

Forum: Disarmament and International Security Committee

Issue: Combating Piracy in the Malacca Strait

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INTRODUCTION

The strait of Malacca makes up one of the world's most essential waterways for international trade. By connecting several of the globe's biggest economies, such as the Middle East, China, Japan, and South Korea and allowing for the majority of European trade with said countries, it has gained huge geopolitical importance and influence over the years. Additionally, the Strait remains a key point on the shortest sea route from the ports of India and the Persian Gulf and from the entrepôts of Europe via the Suez Canal and Red Sea route to ports of East Asia.



Figure 1: Map of the Malacca Strait and the Southeast Asian region¹

Being named a “choke point” of world trade each year, the strait of Malacca allows for the passage of around 100.000 vessels, which carry nearly half of the world’s seaborne oil and account for roughly one quarter of all internationally traded goods.

This fact along with the straits strategic geographic location, makes for an especially crucial global commerce, but simultaneously a treacherous and certainly risky one. Apart from the obvious dangers arising from its narrow nature and continuous growth in maritime traffic in the

¹ *Malacca Strait Cooperation*, 19 July 2012.

last decades, which has led to hundreds of accidents each year there is another more prominent issue at hand, namely piracy.

When it comes to the question of who actually controls the Malacca Strait, Indonesia regulates the majority of the sea lane. Although the city-state of Singapore occupies the smallest area of the strait, it also reaps the greatest economic benefits from the ongoing shipping activities. That being said, the overwhelming source of pirates operating in the Strait itself can be traced back to Indonesia.

The piracy in this region not only poses a threat to the import of products that are essential for the economies of several countries but also to the shipping and overseas transportation and international trade. Moreover, it impacts maritime security and on the economic activities and security of countries within the region. Therefore it is of great significance that a solution is found for this issue as soon as possible.

DEFINITION OF KEY-TERMS

Strait

A narrow passage of water that links two seas or other vast bodies of water.

Maritime Piracy

“ the plundering, hijacking, or detention of a ship in international waters. A definition which has evolved over the centuries but still remains a challenge to international law. “²

Vessel hijacking

The seizure of a vessel against the crew’s consent, either via force or threat of force.

Sovereignty

A country's authority in the decision-making process of the state and in the maintenance of order.

Naval Capacity

The magnitude of a country's military operations at sea.

²Parker, Robert C, and Aaron C. Davenport. “Maritime Piracy.” *Rand Corporations*, RAND, p. 1.

Cargo

The goods that vessels carry on board in order to ship.

BACKGROUND INFORMATION

Historical background

Both the Strait of Malacca and the neighboring Strait of Singapore, have historically been a bottleneck for local and long-distance maritime trade, a fact which provided raiders with a plethora of richly laden targets. Bearing that in mind it is relatively obvious to expect to find attestations of piratical activity in the area from the earliest of historical times.

In past centuries the region was under the control of many different dominant colonial powers. Countries such as Portugal, Denmark and England were engaging in constant power shifts over the Malay Archipelago. Such relentless transitioning of power made it hard for the region to gain stability, and in the unrest that ensued, among other phenomena piracy emerged.

Generally, throughout the early modern era piracy, maritime violence and raiding evolved to be the dominating form of warfare in the struggle for power in the Strait of Malacca. The pirate group of the name “Iranu” was particularly active around the end of the eighteenth century and roamed the strait carrying out various attacks and raids which was made easy by the fact that they built bases along the strait’s coast. Systematically they worked their way throughout the entire region plundering remorselessly.

The Malacca Strait under Dutch authority

In order to thwart this alarming spike towards the beginning of the 1800s the Dutch which were in power at the time proposed a number of repressive measures as opposed to the military approach most Dutch colonial authorities and military officers preferred at the time. Antipiracy prevention efforts concentrated on providing pirates with alternative sources of income in order to wean them away from their conventional lifestyle or from starting to pursue it in the first place. Additionally, to strengthen sea power a permanent coastguard was set up. It should be mentioned that the piracy that took place in that era involved the dealing of slaves as well as the usual cargo. Ironically, the colonial powers which were responsible at first for setting in motion a significant rise in piratical activity ultimately around the nineteenth century, with the imposition of several measures achieved a substantial decline.

