

ANNEX 4

**Single Maritime Point of Contact (SMPC)
- Organised against Organised Maritime
Crimes
“THE WON APPROACH”**

**ASEAN Regional Forum (ARF)
Workshop on National Maritime Single
Point of Contact
Cebu, Philippines
28-29 APR 2016**

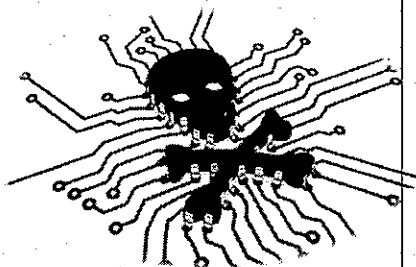


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Maritime Security Threats

are


Syndicated Crimes



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Illegal Cross Border Movement

- People
- Forestry Products (Wildlife/Timber)
- Drugs
- Contraband
- Subsidised Goods
- Vehicles
- Fuel (Bunkering)
- Weapons (including WMD) and Explosives (including detonators for fish bombing)



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Living

- Endangered /Indigenous Species
- Corals
- Fish/Crustaceans
- Ornamental Fish

Illegal Exploitation of Marine Resource

Non Living

- Underwater Artifacts





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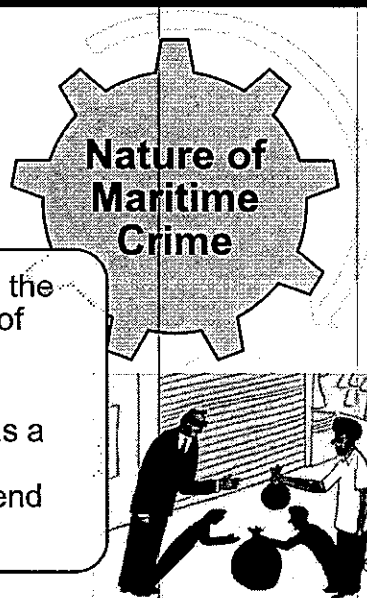
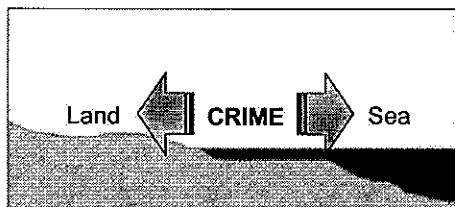
Attack on Seafarers/Coastal Communities

- Seaborne Terror
- Armed Robbery at Sea
- Piracy


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- Crime is hatched on land, uses the sea as a conduit and the fruits of crime is enjoyed on land
- Crime is a business and lives as a *shadow economy* alongside *legitimate economy*. Both depend on market forces


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The Economic Impact to Business


