Assessment of the current situation of irregular human migration at sea in the area of interest of the IFC
Information Fusion Centre

Vision
To be the recognised information-sharing centre and maritime security centre of excellence in the region

Purpose
To provide actionable information on MARSEC threats so as to cue enforcement agencies for operational responses
International Liaison Officers (ILOs)

Australia  Brunei  China  Cambodia
France  India  Indonesia  Malaysia
Myanmar  New Zealand  Peru  Philippines
Thailand  United States  United Kingdom  Vietnam
Canada  Chile  Greece  Italy  Japan  Pakistan  South Africa

105 ILOs deployed from 23 countries
Extensive Global Linkages

69 agencies in 37 countries
Scope

• A summary of the Maritime Security Situation in the IFC Area of Interest (AoI) with a focus on the following categories:
  – Contraband Trafficking
  – Illegal, Unreported, and Unregulated (IUU) Fishing
  – Maritime Incidents
  – Maritime Terrorism
  – Theft, Robbery And Piracy at Sea (TRAPS)
  – Irregular Human Migration (IHM)
Contraband Trafficking

Sea Routes for Contraband Trafficking in IFC AoI

- Fuel: Transfer of MGO, Smuggling of Diesel
- Weapons/Explosives: Small number mainly for personal or fishing use
- Drugs: Majority within containerised shipments
Contraband Trafficking

Smuggled Products Depending on Area in IFC Aol

- Crystal Meth
- Yaba Pills
- Cannabis / Ganja
- Sea Cucumbers
- Gold
- Pangolins / Turtles / Ivory
- Cigarettes
- Coal
- Precious Wood
- Rice & Sugar
- Shabu – Crystal Meth
- Precious Wood
- Sand
- Timber
- Garments
- Drugs
- Food & Alcohol
- Cigarettes
- MGO / Diesel

NUMBER OF INCIDENTS PER MONTH

- JAN
- FEB
- MAR
- APR
- MAY
- JUN
- JUL
- AUG
- SEP
- OCT
- NOV
- DEC

- 2014
- 2015

- Yellow: NARCOTICS
- Red: WILDLIFE
- Cyan: NARCOTICS
- Blue: ALCOHOL/LIQUOR
- Beige: RAW MATERIALS
- Orange: FOOD
- White: GOODS
- Light Pink: OIL/DIESEL/FUEL
- Magenta: MONEY/CURRENCY
Illegal, Unreported, and Unregulated (IUU) Fishing

- **Hotspots**
  - Andaman Sea and Gulf of Thailand: Foreign trawlers disguised as local boats
  - Bay of Bengal and Sri-Lankan waters: Illegal nets, Overlapping territorial claims
  - Gulf of Tonkin: Foreign trawlers fishing for high-value marine wildlife
  - Philippines archipelagic waters: Illegal methods, blast fishing, fishing without licence
  - Riau Islands and Celebes Sea: Foreign trawlers fishing w/o license
  - Straits of Malacca and Singapore: Local trawlers fishing w/o license, illegal workers
Maritime Incidents

**Maritime Incidents in IFC AoI**

**NUMBER OF INCIDENTS PER MONTH**

- OCT: 100 (2014), 100 (2015)

**CATEGORY OF INVOLVED VESSELS**

- CARGO SHIP/MOTOR VESSEL: 30%
- PASSENGER SHIP: 11%
- FISHING VESSEL: 15%
- CONTAINER SHIP: 14%
- TANKER - FPSO: 10%
- WOODEN BOAT: 7%
- SMALL BOAT: 5%
- SPEEDBOAT/JET SKI: 4%
- BULK CARRIER: 4%
- SAILING SHIP/YACHT: 2%
- AIRCRAFT: 1%
- CAR CARRIER: 1%
- TUG&BARGE: 1%
- UNKNOWN: 1%

**TYPE OF INCIDENT**

- VESSEL SANK: 5%
- VESSEL AGROUND: 3%
- COLLISION: 2%
- VESSEL CAPSIZED: 15%
- ENGINE FAILURE: 10%
- FIRE ON BOARD: 10%
- WATER INGRESS ON BOARD: 13%
- MAN OVER BOARD: 11%
- DIVER/SWIMMER MISSING: 12%
- OTHER: 21%