The Malacca Strait under British Authority

When the British then seized control of what is modern day Singapore decades later, the policy they employed in the Strait of Malacca was very much that of Imperialism of Free Trade. However the great profit that followed from this free trade policy wasn't reserved exclusively for the British, seeing as now the Strait attracted large numbers of merchants and workers from all over the world. Unfortunately this big bloom in the area in terms of population and trading also brought about more unwanted maritime unrest, which largely affected the indigenous traders, whose small and weakly protected vessels were often easy targets for pirates, in spite of the initiation of the Anglo-Dutch which was meant to prevent just that. So although the Royal Navy of the United Kingdom was the most powerful in the world, its sea strength in Asian waters was limited and insufficient to combat piracy and slave trafficking. All of the above raised grave concerns in the Straits government about the eventual extinction of native trade, which didn't happen as you can probably figure seeing as we are here discussing it today.

Transitioning into the 20th century

With the transition into the 20th century came increased patrolling and improved seafaring technologies on the part of European powers, as well as better political security and economic conditions which did improve the situation considerably. Nevertheless, as Singapore's port grew into one of the globe's busiest, the harbor attracted several thousands of richly filled tankers and freighters but also fishing boats. Of course marauders from the many islands, rivers, secluded bays and densely forested coastlines which surround the location, took advantage of these and one other fact. The previously mentioned new sea mechanisms applied, reduced the need for such a big crew on board the vessels. This in turn led to crew members being heavily outnumbered when armed bands of pirates stemming from the aforementioned islands raided their ships. Their preferred method of attack to carry out their depredations would be to board small speedboats which are conveniently easy to hide in the daytime and allow for a swift travel so they can pick off the bigger tanks by nightfall. The affected boat would be approached from behind in a radar blind spot, then hooked. The pirates would now seize any cash and valuables on board and quickly flee into the darkness.

Several cases were reported each month, but it is believed that the record does not accurately reflect the crimes as many captains often felt it to be useless to report a plundering after the perpetrators had already escaped, meaning there was more piracy than most thought.

Attacks at the beginning of the century

Places/year	2001	2002	2003	2004	2005	2006	2007
Indonesia	72	103	121	94	79	50	43
Malaysia	9	14	5	9	3	10	9
Singapore	4	5	2	8	7	5	3
Malacca Strait	11	16	28	38	12	11	7
Total	96	138	156	149	101	76	62

Wharf, C. 2019, *Piracy and Armed Robbery against Ships*.

Modern Piracy in the Strait

When talking about the causes of modern day piracy often associated are crises, natural disasters, political challenges and instability. And just that was what prompted a spike in piracy cases in the beginning of the 21st century. In the aftermath of the monetary crisis of South East Asian in 1997, many communities, particularly in Indonesia, were left desperate for any source of income in order to sustain themselves. To them piracy provided an easy solution.

Starting in the year 2000, the number of piracy and armed robberies cases totalled to about 112³. The next two years, 2001 and 2002 resulted in a decrease to 58, then 34 cases each, but rose to 36 in 2003. Then in 2004 tragedy struck once more after a massive tsunami struck the Aceh Province of Indonesia. Apart from the loss of lives and destruction of infrastructure,

³Nurbiansyah, Gesta Fauzia, and Abdulmani Suryani. *The Pattern of Piracy in the Straits of Malacca 2000- 2011: The Declining and Cooperation among Countries*.

