

Straits of Malacca Maritime Strategic Interest Towards Japan

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Abstract

Straits of Malaccawaterways is an important sea-lanes to Japan, not only for economy purpose but also in strategic aspect. But that area is not a Japan's territories. So it is impossible to Japan to endure this waterways safe from maritime threats. Using data and research findings from 2001- 2016, this article will debate about Japan's role to enhance the maritim security in straits of Malacca.This study has three objectives, namely 1) Explains the importance of the straits of Malacca against Japanese maritime strategic from the year 2001-2015; 2) Analyse strategic challenges in the maritime navigation and maritime safety aspects in straits of Malacca to Japan and 3) analyze the relevance of Japan's contribution and cooperation with the littoral states in maritime safety and security aspects in the Straits of Malacca. The findings reveal that Straits of Malacca is an important waterways to Japan from strategic aspect (including safety of navigation and maritime security). Japanese government and NGOs have shown their concern and commitment to cooperate in several aspects like exercises and technical to Littoral States. The financial aids has given to Littoral States through Straits of Malacca Council so that it will reduce the high expenses of management.

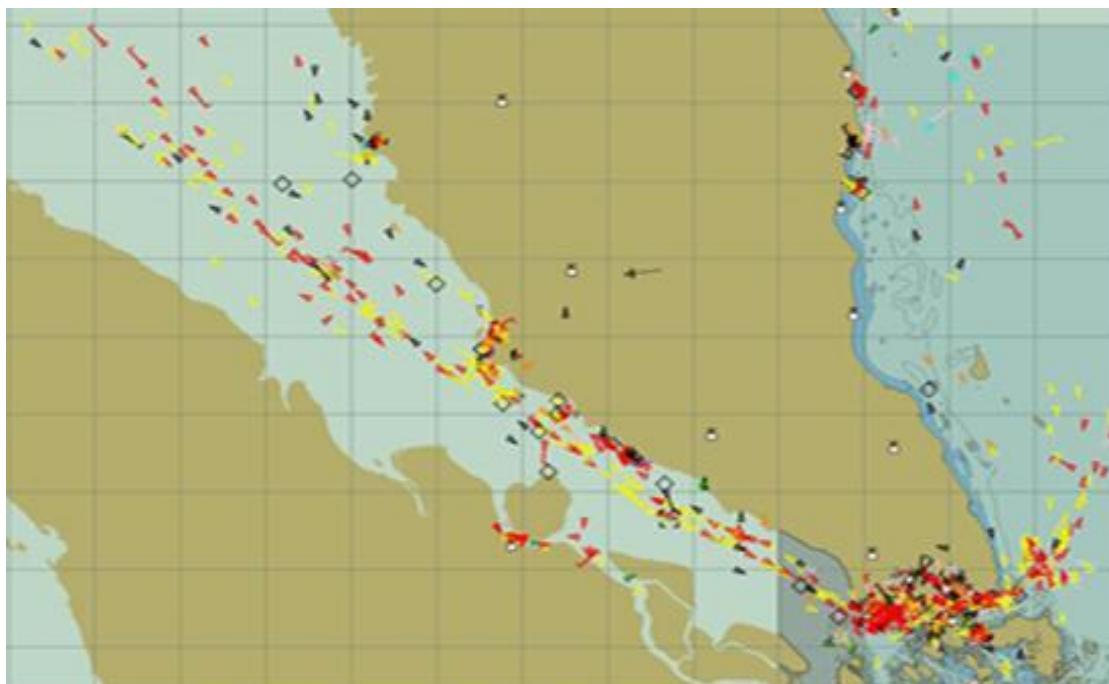
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1.0 Introduction

Straits of Malacca is a strategic area as it is the nearest route from West to East and vice versa as compared to using the Straits of Lombok and Makasar. This route also patronised the ships to dock or store because it has modern ports along the route. Not limited to geographical factors, the Straits of Malacca itself has a variety of hydrocarbon resources and resource-rich seafood, making it as a centre for ships and fishermen in the surrounding areas (Nizam 2013).

