

INTERNATIONAL MARITIME CONFERENCE – GALLE DIALOGUE 2016
GALLE FACE HOTEL, COLOMBO 28 – 29 NOV 16

Slide	Talking Note
<p style="text-align: center;">1</p> 	<p style="text-align: center;">مِیْحَرْلَا ن مَحْرَلَا اللّٰه مَسْبِی</p> <p>Our most generous host, Vice Admiral Wijegunaratne, Commander of the Sri Lankan Navy.</p> <p>Distinguished Navy Chiefs, Ladies and Gentlemen.</p> <p>Assalamuaalaikum w.r.t. and Very Good Morning.</p> <p>1. First of all, on behalf of the Royal Malaysian Navy Chief, Adm Tan Sri Ahmad Kamarulzaman, I would like to record our sincere appreciation to VAdm Wijegunaratne and the Sri Lanka Navy for the kind invitation to speak in this conference here in this beautiful Galle Face Hotel, Colombo. I would like to thank VAdm Wijegunaratne for the superb hospitality and excellent hosting of this momentous event. I must say, this Galle Dialogue is an excellent platform to discuss our common maritime concerns.</p> <p>Admirals, Ladies and Gentlemen,</p> <p>2. In this dialogue today we should be talking about how could the Indo-Pacific region benefit from Strategic Maritime Partnership. However i reckon it is not wise for me to outline what should be done by the maritime nation of the Indo-Pacific region. But</p>

	<p>what i could do is to share RMN roles, initiatives and experiences in establishing Strategic Maritime Partnership in South East Asia. To that the topic of my presentation today is “Strategic Maritime Partnership in South East Asia: The Royal Malaysian Navy Perspectives”</p>
<p style="text-align: center;">2</p> 	<p>3. For my presentation today, Firstly; I will deliberate the concept of Maritime Partnership vis-à-vis enhancing the Maritime Domain Awareness. Then, I will touch on the common and evolving maritime security challenges in the region. Finally, I will highlight the initiative and role of the RMN in fostering maritime partnership in Southeast Asia by emphasising on the existing cooperative mechanisms.</p>
<p style="text-align: center;">3</p> 	<p>Admirals, Ladies and Gentlemen,</p> <p>4. To begin with, it is generally understood that, the concept of Maritime Partnership is directed towards enhancing naval and other maritime security cooperation by strengthening the existing mechanism and encourages the development of new ones rather than a major reformulation. In other words, it is a continuation of the regional processes and initiatives encompassing maritime security domain.</p> <p>5. The concept stipulates the need for greater information exchange in enhancing Maritime Domain Awareness (MDA). The intent is to develop the MDA picture available to all partners for the purpose of</p>

maintaining peace and stability in the region.

6. Within the context of Southeast Asia, I believe that the ASEAN Navies will continue to play our roles in contributing to peace and stability of the region. ASEAN's relations with its Dialogue partners are important and have to be maintained as they provide frameworks for strategic discussions and productive exchanges of views on the many issues affecting the region. I believe there is a lot of room for greater partnership between ASEAN and its dialogue partners.

7. The RMN believes that wide and extensive relations with friendly countries would provide an effective platform in promoting Maritime Partnership. Bilateral and multilateral relationships are key blocks in integrating regional cooperative efforts to enhance MDA. They can be used to develop a framework for regional MDA cooperation and information sharing. A strong regional cooperative mechanism would allow for greater flow of information and lead to a clearer understanding of the Maritime Domain.

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8. In the case of Malaysia, we have bilateral co-operation with most of the ASEAN countries and other countries outside Southeast Asia region. This co-operation among others, involves activities such as the Navy to Navy Talks, the Naval Working Group, the Coordinated Patrols and Bilateral Exercises. This interaction and activities have strengthened our partnership and deepen our

understanding of prevailing issues. They provide opportunities to learn and adopt best practices at sea, develop interoperability and strengthen partnership. The cordial relationship enjoyed through this partnership facilitates numerous issues and conflicts resolution, and facilitate operational coordination. The RMN will continue its efforts to further nurture this professional relationship with its neighbours and Navies in the region. I believe we need to increase the frequency of our engagements and increase the level of our activities so as to further enhance the bilateral partnerships.

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Admirals, Ladies and Gentlemen,

9. Maritime security, despite its common usage, is not an easy term to define because it involves a wide range of concerns and challenges. The traditional reasons for a country to develop its naval force is to have control of the seas bordering the state and the ability to project its naval power where and when necessary to protect the state's interest.

10. In recent decades, however, the maritime security concerns have expanded greatly because of the emergence of new non-traditional threats and the radical change of maritime security environments. We are now facing multifaceted challenges from various aspects of maritime security including the Sea Lines of Communication (SLOC), maritime claims and disputes, the emergence of modern

piracies, terrorism, militancy, new criminal activities, environmental issues and disasters. More worrying, is that this **list is ever growing**. The consequences of such threats, is that it has serious social, economic, political and human implications. The effect is not just impacting the peace and security of a nation but also the region and even global peace and stability.

