

PROGRAMME

Day 1: Monday, 31st January, 2011

1100-1140 hrs: Inaugural Session

Welcome Address

SLOC Group (Australia - Mr. Andrew Forbes)

Keynote Address

Vote of Thanks (India - Dr. P.K. Ghosh)

1140-1200 hrs: Tea

1200-1400 hrs: Session 1 - Global Issues and Challenges

Chairman: Judge Jin-Hyun Paik

Legal Issues and Regulations (South Korea - Prof. Seok-Woo Lee)

Importance of Energy Flows (India - Dr. Lydia Powell)

Shipping Issues - Traffic Congestion in Straits, Size of Vessels – the Indonesian perspective (Indonesia – Dr Connie Rahakundini Bakrie)

Piracy and Maritime Challenges Affecting SLOCs (India - Dr. P.K. Ghosh)

Discussions

1400-1445 hrs: Lunch

1445-1630 hrs: Session 2 - Regional Trends in Trade and Shipping (Inter and Intra)

Chairman: Amb. Leela Ponnappa

North Asia (South Korea- Prof. Joon Soo Jon)

Indian Ocean (India - Cdr. D. Chakroborty (Retd.))

Southeast Asia and South China Seas (Taiwan- Laurence Lin)

Trends in International Shipping (Malaysia - Nazery Khalid)

Discussions

1630-1650 hrs: Tea

Day 2: Tuesday, 01 February, 2011

1000-1200 hrs: Session 3 – Response Strategies

Chairman: Prof. Seo Hang Lee

Port state control (Australia- Mr. Andrew Forbes)

Naval Cooperation (Japan- RAdm Kawamura Retd)

Information Sharing and MDA (US- Dr. Stanley Weeks)

US Maritime Strategy- Implications for Asia Pacific Sealanes (US-
CDR John Bradford USN)

Malacca Strait littoral foreign policies (India – Prof GVC Naidu)

Discussions

1200-1220 hrs: Tea

1220-1400 hrs: Session 4 Way Ahead

Chairman: Dr. P. K. Ghosh

General Discussion

1400 hrs: Lunch and Disperse

Note: The duration of each presentation will be around 15 minutes

PROFILES OF THE PARTICIPANTS



ANDREW FORBES
Deputy Director (Research)
Sea Power Centre
Australia

Andrew Forbes is the Deputy Director (Research) in the Sea Power Centre – Australia. He is also a visiting senior fellow at the Australian National Centre for Ocean Resources and Security, University of Wollongong; a Research Fellow at the Centre for Foreign Policy Studies, Dalhousie University; and an associate of the Corbett Centre for Maritime Policy. He has over 25 years experience in defence policy-making, including force structure development, capability costing, naval strategy and maritime security. Andrew was awarded a Bachelor of Arts degree from Flinders University in 1985; a Master of Defence Studies degree from the University of New South Wales in 1989; a Master of Arts in Maritime Policy degree from the University of Wollongong in 1999 and a Master of Public Administration degree from Queen's University, Kingston, Canada in 2001. He is also a graduate of the RAN Staff College (1996). He writes on maritime security issues, has been the editor of the *Journal of the Australian Naval Institute* and is currently the editor of the *Australian Journal of Maritime and Ocean Affairs*.



Judge JIN-HYUN PAIK
Judge
International Tribunal Law for the Law of the Sea
Hamburg
Germany

Jin-Hyun Paik is Judge of the International Tribunal for the Law of the Sea in Hamburg, Germany. He is also Dean of the Graduate School of International Studies (GSIS), Seoul National University (SNU), Korea. He has specialized in international law and organization, law of the sea, and international security and conflict management. Educated at Seoul National University (LL.B.), Columbia Law School(LL.M.), and Cambridge University (Ph.D.), he was a doctoral fellow at the Hague Academy of International Law, Netherlands; visiting fellow at the Rand Corporation, Santa Monica and Hoover Institution, Stanford; and visiting professor at Johns Hopkins University's School of Advanced International Studies (SAIS). He has been a member of advisory committees to government organizations such as Presidential Office, Ministry of Foreign Affairs and Trade, and the National Security Council. He is currently President of academic associations in Korea including the Korean Academic Council on the UN System (KACUNS) and the Sea Lanes of Communication (SLOC) Study Group Korea. He is President of the HaeSung Institute for Ethics in International Affairs. He has edited eight books and written over 100 articles on his field of interests both in English and Korean. Prof. Paik has been a frequent contributor and commentator on international affairs to major Korean newspapers and international media such as CNN, BBC, Washington Post, New York Times, Asian Wall Street Journal, Boston Globe, Newsweek, etc.