Map1.1 Traffic in Straits of Malacca¹



*The photo was taken on June 8 2013 at Vessel Traffic System (VTS), Port Klang

Source: Marine Department, Port Klang (2013)

Map1.1 has shown the flow of traffic along Straits of Malacca (based on recording from VTS for one day). There are several categories of vessel passing through the area such as cargo vessel, cruise, carriers, fishing boats as well as tug boat. The risk of accident and collide are high along

¹Straits of Malacca was listed as a war risk areas because of the rise of terrorism activities, smuggling and piracy, threat from Jemaah Islamiah (JI), kidnapped and the used of sophisticated weapons

(Refer https://dr.ntu.edu.sg/bitstream/handle/10220/4127/RSIS-COMMENT_284.pdf?sequence=1)

the Straits of Malacca especially the place near to Straits of Singapore (Izzamuddin 2013).² The fishermen who using the boat are risky to involved in accident in this waterways area as huge vessel are monopolised using this lane (Hisham 2013).³

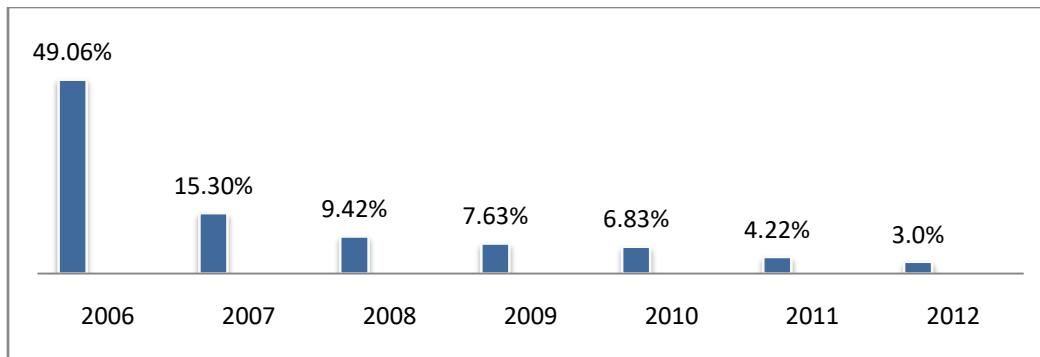
Maritime crime is an infringe action towards national laws such as piracy, sea robbery, smuggling, invasion of foreign fishermen and offence of laws (Adon 2013). Suspect will rob the machine spare part, personal goods like laptop and money from cabin crew, the communication equipment like *Echo Sounder* dan *Global Positioning System* (APMM 2012). Maritime crime such as sea robbery and piracy will cause financial loss and threatening crew's life. For the case of sea robbery, the robber will rob the vessel which berthing. Despite the rate of the crimes in Straits of Malacca are not too high but that cases should be in account as the robber and pirate have been using weapon like Rifle AK47, bayonet, knife, axe and cleaver. The formerly case which classify as a piracy nowadays has being refer as a ferocity action or piracy terrorism (Raymond 2006).

The increasing of terrorism activities after 2001 has given a big impact to Japan as the insurance rates and transportation cost also increase. Lyod'sof London in 2005 given an image of terrorism activities at Straits of Malacca as a hesitation area (Weitz 2008: 54). For the other maritime crime such as smuggling, illegal immigrant and laws offence are not a big issue to Japan because they were an internal problem of one nation (Ibrahim 2013).

Figure1.1 Statistic of Maritime crime (2006- 2012)

² Mr. Izzammudin Bin Ibrahim, Deputy Director of VTS Klang, Marine Department, PortKlang.

³ Leftenan Commander (M) FadliHisham, Director of Investigation MMEA, Kuala Perlis.



Source: APMM (2012)

Figure 1.1 shows the statistic of crime at Straits of Malacca from 2006 to 2012. Based on the figure, the proportion of crime has been decrease. In 2005, the Malaysia Maritime Enforcement Agency (MMEA) has established and starting on duty on 2006. This team were collaborated with Indonesia Maritime Coordinating Security Force (BAKOKAMLA) dan Singapore Marine Police. Since the enhancing cooperation of the littoral states, the maritime crime had decreased along of Straits of Malacca. On 2007, only 15.3 per cent of the crime stated compared to 49.06 percent in the previous year. The case become more decreasing in 2008 to 2012. From the record, two inference had being made. First, the cooperation between littoral states successfully deflated the maritime crime because these three countries were sharing information. Second, the criminal do not have more chance to make a crime because the tight guarded along the Straits of Malacca waterways.

Table 1.1 Statistic of Emergency Report, Malaysia Marine Communication Centre (PUSKOM)
Tahun 2001- 2014

YEAR	COLLIDE	SINK	STRANDE D	FIRE	DISTRESS	DAMAGE	MEDIVE C	FELL	LOST	OTHER	TOTAL
2001	15	39	4	6	74	5	13	9	26	17	208
2002	10	27	7	12	35	8	17	9	16	16	157
2003	16	20	3	2	19	7	15	6	21	10	119
2004	5	3	1	2	4	5	11	12	10	9	62
2005	8	9	2	4	4	4	5	8	6	9	59
2006	5	2	1	2	4	5	6	6	2	7	40

