

**CHAIRMAN'S REPORT ON THE TRACK II NETWORK OF ASEAN DEFENCE
AND SECURITY INSTITUTIONS (NADI) WORKSHOP ON REGIONAL
MARITIME RULES OF ENGAGEMENT: "TOWARDS ENHANCING
REGIONAL HARMONY AND PROMOTING RULES-BASED MARITIME
INTERACTION IN SOUTHEAST ASIA."**

7-10 MAY 2014

DIAMOND HOTEL, MANILA, PHILIPPINES

1. The NADI Workshop on Regional Maritime Rules of Engagement: "Towards Enhancing Regional Harmony and Promoting Rules-Based Maritime Interaction in Southeast Asia," co-organized by the National Defense College of the Philippines and the Office of Strategic Studies and Strategy Management of the Armed Forces of the Philippines, was held at Diamond Hotel, Manila, Philippines.
2. Representatives from Brunei Darussalam, Cambodia, Indonesia, Lao PDR, Malaysia, Myanmar, the Philippines, Singapore, Thailand, and Vietnam attended the workshop. The list of participants who attended the workshop is attached in Annex I. Dr Fermin R De Leon, Jr, MNSA and Col Danilo Chad D Isleta PA (GSC) co-chaired the workshop.

**Welcome Remarks by Dr Fermin R De Leon, Jr, MNSA,
President, National Defense College of the Philippines and
Adoption of Agenda**

3. Dr Fermin De Leon, Jr, MNSA welcomed the participants to the Philippines and to the NADI Workshop on Regional Maritime Rules of Engagement with the theme, "Towards Enhancing Regional Harmony and Promoting Rules-Based Maritime Interaction in Southeast Asia."

4. Dr De Leon invited everyone to review the draft agenda prepared by the Philippines and, without comments and suggestions from the participants, considered the draft agenda adopted.

Session One: Parameters/principles in assessing existing mechanisms for regional maritime cooperation and rules of engagement

Presentation of Ms Refana Juanda, Research Officer, Sultan Haji Hassanal Bolkiah Institute of Defence and Strategic Studies, Ministry of Defence, Brunei

5. Miss Refana Juanda examined three elements that should be incorporated in regional maritime cooperation and engagement in order to effectively prevent conflicts as well as the escalation of conflicts. First, a good cooperative mechanism should encourage the understanding of each other's procedures, especially where individual rules of engagement (ROE) conflict. A regional ROE would go a step further to harmonise the differences in individual ROEs. Second, the early conclusion and eventual implementation of a Code of Conduct (COC) on the South China Sea constitute a constructive approach to preventing conflicts. She emphasized the need to exercise restraint in words and actions because only in a positive environment could the early conclusion of the COC be ensured.
6. She also emphasized the need for regional maritime cooperation to follow a two fold approach: continue and deepen interaction and engagement to build confidence, as well as commit to measures that defuse conflicts should they break out. In this regard, she felt that current regional maritime cooperation had moved onto the next level, particularly with initiatives such as the Direct Communication Link (DCL) or hotlines and the Code for Unplanned Encounters at Sea (CUES), both of which were practical procedures to avoid and contain tensions.

Presentation of Major Souksan Khaiphom, Ministry of National Defense of the Lao People's Democratic Republic.

7. Major Souksan Khaiphom expressed that although Lao PDR is a landlocked country, it is also aware of the territorial and maritime disputes in the region. He noted that varying approaches have led to difficulties in resolving disputes. Every claimant state presents a different historical account to support their territorial claim. As such, there has been no clear commitment among countries to reconcile territorial disputes in the region.
8. On the resolution of maritime disputes, Lao PDR supports rules-based maritime interaction. Nations sharing maritime borders should exercise tolerance and patience in resolving conflicts and refrain from using force or threat of use of force, which can bring instability to the region and discourage mutual relations. The end goal should be peace, stability, and cooperation for regional development of which Lao PDR is also a stakeholder.

Presentation of Commander Zahid Abdul Aziz, Malaysian Institute of Defence and Security

9. Commander Zahid explained that the concept of Global Maritime Partnership aims to enhance existing mechanisms rather than develop new ones. It is a continuation of the regional processes and initiatives, which encompass maritime security domain on a global scale. The concept stipulates the need for deeper Maritime Domain Awareness (MDA) to maintain peace and stability in the region.
10. He noted that ASEAN Navies continue to contribute to peace and stability in the region. ASEAN's relations with its dialogue partners are important since they provide frameworks for strategic discussions and productive exchanges of views on the many issues affecting the region. Malaysia believes that wide

and extensive relations with friendly countries could serve as an effective platform in promoting Global Maritime Partnership. Bilateral and multilateral relationships can facilitate regional MDA cooperation and information sharing initiatives.