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11. I will now briefly expound on the elements that causes the ever growing maritime security issues and why it is necessary for us to be aware of them.

a. Firstly, the impact of technology. The primary causal factor responsible for these changes is to be found in the technological developments of recent decades, especially in communications and transportation in a more globalized world. Maritime transportation and communications are the key element of this phenomenon and has led to the creation of global supply chains that continually grow in size and importance. The importance of securing the global supply chain is obviously a matter of great international concern. The way we conduct our business and the way we communicate has also changed exponentially, due to technological advancements.

b. Secondly, Increasing number of non-state actors in the dynamics of international relations has created new challenges to maritime security and this includes but is not limited to terrorist groups, maritime criminals, pirates and militants. These myriad of threats has created uncertainties and compounded both governments and maritime community fear that the global supply chain through maritime trades and transportation could be disrupted.

c. Thirdly, interdependency. We need to cast out the denial syndrome that it will not happen in our country, rest be assured that problems are often contagious and trans-boundary in nature. An issue that occurs in one country can just as quickly become a bilateral, regional or even global problem. The recent Rohingya refugee crisis for example tested the cooperation, security and humanitarian efforts of countries in ASEAN. Bearing in mind the interdependent nature of the ASEAN countries and its vulnerability to escalation, the only way to address these challenges would be through close collaboration.

d. And fourthly, the effects of climate change. The region has in recent years been badly affected by natural disasters either from the sea or by unpredictable mood swings of

Mother Nature, both leaving a trail of devastation along their path. The risk of such disasters is likely to increase due to global warming, and disproportionate human activities and urbanization. This was evident in many instances including the Tsunami in 2004, and the Typhoon Haiyan in 2013, and as for Malaysia, last year, when an unprecedented flood devastated Kelantan, a northern state of Peninsular Malaysia.

12. Such disasters and calamities have increased the need for Navies and Armed Forces to be responsive to address national and regional crises. I am glad to note that during the 27th ASEAN Summit which was held Kuala Lumpur from 18th to 22 Nov 15, ASEAN has reaffirmed its commitment to build on the collective strength of ASEAN Member States to effectively and efficiently reduce disaster risks and respond to disaster, while promoting disaster resilience among all stakeholders.

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Admirals, Ladies and Gentlemen,

13. Touching on the RMN role and initiative, the RMN is fully committed to its involvement in the multilateral activities, among others, the Western Pacific Naval Symposium (WPNS), the Indian Ocean Naval Symposium (IONS), the Five Power Defence Arrangement (FPDA), the ASEAN Defence Ministers' Meeting-Plus Experts Working Groups (ADMM-Plus EWG), the ASEAN Regional Forum

(ARF) and the ASEAN Naval Chiefs Meeting (ANCM). Confidence Building Measures or CBM has been proven to be one of the most effective measures in promoting regional peace and stability.

14. The RMN had the opportunity to host the 21st WPNS Workshop and 13th WPNS Symposium 2012 held in Kuala Lumpur. With the theme, **Enhancing Interoperability and Professional Cooperation**, we explored various initiatives to increase mutual understanding in areas that would benefit member nations' interests such as the establishment of the Environmental Working Group, the amendment to the Code for Unplanned Encounter at Sea (CUES) which was later adopted in Qingdao, China in 2014.

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15. As for the 10th ASEAN Navy Chiefs' Meeting (ANCM) this year in Kuala Lumpur, we have explored and agreed to pursue on the next agenda of establishing the ASEAN Militaries Ready Group (AMRG) for Humanitarian Assistance and Disaster Relief (HADR).

16. On the same note, I wish to highlight here, that it is very heartening to observe the progress made by the ADMM Plus Expert Working Groups (EWGs) especially in the domain of Maritime Security, Counter Terrorism, and HADR. These platforms provide for Subject Matter Experts from participating Navies to share their knowledge and experiences in addressing various issues at sea. There have been many activities carried out under this ambit of cooperative mechanism which include, but not

limited to, Command Post Exercise (CPX) and Field Training Exercise (FTX). The conduct of these exercises is a testament to our support for the Maritime Partnership under the ambit of ADMM Plus mechanism. I am convinced that this approach of enhancing partnership will soon become a norm among members of the ADMM Plus Expert Working Groups.