Prof. SEOK-WOO LEE

Professor at Law School,
Inha University
Incheon, Korea

Seok-woo Lee is Professor of International Law, INHA University Law School, Korea. He is also Director of INHA Int'l Ocean Law Centre, INHA University; Director of International Relations, Korean Society of International Law; Chairman of Research Committee, SLOC (Sea Lanes of Communication) Study Group-Korea; and Member of the Governing Board of the Foundation for the Development of International Law in Asia (DILA), The Hague. He has experience in organizing a dozen major international conferences, including Annual LOSI-INHA International Conference on the Law of the Sea and Ocean Policy with Law of the Sea Institute, UC Berkeley. He has taught at various universities including 2009 Marco Polo - ZHENG He Academy, Xiamen University, China. Prior to taking his current post at INHA, he researched at Universities of Tokyo, Harvard, Georgetown, Oxford, Durham, and George Washington. He holds a D.Phil. (Oxford), LL.M.s (NYU, Minnesota, and Korea University), and a LL.B. (Korea University). His research focuses on Territorial and Boundary Disputes, Law of Title to Territory, Law of the Sea, and International Human Rights Law.



Dr. LYDIA POWELL

Senior Research Fellow
Observer Research Foundation
New Delhi
India

Ms. Powell did MSc (Energy Business Strategy) from Norwegian School of Management, Oslo, MBA (Energy Management) from the same Business School in Oslo and an MSc (Physics) from Cochin University of Science & Technology. She worked as a Manager / Senior Consultant in Norsk Hydro ASA, Norway's largest industrial enterprise with core interest in fertilizers, oil & gas (now divested) and aluminium. She also worked for Orkla India, a wholly owned subsidiary of Orkla, one of Norway's largest listed conglomerates with interests ranging from metals and materials, renewable energy (hydro power) to finance and food. She has been with the ORF Centre for Resources Management for over eight years working on policy issues in Energy and Climate Change.



Prof. CONNIE RAHAKUNDINI BAKRIE

Political Lecturer
Faculty of Social and Political Science
University of Indonesia

Prof. Bakrie is a military and defence analyst and a writer of two important books about Indonesia Military and Defense. She is well known for her published analysis and articles on the challenges, needs and problems of Indonesian Military posture and capacity building, due to the impact of military reformation era in Indonesia. She belongs to the 3rd generation of security intellectuals in Indonesia, and is well-versed in the thinking of top civilian and military officials of her country in such matters. She is also a visiting lecturer at the Navy Command Collage and Susjemen Kemenhan. She is the Excecutive Director of IODAS (Insttue of Defense and Security Studies), and is on Board of Trustees at IMI (Indonesia Maritime Institute) and at CEFAS (Centre of Foreign Affairs and Security Studies). She is also the President of IWAPSI Women Association, one of the biggest women associations in Indonesia with a membership spread througout 27 provinces in Indonesia. Ms. Bakrie graduated from APCSS (Asia Pacific Centre for Security Studies) in Honolulu, Hawaii, and currently she is a Research Fellow at the INSS (Institute of National Security Studies) Tel Aviv, Israel. She is also joining the Chevening Executive Program for Democracy and Security subjects at Birmingham University, England.



Dr. P. K. GHOSH

Senior Research Fellow
Observer Research Foundation
New Delhi
India

Dr. P K Ghosh retired from the Indian Navy after 25 years of commissioned service. A graduate from the National Defence Academy, he has done his post graduation work in Political Science (specialized in International Relations) and later in Telecommunications. He is a Doctorate in International Relations. Prior to joining the ORF as a Senior Fellow he has been in various think tanks. He has been a Research Fellow at the Institute for Defence Studies and Analyses (IDSA) for two tenures (2000- 2004) after which he was awarded the prestigious Prof. DS Kothari DRDO Chair (2004-05) at the USI (United Services Institution) for conducting research on Ballistic Missile Defence (BMD) He is one of the Founders of the National Maritime Foundation and was its Senior Fellow from inception till Dec 2008. He was the Senior Fellow at the Centre for Air Power Studies (CAPS) from Jan 2009 till Jan 2010. Ghosh has had the rare privilege of Co Chairing two consecutive International study groups of CSCAP and is currently the lead Co Chairman of the CSCAP Study Group on Naval Enhancement He was a Guest Professor at the Stockholm University (2005) and has lectured in many institutions including the ARF-ISM, SIPRI, Naval War College NWC (Karanjia), Royal National Defence College at Stockholm etc. He was awarded the SEAS fellowship in 2010. He has published three edited books and more than forty five research articles in National/International Journals, chapters in books etc.



