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# ReCAAP ISC Piracy and Sea Robbery Conference 2019

9 April 2019, Singapore



Organized by:



Jointly with:







## **ABOUT ReCAAP INFORMATION SHARING CENTRE**

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 entered into force on 4 September 2006 with 14 Asian countries as Contracting Parties, and the Information Sharing Centre was established on 29 November 2006. To date, 20 States (14 Asian countries, 4 European countries, Australia, the USA) have become Contracting Parties to ReCAAP. To fulfil its vision as the Information Hub for combating piracy and armed robbery against ships in Asia, ReCAAP ISC enhances regional cooperation through information sharing, capacity building and cooperative arrangements. At the 12<sup>th</sup> Governing Council Meeting in 2018, the Council announced that ReCAAP ISC has met the criteria to be a Centre of Excellence for information sharing in combating piracy and armed robbery at sea. For more information about ReCAAP ISC, please visit [www.recaap.org](http://www.recaap.org)

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## **ABOUT BIMCO**

BIMCO is the world's largest international shipping association, with more than 2,100 members in over 120 countries. Our global membership includes shipowners, operators, managers, brokers and agents. BIMCO's core services include taking an active role on behalf of shipowners during discussions with global and regional regulators, providing training and offering information and expert advice. BIMCO is also recognised worldwide for the clarity, consistency and certainty of its standard maritime contracts and clauses. We work closely with industry experts to produce modern and flexible contracts tailored to specific trades and activities. For more information visit [www.BIMCO.org](http://www.BIMCO.org)

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## **ABOUT INTERTANKO**

INTERTANKO is the International Association of Independent Tanker Owners, a forum where the industry meets, policies are discussed and best practices developed. INTERTANKO has been the voice of independent tanker owners since 1970, ensuring that the liquid energy that keeps the world turning is shipped safely, responsibly and competitively. As of January 2019, the organisation has close to 200 members, whose combined fleet comprises some 3,931 tankers totalling nearly 346 million dwt. INTERTANKO's associate membership stands at some 244 companies and organisations related to the tanker industry. Visit [www.intertanko.com](http://www.intertanko.com) for more details.

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## **ABOUT RSIS**

The S. Rajaratnam School of International Studies (RSIS) is an autonomous institution in the Nanyang Technological University in Singapore. The mission of RSIS is to be a leading research and graduate teaching institution in strategic and international affairs in the Asia-Pacific. Defence and strategic studies including maritime security are key areas of research in RSIS. For more details, visit [www.rsis.edu.sg](http://www.rsis.edu.sg) or follow us at [www.facebook.com/RSIS.NTU](https://www.facebook.com/RSIS.NTU) or connect with us at [www.linkedin.com/school/rsis-ntu](https://www.linkedin.com/school/rsis-ntu).

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# EXECUTIVE SUMMARY

The ReCAAP ISC together with BIMCO, INTERTANKO and RSIS jointly organised the Piracy and Sea Robbery Conference 2019 on 9 April 2019 at Marina Bay Sands Convention Centre, Singapore. The Conference is the 11<sup>th</sup> in the series of the annual ReCAAP ISC Piracy and Sea Robbery Conference. It was held in conjunction with the Singapore Maritime Week 2019 (6-14 April 2019). The Conference provided a platform for international and local shipping associations, shipping companies, enforcement agencies and academic experts to share information and best practices in dealing with piracy and armed robbery against ships in Asia and beyond. A total of 150 participants attended the Conference.

The opening remarks was delivered by Vice Admiral Joel S Garcia, Chairperson of ReCAAP ISC Governing Council and Deputy Commandant for Administration, Philippine Coast Guard. This was followed by the keynote address delivered by Mr Koji Sekimizu, former Secretary General of the International Maritime Organization (IMO).

The Conference consisted of two parts: Part 1 comprised of four presentations; and Part 2, a Panel Discussion on the topic, *'Effects and Implications of Piracy'*. The four presentations were on 'latest situation of piracy and armed robbery against ships in Asia' delivered by ReCAAP ISC, 'Abduction of Crew in the Sulu-Celebes Seas and Waters off Eastern Sabah' by the Philippine Coast Guard, 'Update on the Indian Ocean High Risk Area' by INTERTANKO and 'Maritime Cybersecurity' by BIMCO. The panel discussion focused on the effects and implications of piracy on affected crew and their families, the differences between high risk areas for piracy and war risk areas, challenges faced by coast guards/governments in dealing with piracy, and the use of private armed guards. The Conference was concluded by the Closing Remarks delivered by Mr Masafumi Kuroki, Executive Director of ReCAAP ISC.