**Unclassified**

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Maritime Terrorism

- No evidence of Islamic State (IS) intent to attack commercial shipping
- Abu Sayyaf Group (ASG) suspected to support or plausibly have connections to ISIS
  - Uses boats to facilitate attacks ashore, but does not routinely attack vessels at sea
  - Able to mount kidnapping operations to demand ransom for the funding of maritime terrorism
  - Increase in kidnapping incidents observed in April and May 2015
- Eastern Sabah Security Command (ESSCOM) established in Mar 13 to strengthen MARSEC in the area
Theft, Robbery And Piracy at Sea (TRAPS)

- **Vulnerable Areas**
  - North Bay of Bengal / Chittagong Anchorage
  - Batangas Anchorage
  - Straits of Malacca and Singapore
  - Southern South China Sea
  - Dumai / Belawan Anchorage
  - Vung Tau / Hai Phong Anchorage

**Hotspots for TRAPS within IFC AoI in 2014 and 2015**

- Largely opportunistic in nature
- Four incidents recorded in vicinity of Tianjin Anchorage (North China) in Dec 15
  - New trend?
Theft, Robbery And Piracy at Sea (TRAPS)

• Straits of Malacca and Singapore (SOMS)
  – Eastern Approach to SS: Nine incidents of scrap metal theft in 2015 targeting tug boats and barges
  – Philip Channel: Active targeting of Bulk Carriers and Tankers in 2015
  – No incidents since **Oct 15** since arrest of two groups of perpetrators on land by Indonesian Authorities in conjunction with Sea Theft onboard MV MERLIN and MV DIAMOND STAR
Theft, Robbery And Piracy at Sea (TRAPS)

- **Oil Siphoning**
  - SUN BIRDIE (28 Jan 15)
    - Perpetrators arrested by RMN and MMEA and sentenced to 10 years imprisonment
  - ORKIM HARMONY (11 Jun 15)
    - Kingpin and two co-conspirators arrested by Indonesia Navy’s Western Fleet Quick Response (WFQR) team in Aug 15 and Dec 15
    - Tugboat and crew arrested in Aug 15 for suspected involvement
  - MT JOAQUIM (8 Aug 15)
    - Four vessels detained between Sep 15 and Dec 15 for suspected involvement
    - Vessels’ crew members under investigation

- Success by regional navies and enforcement agencies in cracking down on syndicates ashore

*Source: RMN Navy Chief’s Twitter*  
*Source: WFQR*  
*Source: MMEA*
Irregular Human Migration (IHM)

- IHM covers both illegal immigration and human trafficking issues
- Migrants look for resettlement or sometimes just for a better paying job
- Hotspots
  - Bay of Bengal and Andaman Sea
  - Malacca and Singapore Straits
  - Northern South China Sea
  - South Philippines, East Sabah and Sulu Sea
  - South East Indian Ocean & Timor Sea
Irregular Human Migration (IHM)

Figure 1: overview of IHM incidents registered in 2015 in IFC AoI
Irregular Human Migration (IHM)

Figure 2: events recorded in 2015

Figure 4: events recorded in 2015 in Bay of Bengal

<table>
<thead>
<tr>
<th>Transit between Malaysia and Indonesia</th>
<th>Transit from Africa or the Bay of Bengal towards South East Asia</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Cost (USD)</td>
<td></td>
</tr>
<tr>
<td>115-350</td>
<td>4000-7000</td>
</tr>
</tbody>
</table>

Figure 3: cost of entire transit (based on open sources data and knowledge from IFC liaison officers)
Irregular Human Migration (IHM)

Figure 5: events recorded in 2015 in South East Indian Ocean

Different reason can explain such illegal migration movements:

**Push Factors in country of origin:**
- Internal conflict
- Lack of employment opportunity
- Poor standard of living
- Fear of political persecution
- Famine/ drought
- Slavery

**Pull Factors of Australia:**
- Increased opportunity for employment
- Higher standard of living
- Political and/ or religious freedom
- Better opportunity for education
- Increased security
- Stronger Industry/ Economy
Irregular Human Migration (IHM)

Figure 6: events recorded in 2015 in northern South China Sea

Figure 7: events recorded in 2015 in East Sabah and South Philippines
Irregular Human Migration (IHM)