11. Citing Malaysia's best practices, he emphasized that Malaysia maintains bilateral co-operation with most of the ASEAN member states and other countries outside Southeast Asia region. These important engagements include Navy-to-Navy Talks, the Naval Working Group, the Coordinated Patrols, and Bilateral Exercises. Further, he underscored the need to increase the frequency of engagements among countries for enhanced maritime domain awareness.
12. Commander Zahid shared Malaysia's full commitment in a rules-based maritime interaction by citing the country's involvement in multilateral activities such as the Western Pacific Naval Symposium (WPNS), the Indian Ocean Naval Symposium (IONS), the Five Power Defence Arrangement (FPDA), the ASEAN Defence Ministers' Meeting-Plus Experts Working Group on Maritime Security (ADMM-Plus EWG MS), the ASEAN Regional Forum (ARF) and the ASEAN Naval Chiefs Meeting (ANCM). These confidence building platforms have proven to be one of the most effective measures in promoting regional peace and stability.
13. He also explained that ASEAN navies have moved one step ahead in a rules-based maritime interaction by adopting the ASEAN Information Sharing Portal (AIP) and the ASEAN Maritime Security Information Sharing Exercise (AMSISX). On the same note, the ADMM-Plus Expert Working Group (EWG) on Maritime Security has also established the ADMM-Plus Maritime Security Community Information Portal (AMSCIP). These initiatives truly underscore the efforts by navies to respond in a very constructive manner while enhancing our capabilities to work together on a real-time basis.

14. The role of Malaysia in the enhancement of maritime domain awareness in South East Asia can be summed up as follows: (i) Malaysia promotes partnership in South East Asia through active participation in the activities and initiatives under the various ambits of cooperative platforms and (ii) Malaysia seeks to contribute new ideas aimed at enhancing the level of partnership and information sharing amongst South East Asian Navies through the use of technology.

Open Forum

15. There was a discussion on the use of “regional maritime rules of engagement” as the central theme of the workshop. One of the participants expressed that the term “rules-based maritime interaction” is more appropriate since it includes both civilian and military interactions. Another participant opined that the workshop should focus on broader concepts such as conflict prevention and resolution because the ASEAN armed forces are already stocktaking pertinent practices in Track I. Coming from a Track I perspective, a participant highlighted the additional value of the workshop in identifying specific inquiries for the promotion of rules-based interaction in the region. In clarifying the scope and limitation of the workshop, the Chairman explained that “regional” extends to bodies of water other than the South China Sea and “maritime” covers both civilian and military engagements.
16. There was another discussion on the implementation and evaluation of existing mechanisms of regional maritime rules of engagement. One of the participants expressed that the workshop featured the best practices but there is still a need to elaborate on the actual parameters and standards of evaluating existing mechanisms. Highlighting the focus of the workshop, another participant reiterated that the objective of the workshop is the stocktaking of mechanisms and best practices in regional maritime rules of engagement. She noted that ASEAN exhibits great potential for cooperation but there is an obvious problem with the establishment and implementation of mechanisms as

observed in the Declaration on the Conduct of Parties in the South China Sea (DOC).

17. Another participant expressed that the workshop analyzed the subject of regional maritime rules of engagement from the mechanism level rather than the policy level. He explained that it is best to start with the formulation of policies in dealing with regional maritime rules of engagement. Nevertheless, he maintained that there is a need to consider various elements: policy, mechanisms, and procedures. Another participant expressed that it is important to talk to ASEAN at the policy level to establish approaches to engagement for conflict prevention.

Session Two: Exploring Scenarios of Uncertainty and Tension

Presentation on “Proposed Recommendation on Challenges and Response of the Maritime Security Issue and Regional Cooperation for Rules of Engagement” by Captain Lam Sambo, Chief, Office Intelligence of Operation Management, Department of National Committee for Maritime Security of Cambodia (NCMS)

18. Captain Sambo enumerated maritime security issues confronting Cambodia to include terrorism, maritime border protection, human and drug trafficking, among others. To address these multifaceted and interrelated maritime security issues, the Royal Government of Cambodia is developing a new concept, strategy, and action plan that will facilitate clearer understanding of roles in the context of an enhanced multi-agency cooperation. The Prime Minister of Cambodia established the National Committee for Maritime Security (NCMS) in 2010 and approved the National Policy on Maritime Security the following year in an effort to consolidate the efforts of all relevant ministries, institutions, and agencies of the Royal Government.