Loss of revenue due to overfishing, poaching and pollution

Loss of property and life due to criminal affects

Loss of business due to increased security

Rise in insurance premium due to threats

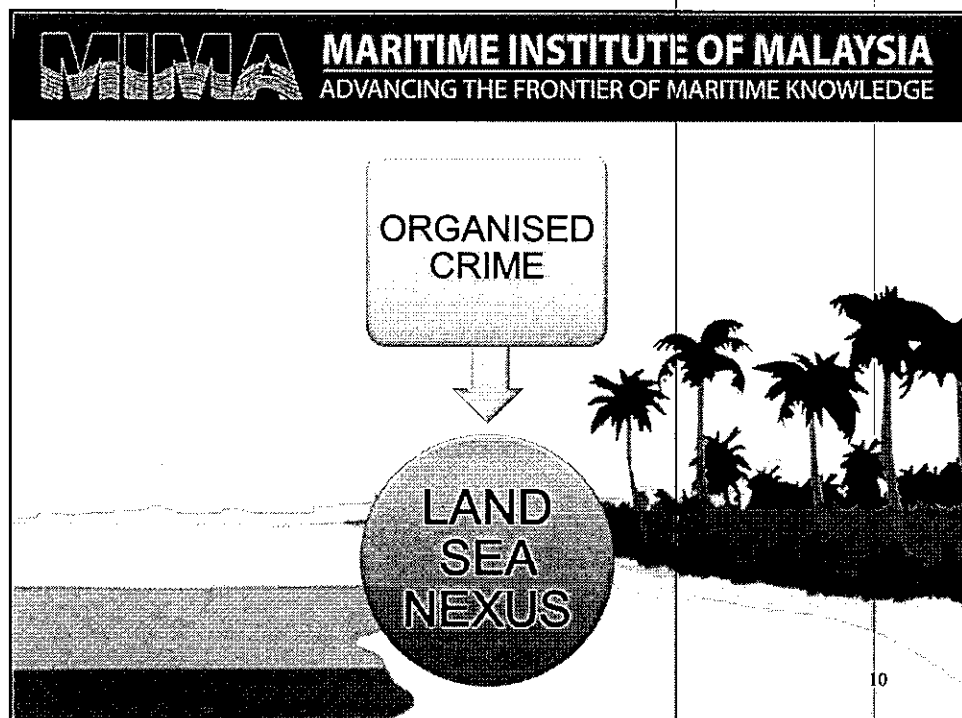
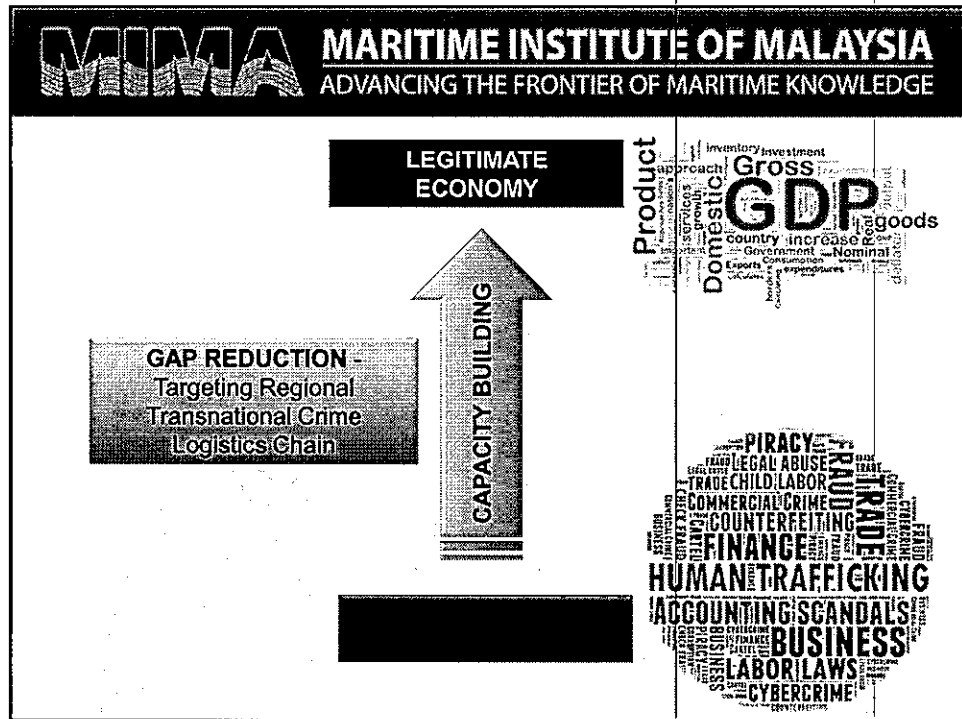
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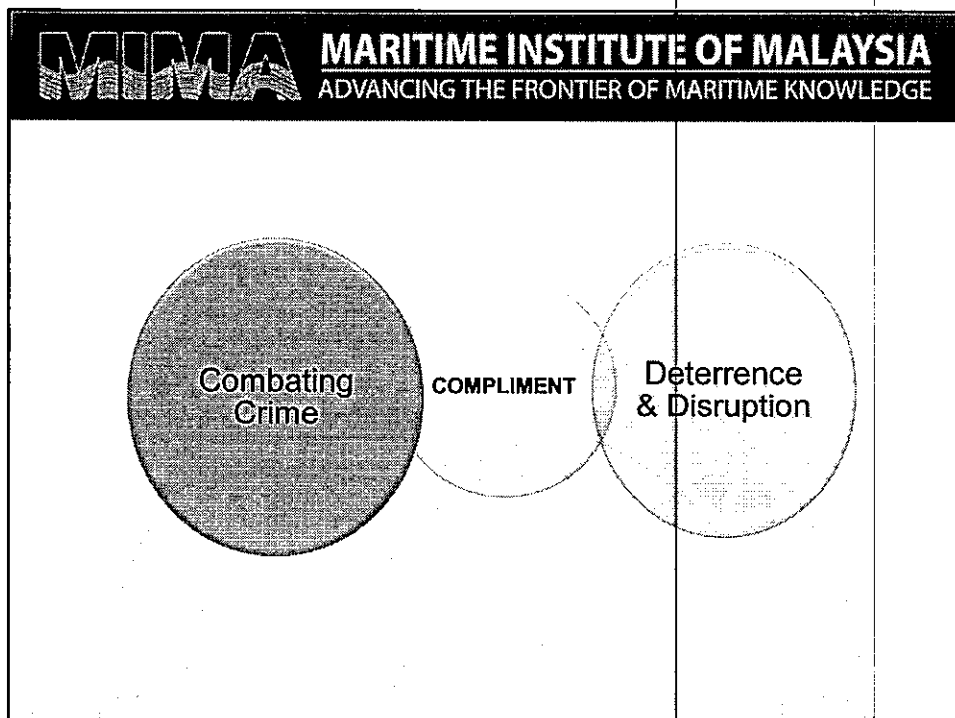