2007	6	3	1	3	0	1	4	4	1	3	26
2008	5	6	3	1	0	0	1	1	1	3	21
2009	2	5	1	8	1	0	1	0	1	3	22
2010	5	7	1	4	0	0	0	2	0	1	20
2011	4	3	1	0	0	0	2	2	0	4	16
2012	6	1	2	6	0	1	1	5	0	5	28
2013	2	6	0	3	0	0	2	2	0	2	18
2014	4	3	3	2	0	0	2	3	1	5	23
JUMLA H	96	151	35	59	224	41	91	74	94	105	971

Source: VTS, Marine Department, PortKlang (2015)

Table 1.1 shows the emergency statistic reported to VTS unit at Port Klang from 2000 to 2014. The deflation of emergency case from 2000 to 2014 were caused by the increasing of cooperation from several parties to overcome the problem. MMEA and Marine Department also together monitoring the sea area 24 hours per day. So that if a distress signal has alarmed, the action will be taken (Fauzi 2013).

1.1 Japan contribution in safety of navigation and maritime security

Safety of navigation is an important aspect for a vessel to pass through a waterways. Some aspect has taken into account were demography, wind flow, traffic, navigation signal and the nearest port to berth. Japan has an interest in the Straits of Malacca waterways as it became the important route for its energy resources. Because of that, Japan individually taking some initiatives to enhance the safety of navigation using *Official Development Assistance* (ODA) to the Littoral States and distribute it to Straits of Malacca Council, Japan Foreign Ministry (MOFA) and Japan Coast Guard (Straits of Malacca Council 2014).⁴

The earlier aids from Japan to protect Straits of Malacca's waterways is prepared the hydrographic survey between 1970 to 1982 (Beckman 2008). The survey was conducted together with *Japan International Cooperation Agency* (JICA) and Littoral States. That survey has cost

⁴ODA is a huge aids in the world in 1990s. According to Linchln (1993: 111), it has been launched as a commercial values and most of the funding using bilateral agreement. Japan has been criticized because of its policy where it's looks like that country try to gain support from the Asia Countries (Harrison 2004: 75).

5.4 billion yen (Straits of Malacca Council 2012). The activities conducted by MSC were a survey, grill operation, clearance of navigable channels, replacement and maintenance of buoy (Rakish 2008). In 2009, Japan Foundation in 2009 has donated USD 2, 500,000.00 to Straits of Malacca Council (Hazmi 2011). In three decade, Japan has contributed more than USD 150 million to enhance the safety of navigation in Straits of Malacca waterways (Nazery 2008). Besides that, the donation received from *Japanese Maritime Foundation* and other stakeholders like The Japanese Ship Owners Association, Petroleum Association of Japan, The General Insurance Association of Japan and The Shipbuilders Association of Japan (Ho 2009).

Straits of Malacca Council had been discussing with the Littoral States to the future plan for the Malacca Straits. According to Blair, Chen & Hagt (2006), Malacca Strait Council need to be an organization that is not only managing issues of safety of navigation but also the economy and security in the Malacca Straits. So that the entire user will contribute to the Malacca Strait Council in every aspect like funding of monitory, training and facilities. Indirectly, the user states will build the capacity building among themselves. The changing of information will make the important operation to obstruct the smuggling or piracy activities easier.

Under Ministry of Foreign Affairs (MOFA), had given funding to enhance the maritime security in 2006 especially in the issues of terrorism. Under this programme in 2007 Indonesia had received three ships and Malaysia received funding about 473 million Yen to increase the MMEA facilities (Tsukekawa 2009). A lot of facilities had upgraded from this funding like repaired the patrol bot and purchase the new bots. Singapore is the only Littoral States that do not need assistant or aids from Japan because as a developing country which has strong economy, Singapore can prepare its facilities by on its own (Kato 2014). But Singapore still cooperates with other states in Search and Rescue (SAR) training in Malacca Straits. Indonesia is a country that really needs help from Japan in many aspect (Fukuhara 2014). Because of this reason, an expert from Japan International Cooperation Agency (JICA) helped Indonesia to enhance its efficiency in BAKORKAMLA

Table1.2Distress Status from 2006 – 2012 in Straits of Malacca

Kes	2006	2007	2008	2009	2010	2011	2012	Total (By Case)
Safe	342	305	226	424	442	441	492	2672
Lost	15	42	60	110	113	50	83	473
Dead	8	36	34	40	22	36	97	273
TOTAL	365	383	320	574	577	527	672	3418
(By Year)								

