



Transnational Crimes in The East Sea in The XXI Century

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Abstract. In the early decades of the 21st century, the East Vietnam Sea/South China Sea was one of the most important seas in the world in terms of geophysics, geopolitics and military geography, directly related to economic activities. Sea of nations and territories in the region and the world. Therefore, ensuring the security of the East Sea is of special interest to the world public. The importance of the East Sea gives countries many opportunities but at the same time many challenges. One of the major challenges is that transnational maritime crime is on the rise in many complex forms of activity. In most of the landlocked countries in the world today, the issue of maritime security is attached and an integral part of the land security, in the context of major countries continually increasing investment in racing. armed, especially the navy, the threats from the sea are always a hot issue and an important part of national defense-security policies of the present countries.

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1. Introduction:

Maritime security is understood as a stable, safe state, without threats arising from the sea and the land to the normal activities of nations, organizations and individuals at sea or threats from the sea to nations, organizations and individuals on land. As such, just like land security, maritime security includes traditional security and non-traditional security (Nguyen Thanh Minh - Coast Guard Command 2017). The first two decades of the 21st century witnessed transnational crime becoming a serious threat to the security and economy of Southeast Asia, especially in the context of building the ASEAN Economic Community - AEC. The free flow of capital and goods not only benefits market movement but also brings economic benefits, reduces market access costs, reduces protection risks, but also creates gaps. so that large-scale smuggling activities can cripple member states' economies. Not only that, a competitive economic area, encouraging consumer protection and intellectual property rights will certainly face transnational smuggling, counterfeiting, etc. will significantly reduce tax revenues, an essential element of the AEC. As an active member in combating maritime crimes and a member of the WTO, Vietnam has been integrating itself more and more deeply into the world economy. In a certain aspect, the issue of business cooperation Internationalization gives Vietnam advantages in ensuring national security and maintaining social order and safety, ensuring the operation of the domestic commodity market in harmony with the world market. But

besides that, international criminal organizations and individuals will take advantage of the trend of integration, multilateral cooperation, cutting customs procedures and encouraging Vietnam's global free trade with other countries to advance. carrying out criminal activities within the territory of Vietnam or taking advantage of the Vietnamese territory as a transshipment area. Facing such a situation, in order to minimize the negative sides of the turbulent world economy in general and the transnational crime situation at sea in particular, Vietnam has participated in multilateral and bilateral cooperation mechanisms. such as ReCAAP, HACGAM, POACTC etc ..., and at the same time strengthen cooperation with other countries in the region and adjacent to the East Sea in science, technology, communication, find effective enforcement measures associated with practical situation towards prevention of transnational crimes in the East Sea.

2. Crime of smuggling and trade fraud:

Smuggling has become a familiar concept when it comes to the behavior of transnational crimes in the East Sea and many other seas around the world. In the first two decades of the 21st century, smuggling around the East Sea area has occurred with seriousness. The major commodities are petroleum, ore, coal, tobacco, drugs, wildlife, wood, etc. Because in most Southeast Asian countries, these items are subject to high tax rates, some of which are on the list of banned goods in some countries, smuggling without customs will give them the bargains



from tax evasion, but the quality of smuggled goods is not controlled by there is no clear origin; Thousands of cases of smuggling at sea are monitored and destroyed as concrete evidences.

Compared with the fight against smuggling on the mainland, the fight against smuggling at sea faces many difficulties. In addition to being flexible and experienced in dealing with weather issues, backyard equipment and equipment, small numbers, the functional forces also face reckless subjects, bribery, or bribery, enticement, bribing law enforcement with large sums of money, even ready to use hot weapons to fight back when surrounded. The trick of the smugglers at sea is now more complicated, they are often enticed with large sums of money purchased by ships, escorts or intermediary transport companies to combine formalize documents, shipping documents and fake invoices for goods inland before, taking advantage of the self-declared import policy, buying and buying small quantities of goods to get invoices to legalize large quantities of imported goods This is the reason why the smuggled goods have been brought ashore, which makes it very confusing and difficult for the authorities to detect and handle violations. Current flagship ships are often well-equipped and have large operational capacities that can travel days at sea at high speed, this type of cargo will be moored and received directly on cargo. the sea and into smaller ships to dissipate cargo to the mainland to avoid the control of the forces.