The Conference engaged the audience using an interactive tool known as MENTIMETER. The tool was used for audience to raise questions, and provide their views on the Piracy and Sea Robbery Conference 2019, expectations of future Piracy and Sea Robbery Conferences, and feedback on ReCAAP ISC reports.



# OPENING REMARKS



## **VICE ADMIRAL JOEL S GARCIA PCG PH.D., H.D., AL-HAJ**

**Chairperson of ReCAAP ISC Governing Council / Deputy Commandant for Administration, Philippine Coast Guard**

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In his opening remarks, Vice Admiral Joel S Garcia highlighted that the overall situation of piracy and sea robbery saw significant improvement in 2018. The total number of incidents reported in 2018 is the lowest since

2007. However, he pointed out that the abduction of crew for ransom in the Sulu-Celebes Seas and waters off Eastern Sabah remained an issue of concern.

He highlighted information sharing as the main mission of ReCAAP and noted significant improvements in timely reporting by the shipping industry and quick responses by coastal States' law enforcement agencies which resulted in arrests of perpetrators.

The arrests of perpetrators, increased surveillance by the littoral States and enhanced vigilance exercised by master and crew have contributed towards the decline in the number of incidents in Asia in 2018. The positive and encouraging outcome in Asia underscores the importance and relevance of the incident reporting procedure in Asia. In conclusion, VADM Joel S Garcia reiterated that only through collective efforts and collaboration among all stakeholders including the shipping industry, enforcement agencies and relevant organisations, we can mitigate the risk of piracy and sea robbery in Asia and elsewhere in the world.

# KEYNOTE ADDRESS



## MR KOJI SEKIMIZU

Former Secretary General of IMO

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In his keynote address, Mr Koji Sekimizu, former Secretary General of the International Maritime Organization (IMO) gave a brief historical overview of IMO's involvement in countering piracy and armed robbery at sea since the beginning of the 1980s. He identified three periods of surge in piracy and sea robbery incidents: (a) 1989 to 1991 in the South China Sea and Southeast Asia, (b) 1994 – 2000s in Southeast Asia, and (c) 2004 and beyond.

In response to the surge of incidents during 1989 to 1991 in the South China Sea and Southeast Asia, IMO sent three fact-finding missions to the region in 1993 and 1994. However, the number of incidents continued to increase in Southeast Asia from 1994 to 2000. This surge of incidents led to serious concerns on the security of shipping across important sea lanes. In response, the then Japanese Prime Minister Koizumi proposed to establish a legal framework to deal with piracy and sea robbery in Asia in November 2001. This was followed by the negotiations by Asian countries on the Regional Cooperation Agreement on Combating Piracy and Armed Robbery Against Ships in Asia (ReCAAP) which entered into force in 2006.

From 2004 to 2007, the number of incidents in the Straits of Malacca and Singapore decreased. However, in 2008, the attention was turned to Somalian piracy. The IMO and the shipping community responded with a variety of measures including formation of the Contact Group on Piracy off the Coast of Somalia in response to **United Nations Security Council Resolution 1851**, adoption of the Djibouti Code of Conduct, and publishing of the Best Management Practices (BMP). As the issue of Somalian piracy worsened in 2010 with the pirates' change in tactics to include the use of mother-ship operations, some shipping companies resorted to the employment of private armed guards on board their ships. Although the private armed guards issue has been discussed at the IMO, it remains contentious due to the different legal systems of member governments.



# SITUATION OF PIRACY AND ARMED ROBBERY AGAINST SHIPS IN ASIA



## MS LEE YIN MUI

**Assistant Director (Research),  
ReCAAP ISC**

Ms Lee Yin Mui, Assistant Director (Research), ReCAAP ISC gave a detailed update on the situation of piracy and sea robbery in Asia in 2018, based on the latest published data from ReCAAP ISC's Annual Report 2018.

The number of incidents in Asia is the lowest in 2018 with a total of 62 actual incidents and 14 attempted incidents reported. These figures show a 25% and 31% decrease in total number and actual number of incidents compared to 2017 respectively. The majority of incidents reported in 2018 were CAT 4 incidents, in which perpetrators were not armed and the crew not harmed.