19. On the other hand, he opined that the Royal Government, as a member of the Regional Cooperation Agreement on Combating Piracy and Armed Robberies against Ships in Asia (ReCAAP), needs to improve its operational capacities by strengthening cooperation with littoral states in the region. Likewise, it needs to enhance its partnerships with extra-regional powers that also have a stake in regional maritime security. Assistance and support from foreign security partners will benefit the NCMS in enhancing Cambodia's information management and legal, equipment, and coastal surveillance capabilities. With regard to this area, Australia, Japan and the United States have already supported the development of the National Policy on Maritime Security, and the National Strategy for Maritime Security.

Presentation on "Exploring Scenarios of Uncertainty and Tension" by Dr Aileen SP Baviera, Professor, Asian Center, University of the Philippines

20. Dr Baviera differentiated competitive and cooperative security models. A competitive security model defines security as a zero-sum game, which includes inter-state conflicts, territorial and border disputes, resource competition and historical animosities. On the other hand, a cooperative security model defines common threats and challenges as something that leads to "security with" rather than "security against." It entails non-traditional security challenges and is considered as non-state centric and multi-stakeholder. She highlighted that both models exist in Southeast Asia and it is the goal of ASEAN to shift balance in favour of cooperative security.
21. The maritime security challenges in the ASEAN region have four layers of security issues. These are (i) territorial (sovereignty) disputes; (ii) undefined or overlapping maritime boundaries; (iii) military competition for sea control among major powers; and (iv) common challenges to maritime safety, sea lane security, environment, among others. These four layers of security issues have different stakeholders, interests and scenarios that could trigger conflict.

22. She considered these layers of security issues as interconnected since territorial disputes may lead to undefined or overlapping maritime boundaries. Further, existing territorial disputes give major powers an excuse to intervene. Addressing the first three layers of security issues will promote cooperation in broader issues of ocean governance, safety and security.
23. Dr Baviera concluded her presentation by highlighting that maritime security is multi-dimensional and multi-stakeholder. Accordingly, there is a need ultimately for a rules-based, comprehensive, and integrative approach to promote security, stability and good order. On the other hand, power rivalry among great powers and sovereignty disputes are likely to trigger more conflict and therefore need to be managed/ mitigated. Lastly, establishing maritime rules of engagement is critical to regional peace and prosperity.

Presentation on "Exploring Scenarios of Uncertainty and Tension in the Southeast Asian Region" by Col Akradej Prateapusanond, Senior Colonel, Strategic Studies Center, National Defence Studies Institute, Thailand

24. Col Prateapusanond classified existing maritime security issues in Southeast Asia into traditional and non-traditional security concerns. He acknowledged the territorial disputes in the South China Sea, a traditional security concern, as the most pressing issue affecting the region. Meanwhile, he identified maritime terrorism, transnational maritime crimes, and maritime environmental degradation as pressing non-traditional security issues.
25. He shared a number of Thailand's initiatives to address these concerns and contribute to regional maritime security: (i) cooperative intelligence activities and exchange, according to agreements to which Thailand has been a party; (ii) personnel training to a level consistent with immediate deployment; and, (iii) joint training exercises to ensure interoperability. Amidst Thailand's maritime security efforts, the Royal Thai Navy (RTN) serves as one of the most effective tools in dealing with all maritime security issues. The RTN actively

participates in a number of cooperative engagements with neighbouring and friendly navies. Nevertheless, problems such as diversity of interests, lack of initiative among ASEAN member-states, sovereignty sensitivities, and long-standing insistence upon non-intervention policy, are causing delays and denial of benefits to such multilateral initiatives and institutionalization of major operational cooperative measures.

26. Col Prateapusanond observed that, generally, bilateral cooperation is a more effective mechanism in facilitating maritime cooperation. He observed that when only two states are involved, mutual distrust and sovereignty sensitivities tend to be minimized.

