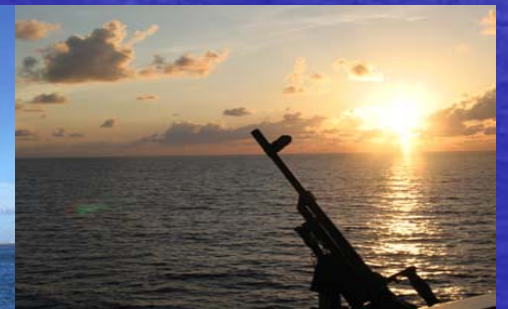


# Exploring Modalities for Cooperation in the Strait of Malacca: an Environment Perspective



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# Introduction

- The Strait of Malacca is an important marine ecosystem for Malaysia and the other littoral States.
- Also a strait used for international navigation.
- Uneasy equilibrium exists between the two functions.
- Issues are neither new nor original but a new perspective is needed for cooperation to move forward.



## STRAITS OF MALACCA VITAL STATISTICS

Characteristic	Figures
Length	About 500 nautical miles or 900 from Pulau Rondo to Koh Phuket (northern limit) to Pulau Karuman and Tanjong Piai. Longest Straits used for international navigation.
Width	Widest point - 220 nautical miles at northern limits Narrowest point – 8 nautical miles around Riau archipelago
Marine and Coastal Ecosystems	<p><b>Mangroves</b> – 498,109 hectare</p> <ul style="list-style-type: none"> <li>•Malaysia (111,409)</li> <li>•Indonesia (386,100)</li> </ul> <p><b>Coral Reefs</b></p> <ul style="list-style-type: none"> <li>•Malaysia – fringing reefs in Port Dickson, Pulau Payar. Newly discovered reefs in Pulau Perak</li> <li>•Indonesia – some fringing reefs in northern Sumatera</li> </ul> <p><b>Seagrass</b></p> <ul style="list-style-type: none"> <li>•Malaysia – Langkawi, Port Dickson, Seberang Prai, Teluk Nipah (9 species)</li> <li>•Indonesia – East coast of Sumatera (12 species)</li> <li>•Singapore – Southern Island (11 species)</li> </ul>
Fisheries landings	Malaysia – 489,026 metric tones (2000) Indonesia – 440,000 metric tonnes (1993)
Population (1993)	Malaysia – 13,778,049 Indonesia - 10,930,408
Navigation (number of ships passing through as captured by Vessel Tracking System at Port Klang)	<p><b>Total for 2003 – 62,334:</b></p> <ul style="list-style-type: none"> <li>•VLCC/Deep draft craft (3,487)</li> <li>•Tanker vessel (15,667)</li> <li>•LNG/LPG carries (3,277)</li> <li>•Cargo vessel (6,193)</li> <li>•Container vessel (19,575)</li> </ul>
Accidents (1978 – 2003)	<b>888</b>
Length of Traffic Separation Scheme	<b>240 km</b>

# The Malacca Strait 'Balancing Act'

## User State interests:

- Navigational safety
- Pollution prevention
- Economies

*Richard's Art*

## COASTAL STATES

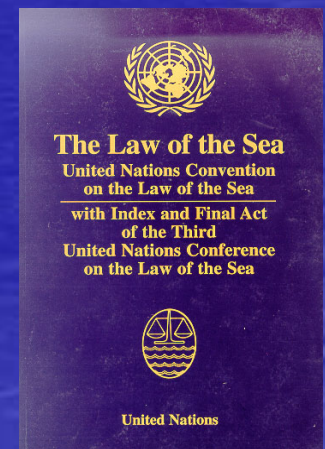
## Coastal State interests:

- Ecosystems and biodiversity protection
- Fisheries
- Pollution prevention



# Conflict vs. Cooperation

- Despite the apparent conflicts of interest, there is tremendous room for cooperation.
- Important to establish principles for cooperation and seek common grounds.
- Basis for cooperation:
  - UNCLOS Article 43 and similar articles in other conventions.
  - principle of common but differentiated responsibilities.