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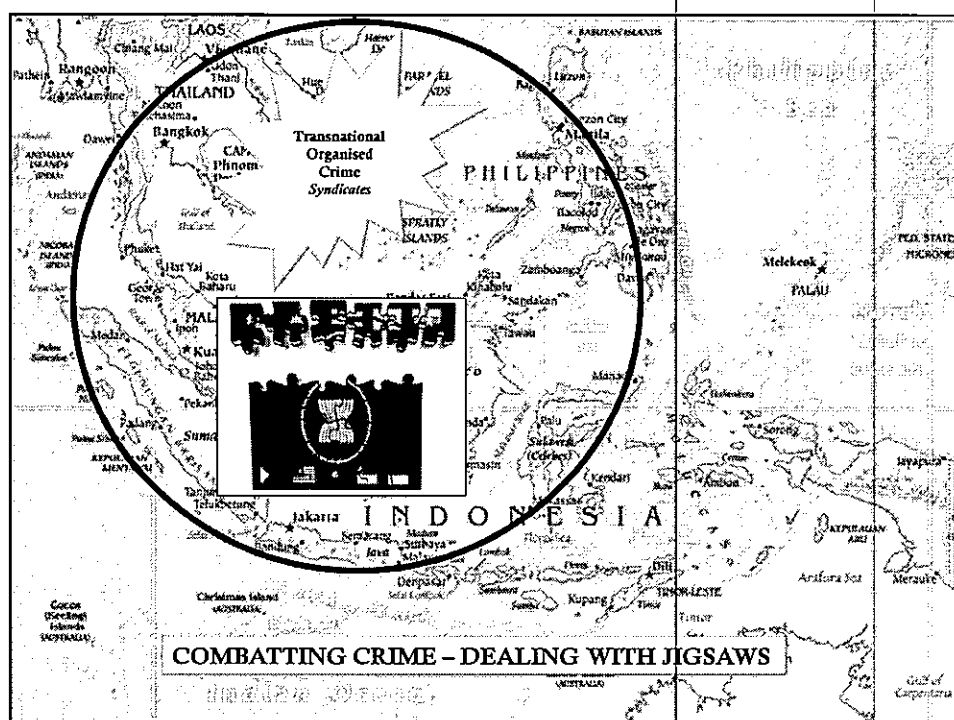
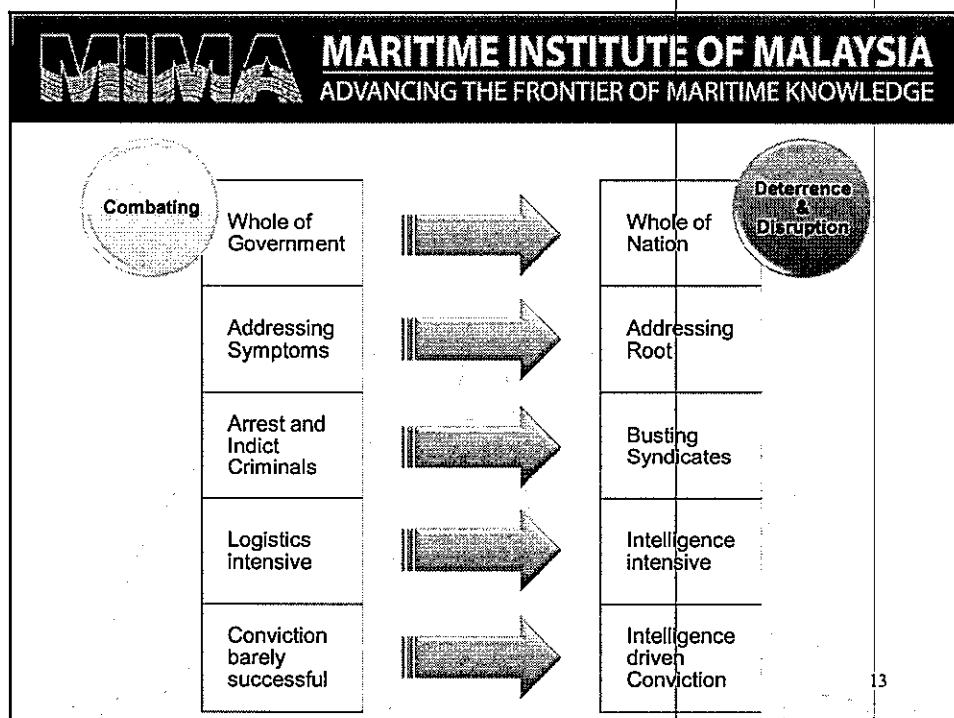
The Impact on Government

