as appropriate, and agreed upon among the Contracting Parties.

The ReCAAP ISC facilitates exchange of information among the ReCAAP Focal Points through a secure web-based Information Network System (IFN). Through this network, the ReCAAP Focal Points are linked to each other as well as the ReCAAP ISC on a 24/7 basis, and are able to facilitate appropriate responses to incident. The agency receiving the incident report will manage the incident in accordance with its national policies and response procedures, and provide assistance to the victim ship where possible. The agency will in turn, inform its local ReCAAP Focal Point which will submit an incident report to the ReCAAP ISC and the neighbouring Focal Points.

ABOUT THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

BIMCO is a shipping association providing a wide range of services to its global membership of stakeholders who have vested interests in the shipping industry, including shipowners, operators, managers, brokers and agents.

The association's main objective is to facilitate the commercial operations of its membership by means of developing standard contracts and clauses, and providing quality information, advice, and education.

BIMCO promotes fair business practices, free trade and open access to markets and is a strong advocate for the harmonisation and standardisation of all shipping related activity.

Accredited as a Non-Governmental Organisation (NGO) with all relevant United Nations agencies and other regulatory entities, BIMCO actively promotes the application of international agreed regulatory instruments.

ABOUT INTERNATIONAL ASSOCIATION OF INDEPENDENT TANKER OWNERS (INTERTANKO)

INTERTANKO has been the voice of independent tanker owners since 1970, ensuring that the oil that keeps the world turning is shipped safely, responsibly and competitively.

Membership is open to independent tanker owners and operators of oil and chemical tankers, i.e. non-oil companies and non-state controlled tanker owners, who fulfil the Association's membership criteria.

Independent owners operate some 80% of the world's tanker fleet and the vast majority are INTERTANKO members. As of January 2012, the organisation had 240 members, whose combined fleet comprises some 3,100 tankers totalling 250 million dwt. INTERTANKO's associate membership stands at some 330 companies with an interest in shipping of oil and chemicals.

ABOUT S. RAJARATNAM SCHOOL OF INTERNATIONAL STUDIES (RSIS)

The S. Rajaratnam School of International Studies (RSIS) is a professional graduate school of international affairs at the Nanyang Technological University, Singapore. RSIS's mission is to develop a community of scholars and policy analysts at the forefront of security studies and international affairs. Its core functions are research, graduate teaching and networking. It produces cutting-edge research on Asia Pacific Security, Multilateralism and Regionalism, Conflict Studies, Non-Traditional

Security, International Political Economy, and Country and Region Studies. RSIS' activities are aimed at assisting policymakers to develop comprehensive approaches to strategic thinking on issues related to security and stability in the Asia Pacific.

For more information about RSIS, please visit www.rsis.edu.sg.

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EXECUTIVE SUMMARY



The ReCAAP Information Sharing Centre jointly organised the ReCAAP ISC Piracy & Sea Robbery Conference 2013 on 9 April 2013 with BIMCO, INTERTANKO and S. Rajaratnam School of International Studies (RSIS). The theme of the Conference was “Counter Piracy: Challenges, Responses and Lessons Learned”. The conference featured presentations by distinguished speakers from the maritime and international organisations, and an interactive discussion between distinguished panelists and participants comprising local government agencies, ambassadors, representatives from local embassies, local and international shipping associations, shipping companies and research institutions.

The conference provided a platform for sharing and interactive discussion between speakers and the audience. It consisted of two sessions: Session I on “Overview and perspective of piracy and armed robbery against ships” and Session II on “Counter piracy efforts: challenges, responses and lessons learned”. Session I featured presentations by the International Maritime Organization (IMO), the Asian Shipowners’ Forum (ASF) and the ReCAAP ISC. Session II, for the first time, adopted the format of a discussion with distinguished speakers who gave their thoughts on the topic “Regional maritime cooperative efforts to counter piracy are successful and efficient”. The sharing and discussion drew overwhelming comments from the floor.