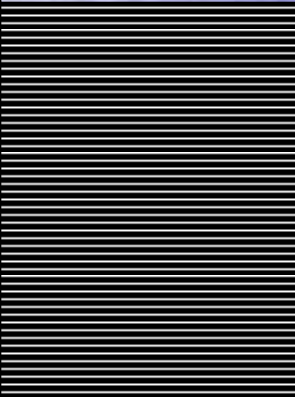
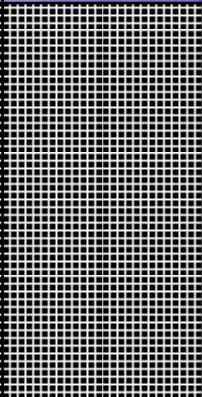
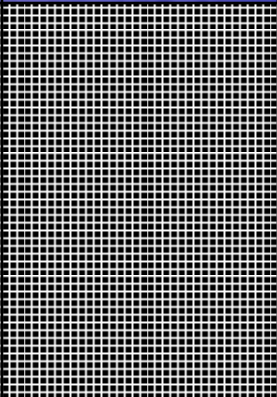
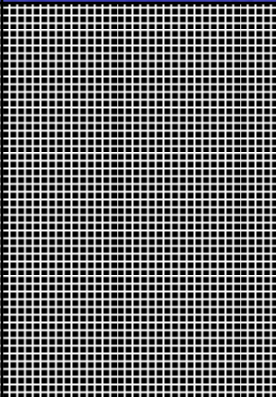
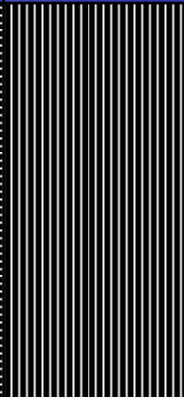
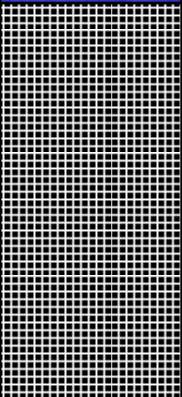


# New Scope of Cooperation

- Present cooperation while successful is limited to pollution prevention and navigational safety.
- Parties need to look at expanding the scope of cooperation.
- Expanded cooperation could include new areas as well as enhancing existing one.

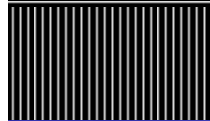
# Common Grounds

## Environmental Management Activities in the Strait of Malacca and Areas of Overlap

Ecosystems Protection	Vessel-based Pollution	Navigational Safety	Biodiversity Conservation	Flag State Control	Monitoring, Surveillance and Enforcement	Port State Control	Marine Scientific Research
					?		?



**Coastal State responsibilities**



**User State responsibilities**

?

**New areas for cooperation**



# Options for Cooperation

- Expand vessel-based pollution:
  - management of ballast water discharge





# Options for Cooperation

Monitoring, surveillance and enforcement.