people were again caught in a catastrophic financial situation. That year saw another surge in cases which came in at around 60. The following year wasn't quite as bad with a number of 20. In 2006 with the employment of new effective security mechanisms, the Strait experienced an impressive reduction in reports, coming up to six actual attacks and two attempts. This rate of barely any piracy attacks continued until 2012, the average attacks being between one and two annually. Keeping in mind that over 100.000 vessels pass through the strait each year, these are not terrible figures. In the last couple of years however, the number of attacks have risen again, with 2018 recording 7 and 2019, 31 incidents⁴, and around 40 in 2020. Nowadays, with the reality of the pandemic although the effect is still being debated, it is out of the question that a tremendous re-allocation of resources has indeed taken place. This entails a decline of maritime surveillance and cooperation by all the littoral states. Poverty and financial hardships, prompted by the global trade nosedive that has occurred, led to an increase in criminal acts. Especially encouraged have remained opportunists at sea. Another repercussion of the pandemic was a reduction in personnel and safety precautions, making corporations that operate boats across the strait more liable to pirates. An oversupply of crude oil as a result of lower economic activity is also a significant consequence. This is because it has forced many industries to use offshore storage on tankers, because of the sheer lack of land-based storage. Thereby providing just one more opportunity for pirates to take advantage of a vulnerable situation.

Economic implications

Determining the direct economic effect of piracy in the Strait of Malacca is not an easy task. Of course one must take into consideration that only very few attacks are actually reported to authorities, as ship owners don't want their names associated with lack of security. In 2011, 15.2 million barrels of oil passed through the Strait of Malacca out of the 87 million barrels produced per day, which compares to 19 times the amount passed through the Panama Canal and 4 times the volume brought through the Suez Canal. Piracy attacks are unlikely to shift the importance and use of the Strait. Nevertheless, with a higher global demand for oil, the Strait holds tremendous economic and geopolitical significance. Figures by the U.S Merchant Marine suggest that global piracy costs anywhere from \$4.9 to \$8.3 billion to the shipping industry, with the majority of the attacks in the waters of Southeast Asia. These costs are not only the value of cargo that pirates have stolen but also include higher insurance fees, extra compensation to crews, litigation and legal fees.

⁴ Macola, Ilara Grasso. *Tackling Piracy in the Singapore Strait*, 4 Nov. 2020.

Definition & Types of Piracy

Earlier, among the definitions provided, there was a broad definition included. However it is worth pointing out that finding one uniform definition for “maritime piracy” is quite a challenge, seeing as definitions of maritime piracy are subject to conventions and there are a lot of different ones out there focusing on various legal aspects, some of which have been repeatedly disputed. Some contend that the lack of a universal concept of piracy is one very significant impediment to eradicating the global issue of maritime piracy. Their primary worry is that without a standardized definition, it would be impossible to devise structural and international responses. On the other hand, there have even been whole papers published arguing against one uniform classification of the phenomenon.