Even small vessels and small ships receiving goods when discovered will take advantage of adverse weather conditions such as big waves, high winds, and also take advantage of dark nights or change name tags, change the number of ships, hang foreign flags, changing routes, running around the sea to avoid the inspection ships, waiting for the opportunity to disperse goods, import goods to the mainland and transport them for consumption.

Crime smuggling at sea is now increasingly sophisticated, especially they take advantage of the loopholes of mechanisms, policies, loopholes in patrolling, controlling and corrupting a number of corrupt and corrupt officials bad influence in political ideology and actions of party cadres carrying out their work. Besides, recently, the waters of the southern provinces from Khanh Hoa waters to the Gulf of Thailand, exported. There are a number of people engaged in smuggling and protection activities in the style of a gangster, this situation seriously affects the security and order at sea, the healthy competition of enterprises, and the reputation of the business. authorities.

Gasoline is a regular commodity targeted by smugglers because of its huge profits, easy transportation and can mix. Smuggling ships and mooring ships often traded in large quantities in the adjacent waters or in areas that were less patrolled. Taking advantage of the State's supportive policies, some offshore fishing vessels also participate in the process of smuggling gasoline for businesses, conducting commercial fraud in coastal areas

in order to evade taxes. In addition, some behaviors are more harmful than the preparation, mixing more chemicals and solvents such as solmix, pluto condensat into smuggled gasoline for sale, causing danger during storage. store, extract and use. In addition, other types of smuggled goods such as drugs, cigarettes also become agents that cause insecurity and social order and affect the health of users, precious woods and wildlife, or parts of animals also seriously affect the environment and ecosystems, which cause an increase in human natural devastation by illegal exploitation and hunting of the remaining few resources. in nature. The high profits from the smuggling at sea have affected many fishermen's thoughts and actions, leading to being easily dragged into by illegal transnational smuggling forces, even for their profit, they were ready to fiercely oppose the functional forces when discovered (From 2012 to September 2015). In the first six months of 2019, smuggling in the East Sea remains potentially complex, taking place with high density, mainly petrol and mineral smugglers, in 2019. In 2019, the Vietnam Coast Guard has effectively implemented measures to maintain security at sea.

The functional forces of Vietnam have strengthened their patrol, control and control over territorial waters, sovereignty and national jurisdiction. On the other hand, patrol cooperation with other countries in the region such as China, Thailand, and Cambodia is effective, effectively participating in international and regional forums on the fight against crime in the East Sea establishing hotlines with concerned countries in the region to fight against and fight against maritime crimes, pirates and armed robbers against ships at sea such as the Philippines, Malaysia, and Thailand.

3. Drug Crime:

For a long time the East Sea has been a sea area where there are many ships traveling with large amounts of cargo every day, globalization has made the demand for travel and freight increase faster in recent years, which is also the the appropriate time for all types of drug-related criminal activities to transact and trade. Despite bilateral and multilateral cooperation of countries on the prevention of drug crimes in the East Sea in the first two decades of the 21st century, drug crime has been complicated in many places under many forms. different consciousness both on land and at sea.

The complexity of political issues in the East Sea among countries accidentally creates gaps in power at sea, which is also the main area of activity for drug crimes. According to the Vietnam Coast Guard Command, in recent decades, cases involving synthetic drugs increased by an average of 10% - 15% compared to previous years, especially serious subjects were involved in transporting and trafficking in these cases are teenagers aged 18 - 30. Particularly from 2015 up to now, the number of cases of

synthetic drugs with exhibits seized from 40 -45% of the total number of cases.

The peculiarities of the type of drug offenses at sea are often highly international, their networks of associations and organizations span many countries and involve many seas and territories, which makes public investigation, certification and implementation of struggles and prevention faced many difficulties and hassles. Compared to the early years of the 21 st century, when science and technology were newly developed at the level that governments could do well in controlling, means and tricks of drug offenders at sea, they were still rudimentary, but nowadays when science and technology are making leaps and bounds, high-tech devices - especially information technology - are thoroughly used by these criminals, making methods and tricks become sophisticated responses to authorities, especially those dealing in synthetic drugs.