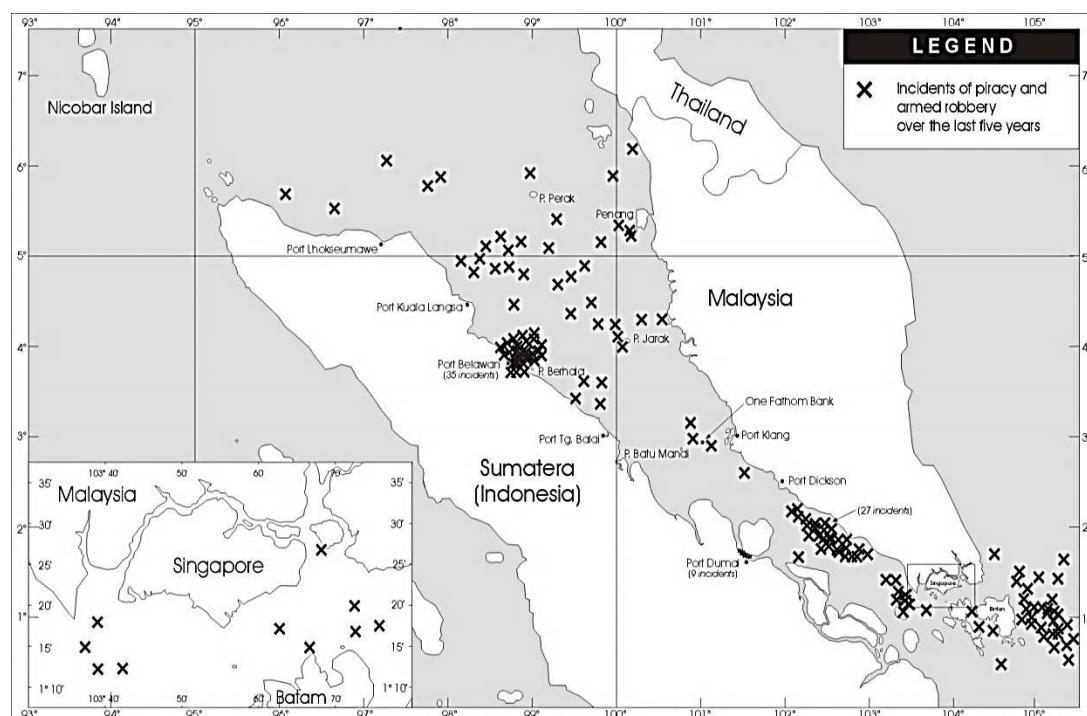
Source: Modified from APMM Annual Report 2013

Table 1.2 shows that the victims involved in the distress in the ocean. Compared to the lost and dead cases, the victims had been rescue increasing from 2006 to 2012. The escalation of technology and maritime facilities has caused the SAR became easier. The case of lost or dead in the ocean usually had involved the victims who had no communication equipment and navigation aids like safety jackets and buoy. According to Blair, Chen & Hagt (2006), Malacca Strait Council need to be an organization that is not only managing issues of safety of navigation but also the economy and security in the Malacca Straits. So that the entire user will be contribute to the Malacca Strait Council in every aspect like funding of finance, training and facilities. Indirectly, the user states will build the capacity building among themselves. The changing of information will make the important operation to obstruct the smuggling or piracy activities easier. Probably of military rivalry in this region is high because of some maritime boundaries still overlapped such as Spratly Island (Hoesslin 2004), Senkaku Island and Scarborough Shoal (O'Rourke 2012). The naval ships from several countries are still controlling the overlapped boundaries and at any time the crisis will occur (Mior 2014).⁵ This situation will cause a lot of trouble to Straits of Malacca waterways as the maritime threat will effecting the trade and safety of navigation.

⁵Admiral Dato' Pahlawan Mior Rosdi b Dato' Mior Mohd Jaafar, Mindef Kuala Lumpur.

Maritime threat was not a new issues to the trader, but if this situation were not controlled, the crime will be worst and effected the world trade. Because of this reason, Japan government has played a big role to help the Littoral States to stabling this waterways from any maritime crimes. This effort have being shown when Japanese has used war ship (destroyed class) to passed by Hindi Ocean to send oil supply to naval ships which involving in “War On Terror” Mission (Mashashi 2003, p 156).

Map1.2 Location of maritime attack in Straits of Malacca 2001-2005



Source: Marine Department, Port Klang (2013)

Map1.2 shows the locations of piracy attacked along of Straits of Malacca. Most of the attacked were near to the port as lots of the vessel were berthed. In 2001, 24 attacked has occurred but it decreased to 21 cases in 2002 (Ho 2007). But in 2003 to 2004 the cases had increasing from 30 to 46 cases. Once again it has decrease to 19 cases in 2005. From the attacked pattern, the piracy had increased their activities from 2002 to 2004 as the world was facing the terrorism threat and

it also called as “War on Terror” by United States.⁶ This situation has shown that the terrorist’s spirit are greater than their abilities. After Tsunami 2004, the terrorism case has dropped because most of them believed just lost their boats and lives (Percival 2005).