The meeting concurred that concise, relevant, and timely information is necessary to enable seafarers to better appreciate the situation and therefore able to implement relevant precautionary measures. No one agency is able to do this alone. In conclusion, noting that naval efforts and enforcement agencies to counter piracy is not a long-term and finite solution, self-help by seafarers and ship owners in complying with best management practices (BMPs) is the first layer of protection against incidents at sea.

WELCOME REMARKS

**H.E. DR. PORNCHAI
DANVIVATHANA**
CHAIRPERSON OF THE ReCAAP ISC
GOVERNING COUNCIL



H.E. Dr. Pornchai Danvivathana welcomed all participants to the ReCAAP ISC Piracy and Sea Robbery Conference 2013. Since 2006, the ReCAAP ISC has established itself as a hub for information sharing to counter piracy and sea robbery, and today, the ReCAAP has 18 member countries onboard, had initiated cooperative agreements and MoUs with nine partner organisations. Dr. Pornchai noted that information sharing and maritime engagement is spreading in Asia and beyond, because no one party or agency can counter the transnational nature of piracy and sea robbery alone. He was pleased to announce that the number of piracy and sea robbery incidents has been decreasing since 2010. The number of incidents reported during the first quarter of 2013 continued on a downward trend compared to the same period in 2012. Amongst other factors, this was attributed to the enhanced cooperation and collaboration between the ReCAAP ISC and its Focal Points, and with the shipping industry.

Nonetheless, H.E. Dr. Pornchai cautioned against the danger of complacency. Despite the overall number of piracy and sea robbery incidents on a decline, there are still areas where reported incidents have increased. Therefore, attention should be focused to determine which incidents are piracy-related, and which are not. He reminded the audience that piracy will always find ways to flourish in areas less patrolled.

H.E. Dr. Pornchai explained that the ReCAAP ISC has become a model for maritime information sharing centres in other regions. On this note, the ReCAAP ISC in partnership with the IMO had shared its experience and assisted in the development of the three Information Sharing Centres (ISCs) under the Djibouti Code of Conduct (DCoC). Among the activities carried out by the ReCAAP ISC were the successful conduct of a joint ReCAAP/DCoC counter-piracy seminar and workshop organised by the ReCAAP ISC; which was supported by the Japanese Ministry of Foreign Affairs and the Japan Coast Guard during 3-6 December 2013 in Tokyo, Japan where representatives of DCoC countries gathered.

In conclusion, H.E. Dr. Pornchai lauded the new format of this year's conference which took the form of a panel discussion during Session II to debate on the topic, "Regional maritime cooperative efforts to counter piracy are successful and efficient".

SESSION I

INTERNATIONAL EFFORTS AND INITIATIVES

MRS. BRENDA V. PIMENTEL
REGIONAL COORDINATOR, IMO REGIONAL PRESENCE FOR TECHNICAL CO-OPERATION IN EAST ASIA



Mrs. Brenda Pimentel started her presentation by explaining IMO's position on its counter-piracy measures and implementation progress thus far. She noted that piracy incidents in the Gulf of Aden and West Indian Ocean have decreased significantly, largely due to the presence of naval counter-piracy patrols, implementation of BMPs by merchant vessels, use of armed guards onboard vessels and better situational awareness among the shipping community which permits ship masters to take appropriate evasive measures when pursued by pirate skiffs.

The IMO's current initiatives are focusing on the Western African region and ongoing debate on the use of armed guards onboard vessels. One main initiative that the IMO took was to develop a database for navies, coastal States, flag States, and international organisations to capture reports on incidents of piracy and sea robbery. Although the statistics provided by the database are by no means accurate, these are nonetheless very useful to indicate general trends, and they can be found on the IMO's official website. The statistics showed that of late, piracy in the Western African region had been given a higher profile, primarily due to Somali-based piracy being on a decline.

Mrs. Brenda highlighted that piracy and sea robbery in West Africa is different from that off the coast of Somalia.