Currently, vessels used by drug criminals are often large, in compartments with many small nooks and crannies that can hide drugs, so inspection is difficult and time-consuming, but only when a train passes through the checkpoint, a large amount of drugs will be distributed to the mainland and delivered to users. Therefore, in the process of checking and searching for drug hiding places, it is very easy to overlook criminals, or criminals throw drugs into the sea and notify the coordinates to other ships to salvage and continue transportation. Along with the exciting activities of drug-related crimes at sea, the hand-on activities on the land are also complicated, black spots of drug distribution and drug use organizations tend to be widespread in many areas. countries in the region, including Thailand, the Philippines, Cambodia, Laos, Malaysia, Indonesia and Vietnam. Currently, synthetic drugs are manufactured sophisticatedly and trade forms are also very diverse, affecting all ages, especially young people, young people, from tablet form to ice, liquid drug form. and gaseous form, more serious is that the drug is now camouflaged under the cover to easily reach the market like other common goods, which confuses the authorities in the inspection process. controlled at sea by vessels used by drug criminals often change their forms to camouflage like normal cargo ships. Taking advantage of the fact that the sea transport is often highly legal, false information or stop the ship checking is not in accordance with the process, or the inspection process has to open and unpack the cargo but does not see material evidence that will be considered as violating international law and obstructing transportation business activities of enterprises. The functional forces directly involved in the fight against drug crimes of the countries around the East Sea area are still thin, which is one of the major difficulties today when conducting constant patrols in an area, East Sea is vast.

The 2005 World Drug Report of the United Nations Office on Drugs and Crime estimated the size of the global

drug market of \$ 321.6 billion in 2003. Compared to a worldwide GDP of US \$ 36 trillion in the same year, illegal drug trade accounts for nearly 1% of global trade. Illegal drug use is common everywhere in the world, especially in Central America, South America, Western Europe, Central Europe, Southern Europe, stretching along the western half of Africa, West Asia, South Asia, Southeast Asia and Oceania. Drugs cause a lot of harm to the world economy and security, the most heavily affected are the countries producing and transporting drugs, followed by some receiving or intermediating countries, The prime example is Honduras, the transshipment country that estimates over 79% of cocaine on the way to the United States - with the highest murder rate in the world, one of the main causes being ghosts drug. In Vietnam, the task force at sea has taken many measures to fight against criminal activities at sea effectively, contributing to preserving the security environment at sea, ensuring the marine economic activities.

In 2018 and 2019, the situation of pirates and armed robbers in the East Sea continues to have complicated sea shows. Maritime security in the Strait of Malacca and the East Sea is complicated by the more sophisticated methods of pirates and armed robbers fighting ships at sea.

4. Pirates and armed robbers against boats:

In the first two decades of the 21st century, in many marine areas in the world in general and in Southeast Asia in particular, the situation of piracy and armed robbery is a prominent crime issue. Globalization and free trade allow for the rapid transfer of goods across the sea between countries, but the mechanisms of cooperation and security agreements are signed between nations. lack of political will and enforcement capacity, not working as expected, creating opportunities for pirates and armed raving raving, spreading on a global scale. Governments must address the consequences of problems stemming from governments: The disparity between rich and poor, ethnic and religious conflicts in Southeast Asia has led to many fishermen, sailors, and some pilots. Unemployed and isolated ships, most of the pirates and armed pirates in the East Sea come from these components, the socio-economic and socio-economic situation forces them to find a different way of life. more and faster benefits, even if there is a violation of the law, for example, the Abu Sayyaf group.