Of the 76 incidents reported in 2018, two were CAT 1 incidents which are the most severe in nature. Both incidents involved the abduction of crew for ransom. Among the past 12 years, the number of CAT 1 incidents in 2018 was the lowest. Most of the incidents reported in the Asia during 2018 were armed robbery against ships. This accounts for 95% of the incidents which occurred in the territorial, archipelagic and internal waters of coastal States. While there were improvements at certain ports and anchorages in 2018, more than 10 incidents were reported at Samarinda anchorage in Indonesia and Chittagong anchorage in Bangladesh. There were several arrests of perpetrators during 2018 and this was a result of timely reporting by master, and prompt response by the law enforcement agencies. Ms Lee shared on the case studies of the arrests at Manila port, Philippines and Chittagong port, Bangladesh.

The situation of piracy and sea robbery during January-March 2019 continued to improve with a total of 10 incidents (comprising 9 actual incidents and one attempted incidents). Both the total number and actual number of incidents were the lowest among the quarter-on-quarter of the 13-year period (2007-2019).

# ABDUCTION OF CREW IN THE SULU-CELEBES SEAS AND WATERS OFF EASTERN SABAH



## LCDR AL-HAFIDZ T BIH

**Assistant Deputy Chief of Coast Guard Staff for Intelligence, Philippine Coast Guard (PCG)**

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LCDR Al-Hafidz T Bih PCG, Assistant Deputy Chief of Coast Guard Staff for Intelligence of the Philippine Coast Guard gave a presentation on the 'Abduction of Crew in the Sulu-Celebes Seas and waters off Eastern Sabah'. He highlighted the number of incidents involving abduction of crew for ransom in the area since 2016.

In 2018, the Philippine authorities dealt with two actual incidents of abduction of crew for ransom in the waters of Eastern Sabah. There was also one attempted incident in the waters off Mindanao. To address the situation, the Philippine government through the Philippine Coast Guard had established three coast guard stations along the coast of Sibutu island and one mobile station, equipped with AIS monitoring equipment. He also updated participants that the proposed 21 radio stations are currently in its second phase of implementation and expected to be ready by the last quarter of 2019.

LCDR Bih also highlighted the interagency approach and collaboration by the Philippine government in addressing the situation. He added that the Philippine government recognised that the root cause of piracy and motivation to join radical groups lies in poverty, and the government has been working to improve the socioeconomic livelihood of the people through the revival of barter trade in the Mindanao region.

# INDIAN OCEAN HIGH RISK AREA



## MR TIM WILKINS

**Environment Director, Regional Manager Asia-Pacific, INTERTANKO**

Mr Tim Wilkins, Environment Director, Regional Manager Asia-Pacific, INTERTANKO spoke on the recent developments in the Indian Ocean High Risk Area (HRA). He highlighted the decision by the industry group (consisting BIMCO, ICS, INTERCARGO, INTERTANKO and OCIMF) to reduce the HRA after taking into account recent feedback from the shipping industry, the pirates' intent and capability and

further consultation with nations. However, he emphasised that a serious threat remains despite the reduction in the HRA's geographic boundaries. He added that the geographical limit of the HRA would need to be continuously reviewed if the situation changed in the future. The revised HRA will be implemented with effect from 1 May 2019.

In addition, Mr Tim Wilkins highlighted three specific areas of concern for the shipping industry. First, the increase in number of incidents in Venezuela (although most incidents were petty theft) due to the unstable political situation in the country. Second, the target of ships destined for or originating from countries under the Saudi-led coalition (and ships carrying cargo of these countries) by the Houthis in the Southern Red Sea as a result of the ongoing civil war in Yemen. Third, the increasingly violent attacks, including kidnapping incidents which occur in the Gulf of Guinea. With regards to the worsening situation in the Gulf of Guinea, Mr Tim Wilkins emphasised the need for greater international intervention and said that the industry is working together and exploring all options including designating a High Threat Area. However, there is no solution or improvement of the situation there in the near future.

# MARITIME CYBERSECURITY



## MR JAKOB P. LARSEN

**Head of Maritime Security, BIMCO**

Mr Jakob P. Larsen, Head of Maritime Security, BIMCO, presented on the emerging issue of maritime cybersecurity. He said that the current IMO regulatory framework for cybersecurity consists of ambiguities, in particular the mention of cybersecurity as both a security and safety issue, which are governed by two different codes – the

ISPS Code and the ISM Code respectively. In response, BIMCO, ICS and the United States have submitted a joint proposal to IMO on streamlining the regulatory framework.