Japan’s aids to Littoral states were expertise and finance so that some research and research can be conducted. In the era of 1960 to 1980, many of the technologies that have yet to be fully utilized as automatic identification system (AIS), a tracking system and Long Range Identification and Tracking (LRITS) to facilitate the ships get to know each other.⁷ Even if there is a small boat in the ocean has a problem, they have difficulties in getting help because their boats are not equipped with communication devices. These situations sometimes make the aid could not be reached and they are likely to be swept away on the high seas(Ibrahim 2013).The boat overturned, leaked, lost, damaged, collisions, fire and sinking are some problems that often occur in the ocean. Often it will happen to a small-sized tow and fishermen’s boats. This is because the fishermen cannot afford to buy sophisticated and modern navigational facilities.

At present, Japan has continued to contribute to the littoral states. This is because of the increasing ships through the Malacca Straits create problems of traffic congestion. Sometimes the ship is to be docked for several days before being allowed to pass through this Straits. (Sometimes it will cause delays and may affect trade in which the exporter has to pay to the importers due to delays. In addition, due to increased awareness for rescue victims who were involved in the case of sank in the ocean, prompting Japan and the littoral states to cooperate. This is to enhance the efficiency of the Coast Guard.

⁶Straits of Malacca had listed as *war risk areas* because of the increasing of terrorism activities, smuggling, piracy, the threat from Jemaah Islamiah (JI), kidnapping and the used of weapons
(Rujuk https://dr.ntu.edu.sg/bitstream/handle/10220/4127/RSIS-COMMENT_284.pdf?sequence=1)

⁷AIS is a system that used by a boats or vessels as a traffic vessel system (VTS) to identify a boat/ vessel and its location it sailed. AIS also providing data changing system automatically including its identification, position, activity, condition and the speedy to VTS system. LRITS is a system that being used to identify the location of the boats/vessels in the sea. Its also to detect about the vessels and crews. Its really important to understand about the safety needs.

1.4 Japan maritime Partnership with the littoral states

Japan commenced its assistance to the littoral in 1969 with the establishment of the Malacca Straits Council (MSC). Starting that year, the Japanese continue to be active in helping Littoral States to manage Malacca Straits. There are several agencies that directly play a role in Malacca Straits. These agencies will be divided into two parts, which helps in the issue of safety of navigation and Maritime Security.

a. The Safety of navigation

There are several agencies that are involved directly in assisting the littoral states in maintaining security in the Malacca Straits. This is because if the safety of navigation is low and traffic accidents will easily occur, this area will become problematic for administrators.

i. Ministry of Land, Infrastructure, Transport and Tourism (MLIT)

The Ministry has a special bureau to maintain the issues related to maritime affairs. Due to the increasing number of ships passing through the Malacca Straits every day and the facilities of navigation was insufficient around 1950s, causing the Japanese government to establish a bureau of maritime affairs related to maintaining the Malacca Straits. At that time the navigation charts were not fully functional as Littoral States do not have the ability in terms of technology and finance to do research on it. According to Fukuhara (2014) the Japanese government is very committed to assist the Littoral States as the Straits is so important to their economy.

Table 1. 3Japan's contribution to the Safety of Navigation in the Malacca Straits

Hydrographic Survey and Production of Navigational Charts (1969 - 1975, 1978, 1996 - 1998)
Installation and maintenance of Aids to Navigation (1969 – now)
Clearance of navigable Channels (1973- 1981)
Donation of an oil skimming vessel and buoy tenders (1975, 1976, 2002, 2003)
Tide and current observation (1976 – 1979)
Donation of Revolving Fund for combating oil spill from ships (1981)

Source: MLIT 2014

Table 1.3 shows the contribution by Japanese Government to help the Littoral States to enhance the safety of navigation in Malacca Straits. There are two types of contribution- finance funding and advisor assistants. According to Fukuhara (2014), since 2008- 2012, Japanese Government had funding USD 0.92 million for the navigation activities in the Straits. Most of the funding had been used to change the navigation aids like buoys, beacons and maintenance of lighthouse. MLIT had done two to three surveys every year to help the Littoral States in doing research. This survey had been conducting together with Malacca Straits Council (MSC) and Japan International Cooperation Agency(JICA). Hydrographic survey is so important to the voyages and traders as it will provide the Navigational Charts so that they knew about the depth, geographical structure and winds in that area. Japan on the other hand had donated 41 *buoys* and *beacons* in 30 different locations which cost 5.4 billion yen (Kato 2014). To enhance the efficiency, MLIT had conducted several workshops to help the technical staffs of Littoral States to gain knowledge about the new navigation technologies.

