

EXECUTIVE SUMMARY



Within South East Asia lies one of the busiest waterways in the world. The Straits of Malacca and Singapore form an international shipping route linking the Indian Ocean, via the Andaman Sea, with the South China Sea to the Pacific Ocean. It is a major shipping route for petroleum tankers, very large crude carriers (VLCC), container carrier and general cargo vessels. Since the early 1960s, Japan was the major user of the Straits especially to ship crude oil from the Middle East to Japan.

As the demand for the oil continued to increase, the size of the oil tankers was increased proportionally. The bigger size vessels require deeper water and wider water space to transit. However, many portions of the two Straits were scattered with shallow patches, narrow deep water channels, poorly marked wrecks and poor navigational marks. These obstacles are impediments to speedy and safe passage through the Straits.

The littoral states bordering the Straits were newly independent countries. Their economies were small and lacking in technical expertise. Further more, they are not the major user of the Straits. As such, navigational safety through the Straits was not their priority. On the other hand, Japanese ships were the main users of the Straits. Hence, it was natural that the Japanese government took initiatives to cooperate with these states to improve the navigational safety. Later the scope of this assistance was widened to include environmental safety and maritime security.

The objective of this study was to determine the impacts of Japan's assistances on the

navigational and environmental safety and the security of Malaysia's maritime zones especially the Strait of Malacca.

To achieve the objective, data gatherings were carried out both in Malaysia and Japan from March 2007 to December 2008. Raw data was gathered through personal interviews of relevant officers of the selected organization, published reports, official records and various sources from the internet. This data, especially the non-official data were cross-checked to determine their accuracy, tabulated and analyzed.

The main findings of this research are as follows:

- Japan's total financial contribution for the following initiatives was estimated at USD 291.53 million or Yen 28,741 million:
 - Navigational safety since 1969 to 2007 was estimated at USD 209.11 million or Yen 21,009 million
 - Environmental safety since 1981 to 2007 was estimated at USD 15.48 million or Yen 1,560 million
 - Maritime security since 2000 to 2008 was estimated at USD 66.94 million or Yen 6,172 million
- Malaysia's total expenditures for the following initiatives in the Strait of Malacca was estimated at USD 3,377.81 million (Yen 302,851 million):
 - Navigational safety since 1970 to 2007 was USD 277.08 million or Yen 24,377 million
 - Environmental safety since 1975 to 2007 was USD 165 million or Yen 10,197 million
 - Maritime security since 2000 to 2007 was USD 2,935.73 million or Yen 268,277 million
- Impacts of the joint efforts by Malaysia and Japan were as follows:
 - The Straits of Malacca and Singapore are safer despite the number of ships passing through the Straits had increased by more than 123 percent. The average annual number of shipping accidents had reduced from the average of 35.5 shipping incidents in 1978 to 2003 to an average of 23 incidents in 2007.
 - The amount of oil spilled into the sea due to collision and grounding has reduced from 58,500 tons (from 1991 to 2000) to zero tons from 2001 to 2008
 - The Strait of Malacca is now safer. Incidents of armed robbery had reduced from 12 incidents in 2005 and 11 incidents in 2006 to zero incidents in 2007 and 2008 respectively

The research concluded that it is not possible to separate the impacts of Japan's and Malaysia's

initiatives on navigational and environmental safety and maritime security in the Strait of Malacca. The combination and accumulation of both initiatives have resulted into a safer passage through the Strait, reduced threat of environmental damage to coastal areas and zero incidents of armed robbery on ships. However, even though Japan's financial assistance was only about 11.6 percent of the estimated total expenditures by the government of Malaysia, the assistance had great impact on navigation safety in the Strait of Malacca especially in the 1970s through the 1980s. During those periods, Malaysia's economy and marine technical skills were still at infancy stage. Thus Japan's assistance had accelerated the efforts to make the Straits safer, which otherwise could have caused more damages if these efforts were delayed. Hence, Japan's assistance have great impacts on the navigational and environmental safety and maritime security of Malaysia's maritime zones especially in the Strait of Malacca.

In view of the importance of Japan's assistance to Malaysia, it is recommended that the additional assistance in terms of finance, material and technical skills to be continued. New initiatives in areas where Malaysia is lacking especially in enhancing the capacity to providing an effective 24 hours aerial surveillance for the Strait of Malacca should be considered.

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Publication of the Results of Research Project:

Verbal Presentation (Date, Venue, Name of Conference, Title of Presentation, Presenter, etc.)
Thesis (Name of Journal and its Date, Title and Author of Thesis, etc.) [IMPACTS OF JAPAN'S ASSISTANCE ON THE SAFETY AND SECURITY OF MALAYSIA'S] By First Admiral (R) Associate Professor Dr Sutarji bin Kasmin Department of Environmental Management Faculty of Environmental Studies Universiti Putra Malaysia 43400 UPM Sedang, Selangor, Malaysia Tel: 603 8946 6736, HP 6012 3992903 Fax: 603 8943 8109 Email: drhjsutarji@yahoo.com and sutarji@env.upm.edu.my Prepared For: Sumitomo Foundation, Japan
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