Amb. LEELA K. PONAPPA

Chairperson,
India Committee
Council for Security Cooperation in the Asia Pacific
India

Amb. Ponappa was formerly Ambassador and Deputy National Security Adviser & Secretary of the National Security Council Secretariat. A career diplomat in the Indian Foreign Service, she has worked extensively on India's relations with its neighbours in the Ministry of External Affairs, as Desk Officer for Pakistan & Afghanistan and Divisional head handling SAARC and subsequently, Bangladesh, Sri Lanka, Myanmar and the Maldives. Her ambassadorial assignments have been to Thailand, UNESCAP, the Netherlands and the OPCW (Organisation for the Prohibition of Chemical Weapons). She has served on the faculty of the National Defence College and been a Research Associate at the Centre for South and South-East Asian Studies at the University of California, Berkeley. After her retirement, she was Vice Chairperson of RIS (Research and Information Systems, New Delhi), an economic think tank. She is currently Chairperson of the India Committee of CSCAP (Council for Security Cooperation in the Asia Pacific).



Prof. JOON SOO JON

International SLOC
Seoul
Korea

Prof. Jon was former Dean of Sogang Business School, Dean of General Affairs & Financing, Dean of Planning & Development at Sogang University and he served as president of Korea Logistics Academic Association and President of Korea SLOC. His positions include Adviser for the Ministry of Land, Transport and Maritime Affairs, Commissioner of Incheon Port Authority, Adviser for the federation of Korean industrialists and, Adviser for the Special Committee for the Maritime Affairs & Fishery at the Korean Parliament. He has been a member of Asian Pacific Economic Cooperation Council and is presently a member of the Steering Committee of the International SLOC. He has also been the external board director of Hyundai Shipping Company and Sebang Global Logistics Company.



Cdr. D. CHAKROBORTY (Retd.)

Maritime Operations Analyst
Boeing Analysis and Experimentation Centre
Bangalore
India

Mr. Chakraborty served in the Indian Navy for 23 years and chose to retire from the service in 2009. He is presently the Maritime Operations Analyst at the Boeing Analysis and Experimentation Centre, Bangalore.

Cdr. (Retd) Chakraborty started his career with the Shipping Corporation of India where he worked on board container ships and tankers as a Junior Officer in the early/mid 1980s. He was commissioned into the Indian Navy in 1986 and specialized in navigation, operations and fighter control. His shipboard specialist tenures include those on guided missile frigates, destroyers and the aircraft carrier - in addition to those on minor warships. He has also commanded a minor warship and his staff appointments include Staff Officer to Chief of Staff (West) and Joint Director Financial Planning (NHQ).

He is an alumnus of the Defence Services Staff College (Wellington), Cochin University of Science and Technology, Indian Institute of Foreign Trade (New Delhi) and Indian Institute of Management (Bangalore), from where he holds post graduate qualifications in Defence & Strategic Studies, Nautical Sciences & Tactical Operations, Business Management and International Business. He is presently pursuing a PG program in Defence Simulation and Modelling at Canfield University, UK. Cdr Chakraborty's interests include maritime strategy and security, ports and shipping. He has been a visiting fellow at the International Institute of Strategic Studies, London and a visiting lecturer at the Rajaratnam School of International Studies, Singapore. He has presented papers at maritime conferences in India and abroad and has also edited two books. He is a Life Member of the National Maritime Foundation and the United Services Institute of India.



NAZERY KHALID

Senior Fellow
Centre for Maritime Economics and Industries
Maritime Institute of Malaysia
Malaysia

Mr. Khalid's research is in the field of maritime economics, with a focus on ports, shipping, multimodal transport, freight logistics, offshore oil and gas, maritime supply chain, and maritime trade issues.

Mr. Khalid has presented talks and papers at many international conferences on a wide range of maritime issues. His research findings and views on various maritime issues and developments are often quoted in the media. To date, he has published over 190 articles, research papers and commentaries which have appeared in various publications in print and online including in refereed journals, and also chapters in books. His research on ship financing and multimodal transport development in Malaysia has been published by MIMA and he has also edited two conference proceedings.

Mr. Khalid taught Maritime Economics to post-graduate students at a Malaysian university and was a Visiting Scholar at the prestigious Logistics and Operations Management Section at Cardiff Business School, Cardiff University. He holds a Bachelor of Arts degree in Business Administration from Ottawa University, Kansas, USA and an MBA from International Islamic University, Malaysia.

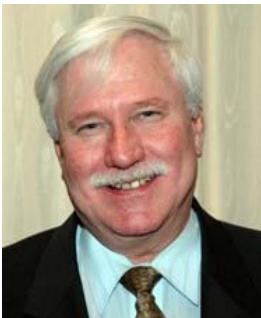


RAdm. SUMIHIKO KAWAMURA
Japan

Rear Admiral **Sumihiko Kawamura** (Ret.) graduated from the National Defense Academy in 1960. After completing the courses of the Officer Candidate School and the Overseas Training Squadron, he began training as a naval aviator, receiving his gold wings in 1963.