Table 1.4 Preliminary Surveys by MLIT in Malacca Straits

2010	One Fathom bank Resilient Light Beacon (South-West), Gosong Pasir Light Buoy, Sepat Resilient Light Beacon
2011	Raleigh Shoal Light Beacon, Rob Ray Bank Light Beacon
2012	One Fathom Bank Resilient Light Beacon (North- South)
2013	Off Tanjung Medang Light Bouy, Pyramid Shoal Light Buoy
2014	Helen Mars Light Beacon, Batu Berhanti Light Buoy

Source: MLIT 2014

Table 1.4 shows that the preliminary survey in the Malacca Straits before the decision to change the new navigation aids occurred. The result of this survey, the 10 years Plan Maintenance

Program – PMP have been built. This plan is to support the other maintenance plans that already done before. The staff from the Littoral States involved in these plans as enhancing their abilities to conduct the future plan. Japanese Government also conducted the technical workshop to give more knowledge to them so that they will be more efficient. Hopefully this effort will help the Littoral States to manage their own facilities.

ii. Nippon Foundation

Nippon Foundation is a Non-Governmental Organization (NGO). It was established in 1962 with the mission to enhance the maritime development in the aspect of navigation. But not only maritime aspect, Nippon Foundation enlarged its focus to the social development, healthy and education (Arikawa 2014). At the beginning of its establishment, Nippon Foundation had funded the navigation activities in the Malacca Straits about USD155.3 million (Nippon Foundation 2014).

Table 1.5 Funding by Nippon Foundation (USD Million)

1	Installation/ Replacement/ Maintenance of Navigational Aids	USD26.7
2	Construction of Buoy, Tender Ships, Training Ship	USD28.2
3	Clearance of Navigable Channels	USD11.5
4	Research & Development (Hydrographic survey and production of navigational Charts)	USD26.2
5	OSPAR Project (<i>Oil Spill Preparedness and Response</i>)	USD8.0
6	Network Building (Meeting of Heads of Asian Coast Guards)	USD1.6
7	Others (Nippon Maritime Center)	USD53.1
Total		USD155.3

Source: Nippon Foundation 2014

Table 1.5 shows the funding from Nippon Foundation. This body had not prepared any expert as assistant to the activities in the Malacca Straits. This is because they don't want to interfere in the Littoral States affairs. In 2002, Nippon Foundation had given Buoy Tender Vessel (PEDOMAN)

to Malaysia Maritime Enforcement Agency (MMEA). In 2003, Nippon Foundation had given the same vessel to Indonesia. The vessel was called as JADAYAT. These two vessels are to emplacement, maintenance and management of the aids to navigation in the Straits. In 2006, once again Nippon Foundation had given a training ship to Malaysia. This ship was called MARLIN. That ship is one of the larger assets belongs to MMEA. The purpose of Nippon Foundation gave this ship to MMEA was to be a training and education ship.

Besides that, Nippon Foundation had funding several convention and meeting like Meeting of Heads of Asian Coast Guards (HACGAM) in 2004 and 2013. To enhance the ability of Coast Guards in the ocean, the training had been given to the new officers. These officers will be having a course in Japan, together with Japan Coast Guard (JCG). The aims of this course are to build the networks among the young officers, to improve the safety of navigation and to capacity building for youth in the developing countries. In 2007, Nippon Foundation had announced that it will establish a new fund known as Aids of Navigation Fund (ANF). This fund is to provide financial assistance to cover the 1/3 of the cost for the first five years plan after its establishment. In the ANF first meeting at Penang in 2008, USD 1.351 million had been contributed for the conduct of the assessment survey. In 2009, Nippon Foundation had contribute USD 2.5 million to ANF, USD 1.39 million in 2010, USD 1.0 million in 2011, USD 0.66 million in 2012 and USD 0.4 million in 2013. According to Arikawa (2014) Nippon Foundation may be not contribute anymore in the ANF after 2013 as this fund had received a funding from other stakeholders like UAE, Saudi Arabia and Korea.

iii. Straits of Malacca Council (MSC)

Malacca Straits Council was established in 1969 because of four reasons. First is the lack of navigation aids in the Malacca Straits in 1960s. Second is in 1960s, Malacca Straits became a centre and focus because a lot of tankers using this route to send the oil to Japan. Third is the demand from the Japan Captains' Association & Juganichi Kai, who asked for the Japanese Government to find a solution to handle navigational problem along the Malacca Straits. They urged the government to establish a special body to conduct a survey for navigation in the Malacca Straits. This is because they had faced a lot of problem to sail from Japan to Middle East using these straits. Fourth is the Torrey Cangyan accident happened in 1967. The tanker

had caused the huge scaled of water pollution around England coast and a huge amount of crude oil flowed out to the sea where the layer of the oils in the surface about 30 metre (Malacca Straits Council, 2014). After discussing the problem, the government and the Maritime Industrial Owner had agreed to establish a Non- Governmental Organization council to handle this safety of navigation issues namely Malacca Straits Council.