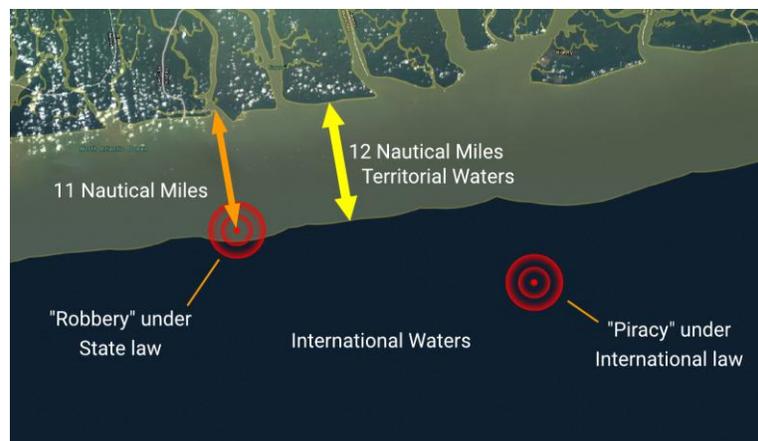


Figure 1: A visualization of the legal parameters of piracy⁵

Fundamentally though, piracy is considered to be any illegal act very generally speaking, that is classified as “robbery on the high seas”, meaning international waters. This implies that the crime takes place within the maritime zone that lays beyond 12 nautical miles of the baseline. Anything before that area is specifically classified as being “Territorial Waters”, meaning that it is part of the respective country's territory and thus subject to its sovereignty. So, contrarily, robberies committed within the 12 nautical mile limit, therefore within the jurisdiction of one of the littoral state’s jurisdictions, are regarded as a robbery offense under the laws of that country and not “piracy”.

It is equally as important to keep the above mentioned information in mind when talking about the modern day piracy issue. When looking at the numbers and statistics of piracy in the Strait of Malacca, what is being left out completely are armed robberies at sea, which differ as

⁵ “Piracy and Maritime Law.” *Piracy in Maritime Law*, 71-75 Shelton Street, Covent Garden, London WC2H 9JQ, 2021, no. 11272311.

previously explained based on their location, be this either in or outside of a littoral state's territorial waters. Although there obviously should be a clear distinction made between the two, they are surely linked and involve much of the same action and the same loss for the shipowners. The large number of armed robbery attacks should not be disregarded, as when taking place just a couple of nautical miles further out they would fall under the category of piracy.

In any case the definition the delegates should focus on would be the one provided by the United Nations Convention on the Law of the Sea (UNCLOS).

Under the 1982 UNCLOS Article 101⁶, piracy consists of any of the following acts:

” a. any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

- i. on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
- ii. against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

b. any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).”

In conclusion, Maritime Piracy is considered to be a crime under international law, but in order to be classified as “piracy” as defined by UNCLOS Article 101, the attack needs to occur on the high seas, meaning in international waters as opposed to a country's Territorial Waters.

Here, another important distinction should be made. Namely, that the piracy taking place in the strait of Malacca differs from that happening in other parts of the world, like Somalia for example. Simply put, the modern term of piracy basically covers two different types of offenses, the first being robbery or hijacking, whereby the target of the attack is the vessel or the cargo itself. The second type of piracy refers to kidnapping and that's where the vessel and it's crew are held hostage and threatened until a variably high ransom is paid.

⁶ *United Nations Convention on the Law of the Sea*, UN, 1982, pp. 57–58.
www.un.org/Depts/ILCharalampos.

Although both fall under the umbrella term of “piracy” , in Somalian incidents the majority of attacks are aimed at hijacking and holding crewmembers for ransom. That happens rather seldom in the Strait of Malacca, as the main goal there is instead theft of personal property and hijacking of ships for the specific purpose of cargo theft.

Finally, it's important to remember that piracy and maritime terrorism although both acts involve armed aggression at sea, are completely different phenomena. Those being that acts of piracy are carried out for personal gain and terrorism being carried out for political gain.

MAJOR COUNTRIES AND ORGANIZATIONS INVOLVED

Fundamentally, it is not an exaggeration to conclude that the Straits of Malacca's stability as well as security is nearly imperative for the successful development of most East and Southeast Asian economies. The stakes are greatest for two classes of states, due to their respective situation in the Strait of Malacca. That would firstly be the littoral states of Indonesia, Malaysia and Singapore, and secondly, the consumer states, particularly South Korea, Japan, and China. The latter are dependent on the Straits of Malacca for the constant and efficient transit of cargo, among them energy supplies. Of course the United States of America being one of the most powerful maritime forces internationally have considered intervening in the conflict.

Indonesia

The country has expressed tremendous concerns about maritime security in the Strait. However as an archipelagic nation made up of over 13,000 islands scattered along its coast and having battled with cases of maritime terrorism, Indonesia's sea security concerns run way beyond mere piracy. As a result the country's interest in anti- piracy efforts throughout the years has remained limited in comparison to their neighboring states. And this despite the fact that most piratical activity in the strait is thought to have originated there. This can be traced back to its political volatility and limited economic success in past decades, driving many unemployed people to take up piracy. The few efforts made, such as attempts to expand policing operations and its air force failed due to a lack of funding and equipment to fight the threat.