Under the proposed changes, cybersecurity risks would be solely regulated by the ISM Code, as it is easier for companies to implement changes to safety protocols compared to security procedures, which need to be submitted to flag States for approval and are also regulated by classification societies.

Mr Larsen also presented several case studies of the impact of cyberattacks on shipping industry. One example was the delays in ship departure as a result of a virus in the ECDIS system. He highlighted that the increased dependence on electronic charts increased the vulnerability of ships to such attacks. Another example mentioned was the disruption of a ship's IT infrastructure as a result of a ransomware infection on the main application server. However, while Mr Larsen expected such cyberattacks to increase, he also acknowledged that serious cybersecurity incidents on board ship were currently few.

# PANEL DISCUSSION ON 'EFFECTS AND IMPLICATIONS OF PIRACY'

## MODERATOR

### **Dr Maximo Q. Mejia Jr.**

Professor  
Director of PhD Programme and Head of Maritime Law and Policy Specialization,  
World Maritime University

## PANELLISTS

### **Vice Admiral Joel S Garcia PCG**

#### **Ph.D., H.D., Al-Haj**

Chairperson of ReCAAP ISC Governing Council  
/ Deputy Commandant for Administration,  
Philippine Coast Guard (PCG)

### **Captain Maritime**

#### **Abdul Razak bin Johan**

Deputy Director, Maritime Crime  
Investigation Department  
Malaysian Maritime Enforcement Agency  
(MMEA)

### **Mr Akash Mitra**

Manager, Fleet HSEQ, Company Security  
Officer, Deputy DPA, Teekay Tankers

### **Mr Benny Low**

Group Security Manager / Company Security  
Officer, Security Department, Thome Group  
of Companies

### **Mr Sanjiv Sethi**

Director Marine Assurance (Tanker Division),  
Anglo-Eastern Ship Management Ltd



The second part of the Conference consisted of a panel discussion among representatives of the maritime law enforcement agencies and the shipping community. The panel discussed on the topic 'Effects and implications of piracy'.

The panel provided the opportunity for open exchange of views among the panellists and the audience on the impact of piracy on crew members, shipping companies, nations etc. The major issues discussed are as follows:

#### **a. Impact of piracy and sea robbery on affected crew members and their families.**

Panellists from the shipping companies said that piracy and kidnapping incidents often affect crew members psychologically. From previous examples, affected crew members were often be provided with psychological support and evaluation. Most of them were able to return to sailing after a period of recovery. With regards to companies' support for affected families, the general message was that shipping companies would make every effort to keep families informed and updated of the situation, and provide necessary welfare and psychological support. Once the affected crew members were released, efforts would be made for them to contact family members as soon as possible.

***b. Difference between high risk areas for piracy and war risk areas, and the practical implication of this difference.***

Panellists from the shipping companies highlighted two key differences between the two. First, the amount of ship protection required when operating in high risk areas. Shipping companies can employ best practices spelt out in the BMP and engage services of private armed guards in high risk areas. However, private armed guards are not an option for ships entering war risk areas. Second, crew mentality. As crew members have the legal right to refuse calling at a port designated as a war risk area, shipping companies have to undertake additional protection measures to assure crew members of their safety when entering the port. It was also highlighted that the amount of protection differs for each voyage. Companies conduct voyage risk assessment for each voyage to determine the amount and type of protection and precautionary measures required for each trip.

***c. Challenges faced by coast guards/governments in dealing with piracy.***

Both panellists from the law enforcement agencies reiterated the differences between piracy and sea robbery, and pointed out that unlike the situation in Somalia and Africa, most incidents in Asia are sea robberies, not piracy. They also highlighted that most perpetrators target ships with low free board and those moving at slow speed near ports and anchorages. The lack of timely reporting from the industry was highlighted as an issue. On a wider perspective, it was also highlighted that many countries in the region currently do not have any anti-piracy laws and are forced to deal with perpetrators through the penal code of the country. Furthermore, the socioeconomic origins of piracy and sea robbery also highlighted the need for a whole-of-government approach to tackle the root cause of the problem by improving the livelihood of the people.