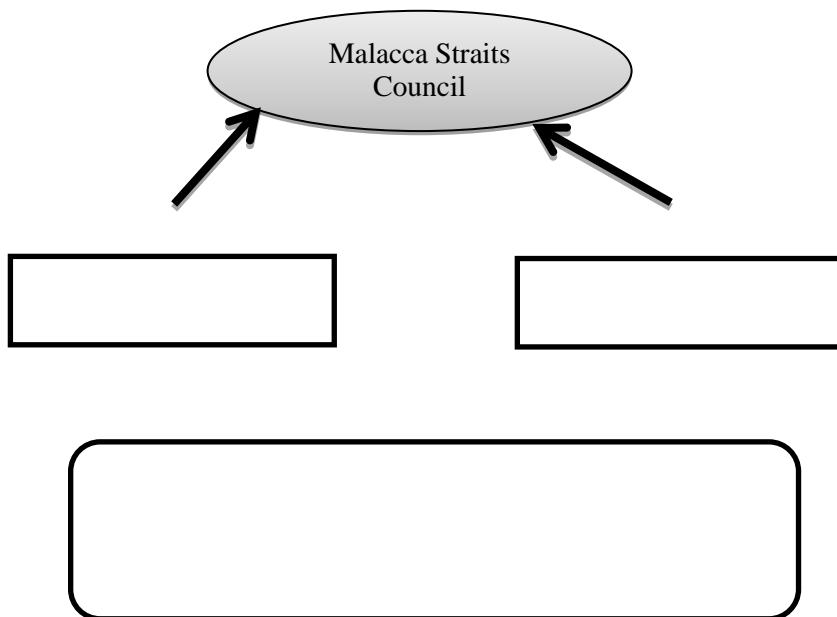


Figure 1.2

Source: Malacca Straits Council 2014

Figure 1.2 shows that the established of Malacca Straits Council. The funding had being receiving from Nippon Foundation, Japan Maritime Foundation and other stakeholders like The Japanese Ship Owners Association, Petroleum Association of Japan, The General Insurance Association of Japan and The Shipbuilders Association of Japan (Ho 2009). Through the MSC, a lot of navigation aids had being replaced and upgraded. The activities conducted by MSC were a survey, grill operation, clearance of navigable channels, replacement and maintenance of buoy (Rakish 2008). MSC is also discussing with the Littoral States to the future plan for the Malacca Straits. According to Blair, Chen & Hagt (2006), Malacca Strait Council need to be an organization that is not only managing issues of safety of navigation but also the economy and security in the Malacca Straits. So that the entire user will be contribute to the Malacca Strait Council in every aspect like funding of monetary, training and facilities. Indirectly, the user

states will build the capacity building among themselves. The changing of information will make the important operation to obstruct the smuggling or piracy activities easier.

iv. Other Agencies

There are two other agencies who are involved in the Malacca Straits namely Japan Association of Marine Safety (JAMS) and Japan International Cooperation Agency (JICA). JAMS had established in 1958 as Non-Governmental organization but strictly command under Ministry of Transportation and Japan Coast Guard. Nippon Foundation had sponsored JAMS to conduct a study related to marine accidents and pollution. The result of the studying hopefully will enhance the marine traffic problem in the Straits and prevent marine pollution. JICA is a supporting agency that helps the Littoral States if they need an assistant. JICA had established in 1974 and offered the technical assistant and development funding, known as Official Development Assistant- ODA.

b. Maritime Security

Dishonesty in the ocean is a crime of concern to the merchants as criminal motives are different even though their mode of operation is quite similar. Incidents such as robbery, piracy and attacked on ships were among the three crimes that are common in the ocean. Incidents of piracy and robbery in the Malacca Straits in the late 1990s became very serious as far as it was listed as a war risk zone by Lloyds in 2005. This incident increased especially after the Tsunami in 2006 because of poverty. This is because according to the arrests made by the Malaysian Maritime Enforcement Agency (MMEA), most of the pirates who were captured are Indonesian people who are affected by natural disasters as well as other hardships they suffered. Thus they make robbing activities as work for support the family. Incident some tanker attacked by pirates makes many party try to find solutions to problems that occurred. Although the incident was not as frequently happens in the other lanes like Bay of Aden but precautions should be taken to avoid the case repeatedly as it will involve the ransom and maintenance costs. The Straits instability will affect the course of trade as Malacca Straits would not be spared to trace.