In the East Sea there are currently two hotspots of piracy and armed robbery: the Strait of Malacca and Strait of Sulu - Celebes: The Strait of Malacca is located in an important geopolitical and geopolitical position between Peninsular Malaysia and Sumatra of Indonesia connect the East Sea and the Indian Ocean, a shortcut for about 50,000 boats traveling to account for ¼ of the total number of vessels operating worldwide despite only 805 km long , the narrowest point is only 1.2 km wide, connecting maritime routes from Europe, Africa, the Middle East, South Asia to Southeast Asia and East Asia. Here, pirates and armed



robbers are very active even during the day, they take advantage of the crowds of ships exchanging goods, mixing in there to operate without fear of being discovered by the authorities. The characteristics of pirates in this area are the use of small ships with large capacity, moving close to the target ships to try to control the sailors on board to not signal for help and extract robbery goods. They were publicly carried out like normal commercial activities, after finishing the cargo robbery, they locked the entire crew, sometimes dropped the ship and dispersed. Many foreign oil vessels have been attacked by pirates and armed militants during the daytime.

In the southeast of the East Sea, the Sulu - Celebes Strait is located between the three countries of the Philippines, Malaysia and Indonesia, this is a hot area of not only maritime in the region but also in the world, with complex and difficult terrain. accessible, controlled by Abu Sayyaf Islamic militia forces based in the southern Philippines. In addition, the southern part of the East Sea connecting Singapore with the Anamba and Natuna Islands also belongs to Indonesia, which is also a relatively active area of pirates in Southeast Asia. The Abu Sayyaf pirate group is famous for the recklessness and challenge of the authorities, in addition to robbing goods they also perform acts of capturing sailors hostage to ransom from governments and organizations. owners or their families and are willing to kill hostages if they do not meet the conditions set out. The pirate group operates primarily along the sea route from the East Sea to the western Pacific Ocean and the adjacent sea area linking the Philippines, Malaysia and Indonesia. When a target ship appears the group will chase, wait until evening or when the crew is caught off guard to take action. The characteristic of this group is that they can detain ships for 7 to 10 days to find a market for stolen goods without fear of detection by the competent forces. In recent years, thanks to the application of the achievements of science and technology, the Abu Sayyaf pirate group often has large ship attacks, including many ships from Malaysia, Indonesia, and the Philippines.

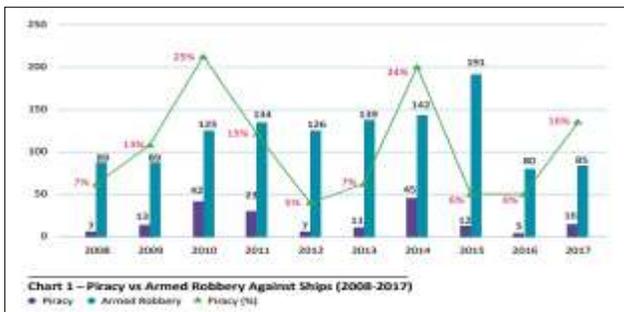


Figure: Pirate and armed robbery against ships during 2008-2017.

Source: ReCAAP, January - December 2017 Report annual piracy and Armed robbery against ships in Asia, p. 4.

In the first two decades of the 21st century, the East Sea witnessed an alarming number of pirates and armed robberies. In the period of 2008-2017, there were 1,124 pirates, accounting for 83% of the incidents in the area. in Asia, of which 1,002 were successful, only 122 failed. The number of piracy incidents mainly occurs in Indonesian waters and in the Malacca Strait of Singapore. The location of the piracy cases also shows that the piracy cases are mainly concentrated on the coast, under the management of coastal states. Particularly, in the East Sea area, from 2008 to 2017, there were 193 pirate cases, of which the number of pirates occurred in 2017 doubled compared to 2016 (ReCAAP ISC Annual Report 2017).

Table: Location of piracy and armed robbery in Southeast Asia during 2008-2017

Southeast Asia												
Andaman Sea												1
Gulf of Thailand											2	
Indian Ocean												2
Indonesia	71	1	14	8	36	11	27	2	98	6	81	7
Malaysia	10		12	3	15				15	3	12	6
Myanmar												
Philippines	6	2	6	1	5				4	2	3	5
SCS	5	2	11	2	16	0	11	0	7	10	1	40
Singapore												
Sulu-Celebes Sea	7	0	0	2	9	0	20	2	12	1	12	0
Thailand												
Thailand												1
Vietnam	11	1	0		12				0	1	0	1
Sub-total	68	38	58	14	89	21	113	15	104	8	124	8

Source: ReCAAP, January - December 2017 Report annual piracy and Armed robbery against ships in Asia, p. 6.