He attended the JMSDF Staff College (equivalent to the U.S. Naval War College) and the National Institute for Defence Studies (equivalent to the U.S. National War College.) In addition to having approximately 6,000 hours of the total flight hour on patrol aircraft, he has held a number of staff and command appointments, including three years as Naval Attaché in the Embassy of Japan in Washington, D.C. and Commanders of Air Wing Five and Four based on Okinawa and Atsugi, Japan respectively. After retiring from the JMSDF in 1991, he has frequently appeared in the Japanese media as a commentator on maritime and security issues.

In 1998, he established the Kawamura Institute for Maritime and Strategic Studies, working closely with the Tokyo-based Okazaki Institute headed by Ambassador Hisahiko Okazaki, former Japanese Ambassador to Saudi Arabia and Thailand. Since 2002, Admiral Kawamura has served concurrently as Vice President of the Okazaki Institute and promoted strategic studies and security dialogues with overseas counterparts.



Dr. STAN WEEKS
International Business Division
The SPECTRUM Group
USA

Dr. Stan Weeks joined The SPECTRUM Group in September 2007 after seventeen years at Science Applications International Corporation (SAIC) (where he remains a consulting employee) and a prior 24-year career in the U.S. Navy (including destroyer command as the flagship Captain for NATO's multinational standing Naval Force. He has extensive strategic and operational planning experience in business, defense, foreign policy, and international and regional security contexts.

A 1970 graduate of the US Naval Academy, Dr. Weeks attended the University of Madrid, Spain as an Olmsted Scholar (Political Science Doctoral courses and Latin American Studies courses.) He holds a Ph.D. and M.A. degrees in International Studies from The American University, was a National War College faculty member (Department of Strategy and Joint Military Operations), and since 1994 has been an Adjunct Professor of the Naval War College, teaching the National Security Decision Making graduate course (strategy and force planning, and executive leadership) to Washington area students from the military, government agencies, and Congressional staffs. Dr Weeks is the author of the book "The Armed Forces of the USA in the Asia-Pacific Region" as well as over two dozen chapters and articles in books and journals. He has spoken to over sixty international war colleges, universities, and conferences (most recently in China, Japan, Canada, India, Estonia, Singapore, and Malaysia) on a variety of security topics. Since 1991, Dr Weeks has also been a military and naval analyst for CBS News, participating in dozens of television and radio broadcasts from CBS News New York headquarters during the 1991 Gulf War and the 2003 Iraq War.



JOHN BRADFORD

Lieutenant Commander
US Navy
USA

John Bradford is a Lieutenant Commander in the US Navy. His military assignments include positions as Country Director, Japan in the Office of the Secretary of Defence in Washington DC, Asia-Pacific Section Chief in the Office of the Chief of Naval Operations and many other prominent positions. Mr. Bradford has a Command and Staff Diploma (2005) from the US Naval War College in Newport, Rhode Island, a Masters in Strategic Studies from Singapore, Bachelors in Asian Studies and Government from Cornell University, among other qualifications. Mr. Bradford has also been awarded the United Overseas Bank Gold Medal, the Navy and Marine Corps Commendation Medal, and a Navy and Marine Corps Achievement Medal. His publications include many papers such as “U.S. Strategic Interests and Cooperative Activities in Maritime Southeast Asia,” “Shifting the Tides Against Piracy in Southeast Asian Waters,” “The Growing Prospects for Maritime Security Cooperation in Southeast Asia,” “Southeast Asian Maritime Security in the Age of Terror: Threats, Opportunity, and Charting the Course Forward,” and The Indonesian Military as a Professional Organization: Criteria and Ramifications for Reform,” among others. Mr. Bradford speaks Indonesian and Malay fluently and has a basic knowledge of Japanese, Mandarin and French.



Dr. LAURENCE LIN

ROC Navy Captain
Taiwan

Dr. Laurence Lin is a ROC Navy Captain, and instructor of Naval Command and Staff College, and also assistant Professor at the National Defense University. His main research interests are US-Taiwan relations, US maritime strategy, and PLA naval strategy.

After completing his PhD in the UK in 2006, he has become a frequent contributor to *Journal of Strategic and Security Analyses* (Chinese). His most recent papers presented at international conferences include: Voyage from Gulf of Aden: US and China Head for Maritime Competition or Cooperation? (2009); Strategic Analysis of PLAN's Escort Mission in Gulf of Aden (2009); Ocean Diplomacy in National Oceans Policymaking (2010); The Deployment and Implication of US Maritime Strategy in Asia Pacific in response to the Rise of Seafaring China (2010).

ANDREW FORBES – Australia

Port State Control

Concerns over the security of sea lines of communication have traditionally focused on military threats, and appropriate naval responses under what was called Naval Control of Shipping and now Naval Cooperation and Guidance for Shipping. From a non-traditional security perspective, threats to shipping might come from non-state actors, environmental issues, or safety issues, where responses might be civil or law enforcement, rather than military in nature. Choosing to focus on the vulnerabilities, rather than threats, affecting sea lines of communications leads to an examination of the regulatory regime applied to international shipping, to ensure both safety and security. This regime includes regulations that apply to ship owners and the industry more generally, as well as a range of international agreements, particularly under the *United Nations Convention on the Law of the Sea 1982* which provides a framework for flag, port and coastal states to regulate shipping entering their waters. This paper examines this regulatory framework, its impact on international shipping and influence on the protection of sea lines of communication, and whether such regulations are the precursor to the implementation of Naval Cooperation and Guidance for Shipping when necessary.