***d. Private armed guards.***

There were differing views from the law enforcement agencies and shipping companies with regards to the use of private armed guards in Asia. Representatives from the shipping community, both from the panel and the audience emphasised the vital role of private armed guards in providing a sense of security for crew members. However, panellists from the regional law enforcement agencies highlighted countries in the region were unlikely to allow armed guards to operate in their waters due to concerns of sovereignty. They pointed out the fundamental differences between the situation of piracy and sea robbery in Africa and Asia; and that the littoral states in Asia generally have better governance and ability to respond to reports of incidents.



# CLOSING REMARKS



## **MR MASAFUMI KUROKI** **Executive Director, ReCAAP ISC**

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In his closing remarks, Mr Masafumi Kuroki, Executive Director, ReCAAP ISC expressed his appreciation to the speakers, panellists and moderator for sharing valuable expertise and views. He hoped that the Conference enhanced situation awareness and shared the challenges in Asia, the Gulf of Aden and the Gulf of Guinea.

He pointed out two remarks. First, he remarked that collective efforts of timely reporting by ships to coastal States and quick response by coastal States were contributing to a significant decrease of incidents in Asia. He emphasized the importance of the role of coastal States since 90% of incidents in Asia are taking place in territorial waters. However, he commented that since each region had different conditions, one model did not fit all and that each region should find the most suitable way to combat maritime crimes.

Secondly, he pointed out the importance of accurate information, since the numbers of incidents do not tell the whole story. He highlighted that information of ReCAAP ISC was verified by coastal States and that the incidents were categorised in terms of severity, giving accurate picture of the situation. Moreover, he mentioned that while all incidents from piracy to sea robbery including petty theft are reported in Asia, it was not the case in other regions. He underscored that when making risk assessment of different regions, it was important to evaluate the accuracy of information.

He closed the Conference by reiterating his gratitude to the co-organisers, BIMCO, INTERTANKO and RSIS, for their support.

# USE OF MENTIMETER

The Conference used an audience interaction tool known as MENTIMETER. The tool was used for audience to raise questions, and participate in a survey.

## **Questions raised by audience**

The audience raised 18 questions via the MENTIMETER. From the questions raised, the audience was interested in the following areas: the impact of socio-economic on piracy and sea robbery, capacity building of regional maritime law enforcement agencies, what action taken to release the remaining the crew abducted in Sulu-Celebes Seas, cybersecurity threat on ships, policies on PMSCs on merchant ships in Asia and situation in the Gulf of Guinea.

## **Survey**

The survey was conducted to collect the audience's views on the Piracy and Sea Robbery Conference 2019, expectations of future Conferences and feedback on ReCAAP ISC reports.

**ReCAAP ISC Piracy and Sea Robbery Conference.** Overall, the respondents had good opinion of the Conference. Among the positive feedback of the Conference were: excellent speakers and panellists, well-covered topics, good presentations, audience with diverse backgrounds and viewpoints. On the possible topics for future conferences, suggestions included laws used to arrest and prosecute perpetrators, more case studies of incidents, possible future maritime security threats and new technologies for maritime security.

**Feedback on the ReCAAP ISC Reports.** Most respondents found the periodical reports (monthly, quarterly, annual) most useful. In particular, respondents had indicated that the data analytics section in the ReCAAP ISC reports were relevant, provided value-added information and presented an in-depth assessment of the situation. One respondent suggested to include more case studies of incidents in the periodical reports.



# PROGRAMME

9 April 2019

TIME	EVENT
1.30 pm	<b>Registration</b>
2.00 pm	<b>Opening Remarks</b> <b>Vice Admiral Joel S Garcia PCG Ph.D., H.D., Al-Haj</b> Chairperson of ReCAAP ISC Governing Council / Deputy Commandant for Administration, Philippine Coast Guard
2.10 pm	<b>Keynote Address</b> <b>Mr Koji Sekimizu</b> Former Secretary General of IMO
2.25 pm	<b>Situation of Piracy and Armed Robbery Against Ships in Asia</b> <b>Ms Lee Yin Mui</b> Assistant Director (Research), ReCAAP ISC
2.40 pm	<b>Abduction of Crew in the Sulu-Celebes Seas and waters off Eastern Sabah</b> <b>LCDR Al-Hafidz T Bih PCG</b> Assistant Deputy Chief of Coast Guard Staff for Intelligence, Philippine Coast Guard
2.55 pm	<b>Indian Ocean High Risk Area</b> <b>Mr Tim Wilkins</b> Environment Director, Regional Manager Asia-Pacific, INTERTANKO
3.10 pm	<b>Maritime Cybersecurity</b> <b>Mr Jakob P. Larsen</b> Head of Maritime Security, BIMCO
3.25 pm	<b>Coffee/Tea break</b>