Over the last 10 years, 554 incidents off West Africa were reported to the IMO, with approximately 80% of the attacks occurred within territorial waters, largely off Nigeria and involved vessels at anchor. However, the exact figures could be higher as some incidents went unreported, mainly due to ship operators not wanting to incur any procedural delays by having law enforcement officials onboard to investigate the reported incident. It was also apparent that in 2012, most attacks off West Africa were targeted at tankers, theft being the main objective and not hijacking or kidnapping for ransom as was the case in the Indian Ocean. The hijacked vessels were mostly those trading with coastal States, at anchor or stationary, as opposed to vessels underway in Somali waters. Lastly, most incidents occurred within territorial waters, which rendered the use of armed guards and foreign counter-piracy patrols a breach of national sovereignty of the coastal State.

A plethora of initiatives were being taken to address the piracy and sea robbery situation off West Africa. The United Nations Security Council (UNSC) through Resolutions 2018 and 2039 recognised the need for a comprehensive approach led by regional countries. Regional initiatives have been spearheaded by the African Union, Economic Community of Central African States (ECCAS), Economic Community of Western African States (ECOWAS), Gulf of Guinea

Commission, as well as Maritime Organisation of West and Central Africa (MOWCA). States in the region have also recognised the DCoC as a useful model for West Africa.

For that reason, the Maritime Trade Information Sharing Centre (MTISC) was established, which aimed at providing an affordable and sustainable regional maritime information sharing centre within the Gulf of Guinea. In addition to piracy and sea robbery, the MTISC is also concerned over other hosts of maritime security and safety challenges, such as Illegal, Unreported and Unregulated (IUU) fishing, illegal trafficking, ISPS Code, safety of navigation, and search and rescue activities. Based along similar lines as DCoC, a Code of Conduct was adopted in Benin and opened for signature in Cameroon in 2013 to develop, among others, the capability for maritime law enforcement, capacity building cooperation, as well as communications through information exchange centres. Furthermore, it evolved further than the DCoC as it included a wider scope such as IUU fishing, maritime organised crime, maritime terrorism, and other illegal activities at sea.

In the final part of her presentation, Mrs. Brenda elaborated the current IMO global guidance to governments, shipowners, ship operators and crew to suppress piracy and sea robbery. This includes Somalia-specific guidance like the BMPs; guidance to flag States, coastal and port States, shipowners, ship operators, and ship masters on privately contracted armed security personnel; as well as guidance to private maritime security companies.

SESSION I

ASIAN SHIPOWNERS' PERSPECTIVE

CAPTAIN EDWARD ABBAN

DPA / CSO, SENIOR MANAGER, QUALITY, SAFETY
& SECURITY DEPARTMENT, FLEET DIVISION,
PACIFIC INTERNATIONAL LINES (PTE) LTD.



Captain Edward Abban represented the Asian Shipowners' Forum (ASF) and started his presentation by introducing ASF. The objectives of ASF are to promote the interests of Asian shipping industry and project a unified voice of Asian shipowners to the International Community.

Captain Edward proceeded to give an overview of the piracy and sea robbery incidents in Asia based on the ReCAAP ISC consolidated incident reports. ASF commended the great work that ReCAAP ISC has been doing to raise awareness about piracy and sea robbery incidents which made the job of seafarers much easier and safer. Captain Edward noted that there has been significant and steady reduction in all forms of piracy and sea robbery incidents. The key tools in reducing such attacks were information sharing networks, such as ReCAAP ISC, and enhanced response capabilities of coastal States. However, despite these successes, more need to be done to ensure safer maritime environment for the shipping industry.

Captain Edward realised that a gap existed between the actual information that was shared and the information received by seafarers. He suggested that information collated through sharing should be made available in a more useable manner to masters of vessels. This will enhance the awareness of the threat patterns and attack scenarios that are likely to be encountered, which in turn help the owner and master to devise the most reliable preventive measures and techniques specific to those

threats, as well as provide timely and non-offensive response to attempted attacks and alert systems. At the end of the day, it was the seafarers whom mattered most. Based on the Maritime Labour Convention 2006 (MLC 2006), one of the rights of seafarer is to work on safe and securely-operated ship. The MLC 2006 further emphasised the requirements to ensure the safety and security of ship and all those onboard under operating conditions. In Asia, the vulnerability of seafarers and their ships is more critical in the case of tug boats and barges. Relatively small, but valuable, tug boats and barges are favourite targets of pirates/robbers recently. They are easier to board given their low freeboards and slow speed. Once taken, they could also be used to support various maritime criminal activities.