Presentation on "Exploring Scenarios of Uncertainty and Tension" by Ms Jane Chan, Research Fellow and Coordinator of Maritime Security Programme S Rajaratnam School of International Studies

27. Ms Chan explained that while this forum may agree on common maritime security challenges, there is a lack of a common level of threat perception and priorities. Maritime security issues play a major role in inter-state dynamics among Southeast Asian countries and the rest of the world. These dynamics can be competitive or cooperative in nature.
28. There are also risks of accidents and clashes escalating into serious political and military regional crises because of misconception of intention, miscalculation, and miscommunication. She forwarded three recommendations to address the mentioned areas of concern: (i) consider the role of ASEAN and its interaction with the rest of the world; (ii) look into initiatives such as confidence building measures and crisis management; and, (iii) consider other potential mechanisms for regional cooperation to establish an effective management regime.

Open Forum

29. A participant enumerated specific scenarios which the forum can consider in laying the groundwork for regional maritime rules of engagement. Among these are violations committed by fishing in exclusive zones and blockade of supply in the "Second Thomas Shoal/Ayungin Shoal." Another participant also raised fishing as one of the most important maritime security issue since disputes usually ignite from encounters between law enforcement agents and private fishermen.
30. There was a suggestion to look on "softer" issues such as Humanitarian Assistance and Disaster Relief (HADR) and incidents at sea, instead of dwelling on political or hard issues such as territorial issues. Accordingly, there was a proposal to establish regional maritime rules of engagement to address softer issues such as super typhoon Haiyan and the search and rescue of the MH 370.
31. On a different note, a participant opined that governments should promote the role of non-state actors such as fishermen, oil companies, and shipping industries to create an environment conducive for market. The importance of interaction and collaboration among the ASEAN maritime enforcement agencies with the aim of enhancing interoperability and professional cooperation was emphasized.

Session Three: Elements in a Future Regional Maritime Rules of Engagement

Presentation on "Elements in future Regional Maritime Rules of Engagement" by Brigadier General Haryoko Sukarto, Chief of Center for Strategic Studies of Tentara Nasional Indonesia (TNI)

32. BGen Haryoko explained that the Southeast Asia maritime region has global importance as it serves as a link to other regions in the world. It also facilitates world trade and economic development. Nonetheless, it is not spared from

maritime security challenges and regional instability such as the overlapping EEZ and the difficulty to determine sea borders, which causes disputes within ASEAN member countries and among ASEAN countries and China.

33. The existing norms, rules, principles, and agreements can be used as references for future regional maritime Rules of Engagement (ROE), but could not prevent disputes because of the attitude and behavior of security personnel on the use of force. ASEAN must be able to draw the ROE at the regional level in order to play an active role in the region and address maritime sharing. Otherwise, it will be a guest of the major powers in its own region.
34. In addition, ASEAN Maritime Forum (AMF) that has been established in 2010 can be used as a platform to resolve disputes and other maritime issues, to include disaster management and search and rescue (SAR) through constructive dialogues and forums. ASEAN countries should also adhere to norms and principles that have been agreed bilaterally and multilaterally. The parties promote diplomacy to resolve disputes and negate violence at sea. ROE for maritime interaction should be agreed upon by all ASEAN member countries and extra regional countries that are concerned with maritime security in Southeast Asia.

Presentation on "Elements or Principles in a Future Regional Maritime Rules of Engagement" by Dr Abdul Rivai Ras (Colonel), Head of Maritime Security Study Program, Indonesian Defense University

35. In entering ASEAN Community 2015, the substance of TAC related to the non-intervention principle, expected to become more flexible if it meets necessities. As a consequence, the ASEAN mechanism should be a basic way to harmonize regional maritime policies/protocols into regional maritime engagement. Furthermore, if possible for the future of ASEAN Security Community, the establishment of ASEAN Regional Coast Guard Forum is a need and could be a venue in harmonizing regional maritime policies as well as regional maritime

collaboration in documenting best practices among Coast Guards in areas of maritime security, fisheries enforcement, illegal migration and drug trafficking.

36. In ASEAN countries, there is a need to coordinate policy implementation between a variety of national and regional authorities. So, the model will be developed based on the spectrum of security principle (enforcing the law by coast guard & civilian agencies versus defending security by navies or military forces)

Presentation on "Essential Legal Element of Rules of Engagement (ROE) in the face of ASEAN Economic Community (AEC)" Integration in 2015 and Beyond: A Coast Guard Perspective" by Commo Joel S Garcia PCG PhD, HD, Al-Haj