TIME	EVENT
3.40 pm	<p data-bbox="403 517 1114 555"><b>Panel Discussion: <i>Effects and Implications of Piracy</i></b></p> <p data-bbox="403 562 560 595"><b>Moderator:</b></p> <p data-bbox="403 602 715 636"><b>Dr Maximo Q. Mejia Jr.</b></p> <p data-bbox="403 642 1289 757">Professor Director of PhD Programme and Head of Maritime Law and Policy Specialization, World Maritime University</p> <p data-bbox="403 786 552 819"><b>Panellists:</b></p> <p data-bbox="403 826 1086 860"><b>Vice Admiral Joel S Garcia PCG Ph.D., H.D., Al-Haj</b></p> <p data-bbox="403 866 1265 938">Chairperson of ReCAAP ISC Governing Council / Deputy Commandant for Administration, Philippine Coast Guard</p> <p data-bbox="403 967 963 1001"><b>Captain Maritime Abdul Razak bin Johan</b></p> <p data-bbox="403 1008 1190 1079">Deputy Director, Maritime Crime Investigation Department Malaysian Maritime Enforcement Agency (MMEA)</p> <p data-bbox="403 1108 628 1142"><b>Mr Akash Mitra</b></p> <p data-bbox="403 1149 1441 1182">Manager, Fleet HSEQ, Company Security Officer, Deputy DPA, Teekay Tankers</p> <p data-bbox="403 1211 603 1245"><b>Mr Benny Low</b></p> <p data-bbox="403 1252 1099 1323">Group Security Manager / Company Security Officer Security Department, Thome Group of Companies</p> <p data-bbox="403 1352 612 1386"><b>Mr Sanjiv Sethi</b></p> <p data-bbox="403 1393 995 1464">Director Marine Assurance (Tanker Division) Anglo-Eastern Ship Management Ltd</p>
4.50 pm	<p data-bbox="403 1563 767 1601"><b>Presentation of Mementos</b></p>
4.55 pm	<p data-bbox="403 1659 635 1693"><b>Closing Remarks</b></p> <p data-bbox="403 1700 695 1733"><b>Mr. Masafumi Kuroki</b></p> <p data-bbox="403 1740 828 1774">Executive Director, ReCAAP ISC</p>
5.00 pm	<p data-bbox="403 1839 655 1877"><b>End of Conference</b></p>

# LISTS

## Speakers, Moderator and Panellists

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01. **Vice Admiral Joel S Garcia PCG Ph.D., H.D., Al-Haj**  
Chairperson of ReCAAP ISC Governing Council / Deputy Commandant for Administration Philippine Coast Guard (PCG)
  02. **Mr Koji Sekimizu**  
Former Secretary General of IMO
  03. **Mr Masafumi Kuroki**  
Executive Director  
ReCAAP Information Sharing Centre (ISC)
  04. **Dr Maximo Q. Mejia Jr.**  
Professor  
Director of PhD Programme and Head of Maritime Law and Policy Specialization World Maritime University (WMU)
  05. **Ms Lee Yin Mui**  
Assistant Director (Research)  
ReCAAP Information Sharing Centre (ISC)
  06. **LCDR Al-Hafidz T Bih PCG**  
Assistant Deputy Chief of Coast Guard Staff for Intelligence  
Philippine Coast Guard (PCG)
  07. **Mr Tim Wilkins**  
Environment Director  
Regional Manager Asia-Pacific  
INTERTANKO
  08. **Mr Jakob P. Larsen**  
Head of Maritime Security  
BIMCO
  09. **Captain Maritime Abdul Razak bin Johan**  
Deputy Director, Maritime Crime Investigation Department  
Malaysian Maritime Enforcement Agency (MMEA)
  10. **Mr Akash Mitra**  
Manager, Fleet HSEQ, Company Security Officer, Deputy DPA, Teekay Tankers
  11. **Mr Benny Low**  
Group Security Manager / Company Security Officer  
Security Department, Thome Group of Companies
  12. **Mr Sanjiv Sethi**  
Director Marine Assurance (Tanker Division)  
Anglo-Eastern Ship Management Ltd
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# LISTS