Captain Edward also acknowledged the increase in piracy and sea robbery incidents of a more violent nature in the Gulf of Guinea. ASF could not ignore or downplay the threats as 15 to 16 ships of its ships ply those waters everyday. Efforts to deal with the problem were hampered by inadequate coordination among law enforcement agencies, and between governments and shipowners, as well as a lack of political will. Therefore, the ASF asked members and all stakeholders to continue to seek workable solutions and contribute in various ways to control the situation and curb the increase in incidents. Such solutions could include extending the rich experience of information sharing and networking in Southeast Asia to the Gulf of Guinea and Western Africa.

SESSION I

SITUATION UPDATE ON PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA

MS. LEE YIN MUI
ASSISTANT DIRECTOR (RESEARCH), ReCAAP ISC



Ms. Lee Yin Mui presented the methodology adopted by the ReCAAP ISC in classifying incidents using a 4-categories classification system broadly defined as follows:

- Category 1 (very significant): mainly incidents involving kidnapping of crew or hijacking of vessels or death/missing crew;
- Category 2 (moderately significant): mainly incidents involving armed/unarmed pirates/robbers who may have threatened or even assaulted the crew;
- Category 3 (less significant): mainly incidents involving robbers either armed with knives or unarmed, boarded vessel with the sole intention of stealing items onboard, and escaped upon detection with or without the stolen items;
- Petty theft (minimum significant): mainly theft involving robbers who were not armed and the crew not harmed.

Ms. Lee updated the participants on the situation of piracy and armed robbery against ships in Asia during January-March of 2013. She noted a marked decrease in the number of incidents reported during January-March 2013 compared to the same period in 2012. During January-March 2013, the incidents were less severe in nature, with no reports of Category 1 incidents

and there has been a decrease in the number of Category 2, 3 and petty theft incidents. This period also saw the largest decrease in Category 2 incident.

In terms of location, the overall situation in Southeast Asia and South Asia has improved. In the Straits of Malacca and Singapore, no incident was reported during January-March 2013, a marked improvement from nine and four incidents reported there during the same period in 2011 and 2012 respectively. Ms. Lee also highlighted that of the 16 incidents reported in the Straits of Malacca & Singapore in 2012, 12 involved tug boats. She attributed the improvement in the situation in the Straits of Malacca and Singapore to better situational awareness within the tug boat industry, efforts by the ReCAAP ISC and the Information Fusion Centre (IFC) in producing a poster on preventive guidelines and a guide book for tug boats and barges, increased situational awareness among the littoral States, enhanced surveillance by coastal authorities, and joint coordinated naval and law enforcement patrols. However, petty theft incidents at ports and anchorages in Indonesia were of concern. Incidents in Indonesia accounted for more than 50% of the total number of petty theft incidents. In addressing the problem, Ms. Lee urged the shipping industry to encourage masters to cooperate with local enforcement officials

by reporting to the authorities details of the incident, namely location, weapons used by the pirates/robbers, how the crew was treated and loss incurred onboard the ships.

Ms. Lee shared two cases of hijackings of tug boats and barges in 2012, namely *Wantas 6* and *Wantas VII*; and *Woodman 38* and *Woodman 39*. In the case of *Wantas 6* and *Wantas VII*, the owner reported to the Malaysian authorities only 10 days after he lost communications with the master while she was passing Pulau Batam, Indonesia. On 26 April 2012, the barge, *Wantas VII* was found by the Philippines Coast Guard (PCG) near Palawan. On 30 April 2012, the crew of the tug boat, *Wantas 6*, was rescued by a passing Vietnamese fishing boat. However, *Wantas 6* is still missing at this juncture. In the case of *Woodman 38* and *Woodman 39*, the owner reported to ReCAAP ISC on 31 July 2012 when he lost contact with the tug boat on 27 July 2012. On 4 August 2012, the tug boat was recovered by the Philippine Coast Guard (PCG) in the Philippines.