Singapore

Singapore's peculiar position in the very heart of the Malacca Strait, as well as its economy's major reliance on commerce, inevitably requires it to be a leading power in the fight against piracy. Having built the second largest container port in the world, the city-state is eager to ensure the safety of navigation around it. The Singapore Coast Guard has been upgraded and is

an active force in patrolling its territorial waters and airspace. Singapore is known for having one of the most capable naval and maritime security forces in Southeast Asia as a whole and is not in need of much external assistance when it comes to training or equipment. Nevertheless, the government strongly supports the physical presence of external naval or maritime forces for the purpose of stability in the Strait, particularly by the United States.

Malaysia

Similarly to its neighboring countries, the waterways of Malacca also contribute significantly to the prosperity of Malaysia. To keep profiting off of the benefits it has been reaping, namely energy resources, ports and trade facilitations, it will have to take measures against the marauders acting in the area. In contrast to Singapore's wish to establish a US presence in the territory, Malaysia views this as an infringement on its sovereignty and feels this would be unnecessary. Instead the country has been aiming to take control of the Strait itself. In regards to piracy it has also taken a more drastic approach by stepping up its naval capacity within the perimeters of its Territorial waters and has come up with several initiatives to further the cause.

India

India is another heavily involved country when it comes to maritime security in the wider Southeast Asian region, but also has significant strategic interests specifically in the Straits of Malacca. With over half of India's trade passing through these waterways, it makes its security, especially in the light of piracy a chief security issue for the country. Therefore, ensuring safe and secure passage for all ships in Malaccan waters would be in India's best interest.

China

China remains a dominant and ever expanding great power in East Asia, but is nevertheless highly dependent on the passages of the Malacca Strait for commerce and resource transportation. Currently, roughly 55% of China's crude oil imports stem from the Middle East. These shipments, be they from the Persian Gulf or from Africa reach China nearly exclusively via the Strait of Malacca. The country has made it quite clear that the Strait of Malacca is the key to China's energy security and any vulnerability there will be a threat to China.

Japan

The Malacca Strait gives way to around 80 percent of Japan's petroleum transports and 60 percent of its imported commodities, making Japan one of the most reliant consumer countries involved in the area. Because of the Straits importance to Japan's economy, Japan has

committed millions of dollars through its “Nippon Foundation” (a Japanese non-profit dedicated to humanitarian service and marine development) to ensure its security.

International Maritime Bureau (IMB) and International Maritime Bureau Piracy Reporting Centre (IMB-PRC)

The International Maritime Bureau is part of the International Chamber of Commerce (ICC). Its goal is to protect international shipping trade. It investigates malpractice and fraud and investigates piracy. The International Maritime Bureau Piracy Reporting centre (IMB- PRC) is an organisation, which investigates shipping lanes by warning piracy hotspots and reports pirate attacks. It works in real-time, being able to communicate with all ships, alerting them of pirating activity in the area. It also reports to major international parties involved including governments, law enforcement agencies and industry bodies.

TIMELINE OF EVENTS

DATE	DESCRIPTION OF EVENTS
10th December 1982	The International agreement called the United Nations Convention on the Law of the Sea (UNCLOS) was created including the definition of piracy under article 101
12th July 2004	The three littoral states introduced their first ever multilateral measure . It was the Trilateral Coordinated Patrol, also referred to as MALSINDO (Malaysia, Singapore, and Indonesia) and was launched in order to enhance security in the strait, to keep peace and to coordinate the patrolling of their respective territorial waters.
4th September 2006	The ReCAAP agreement was signed by 16 states. This agreement was the first