## Participants

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- |   |   |
|---|---|
| 01. <b>Ang Chin Eng</b><br>Asian Shipowners' Association (ASA)  | 15. <b>Ong Ziwei</b><br>Dasin Shipping Pte Ltd  |
| 02. <b>Dylan Ow</b><br>Asian Shipowners' Association (ASA)  | 16. <b>Zhao Qingwei</b><br>Dasin Shipping Pte Ltd                                     |
| 03. <b>Maite Bolivar Klarup</b><br>BIMCO  | 17. <b>Christoph Thelen</b><br>Embassy of the Federal Republic<br>of Germany          |
| 04. <b>Mette Kronholm Frænde</b><br>BIMCO   | 18. <b>Sonexay Vannaxay</b><br>Embassy of the Lao People's<br>Democratic Republic     |
| 05. <b>Charles Brown</b><br>Booz Allen Hamilton   | 19. <b>Lu Bing</b><br>Embassy of the People's Republic of China                       |
| 06. <b>Patrick Chua</b><br>BP   | 20. <b>Jung Chun Woo</b><br>Embassy of the Republic of Korea                          |
| 07. <b>Oh Sze Hou</b><br>Carnival Corporation & PLC   | 21. <b>CDR Kim Byoung Hyeol</b><br>Embassy of the Republic of Korea                   |
| 08. <b>Amparo Pamela Fabe</b><br>Center for Local Innovation and<br>Community Development Philippines | 22. <b>Adrian Bernie C Candelada</b><br>Embassy of the Republic of<br>the Philippines |
| 09. <b>Professor Robert Beckman</b><br>Centre for International Law (CIL)                             | 23. <b>Hlaing Nandor</b><br>Embassy of the Republic of<br>the Union of Myanmar        |
| 10. <b>Dita Liliansa</b><br>Centre for International Law (CIL)  | 24. <b>LCDR Michael Zimet</b><br>Embassy of the United States of America              |
| 11. <b>Arron Honniball</b><br>Centre for International Law (CIL)                                      | 25. <b>Martin Brzuska</b><br>Epic-Gas   |
| 12. <b>Amber Maggio</b><br>Centre for International Law (CIL)   | 26. <b>Pradeep Bhadauria</b><br>Executive Ship Management Pte Ltd                     |
| 13. <b>Gerald Yee</b><br>Clyde & Co Clasis Singapore Pte Ltd  | 27. <b>Eunice Ho</b><br>ExxonMobil  |
| 14. <b>Richard Chen</b><br>COSCO SHIPPING Tanker<br>Singapore Pte Ltd                                 |   |
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# LISTS

## Participants

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- |   |   |
|---|---|
| 28. <b>Mark Ho</b><br>ExxonMobil  | 41. <b>LT Ahmad Zubair Bin Abd Nasir</b><br>Information Fusion Centre (IFC)       |
| 29. <b>Jack Tay</b><br>ExxonMobil   | 42. <b>LT Sok Sal</b><br>Information Fusion Centre (IFC)                          |
| 30. <b>CAPT Jean-René Degans</b><br>French Embassy  | 43. <b>LTC Jason Elliott King</b><br>Information Fusion Centre (IFC)              |
| 31. <b>Phyo Wai Aung</b><br>Hai Soon Ship Management Pte Ltd  | 44. <b>CDR Yi Junbo</b><br>Information Fusion Centre (IFC)                        |
| 32. <b>Morioum Begum Shorna</b><br>High Commission for the People's<br>Republic of Bangladesh               | 45. <b>LCDR P Ashok Verma</b><br>Information Fusion Centre (IFC)                  |
| 33. <b>H.E. Haji Awang Saifulbahri bin<br/>Haji Awang Mansor</b><br>High Commission of Brunei<br>Darussalam | 46. <b>LCDR Nyoman Gede Pradnyana</b><br>Information Fusion Centre (IFC)          |
| 34. <b>Ameerajwad Omer Lebbe</b><br>High Commission of the Democratic<br>Socialist Republic of Sri Lanka    | 47. <b>LCDR Mohd Shahfizul Bin Md Sauimi</b><br>Information Fusion Centre (IFC)   |
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