Piracy and Other Maritime Challenges to SLOCs

The economic development of a state is closely linked to its trade and energy supplies. Since most of the trade of the littorals in Asia Pacific is sea borne, they effectively form the lifelines for the concerned state in the globalised world of today, 80% of world trade is conducted through the SLOCs (Sea Lines of Communication). The rise in sea borne traffic has brought attendant security challenges and concerns which call for effective law enforcement and the maintenance of maritime order. Unfortunately the nature of regional diversity coupled to diverse approaches towards maritime governance with a difference in priorities (Hierarchy of Relevance) has lead to lack of enforcement and hence an alarming rise in maritime crime against commercial shipping.

One of the most serious transnational crimes that have made considerable impact on commercial shipping is Piracy. In addition, to the direct impact on ships, crew cargoes, maritime industry and governments, piracy threatens global seaborne trade. Maritime piracy costs the global economy between \$7bn and \$12bn a year since 2010 which is a five fold increase since 2005, according to a Chatham House report. Earlier piracy in the Indian Ocean was rife in the Malacca Straits and in Indonesian waters, but now the Horn of Africa seems to have overtaken all other regions.

The tendency of the national governments in attempting to solve the problem of piracy in general and Somalian piracy in particular through the exclusive usage of the militaries (navies) is a flawed effort and at best can manage to suppress the number of incidents temporarily. In such atmospherics– the solution to eradicating this scourge does not exclusively lie at sea as is often perceived by most states but requires a multi pronged politico military approach rather than a military one.

The other scourge is maritime terrorism that had taken a new dimension in the post 911 era and the Mumbai blasts. Earlier since only 2-3% of all terrorist attacks were linked to the sea directly, the issue of maritime terrorism was superficially looked at by security analysts and governmental bodies. However with the realization that the Mumbai blasts were directly connected to the seas – the issue has come to the fore. Simultaneously, considerable headway has been made with initiatives such as Container Security Initiative (CSI) and making ports ISPS compliant towards creation of robust security shield which currently seems a long way off.

Oil related disasters at sea are the bane of not only environmentalists but mariners and security specialists equally. They can create havoc with the marine ecology as well as affect the free flow of trade and shipping

Transnational security threats in the Asia Pacific region have considerably enhanced in recent years and can have serious detrimental effect on flows of trade and commerce and even the developmental indices of a state. , Countering these threats requires consistent cooperation between the littorals and the associated maritime agencies.

Global Issues and Challenges: Legal Issues and Regulations

A notable trend in the post Cold War period is that the world has undergone a security paradigm shift from conventional and military threats to non-conventional and non-military ones. Terrorism threats have dominated the global security agenda, replacing a balance of terror in the Cold War era. Apparently the most salient single event in this regard might be the 9.11 incident in 2001, through which the global community has found itself highly vulnerable to terrorist attacks. Before terrorism became an imminent global concern, maritime security was somewhat on the back burner, with the maritime community's focus on safety of navigation. Possibly because of this secondary status, ships and ports were found to be extremely vulnerable and susceptible to terrorist attacks, as confirmed in a number of maritime terrorism in recent years.

One of the most frequently stated scenarios is that terrorists may, given the limit in security screening of containers, a WMD-laden container ship to ram into a heavily populated port or critical offshore infrastructure, such as LNG tankers or other ships carrying flammable and hazardous or noxious substances (HNS).

Attacks on vessels that carry a certain type of goods, which are a strategically important to the global economy, including energy resources such as oil and gas, could be a good terrorist target, as evidenced in the bombing of *Limburg*. Furthermore cruise ships and passenger ferries with many people on board may be more attractive targets than cargo and other vessels to terrorists who desire to draw public attention by causing numerous human casualties. Additionally sea-born transport may be used as a means of smuggling weapons of mass destruction (WMD) and related materials as well as transporting terrorists into a target state. Also maritime infrastructure and systems that span the maritime domain have increasingly become both targets of and potential conveyances for dangerous and illicit activities. Northeast Asian countries, such as China, Japan and Korea, in particular, totally dependent on sea-born trade for export and import of commodities and energy resources and are therefore extremely concerned about the safety of sea lanes of communication which constitutes an artery through which a substantial portion of global trade is carried. They even regard the safety of sea lanes of communication as a vital issue for their very survival.