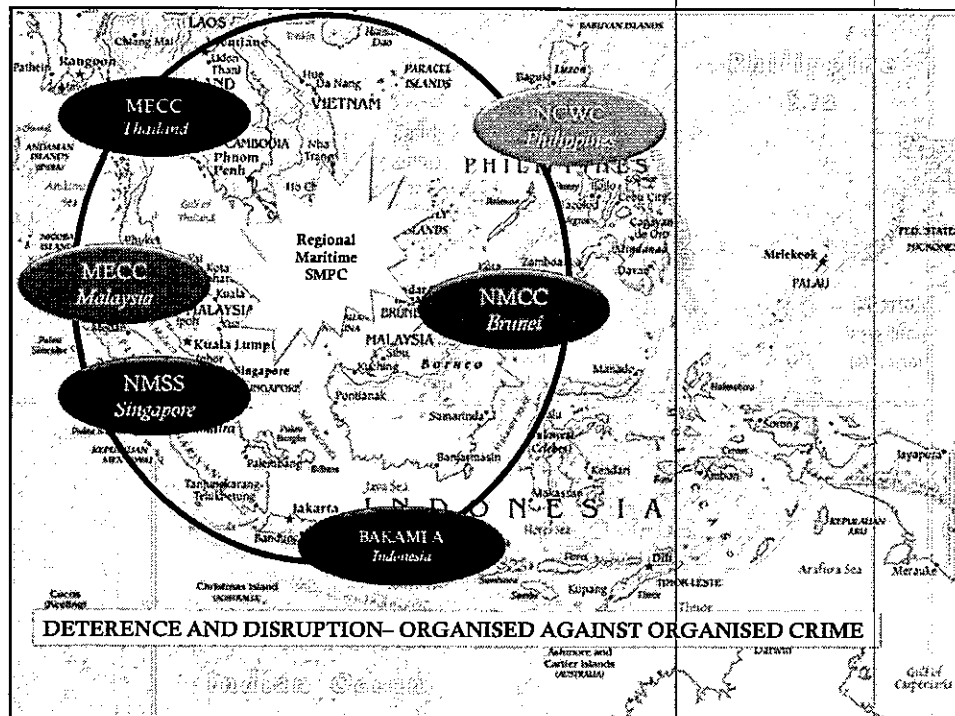
- Loss of investment opportunities due to risks
- Loss of income from taxation revenue due to smuggling/trafficking
- Loss of income from fines and dues due to unreported crimes
- Loss of valuable human capital due to the attraction to crime
- Increased expenditure on security
- Increase time and effort to cater for threat response
- Loss of endemic and protected wildlife due to illegal deforestation and poaching
- Crime paralyses Governance as lucrative funds penetrates into the enforcement system