From the current economic, political - social situation of Southeast Asia, experts from the International Maritime Bureau - IMB and the Asian Anti-Pirate Organization - ReCAAP forecast piracy and robbery. The armed forces in this area will only get worse due to the difficulty in coordinating hunting between countries. Moreover, the divide between rich and poor in the region is increasing, the downside of globalization will also create certain favorable conditions for terrorist groups, gangsters to carry out attacks. at sea, racial discrimination, rapid profits and much from piracy threaten to involve poor people in this activity, especially the unemployed youth.

In Vietnam, piracy and armed robbery are not really alarming like some areas in Southeast Asia, but this situation in Vietnam's waters still exists and there are acts. complicated variables, especially in the context of the East Sea area in dispute and not clearly delineated in many areas as currently. In October 2014, Vietnam's Sunrise 689 ship, after taking goods at Horizon's port of Singapore, carried 5,226 tons of oil and 18 crew members on their journey back to Quang Tri to return the goods, which were controlled by pirates for 5 days pump 5,000 tons of oil on board (Vietnam Television Station 2019). The Vietnam Coast Guard then collaborated with the Coast Guard countries of Singapore, Indonesia, Malaysia and the Philippines to search and assist Vietnamese vessels that were robbed. In November 2016, the Royal ship of



Vietnam Royal Shipping Joint Stock Company carrying 3,000 tons of cement from Quang Ninh province of Vietnam to Indonesia was attacked by the Abu Sayyaf pirate group and seized 6/19 boats. members, shortly afterwards, the Philippine Coast Guard coordinated to handle the incident (Giang Chinh 2019). On February 19, 2017, the Abu Sayyaf pirate group continued to attack Vietnam's Giang Hai ship in the Sulu Strait - Celebes, shot and killed sailor Vu Duc Hanh, arrested 6 others after destroying many vehicles. and let the ship drift (Le Tan 2019).

In addition to the large piracy cases, the issue of piracy and armed piracy also occurs in some areas of the sea with large numbers of ships such as in Quang Ninh province, Hai Phong city, Vung The ship, however, is only a small local theft of foreign cargo ships anchored in Vietnam, not threatening or threatening the lives of sailors. These incidents, when occurring, are still notified to the Information Center of ReCAAP and handled by Vietnamese Coast Guard in accordance with the law.

The Information Sharing Center of the Regional Cooperation Agreement on Combat against Pirates and Armed Robbers targeting ships in Asia - ReCAAP ISC has published an annual report on piracy and armed robbery aimed at ships. 2019. Accordingly, a total of 82 incidents of piracy and armed robbery, including 71 actual incidents and 11 unsuccessful incidents were reported in Asia in 2019. This number increases 8% in the total number of incidents and an increase of 15% in the number of actual incidents reported compared to the previous year. In 2018, 76 incidents, including 62 actual incidents and 14 failed incidents, were reported. The majority of incidents reported in 2019 were armed robberies aimed at ships. Of the 82 incidents reported in 2019, two were pirate incidents and 80 were armed robberies. There have been improvements in some ports and anchorages in Asia last year compared to 2018, notably in Bangladesh and Indonesia. In Bangladesh, no incidents have been reported in the past year compared to 11 incidents in 2018. In Indonesia, the number of incidents at ports and anchorages has decreased to 23 compared to 27 incidents in 2018. Worryingly, the two abductions of seafarers for ransom on June 18 and September 23, 2019 in the waters off East Sabah, Malaysia. The risk of piracy abducting seafarers in the Sulu-Celebes and waters off East Sabah remains high, as evidenced by the two incidents. The coastal states concerned are required to strengthen surveillance, push patrols and maintain contact with ships passing through the area. Shipping companies need to follow the recommendations of the ReCAAP ISC to change the travel itinerary through the area, if possible; In case this is not possible, vigilance must be increased and immediately reported to the operations centers of the Philippines and the East Sabah Security Command - ESSCOM of Malaysia.