Unlike some sensitive maritime issues in East Asia, such as territorial sovereignty, maritime boundary delimitation, and maritime resources, the issue of maritime security is less politically and militarily implicated. This may indicate the need for regional cooperative regimes to enhance maritime security in East Asia. This paper attempts to examine what maritime security issues and interests are in question in East Asia and how maritime security initiatives, mostly driven by the U.S., are adopted and implemented by state stakeholders in the unique context of East Asia. It also assesses efforts of state stakeholders for maritime security and puts forward some challenges to the successful implementation of these initiatives in the region of East Asia.

Security of Global Fossil Fuel Trade: A Risk Assessment for India

India's first Maritime Doctrine published in 2004 explicitly highlighted energy security of the country as a context that required the application of maritime power in both offensive and defensive operations conducted to protect the country's maritime trade. The doctrine also highlighted the importance of the Gulf region and Central Asia for India's energy security and mentions safeguarding of Indian energy assets outside territorial India and the preservation of international SLOCs through the Indian Ocean on a permanent basis among several scenarios of conflict in which the Indian Navy may have to be involved in the future. This paper will objectively examine this declaration from an energy economics perspective and assess the extent of risk that may arise from 'imported' and 'traded' traded fossil fuel based energy sources.

FACTS AND URGENT NEED OF INDONESIA REGIONAL INTEGRATION EMPHASIZING ON SEA LINE OF COMMUNICATIONS (SLOC)

The sea occupies an important position in the Asia Pacific, and is the central component of the region. Southeast Asia has a vast span of water as the principal maritime component linking the Indian and the Pacific Oceans. Sea lines of communication (SLOC) connect world countries with one another. There are several straits of strategic importance in the region, mostly within Indonesia territory, such as the Straits of Malacca, Sunda, Lombok and Makassar. Major shipping routes in the Asia Pacific are through these key straits while due to their potential for closure, these straits are known as chokepoints.

Keeping the SLOC secure is an important issue. The unstable political relationship especially among US, Japan, and China constitutes a major threat to regional SLOC security. Without cooperative political atmosphere among regional countries, one cannot expect to have a secure and stable maritime transportation in the seas. Issues which might be potential sources of conflicts include:

1. Islands' sovereignty disputes and overlapping maritime claims constitute another major threat to regional SLOC security. An interruption to the SLOC security could arise as a side effect of armed clashes between coastal states engaged in pressing claims to maritime jurisdiction, particularly those to mid-sea islands.
2. Pollution with the major concern is the possibility of a catastrophic oil spill. In the heavily trafficked straits such as the Malacca Strait, the danger of a major oil spill seriously disrupting, or even closing the strait.
3. Maritime natural hazards, such as floods, tropical storms, severe oceanic conditions and tsunamis, also greatly affect maritime transportation. The seriousness of regional natural disasters is clear at a glance of the words that *"The Asia Pacific area includes 52% of the earth's surface area, which over 70% of the world's natural disasters."*

Regional organizations in the region that are bilaterally or the most trilaterally strategic to secure the SLOC, in my opinion, would be more effective and concrete if it is done 'widening' between Indonesia and India, Indonesia and Australia, Indonesia and EU (due the flowing of vessels from and to EU passing the SLOC), besides 'deepening on some SLOC major issues with its direct neighbouring countries. As the above facts, the ability of regional organizations, called into question in addressing the problems in senses of how far the level of effectiveness in dealing with real SLOC issues in the region, such as issues that are directly related to the level of effectiveness in handling and securing increasing vessels passing the SLOC on flowing of goods, in handling and securing the SLOC for the energy supply chain, also in handling and securing the SLOC maritime pollution due to the increasing vessels passing the straits which possibly damages Indonesia marines and biodiversity and also the rest of the region.

Shipping in East Asia and Cooperation between Korea & India

The world shipping began to recover from 2010 after the painful recession caused by the Financial Crisis in 2008. The position of the North East countries such as China, Japan and Korea is drawing more and more attention in terms of economic development.

The total GDP of these three countries is 18.8% of the world total and the total trade volume is 22% as of 2009. The growth rate is rapid and significant. The three countries are seeking FTA and furthermore will eventually seek Economic Integration in a similar form of EU in future. In shipping three countries own about 35% of the world tonnage in terms of DWT. They build about 90% of new building. They have a mighty power of maritime and shipbuilding.

The trade between India and Korea has shown steady increase since 2000. India has become 7th biggest trade partner to Korea in 2010. The total trade volume has increased seven times during the period between 2000 and 2010.

Six container liner services are operating to serve Indian ports from Korea at a moment. The bilateral maritime agreement is still undergoing and expects the constructive result soon and will contribute further for the mutual prosperity. Besides economic relations there is urgent need for greater cooperation between Navies and Coast guards in areas pertaining to the safety and security of international maritime traffic in the strategic shipping routes.