	<p>multilateral intergovernmental agreement to enhance and promote cooperation against piracy in Asia.</p>
<p>29th November 2006</p>	<p>The ReCAAP ISC was established in Singapore under the ReCAAP agreement.</p>
<p>14th June 2014</p>	<p>One of the most recent and largest pirating attacks occurred, reiterating to the international community the importance of combating maritime piracy in the region. Pirates stole 700,000 litres of diesel from oil tanker <i>MT Ai Maru</i> worth \$550,000. The crew was locked in a room ordered by a group armed with guns and machetes. The communication equipment was broken.</p>

RELEVANT UN RESOLUTIONS, TREATIES AND EVENTS

United Nations Convention on the Law of the Sea (UNCLOS) 1982

UNCLOS at the time of its adoption in 1982 encapsulated in a single document existing laws for the usage of the seas as well as newer concepts and frameworks to address concerns of the sea. Among others, the convention also laid the groundwork for future developments in the area of maritime piracy. In Article 101 the Convention clearly defines what is seen and punished



as piracy and encourages all nations to act against it.

Figure 3: Status of the convention⁷

Under the 1982 UNCLOS Article 101⁸, piracy consists of any of the following acts:

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- i. on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
- ii. against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

b. any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

⁷ Charalampos. *UNCLOS — United Nations Law of the Sea*. 19 June 2020.

⁸ *United Nations Convention on the Law of the Sea*, UN, 1982, pp. 57–58. www.un.org/Depts/ILCharalampos.

any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b).”

PREVIOUS ATTEMPTS TO SOLVE THE ISSUE

ReCAAP: a regional Cooperation Agreement on Anti-Piracy

In 2006 a new antipiracy initiative went into effect, the so called “ReCAAP”. It was founded in order to promote multilateral collaboration to tackle the challenges of piracy and armed robberies. Extraordinarily, it is the very first antipiracy measure to be adopted on a government-to-government basis. Its functions include exchanging data among states, resource mobilization, and forming cooperative agreements. Some of the contracting Parties of ReCAAP include the Republic of Singapore, Japan, Thailand, the United Kingdom, China, the USA, India and the Philippines. Malaysia and Indonesia, on the other hand, have yet to sign or ratify the agreement. The countries have expressed a desire to comply with the Information Sharing Center (ISC), but little progress has been made in ensuring their official acceptance of the agreement. The absence of Malaysia and Indonesia from the agreement has raised doubts about its feasibility, particularly given Indonesia's position.

The International Maritime Organization Meetings

Another procedure has been underway at the international level, in collaboration with the International Maritime Organization (IMO). After this newly established multilateral activity between the littoral states, the IMO reinstated the initiative it created back in 2004 named “Protection of Vital Se lanes”. It would have the aim of fostering a global approach to protection, safety, and pollution control in the Strait of Malacca and the neighboring Strait of Singapore. After a couple of meetings over the years it turned out that the cooperative mechanisms scope turned out to be limited to safety of navigation and environmental protection in the Straits and security, entailing the piratical issues, had been completely dropped from the discussions. After this realization Indonesia and Malaysia were reluctant to share responsibility for ensuring security in the straits with user/consumer states. Regardless if contributions from user states have been accepted in the past for the purpose of improving waterway protection, that seems to be best avoided currently.

Malacca Straits Surface Patrols (MSSP)

The three littoral states introduced their first ever multilateral measure in July 2004. It was the Trilateral Coordinated Patrol, also referred to as MALSINDO (Malaysia, Singapore, and Indonesia) and was launched in order to enhance security in the strait, to keep peace and to coordinate the patrolling of their respective territorial waters. Malaysia, Singapore and