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What is needed

Effective Conviction

- Successful arrests followed by successful incrimination

Target Supply Chain

- Breaking the land-sea logistics chain

Increase Costs of Crime

- Reduce the gap between legitimate economy and shadow economy

Outreach

- Collective Security as "Risk Mitigation"

Industry participation

- Private – Public Partnership

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SMPC

• Do's

- Multi agency Information Coordination Bureau
- Representatives in contact with Service Head.
- Fixed Organisation in a Building
- Information Fusion and Sense Making
- Target Source
- Successful Conviction and Bust Syndicates – Freeze Accounts
- Pro-active and Target land supply chain
- Multi Government agency at Central
- Support System includes Industry, Communities and regional/NGOs/International organisations
- Training together on selected scenarios and contingency planning on maritime threats

• Don'ts

- Coordinating Centre for enforcement
- Ad Hoc meeting Committee
- Representatives without mandate
- Operations Room/Crisis Centre
- Reactive to incidents
- Target symptoms and arrest perpetrators
- Successful arrest and indictment.
- Enforcement at Central
- Support System selected. NGOs negated
- Regional/International inputs not taken into account
- Training fixed to annual programmed exercises

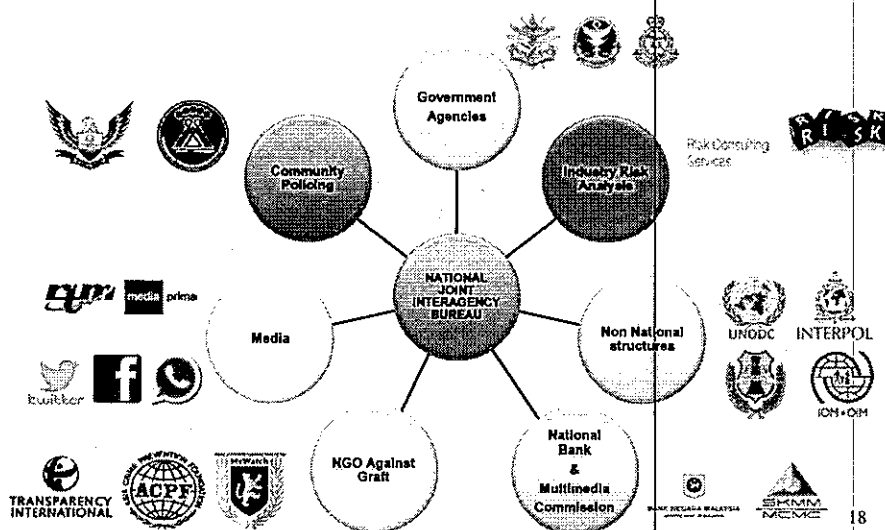
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THE WHOLE OF NATION (WoN) APPROACH – ORGANISED AGAINST TOC



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COMBATTING TRANSNATIONAL ORGANISED CRIME AT SEA
FOLLOWING THE MONEY TRAIL AND PURSUING NETWORKS OF MARITIME CRIME
Brussels, 20-21 May 2014

Piracy and Maritime Crimes in ASEAN
A Regional Security Framework
Singapore, 2014

Transnational Organized Crime: Let's put them out of business

WINNING AGAINST CRIME THROUGH THE WON APPROACH

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THANK YOU
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