Regional Trends in Trade and Shipping – Indian Ocean

Sea Lines of Communication (SLOCs) have been integral to human existence in the Indian Ocean region. The world's earliest civilisations in Mesopotamia, ancient Egypt, and the Indus Valley, all developed around the Indian Ocean. In c. 3000 BC, during Egypt's first dynasty, sailors undertook voyages to Punt - thought to be part of present-day Somalia. The earliest known maritime trade, between Mesopotamia and the Indus Valley took occurred in c. 2500 BC. The Phoenicians may have entered the Indian Ocean in late 3rd millennium BC. Today over one third of the World's population comprising of diverse ethnicities, religious beliefs, languages and degree of development live by its shores. Intra-regional trade along traditional SLOCs carried in traditional vessels co-exists in harmony with dense shipping lanes used by ships to transit, or to call at littoral ports.

The paper first highlights generic characteristics that distinguish the Indian Ocean and its littorals from the other oceans. The paper also investigates the contemporary regional drivers, and highlights trends that define and affect Sea Lines of Communication, and indeed shipping, in the region. In the context of SLOCs, the drivers and trends pertaining to geography, geopolitics, natural resources, regional economics, the shipping industry and shipping lanes, as also the threats are then briefly flagged. The paper then recalls that most SLOC related security incidents in recent history have occurred in the region, a case in point being the Tanker War in the Persian Gulf where over 450 ships were attacked. The ocean and its littorals has also seen non-state actor driven incidents like the attacks on USS Cole, the Limburg, not to mention the ongoing Somali piracy. These have brought forth challenges that are new and need to be addressed by concerted efforts by stakeholders. Finally, the paper highlights how such trends and challenges are likely to affect the roles and functions of maritime security forces and recommends the way ahead.

Though the Indian Ocean, and by deduction its SLOCs, would cover many more oceanic and littoral areas, the scope of the paper is restricted to the waters bound by the east coast of African on the one side, to the Bay of Bengal on the other.

Capt LAURENCE LIN – Taiwan

Southeast Asia and South China Seas

The main theme of international politics in the 21st century is maritime cooperation and competition between US and China. The waters stretching from the Yellow Sea to the Indian Ocean provide the centre stage for the 21st century. Southeast Asia and South China Seas are located at the heart of the stage. The region is developing into an area of both escalating sovereignty disputes and astonishing economic interdependence. The Southeast Asian countries and China are entering into a dynamic rivalry in these waters, with their common economic interests as major trading partners locking them in an uncomfortable embrace. Taiwan plays a critical role in regional collective hedging strategy toward China. On the one hand, with its potential influence on mainland China, Taiwan hopes to act as a peacemaker in Southeast Asia and South China Seas. On the other hand, Taiwan currently takes “Hard ROC” as its defence policy and “resolute defence and credible deterrence” as its military strategy. Accordingly, Taiwan promotes security cooperation with friendly countries and allies. Cross-Strait CBMs are supposed to do well to regional peace and stability; however, mutual suspicion between US and China is hindering the way. The ROC Navy’s integration into regional maritime security cooperation may be the key to end the dilemma.

MR. NAZERY KHALID – Malaysia

Times are a changin' : Trends in International Shipping

Extensive and at time dramatic changes are taking place and new trends are constantly emerging in international shipping. These changes and trends are propelled by a multitude of factors in various areas such as trade, technology, transport, financing, environmental protection, human resources, security and navigation safety, among many others. The trends are manifested in the introduction of new regulations focusing on a wide ranging issues and critical aspects in shipping such as seafarers' welfare, navigation safety, security, environment protection and business organization. Various changes in the global shipping industry demand shipping industry players to adjust their business operations to adapt to the dynamics brought about by these changes. On the regulatory side, greater focus is given to enhance navigation safety, environmental protection and boosting security in the shipping sector. With regard to environment, IMO has introduced new regulations such as the banishment of single-hull tankers and the requirement for palm oil to be carried by chemical tankers via the MARPOL Convention. Several maritime security measures introduced after the September 11 incidents such as the ISPS Code and Container Security Initiative have dramatically altered the way shipping industry approaches the issue of security, which has had an indelible impact on the way ship-owners run their business. On the operations side, the industry is seeing the deployment of bigger and more sophisticated ships, consolidation among shipping companies, and greater focus on economies of scale. Such changes bring new challenges to the shipping industry, but with challenges come opportunities for the players to contribute to improving the industry and at the same time increasing their competitiveness and business performance all-around.

These changes bring with them a host of challenges to industry practitioners to adjust to the new environment and realities. Shipping companies and players along the maritime trade supply chain ill-prepared to adjust to these developments risk drowning in the wave of changes and losing their edge in this competitive industry. This presentation outlines the major changes brought about by the changing global shipping industry and identifies the essential responses that maritime industry players must take to adjust to new operating realities and business environment and capitalize on the opportunities that the changes in the industry present.