37. Commo Garcia provided the historical perspective on the evolution of ROE, starting from the olden times dating back as far as Greco-Persian War, the Age of Exploration in 16th Century to the World War I and II, all characterized by the conventional warfare, which unfortunately brought collateral damages to the civilian populace and destruction to non-military properties. This prompted the enactment of the Geneva and Hague Conventions to distinguish military from civilian targets to prevent casualties of innocent people and unnecessary destruction to properties, among other objectives.
38. He further explained that the armed conflicts in the maritime theater has considerably changed in the past thirty (30) years due to Power Asymmetry and Unrestricted Warfare, both can result to "Zero Sum" ending. Hence, the ROE should likewise be changed in as much the maritime security threats are now different (i.e. terrorism, environmental destruction, Transnational crimes, etc.), considering that the seas and oceans are overlaid with myriad and various civilian international maritime conventions and treaties which necessitate the use of coast guards in maritime security law enforcement operations and other humanitarian activities.

39. The following are his recommendations: First, member states must conduct appraisal on the international conventions and treaties if they had already ratified them, and whether the provisions of these conventions are in consonance with its national laws. Harmonizing international conventions and national laws is a must considering the principle of "Pacta Sunt Servanda" laid down under the Vienna Convention. Second, a review of compliance with the provisions of the convention is necessary since the member states are accorded with various rights, and asserting these rights under the ratified treaty requires compliance with some obligations and requirements. Third, ASEAN coast guards/ para military shall regularly meet to discuss plans and measures to harmonize their respective ROE that is envisaged to metamorphose into a regional ROE for AEC's maritime security needs, in addition to discussing on how to enhance its capabilities and promoting legal knowledge in the course of law enforcement.

Presentation by BGen Soe Naing Oo, Deputy Chief of Armed Forces Training, Office of the Chief of Army, Republic of the Union of Myanmar

40. BGen Oo highlighted that sovereignty and territorial integrity are both of crucial importance to any state. He added that territorial claims are very complex in nature and that maritime concerns are diverse. BGen Oo considered the conflict at the South China Sea as one of the most complex examples of maritime territorial dispute due to three major reasons: (i) sovereignty claims; (ii) economic factor due to existence of abundant natural resources; and, (iii) it is a sea lane of communication for both claimant and non-claimant countries. According to BGen Oo, these factors resulted to the escalation of tension and almost led to a direct confrontation between claimant nations.
41. BGen Oo discussed Myanmar's foreign policy and national defence policy wherein both are in pursuit of maintaining friendly and good relations with neighbouring countries. Furthermore, he stated that Myanmar's policies have

been consistent with the 5 principles of co-existence, which is oriented in maintaining and promoting peace and stability in the region.

42. He explained that maritime rules of engagement should be based on defensive measures or self-defence and conflict avoidance. BGen Oo recommended that if the ASEAN wishes to draft regional maritime rules of engagement, it should be in adherence to universally-recognized international laws and existing norms. He ends his presentation by reiterating that the proposed rules of engagement should be focused on conflict-prevention.

Presentation on "Observing International Law in Maintaining Peace and Security in the South China Sea" by Lt. Gen. Assoc. Prof. Chien Nguyen Dinh, Director General, the Institute for Defense Strategy, MOD of Vietnam

43. Mr. Nguyen Dinh Chien emphasized that recently, situation in the South China Sea has seen a number of changes, both positive and negative. Positive changes consist of awareness of regional and international communities of the importance of the South China Sea and the necessity for preserving peace and stability; the attraction of the South China Sea to the regional and international communities; the adjustments of related parties' policies to prevent conflicts; and, culture of cooperation among parties is used instead of confrontation. ASEAN member states have put in a great deal of effort to realize DOC, striving for the conclusion of COC. However, as far as the South China Sea is concerned, a number of challenges need to be addressed, such as: (i) the conceptualization and pursuit of immediate interests of some of the dispute-related parties; (ii) the different interpretation and application of international law, especially the 1982 UNCLOS to overlapping maritime claims in the South China Sea and rights and obligations of related parties; and, (iii) hesitation, inactiveness, and indecisiveness in developing more effective mechanisms for cooperation on dispute-management and conflict-prevention in the South China Sea, in preserving the status quo and actively seeking long-term solutions acceptable to all parties.

44. In the forthcoming time, countries need to comply with international law to maintain peace and security in the South China Sea, making contributions to building a prosperous Asia-Pacific region. Regional countries should take a number of measures, such as: (i) strictly complying and fully implementing international law, especially the 1982 UNCLOS; (ii) resolving disputes and differences through peaceful means; (iii) avoiding the obstruction of economic and commercial activities at sea; and (iv) the treatment of fishermen humanely.