In this modern era, an attack by pirates becomes more frightening when they use some of the more dangerous weapons. They also sometimes do not just want money and valuables, but act

more drastically when taking the ship and leaving the victim in a secluded area. One of the pirates attacked was on the ship MT *Nautica Kluang* in 2002 near the small Iyu Island, in the south of the Malacca Straits (MMEA 2010). In the same year, a tug boat *Usda Jaya* was attacked near Dumai (Sabirin 2007). Attackers have used the M16 rifle, an AK47 and a knife reefer. According to a report issued by ICC-IMB recorded a total of 28 attacks took place at Malacca Straits in 2003, 37 attacks in 2004 and dropped to 12 attacks in 2005. There are several crimes in the strait such as human trafficking, illegal immigration, smuggling of animals and prohibited goods (MMEA 2009). According to Adon (2014) maritime crimes occur on a small scale, but it should be obdystucted before these activities become unable to control in the future. This is because recently, many other citizens making Malaysia as a transit point before proceeding to other countries such as Australia.

1.5 Cooperation Between Japan and Littoral States

Multilateral cooperation between states are the common practise in international system. Table 1.6 shows the cooperation between Japan and Littoral States from 2001 to 2010.

Table 1.6 the List of cooperation sama with Japan from 2001- 2010

YEAR	COOPERATION	EXPLANATION
2001	Cargo Security Initiative (CSI)	Japan initiatives to help a small boat's owner in safety of navigation
2002	Automatic Identification System (AIS)	AIS has designed to give an information about a vessel to the other vessel and the Authority automatically
2004	The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)	To promote and enhancing cooperation in term of resist piracy and robbery
	Port Security Initiative (PSI)	TO make sure the trade vessel are not bring together the

2005		terrorism goods
	Eyes in the Sky (EiS)	To control maritime security from the air using Combined maritime patrol team (CMPT)
2006	The intelligent Exchange Group (IEG)	To support air and maritime control, also to develop MSP-IS
	Information Sharing Center (ISC)	The Agreement to against piracy and sea robbery
	An information Network System	To build networking communication and change the information about ReCaaP and ISC
2007	Southeast Asian Cooperation Against Terrorism (SEACAT)	Focused on Maritime crime
2008	Aids to Navigation Fund (ANF)	Aids from Japan , UAE , Korea, China and Greece to help Littoral States
2010	Cooperation Afloat Readiness and Training (CARAT)	Annual training with the Coast Guard, Marine Police and Navy from Jepun, USA, India and South China Sea Countries

*The cooperation listed was only the cooperation which included Japan as partner. However, the other cooperation with other countries such as United States, India and China was not focused in this article

Source: Researcher

1.6Japan in Straits of Malacca: Necessity and contribution to protect national interest

Japanese government sensibility that the important to endure the maritime security aspect in Straits of Malacca from every single threat as that waterways are important to their economy (Yajima 2013).⁸In 2007, Japan had given three boats to Indonesia Marine Police to enhancing the control along of its territories. Japan Foundation also contributed in repairing the damage vessels of Malaysia and Indonesia. These countries also practising exercise together since 2006 (JFIR

⁸Dr Hiroki Yajima, First Secretary, Japan Embassy in Kuala Lumpur

2010). In 2009, Japan has given MMEA a grant to install camera and laser to increasing traffic safety along Straits of Malacca (Fukuhara 2014). Japan through its government and NGOs had contributed a lot to make sure the safety of navigation and maritime security along Straits of Malacca be guarded. Furthermore, if Littoral States needed some help, Japan has become the first country who voluntary given aids from every aspects such as finance, exercises, capacity building or technology transfer since 1960s until now. This situation shows that the commitment of Japan to protecting their national interest in the Straits of Malacca. Despite Japan's action just to protect its national interest, more than that, the contribution has given positive impact to the Littoral States. Indirectly, the safety of navigation and maritime security in this area has been secured. The Coast Guard, Marine and naval teams also get its benefit as they undergone training together to become a stolid and strong team to guarding the territories.

1.7 Conclusion

Straits of Malacca is an important to Japan not only for economy purpose but also for strategic maritime. Japan government and its NGO had given a full commitment to cooperate with the Littoral States to enhancing the maritime security in Straits of Malacca water. From East Asia country, Japan has designed a lots of initiatives and programme to promote maritime security. The escalation of the security in the Straits of Malacca has made everybody felt secure and the trading activities became smoother. From all of the affords, we able to assume how important the Straits of Malacca towards Japan.

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