Maritime Information Sharing

With current major challenges and threats to sea lane security increasingly “non-traditional” threats common to all nations, the need for sharing of maritime information has never been more apparent or greater. The overall goal is to ensure security of sea lanes and the overall maritime commons for safe use by all nations, as is vital for a globalized economy. Ensuring such sea lane security will require all nations to increase Maritime Domain Awareness and cooperate in providing maritime assets to respond to threats/emergencies. The goal of Maritime Domain Awareness is to understand anything associated with the global Maritime Domain that could impact the security, safety or other aspects of the maritime environment, and thus limit the operational space for non-traditional threats. This awareness requires basic locating/identifying data, fusion of data and threat analysis into a Common Operating Picture, and networks to share and disseminate the information. Networks built for maritime information sharing and cooperation will range from National to Sub-Regional to Regional to Global levels. This Maritime Domain Awareness will provide the basis for operational coordination and cooperation at all levels to counter maritime challenges.

There are a number of current global tools for maritime information sharing. The broadest in use is the Automatic Identification System (AIS), required by the UN’s International Maritime Organization (IMO) since 2004 on all international voyaging ships of over 300 tons, which provides continuous broadcast updates of each ship’s information for tracking. Since 2009, the IMO has also required Long Range Identification and Tracking (LRIT) on all international voyaging ships of over 300 tons, to automatically report positions every six hours for global tracking through restricted national data centers. Various challenges and concerns exist regarding maritime information sharing. Cost is a very important issue. Another issue is the question of who establishes policy (though the IMO clearly is the ultimate arbiter). The technology and interoperability of broader networks and data exchanges is not standardized. And there are freedom of navigation concerns, as the potential exists for the misuse of shared tracking data by pirate/criminal groups or by nations desiring to restrict navigation freedoms.

The way ahead for maritime information sharing should focus on several aspects, beginning in each nation with enhancement of national/whole of government maritime information sharing. Existing regional Asia Pacific maritime information sharing and coordination organizations provide good venues for initiatives of further cooperation in developing policy and technical details. As nations act locally on maritime information sharing and MDA, Asia Pacific national sub-regional and regional action must increasingly be linked with other global maritime information systems into a more integrated global whole.

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United States Maritime Strategy - Implications for Indo-Pacific Sea Lanes

The United States recognizes that the free flow of commerce to, from, and within the Indo-Pacific is vital to the prosperity of the United States, its allies, and its partners. Of concern, the actions of both state and non-state actors serve to threaten the freedom of commerce on the sea lanes that carry the bulk of this trade. To address these concerns, American strategy places the maintenance of safe, secure sea lanes and the principle of freedom of navigation at the very core of American interests in Asia. Specifically, *The Cooperative Strategy for 21st Century Sea Power* mandates that American sea power will be continuously postured in the Western Pacific and the Arabian Gulf/Indian Ocean in order to protect our vital interests. While maritime forces deploying from the Continental United States will remain important elements of these fleet concentrations, the United States also seeks an enhanced Asia-Pacific posture that will be more geographically distributed, operationally resilient, and politically sustainable.

To this end, the United States is taking actions to maintain its forward-deployed force presence in Northeast Asia, enlarge the capabilities of its forces on Guam, and open dialogue with partners to examine possible opportunities to expand U.S. presence in South and Southeast Asia. At the same time, the United States recognizes that even with an enhanced presence in the Asia-Pacific, maintaining security over the vast waters of the Indian and Pacific Oceans will remain beyond the capacity of any single nation. Therefore, U.S. efforts to sustain safe and secure Indo-Pacific sea lanes rely upon invigorated maritime relationships that emphasize trust, capacity, and interoperability with a growing number of partners. It is desired that these partnerships not only enable stronger responses to regional maritime challenges, but that cooperative bonds will reinforce the foundations needed to strengthen the multilateral architectures that provide for the safety and security of all those plying Indo-Pacific sea lanes.

PROF G. V. C. NAIDU - India

India and the Straits of Malacca

The Straits of Malacca have historically played a critical role in India's interaction with East Asia. At present, with the rise of the Pacific and Indian Oceans and their growing links, the geostrategic importance of these Straits has increased enormously. The rapidly growing importance of the Straits has to be seen in the context of fundamental changes that are occurring in East Asia with the security discourse shifting to the maritime domain. The Indian Navy too is undergoing a fundamental transformation with regard to the force structure and doctrines alongside its expanding maritime security interests. With strategic and economic stakes mounting exponentially, East Asia is emerging as India's principal region of interaction.

In this effort the Malacca Straits has become a critical cog, for there is a growing concern that it could emerge as a major source of both traditional as well as non-traditional threats. India has begun to adopt a pro-active stance in securing these straits in close cooperation with the littoral states so that these straits are free from impediments for marine navigation. As a result, it is likely that much of India's focus in the coming years will be on its eastern flank.