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Admirals, Ladies and Gentlemen,

17. In terms of collaborative efforts in conducting an operation at sea, the Malacca Strait Patrol, or MSP is a good example of how the RMN fulfill its role in support of the Maritime Partnership. The littoral states of Indonesia, Malaysia, Singapore, and Thailand, share a common goal in ensuring the safety and security of shipping in the Malacca Straits. The alignment of common interests has allowed the littoral states to move beyond dialogue and adopt a more focused method centered on tackling the non-traditional maritime security threats in the Malacca Strait. Starting from a simple information sharing operation, the MSP has expanded to a broader and more complex co-operation with three major activities namely the Malacca Straits Sea Patrol (MSSP), the Eyes-in-the-Sky (EIS) and the Intelligence Exchange Group (IEG). The formation and formulation of Joint Working Groups (JWG), the MSP Information System, the MSP Exercise, the MSP SOPs and

working linkages between the MAA (Monitoring and Action Agencies), have set one of the best examples where states collectively elevate the level of conduct in a multilateral operation and enhance the interoperability of the agencies involved. The RMN believes that the MSP's success story can be shared and emulated by others to promote a broader regional maritime cooperation beyond the Malacca Strait.

18. More recently, the three countries (Malaysia, Indonesia and Philippines) have begun to implement a Trilateral Cooperative Arrangement (TCA) in the area of common concerns of the Sulu Sea upon signing of the Framework of Arrangement (FoA) on 14 July 16. This initiative is indeed a new form of practical and coordinated on-field cooperation. It is useful in facing security threats that had recently begun surfacing in the maritime borders of the Sulu Sea. The emphasis would be laid on offering maritime security guarantee against terror threats, kidnapping, human trade, refugees, and illegal drug trafficking. To date, the establishment of the TCA Working Group has rigorously looked into the operationalization of the following aspects:

- Maritime Patrol and Rendering Immediate Assistance
- Information and Intelligence Sharing and,
- Combined Communication Plan



19. The ASEAN Navies have moved one step ahead by adopting the AIP (ASEAN Information Sharing Portal) and the AMSISX (ASEAN Maritime Security Information Sharing Exercise) initiated by the Republic of Singapore Navy and the Indonesian Navy. On the same note, the ADMM Plus Expert Working Group (EWG) on Maritime Security has also established the AMSCIP (ADMM Plus Maritime Security Community Information Portal). These initiatives truly underscore the efforts by navies to respond in a very constructive manner while enhancing our capabilities to work together in real-time basis.

20. The RMN believes that the AIP has set the way forward in enhancing Maritime Domain Awareness by disseminating assembled information and intelligence reports to our partners. I am sure more can be done to enhance our capacity following the initiatives of the MSP-IS (Malacca Straits Patrol – Information Sharing System) framework.

21. I am of the opinion that, the interfacing of AIP, AMSCIP and IFC would definitely be a significant “Web of Excellence” that would serve as the Ideal information and data system among countries in the respective regions for mutual benefit.

22. I am also of the opinion that the open communication between the Chiefs or Heads of Navies and Operational Commanders could help facilitate the Maritime Partnership. I believe this open line communication should be enhanced to a personalised level, where communication is just a phone call away. This kind of arrangement is proven to be vital to build trust and confidence and, hence, promoting the Maritime Partnership.

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CONCLUSION

- ❖ Promotion of partnership through active participation in various platforms
- ❖ Maintain strong bilateral and multilateral ties
- ❖ Contribution of new ideas in enhancing level of partnership and information sharing

Admirals, Ladies and Gentlemen,

23. To conclude, the RMN promotes partnership in South East Asia through active participation in the activities and initiatives under the various ambits of cooperative platforms. The RMN strive to maintain strong bilateral ties whilst at the same time maintain its continuous involvement in the various multilateral forum and activities such as the Malacca Straits Patrols and the ADMM Plus Expert Working Groups. Through the bilateral and multilateral partnership, volumes of information on various maritime issues were shared. The dissemination of information has allowed for the South East Asian Navies to attain better Maritime Domain Awareness particularly in the maritime area immediate to them. As such, the RMN will continue its role to support and participate in the existing cooperative mechanism whether bilaterally or multilaterally.

24. Apart from focusing on the existing partnership and cooperatives mechanism, the RMN seek to contribute new ideas aimed at enhancing the level of partnership and information sharing amongst South East Asian Navies. Technology has allowed us to share real time information and increase our access to the wide array of maritime information. The enhancement of the existing cooperative mechanism and information sharing network would allow us to improve our handling and digest of the readily available information. Ultimately, this would enhance our awareness in the maritime domain surrounding us and foster our strategic Maritime Partnership in achieving Maritime Security and prosperity in South East Asia. This RMN believe could be a model that could be shared and practice by the maritime nation of the Indo-Pacific Regions.



25. Before I conclude my presentation, I would like again to thank VAdm Wijegunaratne and the Sri Lanka Navy for giving me the opportunity to share the Royal Malaysian Navy's view and perspectives on this matter in this wonderful forum. Thank you.