- multitasked surveillance activities



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**Fisheries**

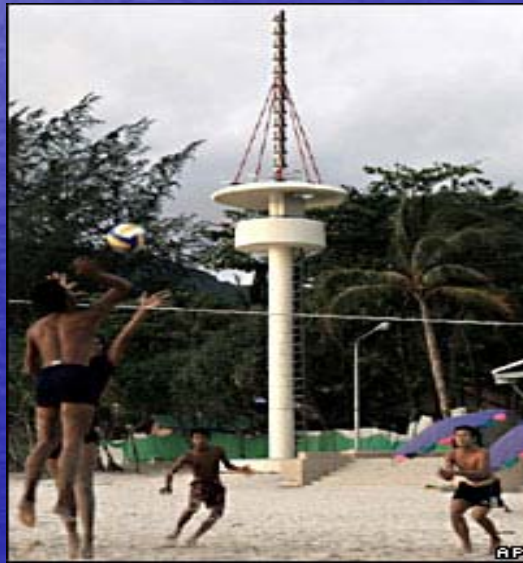
**Pollution Prevention**

**Navigational Safety**

**Security/Anti Crime**

# Options for Cooperation

- Marine scientific research

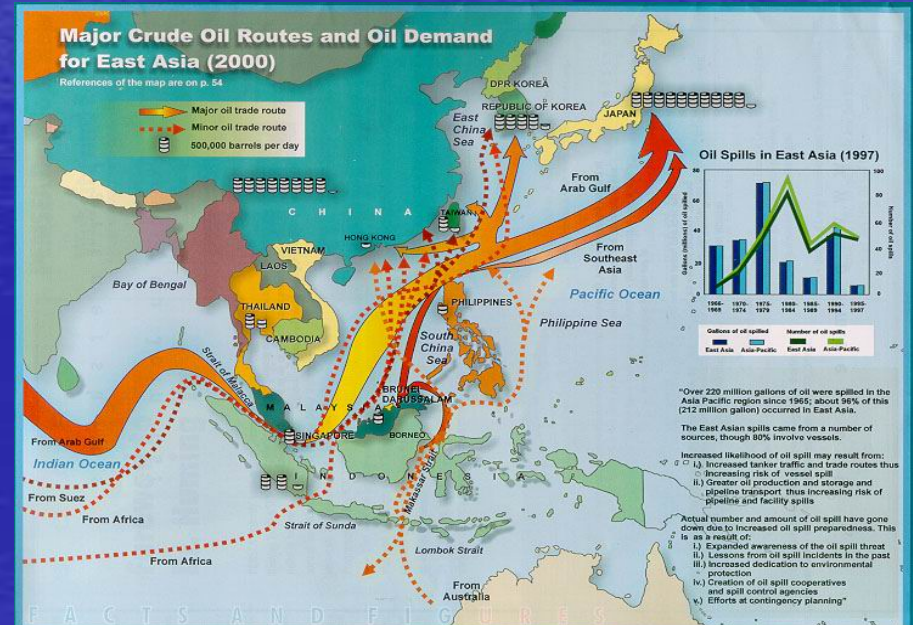
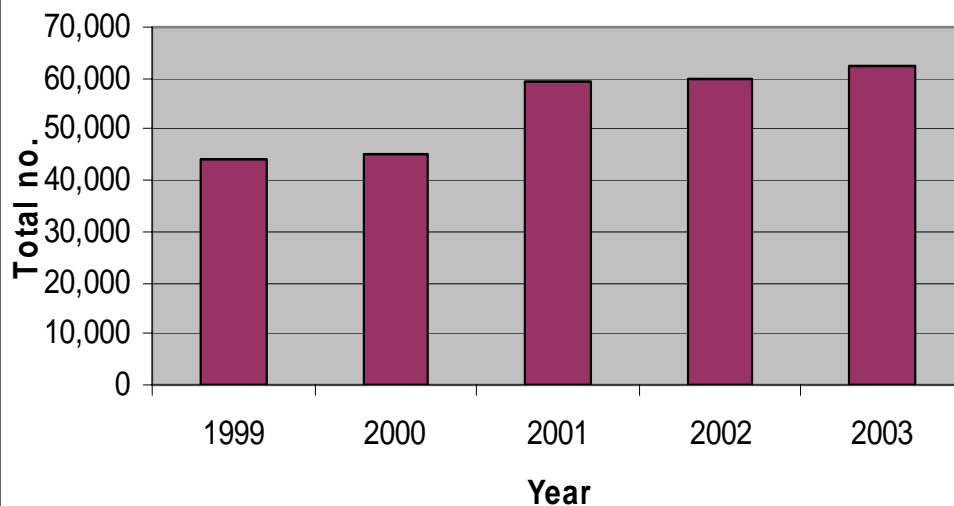




# Long Term Solution

- Despite cooperation the Strait of Malacca will continue to experience pressure from shipping.
- Longer term solution needed.