Indonesia tried to achieve this enhancement in the quality of protection, by joining air patrols over the Strait of Malacca. The three states each donated two planes for the patrols, known as the “Eyes in the Sky” plan (EiS). In this way, aircrafts could fly within the territorial waters of the involved states. Politically, the EiS was a huge milestone because it was the first time that littoral governments allowed foreign forces to cross the border to their territorial waters. A representative from each of the three littoral governments would be on board each patrolling aircraft. It was then in (April of) 2006 both MALSINDO and EiS were brought together under the umbrella of the Malacca Straits Surface Patrols (MSSP). The MSSP was later also joined by Thailand. In order to support the sea and air patrols, an information-sharing platform called the Malacca Straits Patrol Information System (MSP-IS) was also implemented. However these operations didn't always function perfectly and have received some criticism. EiS, for one, was considered to be “superficial and a mere reflection of the desire of the littoral states to be seen to be doing something in the face of international pressure” by some counties. The effectiveness of the aerial patrols are also being called into question as supposedly seventy operations are required each week in order to adequately monitor the strait around the clock. As of now, only eight are being carried out. Apart from that, there is also a paucity of patrol vessels to carry out inquiry and interdiction. So, it is claimed that EiS's apparent success in preventing some piratical incidents appears to be a result of its deterrent impact more than its real, practical application.

POSSIBLE SOLUTIONS

Alleviating Poverty

Generally, it would be wise to look at the demographic of the pirates themselves. A large proportion of the pirates are fishermen. Due to a frequent strain of fishing stocks, a lot of fishermen end up in poverty. As a result, they either resort to piracy or get recruited by criminal pirate gangs for their incomes. One way to address this problem is to focus on alleviating poverty and destitution as much as possible in the affected areas of the littoral states, as well as increasing the welfare of the people at the coast. One way this could be established is by stimulating the fishing industry. When drafting such a clause however, keep in mind the implications of the UNCLOS agreement and its environmental protection laws, to ensure that the stimulation of the fishing industry is in accordance with and does not violate international law.

Increasing Security

The majority of pirate attacks occur when the ships are anchored. Increasing security of involved ports and havens by increasing staff, security facilities or other means could prove an effective measure.

Decreasing Corruption

Something else that must be tackled is the corruption within the maritime security forces themselves, seeing as these also make up a proportion of the pirate demographic. Although tackling said corruption is difficult, aid from external international organisations in screening security personnel is possible. However, when it comes to this measure, one must consider the viability of the approach and the extent to which international engagement might infringe on a country's sovereignty.

Releasing periodic reports

One more thing standing in the way of eradicating modern piracy is the fact that only a minority of all attacks in the strait of Malacca are reported. This is because ships do not want to be associated with a lack of security, which would damage their business. Pirate attack reports are extremely important in analysing piratical activity and predicting future incidents. It gives information to authorities in order to conduct anti-piracy patrols but allows organisations such as the IMB-PRC to inform other ships in the vicinity and can prevent other attacks. A possible solution would be to create an anonymous reporting system within the IMB and IMB-PRC, which would give the organisations the necessary information without publishing the ship's name. Some problems to take into consideration with this solution include a lack of transparency, which is extremely important and the misuse of this by pirates who want to guide ships in routes destined for actual piracy zones.

Ensuring International Cooperation

One very general but effective solution is international cooperation especially between the littoral states to the Strait (Indonesia, Singapore and Malaysia) but also international cooperation. With the sharing of intelligence, technology and strategy, nations can benefit from ideas that other nations have implemented to be successful and with it can aid them in combating piracy in the region. When the different nations conducted collaborative and frequent anti-piracy patrols, piracy in the region decreased significantly. As elaborated upon previously, the three littoral states introduced a multilateral measure, which would come to include the Trilateral Coordinated Patrol (MALSINDO), the "Eyes in the Sky" plan (EiS), as well as the Malacca Straits Patrol Information System (MSP-IS). As mentioned the paucity of aerial patrols and security vessels could definitely be improved upon. Delegates could also come up with new measures that would address further shortcomings of the existing Agreements.

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