In July 2019, the ReCAAP ISC drafted a Guideline regarding the abduction of seafarers in the Sulu-Celebes

and waters off East Sabah for shipping companies and ships, to increase their receipt of Be aware of practical situations and take appropriate countermeasures to avoid such incidents. One thing of concern is the increase in incidents of cruise ships in the Singapore Strait in 2019. A total of 31 incidents were reported in 2019 compared to the seven incidents of 2018. There has been an increase in incidents of ships moored off Bandar Penawar, Johor, Malaysia. Five incidents were reported here last year, while no incidents were reported in 2018. Due to an increase in incidents in some locations as outlined in the 2019 Report, ReCAAP ISC recommends law enforcement agencies in Asia to strengthen supervision, promote patrol activities, respond promptly to incidents reported by ships. Captains and crew members should increase their vigilance when passing the ship through the areas of interest, maintaining constant vigilance against suspicious vessels in the vicinity, reporting all incidents immediately. The nearest coastal state and implements the precautions described in the Regional Guide for Anti-piracy and Armed Robberies targeting ships in Asia. Captains are also required to comply with regulations and notices issued by coastal states to exercise their common safety responsibilities.

In 2018 and 2019, Vietnamese specialized forces have actively carried out inspection and control activities on the exclusive economic zone and continental shelf. At the same time, to conduct coordinated patrols with China, Thailand and Cambodia to maintain security and order at sea. Organize many long-term patrols to control the situation of maritime security. Deploying the Plan to implement the task of preventing terrorism, ensuring maritime security in 2019, the Vietnam Maritime Administration has organized a conference to disseminate the situation of piracy and armed robbery attacking the regional vessels. Southeast Asia and the conference on training in anti-terrorism and maritime security assurance in Quang Ninh province from October 31, 2019 to November 2, 2019. Thus, in 2018 and 2019, Vietnam has organized synchronous implementation of solutions to fight against pirates and armed robbers against boats.

5. Illegal weapons trading at sea:

Arms trade can be considered a more serious act of smuggling, the common point between them is the trade and circulation of illegal goods, but weapons are a more specific item because its dangerous substance. In the past few years, the arms trade in Southeast Asia has become more complicated due to the increasing demand for personal weapons, although most countries have banned their citizens from using weapons. personal gas without government approval. The emergence and development of terrorism combined with poverty makes Southeast Asia a fertile land for illegal transportation and consumption of weapons. In addition to the personal weapons traded in the East Sea today, there are explosives and support tools, especially they are often used to convict, retaliate



individuals, scramble for operating areas, fight against pay the functional force when being captured. The widespread trade of small arms has significantly increased the destructive capacity of separatist forces, terrorist organizations and criminals. In Cambodia, Myanmar and South Philippines, the rebel organizations have a full range of advanced offensive and assault weapons such as submachine guns, shoulder-mounted missiles, B.41 anti-tank guns, etc. This is why separatist organizations in countries have become stubborn. Peace negotiations between the government and them often fail and then conflicts intensify to great damage on both sides. In some areas of Indonesia, the Philippines and the Cambodian border and the Myanmar border, organized separatists have used resources in exchange for weapons, increasing poverty, making economic development unhealthy strong. Due to the insecurity of the social security environment, the occurrence of crime and terrorism has reduced the amount of foreign investment and impacts on many socio-economic aspects.

The issue of illegal arms trade in Southeast Asia in general and in the East Sea in particular has been happening at a level that is difficult to control for many reasons, including historical and political issues. treatment. For example, in Cambodia, because the war took place for a long time from 1978 to 1990, it left many dangerous weapons stores and so far, the recovery and management of weapons are still very difficult. According to UN statistics, from 1992 to 1993, the number of guns collected in Cambodia was 320,000 guns and 80 million bullets. In recent years, the Cambodian Government has continued to implement measures to recover some illegal weapons. But there are an estimated 900,000 guns still circulating in the black market. By 2004, there were about 1 gun and 10 bullets in Cambodia for every 20 people. In Thailand, the number of legal guns in private hands is over 3 million. In the Philippines, there are over 800,000 legal guns and 400,000 illegal guns among the population. With such a large number of weapons, the number of weapons crimes is not limited to domestic use but is also traded to surrounding countries for user demand, and the majority of them are transported by road sea.