Open Forum

45. There was an observation that the presentations in this session were too focused on what is currently being done and what have been previously done to address maritime problems in the Asia Pacific Region. Instead of reiterating and discussing these current or standing mechanisms, the discussion should focus on examining new and better ways to address maritime challenges. Policies should be based on cooperation and goodwill between states.
46. Another participant explained that in order to effectively protect fishermen, there is a need to educate law enforcers about existing international legal documents. Inadequate knowledge of existing laws relevant to maritime issues is a root of conflict.
47. Other suggestions forwarded by the participants include: (i) respect and adherence to international law by all countries involved in the South China Sea dispute; (ii) urgent conclusion of the Code of Conduct; and (iii) engagement with China.

Session Four: Way Forward

48. The meeting had an extensive exchange of briefs on regional maritime rules of engagement and explored ways to promote rules-based maritime interaction in

Southeast Asia. The meeting urged Track I agencies especially the Navy and other maritime law enforcement agencies, to promote a better understanding of the rules of engagement based on international maritime conventions and treaties among their counterparts so as to avoid any un-intended incident.

49. As for the ongoing engagements among the claimant states in the South China Sea, the meeting is of the view that the claimant states should continue to resolve their disputes peacefully through diplomacy, negotiations, and other peaceful means in accordance with international laws including UNCLOS (1982), DOC and the Implementing Guidelines of 2011, ASEAN Six-Point Principles on the South China Sea, and the COC which should be concluded expeditiously. As territorial disputes are complex and difficult to resolve, the meeting suggested that the claimant states could explore wide ranging cooperation in the disputed areas without prejudice to their claims, and treat fishermen humanely, through bilateral and multilateral agreements. The meeting also agreed on the importance of reducing vulnerability to miscalculations and misunderstandings at sea and supported initiatives such as direct communications link and CUES.
50. The workshop proposed the establishment of a Track I network of ASEAN coastguard and other maritime law enforcement agencies.

Other Matters:

Strengthening of the Work of NADI

51. The workshop noted a number of ongoing initiatives to ensure NADI's support to Track I, namely: (i) NADI website managed by the RSIS as NADI Secretariat; (ii) regular sharing of reports to Track I generally during ASEAN Defence Senior Officials' Meeting (ADSOM) and regular reports of NADI workshops; (iii) sideline meetings among ADSOM leaders and NADI heads to align activities; (iv) two-year work program with clusters to support ADMM priorities such as maritime security, peace support operations (HADR and PKO), emerging security threats,

and defense and security issues; and, (v) joint papers within NADI members for the development of new ideas for Track I.

Updates on Upcoming NADI Meetings

52. The meeting noted the updates on upcoming NADI activities presented by hosts of respective NADI workshops as follows:
- a. NADI workshop on "Energy Security" would be held on June 10-12, 2014, in Mataram, Lombok Island, West Nusa Tenggara, Indonesia
 - b. NADI Workshop on "The Role of Military in Enhancing Human Security" to be held on August 25-28, 2014 in Pattaya, Thailand
 - c. NADI workshop on "Humanitarian Assistance and Disaster Relief (HADR)" would be held in October 2014, in Manado, North Sulawesi, Indonesia. (exact dates to be determined)
 - d. NADI Workshop on "Integration of the Three Pillars of ASEAN Community" would be held in January 2015, Chiangmai, Thailand.
 - e. NADI Workshop on "Emerging New Threats in Terrorism" would be held in 4th week of February 2015, Singapore. (tentative title)
 - f. 8th NADI Annual Meeting to be held on Mar, 2015 in Kuala Lumpur, Malaysia (no available information yet)
 - g. 2nd NADI Retreat to be held on June 2015 in Genting Highlands, Malaysia (no available information yet)
 - h. NADI Workshop on "Peace, Conflict Management and Conflict Resolution: Experiences and Best Practices" would be held in August 2015 in Port Dickson, Malaysia (no available information yet)

Consideration of NADI Workshop Chairman's Report

53. The meeting considered the draft Chairman's Report of the NADI Workshop on Regional Maritime Rules of Engagement. After examining the Chairman's Report carefully, the meeting endorsed the report.

Concluding Remarks

54. The NADI representatives expressed their appreciation to the National Defense College of the Philippines (NDCP) and the Office of Strategic Studies and Strategy Management (OSSM) of the Armed Forces of the Philippines (AFP) for the warm hospitality accorded to them and the excellent arrangements made for the NADI Workshop on Regional Maritime Rules of Engagement.

09 May 2014