The lessons learned from the two cases highlighted that timely reporting is critical to recovery of missing/hijacked vessels, effectiveness of ReCAAP ISC network, as well as inter-agency coordination and information sharing.

Ms. Lee concluded that although the overall situation has improved, there is no room for complacency. Enhanced enforcement at ports and anchorages of known/reported incidents is critical. Nevertheless, the improved situation in Asia can be attributed to the effectiveness of the ReCAAP ISC network, and the cooperation between the ReCAAP ISC and the shipping industry who is encouraged to be proactive in reporting and to enhance anti-piracy efforts towards suppressing piracy and sea robbery.

SESSION II

DISCUSSION ON

“REGIONAL MARITIME COOPERATIVE EFFORTS TO COUNTER PIRACY ARE SUCCESSFUL AND EFFICIENT.”

MODERATOR:

DR. EUAN GRAHAM

SENIOR FELLOW, MARITIME SECURITY PROGRAMME, RSIS

SPEAKERS:

LTC (RETD) NICHOLAS TEO

DEPUTY DIRECTOR, ReCAAP ISC

MR. GILES NOAKES

CHIEF MARITIME SECURITY OFFICER, BIMCO

COL. IRVIN LIM FANG JAU

DEPUTY COMMANDER, MARITIME SECURITY TASK FORCE (MSTF), REPUBLIC OF SINGAPORE NAVY (RSN)

CAPTAIN GEOFFREY PEARSON

GLOBAL HEAD OF FLEET SECURITY, BW FLEET MANAGEMENT PTE LTD

The nature of maritime piracy

The discussion started with speakers agreeing that it was impossible to totally eradicate piracy by military force or law enforcement alone. It was argued that piracy would evolve in their methods and tactics as military and law enforcement increase and tighten their monitoring and prosecution of illegal activities at sea. Although contemporary maritime piracy in Southeast Asia has seen a downward trend in numbers, the location of piracy incidents have always moved toward the least patrolled and least monitored areas. This is precisely the reason why international cooperation and collaboration is a prerequisite to effectively suppress piracy and sea robbery, so as to allow governments to be one step ahead of the pirates/robbers. While the number of incidents has been going down in Asia, incidents still occurred in other parts of Asia.

A participant at the conference added that pirates always seek vulnerable areas and gaping holes that are noticeably absent from patrols. The situation in the South China Sea and Somali waters are examples of this problem. When the counter-piracy patrols in the Malacca Strait were intensified by the littoral states, the pirates were squeezed out and operated in the South China Sea. In the Somali waters, multinational counterpiracy patrols squeezed out the pirates to go further out into the Indian Ocean, where there is a lower likelihood of being detected. There

were concerns that piracy in the Gulf of Guinea would evolve along similar pattern. As littoral states increased their counterpiracy efforts in their territorial waters, the pirates would be squeezed out into the high seas of the Atlantic.

As part of its commitment to maintain good order at sea, Singapore sent a naval task force to participate in the multinational counter-piracy patrols. Information sharing is part of the means to tackle the problem. The ReCAAP ISC's core business is on information sharing with its Focal Points, shipping industry and partner organisations.

Unfortunately, there is still no common definition of piracy and sea robbery. Based on United Nations Convention on the Law of the Sea (UNCLOS) 1982, piracy occurs in high seas, while sea robbery happens at territorial waters.

Maritime Information Sharing

The panelists debated about the scope of information sharing. Some argued that there should be a global information sharing centre with single reference point for shipping companies. Multiple sources of information sharing could confuse seafarers and lead to information overload. For seafarers busy with their operational duties, digesting a large amount of data and information would consume too much time. Seafarers need concise, relevant, and timely information. However, others stressed



the importance for information sharing mechanism to be regionally based, or kept in bite-sized portions. Bite-sized information sharing is more adaptive, peculiar to a particular region or area, and easier to connect with local authorities. Although global information sharing is good, regional information sharing is still more effective.

Thinking beyond current efforts in information sharing, a panelist suggested that increased information sharing means people should start thinking about information management. Information management relates to how information is being processed and prepared for specific group of recipients, such as the navies, seafarers, or shipping companies, who utilise the information differently in accordance with their respective roles and functions.