In Vietnam, on December 22, 2018, the Conference on strengthening prevention and fight against criminals and violations of the law on weapons, explosive materials, support tools and firecrackers on the occasion The Lunar New Year 2019 is organized by the Department of Public Administration for Social Order, the conference summarized some data on the situation of arms trade in Vietnam, showing the situation of arms trafficking gas still out.

The Colombo Declaration and the Manila Declaration laid the basis for ASEAN members to cooperate in the attack on illegal arms smugglers. Beginning in 1997, every two years ASEAN countries hold

ministerial-level conferences on transnational crime attacks, including weapons smuggling.

6. Vietnam participates in international cooperation to prevent crime at sea:

Vietnam Coast Guard is a specialized force of the State which performs the function of management of security, order, safety and assurance of the observance of Vietnamese laws and relevant international agreements to which Vietnam is a member on the waters and continental shelves of the Socialist Republic of Vietnam.

Vietnam has actively participated in mechanisms such as ReCAAP, HACGAM ..; set up working mechanisms, hotlines, joint patrols with countries like China, Philippines, Malaysia, Indonesia, Thailand, Cambodia, and other countries. In recent years, Vietnamese specialized forces have actively conducted inspection and control activities on the exclusive economic zone and continental shelf. At the same time, conducting joint patrols with China, Thailand and Cambodia to maintain security and order at sea. Organize many long-term patrols to control the situation of maritime security. However, the coordination with international forces in the prevention of crime at sea still faces many difficulties and challenges.

7. Conclusion:

Along with the development of the fields of the marine economy on a global scale as well as in the East Sea region, the result is an increase in the activities of transnational crimes at sea. The current real situation, as well as recent studies show that types of trans-boundary crimes at sea such as pirates, armed robbers against ships, drug crimes, illegal arms trade, Terrorism, trafficking and illegal trafficking of persons remain out of some parts of the world, including the East Sea, with an increase in piracy and armed robbery against ships.

The types of transnational crimes at sea are increasingly sophisticated to avoid and respond to the functional forces of the nations in the East Sea. In recent years, there has been cooperation between countries around the East Sea to coordinate the struggle to prevent and fight against crimes at sea. In the current context, the marine economic sectors are increasingly developing, especially in the East Sea area, which is very bustling with maritime activities of passing ships. In order to ensure the development of maritime economic fields, it is necessary to have the cooperation of the international community and the region, first of all, the specialized forces of the countries surrounding the East Sea, in order to effectively suppress effectively. The consequences for all types of crimes at sea, including terrorism.

Vietnam is a responsible member of UNCLOS and a maritime state, so Vietnam has been increasingly actively participating in bilateral and multilateral international forums to fight against all kinds. Crime at sea. Through



bilateral and multilateral cooperation mechanisms, contributing to preserving the peaceful sea environment, ensuring security and order for maritime routes in the East Sea in general and Vietnam's territorial waters in particular./.

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2. From 2012 to September 2015, the Coast Guard and Border Guards alone discovered and arrested them in the southwest exclusive economic zone; coastal Quang Ninh, Hai Phong, Nghe An, Ba Ria - Vung Tau, Soc Trang 69 cases / 259 subjects smuggling gasoline, including 7/45 subjects are foreigners, confiscated 21,773,682 liters petrol and oil of all kinds, collected and paid to the state budget of VND 280 billion. In 2016, the Border Guards discovered and arrested 213 cases / 563 subjects, collecting more than 10 million
- liters of petrol and oil, typically the transport of more than 5 million liters of illegal oil from a foreign ship. into Vietnam in Phu Yen, selling and selling all the revenues and the State budget 61 billion; captured 68 cases / 124 subjects, seized 88,762 tons of coal, 6,770 m³ of sand, 65,589 packages of foreign cigarettes, more than 2 tons of firecrackers and many other valuable items, collected 145.8 billion VND. In the first quarter of 2017, the force continued to seize 1,514,000 liters of gasoline, 2,574,190 liters of oil, 15,829 tons of coal, more than 100,000 cigarette packs, more than 3 tons of firecrackers, 4 kg of heroin, 10.5 kg of US grass, opium, etc., total value of temporarily seized material evidences is about VND 151.2 billion.
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