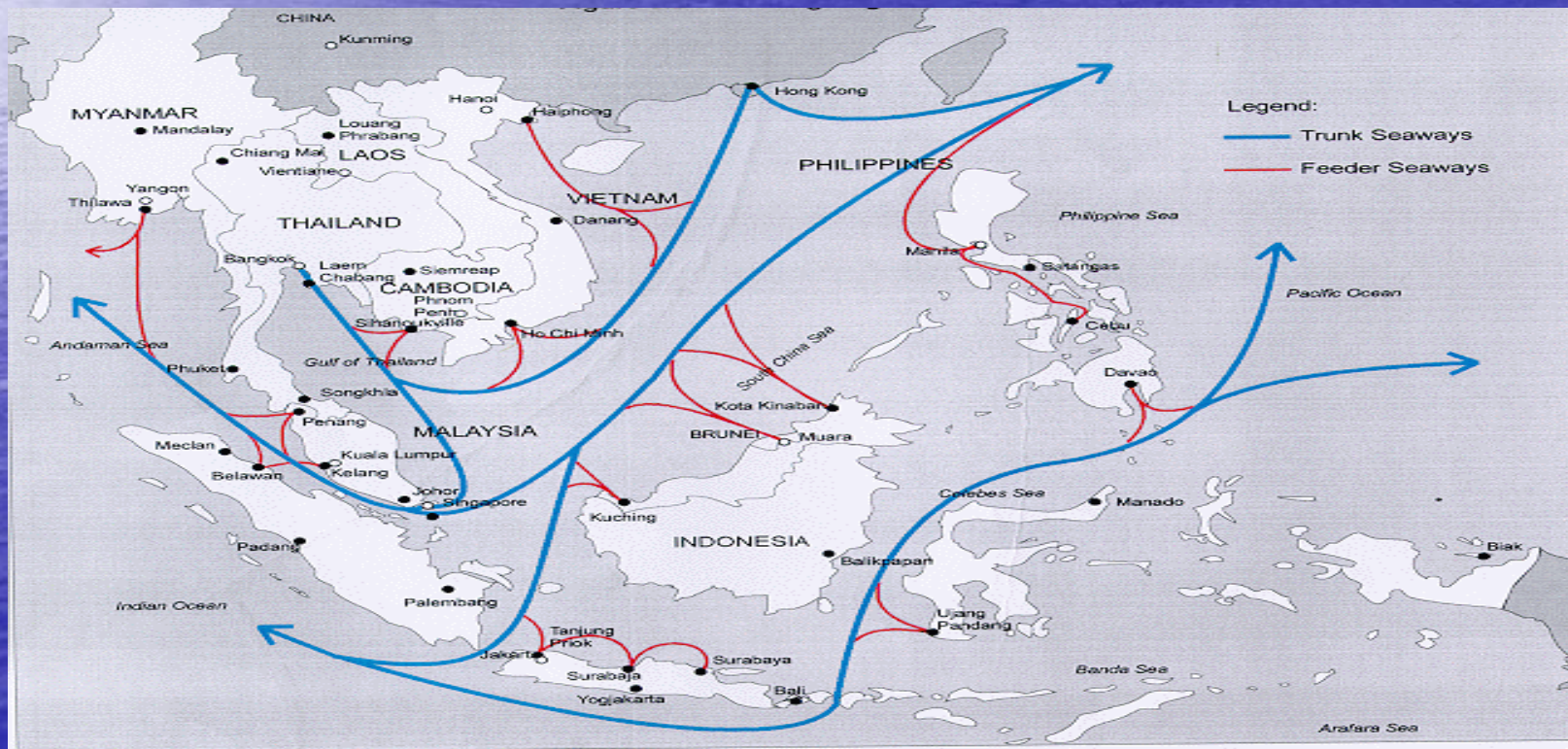
Figure 1. Total number of ships passing through the Straits of Malacca, (1999-2003)





# Possible Long Term Solutions

- Strait of Malacca as PSSA.
- Vessel reduction/diversion?





# Framework for Cooperation

- Expanded mandate of existing TTEG.
- New TTEGs?
- Batam Ministerial Statement.

*“Bearing in mind the responsibility and burden of littoral States and the interests of user States in maintaining the safety of navigation, environmental protection and maritime security, the Ministers welcomed the assistance of the user States, relevant international agencies, and the shipping community in the areas of capacity building, training and technology transfer, and other forms of assistance in accordance with UNCLOS 1982. In this regard they also welcomed closer collaboration between littoral States and the international community.”*

# Conclusions

- The Strait of Malacca offers a tremendous scope of cooperation among the coastal and user States.
- Article 43 and principle of common but differentiated responsibilities could form the basis for cooperation.
- Scope of cooperation needs to be expanded.
- Long term solutions also needed.



A blue-tinted photograph of a person sitting on a chair, holding an umbrella. The scene is dimly lit, suggesting it might be raining or in a shaded area. The person is wearing a dark jacket and pants. The text "Thank You" is overlaid in the center of the image in a white, sans-serif font.

Thank You