NUMBER OF INCIDENT PER MONTH

HUMAN MIGRATION 2014

HUMAN MIGRATION 2015
Irregular Human Migration (IHM)

Types of Vessel Used for Irregular Migration

- 2014:
  - 9% WOODEN BOAT/VESEL
  - 24% FISHING VESSEL/BOAT
  - 6% PASSENGER FERRY
  - 3% CARGO/MERCHANDISE VESSEL
  - 2% FIBERGLASS BOAT
  - 3% SMALL BOAT
  - 1% TUG
  - 1% NOT SPECIFIED
  - 51%

- 2015:
  - 16% WOODEN BOAT/VESEL
  - 28% FISHING VESSEL/BOAT
  - 5% PASSENGER FERRY
  - 8% CARGO/MERCHANDISE VESSEL
  - 3% FIBERGLASS BOAT
  - 1% SMALL BOAT
  - 0% TUG
  - 53%

Boats Used by Migrants in 2016

- 2016:
  - 21% WOODEN BOAT/VESEL
  - 16% FISHING VESSEL/BOAT
  - 16% PASSENGER FERRY
  - 0% CARGO/MERCHANDISE VESSEL
  - 2% FIBERGLASS BOAT
  - 5% SMALL BOAT
  - 0% TUG
  - 3% SWimmer
  - 16% NOT SPECIFIED
  - 0%
Irregular Human Migration (IHM)

**Origins of Migrants 2014**
- Bangladesh: 25%
- Cambodia: 27%
- India: 12%
- Indonesia: 4%
- Malaysia: 1%
- Nepal: 1%
- Philippines: 1%
- Somalia: 2%
- Sri Lanka: 1%
- Thailand: 1%
- Albania: 1%
- Other/Unknown: 7%

**Origins of Migrants 2015**
- Bangladesh: 24%
- Cambodia: 16%
- India: 14%
- Indonesia: 12%
- Iran: 5%
- Malaysia: 4%
- Myanmar: 2%
- Pakistan: 2%
- Philippines: 1%
- Russian Federation: 1%
- Somalia: 1%
- Sri Lanka: 1%
- Thailand: 1%
- Vietnam: 1%
- Other/Unknown: 1%

**Number of Cases / Areas in 2016**
- East India / Sri Lanka: 26%
- Bangladesh: 21%
- Gulf of Thailand: 11%
- West Thailand: 5%
- Malacca Strait: 5%
- Indonesia: 5%
- S’pore Strait Area: 3%
- East Malaysia / Sabah: 3%
- Philippines: 3%
- Vietnam: 21%
- South East Indian Ocean: 18%
- Hong Kong: 11%
- South China Sea - Off Taiwan: 5%
- South Korea: 3%
- Myanmar: 3%
- South West Pacific: 3%
Migration Reasons

In the IFC area of interest, most of the migrants are either people moving in search for a better future in countries such as Thailand, Malaysia, Indonesia, Hong Kong (China) and Australia or people who fall victim to human trafficking. They can also be some people travelling illegally looking for work.

Possible impact of IHM on Maritime Safety and Security

a) Request of massive search and rescue (SAR) operations to deal with capsize vessels, abandoned vessels that run aground and can provoke oil spills and environmental issues or become a navigational danger;

b) People jumping overboard forcing merchant and fishing vessels in vicinity to intervene and conduct rescue operation;

c) Vessels smuggling migrants could be used to conduct other illegal activities such as contraband smuggling or IUU fishing;

d) Terrorists can hide themselves among the migrants to try to sneak into a country of interest.
General Recommendations

a) Hot spot areas specific monitoring using new technologies (Satellites, UAVs)

b) More cooperation to solve the problem especially the root causes of problem in order to have a better understanding and early warning information along the identified and possible new smuggling routes

c) Enhanced and coordinated patrols at sea and along the shore side between Maritime law enforcement agencies. Patrols adapted depending on observed trends in hot spot areas;

d) Maritime Curfew and associated enforcement process can be a way to reduce the risks and prevent illegal activities (experimented with success by Malaysian Authorities in East Sabah);

e) Increased cooperation with the shipping community which can help to detect and identify illegal activities in identified hot spot areas.

f) Use of specific transponder on board all registered vessels and boats in order to ease monitoring and help to detect and intercept any infringer.
“Safe and Secure Seas for All”