Understanding the trend of maritime incidents is critical to keep the authorities aware of new scenarios and measures. It was opined that information sharing should lead to maritime domain awareness, where governments should know what is happening at sea at any period of time.

Navies and Counterpiracy

The panelists emphasised that naval efforts to counterpiracy is not a long-term and finite solution. A fair amount of self-help by seafarers and shipowners is

still required to add more layers of protection. As such, cooperation and collaboration between navies and the shipping community is critical, and both parties have the opportunity to complement each other to share experiences and provide feedback on how best to deal with the incidents of piracy and sea robbery. A panelist cautions the "grey area phenomena" where territorial disputes often discourage states to cooperate in tackling transnational threats like piracy. In such instances, navies are good platforms to build trust among nations. Others agreed that piracy could not be totally eradicated as long as maritime trade brings lucrative benefits for global economy. The problem of piracy and sea robbery essentially stems from ungoverned and under-governed land. Therefore, the long-term solution remains on land which include improving the capacity of governments to keep security and stability ashore.

CLOSING REMARKS

MR. YOSHIHISA ENDO,
EXECUTIVE DIRECTOR, ReCAAP ISC



In his closing remarks, Mr. Yoshihisa Endo expressed his gratitude to all participants for attending the conference and sharing their views and ideas. He also thanked BIMCO, INTERTANKO and the RSIS for co-organising the conference.

Mr. Yoshihisa warned against complacency in the fight against piracy and sea robbery. Despite the falling in number of piracy and sea robbery incidents, the threat is by no means eliminated altogether. As such, seafarers and authorities must continue to exercise vigilance and tighten enforcement.

Lastly, Mr. Yoshihisa lauded the new format in Session II which was interesting, interactive, and informative for the speakers and participants. He thanked the active contribution by participants in sharing their ideas and experience. He looked forward to participants in sharing information with the ReCAAP ISC, ReCAAP Focal Points and the coastal/flag States as no information is too trivial.

PROGRAMME

1330 Registration

1400 Welcome Remarks

H.E. Dr. Pornchai Danvivathana,
Chairperson of the ReCAAP ISC Governing Council

Session I

Overview and Perspective of Piracy and Armed Robbery Against Ships

1410 International Efforts and Initiatives

Mrs. Brenda V. Pimentel,
Regional Coordinator, IMO Regional Presence for Technical Co-operation in East Asia

1430 Asian Shipowners' Perspective

Captain Edward Abban,
DPA/CSO, Senior Manager, Quality, Safety & Security Department, Fleet Division,
Pacific International Lines (Pte) Ltd.

1445 Situation update on Piracy and Armed Robbery Against Ships in Asia

Ms. Lee Yin Mui,
Assistant Director (Research), ReCAAP ISC

1500 Coffee/Tea break

Session II

Counter piracy efforts: Challenges, responses and lessons learned

1520 Regional maritime cooperative efforts to counter piracy are successful and efficient. Discuss Moderator:

Dr. Euan Graham, Senior Fellow, Maritime Security Programme, RSIS

Speakers:

LTC (Retd) Nicholas Teo, Deputy Director, ReCAAP ISC
Mr. Giles Noakes, Chief Maritime Security Officer, BIMCO
COL Irvin Lim Fang Jau, Deputy Commander, MSTF, RSN
Captain Geoffrey John Pearson, Global Head of Fleet Security, BW Fleet Management Pte Ltd

1650 Presentation of Mementos

1655 Closing Remarks

Mr. Yoshihisa Endo,
Executive Director, ReCAAP ISC

1700 End of Conference

MODERATOR AND SPEAKERS

01. **H.E. DR. PORNCHAI DANVIVATHANA**
Chairperson of the ReCAAP ISC Governing Council
02. **YOSHIHISA ENDO**
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IntelEdge Inc.
32. **HALIZAH HAJI NAYAN**
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High Commission of Brunei Darussalam
33. **HARRY WEE**
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Thome Ship Management Pte Ltd
34. **HIROKI NAKAMURA**
Managing Director
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